

(No Model.)

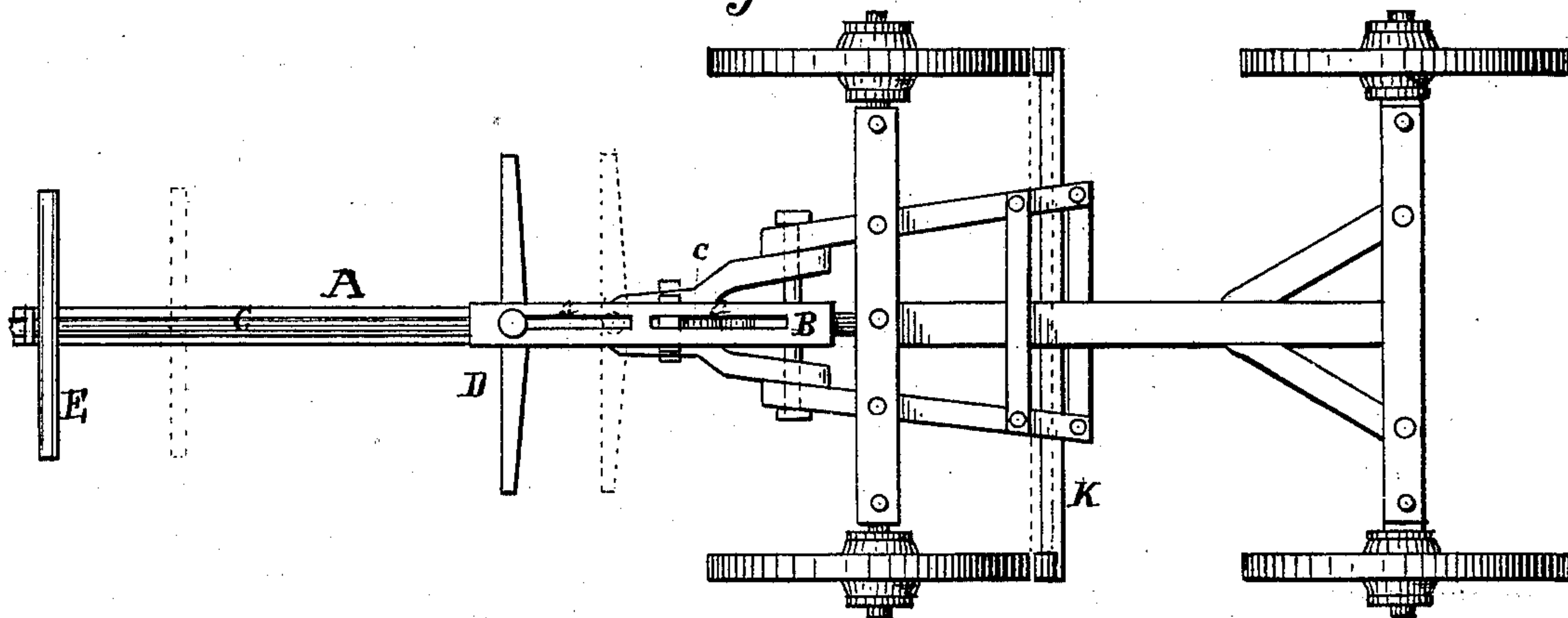
J. C. WALKER.

WAGON BRAKE.

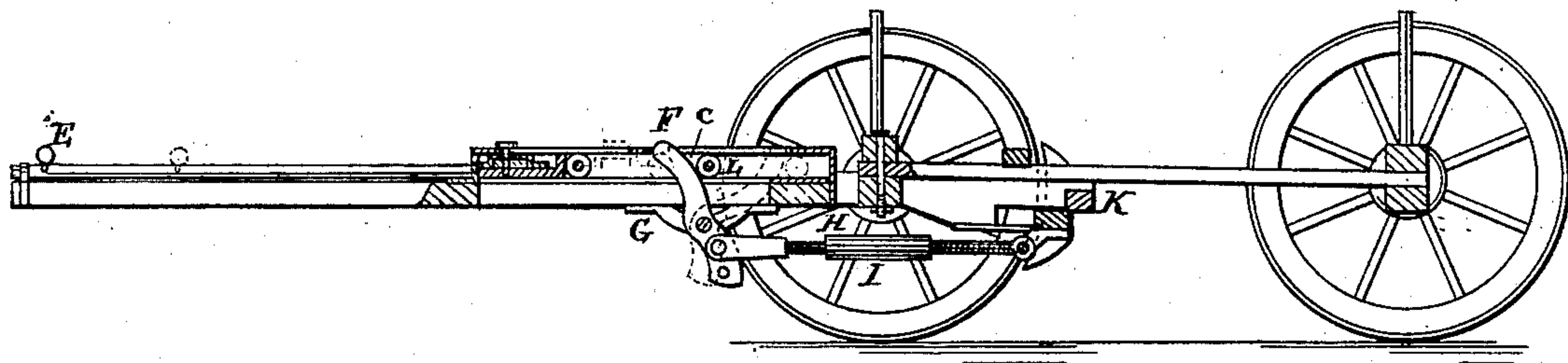
No. 245,755.

Patented Aug. 16, 1881.

*Fig. 1.*



*Fig. 2.*



Witnesses:

*J. W. Garner*  
*W. J. Asgood.*

Inventor:  
*Joseph C. Walker*

# UNITED STATES PATENT OFFICE.

JOSEPH C. WALKER, OF HELENA, MONTANA TERRITORY.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 245,755, dated August 16, 1881.

Application filed May 16, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH CULTON WALKER, a citizen of the United States of America, residing at Helena, in the county of Lewis and Clarke and Territory of Montana, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

This invention relates to certain improvements in self-operating or automatic wagon-brakes; and the object of the same is to more effectually apply the brakes, by the holding back of the horses, to the front wheels in descending a hill.

My improvement consists in attaching to the under side of the tongue of a wagon or other vehicle a slotted bar to sustain and guide the whiffletree and a connected bar.

My improvement further consists in the combination of the tongue with one or more slots and a suspended slotted bar with interposed means, which are sustained and guided in position for the operation of the brake-shoes.

My improvement further consists in the combination, with the tongue, of the movable whiffletree, a sliding bar, a fulcrum-lever, a connecting-bar, and a brake-bar.

My improvement further consists in the novel construction and combination of parts, as will be hereinafter more fully described, and pointed out in the claims.

In the annexed drawings, Figure 1 is a plan view, and Fig. 2 is a central longitudinal section, of a wagon having the brake applied thereto.

A represents the tongue of an ordinary wagon-gearing. This tongue, at the rear end, is formed with a slot or two slots, *a*, for the purpose hereinafter stated. To the upper sides of this tongue, at the rear end, is attached the hammer-strap B, having a longitudinal slot or slots corresponding with the slots in the tongue below.

Between the tongue and the hammer-strap is arranged the sliding brake C, to which the whiffletree D and neck-yoke E are attached. The front end of the brake-rod C is kept in contact with the tongue by means of a loop or

sleeve, substantially as seen in Fig. 2 of the drawings. The rear portion of this brake-rod, which works within the hammer-strap, is formed with a slot, *c*, for the passage of the vertical or inclined lever F, fulcrumed to the bracket or hanger G, secured to the under rear surface of the tongue. This brake-rod is provided with side anti-friction rollers, L, to travel upon the hammer-strap and tongue.

To the lower end of the fulcrumed lever F is attached a connecting-rod, H, with a swivel device, I, for increasing or decreasing the length of the rod, and the rear end of this connecting-rod is journaled to the transverse brake-bar K, to engage with the periphery of the front wheels. This brake-bar K, which has a forward motion, is guided in slots formed in the rear end of the hounds.

It will be observed, by reference to the drawings, that the fulcrumed lever is made concave from the fulcrum to the upper end, and that the upper and lower ends of the said lever work between or in contact with anti-friction rollers journaled in the brake-rod and connecting-rod.

Operation: The horses are hitched to the whiffletree attached to the sliding rod arranged above the tongue of the vehicle, and the parts being connected, as shown and described, it will be seen that by pressing the neck-yoke, to which the horses are attached, back the brake-rod acts upon the fulcrum-lever, and this lever acts upon the connecting-rod, which causes the brake-bar with shoes to be brought to bear upon the front wheels.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of the slotted tongue A, slotted hammer-strap B, sliding brake C, having anti-friction rollers L, and hanger G, with swivel I and brake-bar K, all arranged and operating substantially as and for the purposes set forth.

2. The sliding brake C, with its rear end operating between the tongue A and hammer-straps B, slotted to receive the end of the lever F, and provided with anti-friction rollers L, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

JOSEPH CULTON WALKER.

Witnesses:

S. H. WILCOX,  
R. K. BOYD.