

(No Model.)

J. L. OGLE & F. H. TURNURE.

AUTOMATIC WAGON BRAKE.

No. 262,309.

Patented Aug. 8, 1882.

Fig. 1.

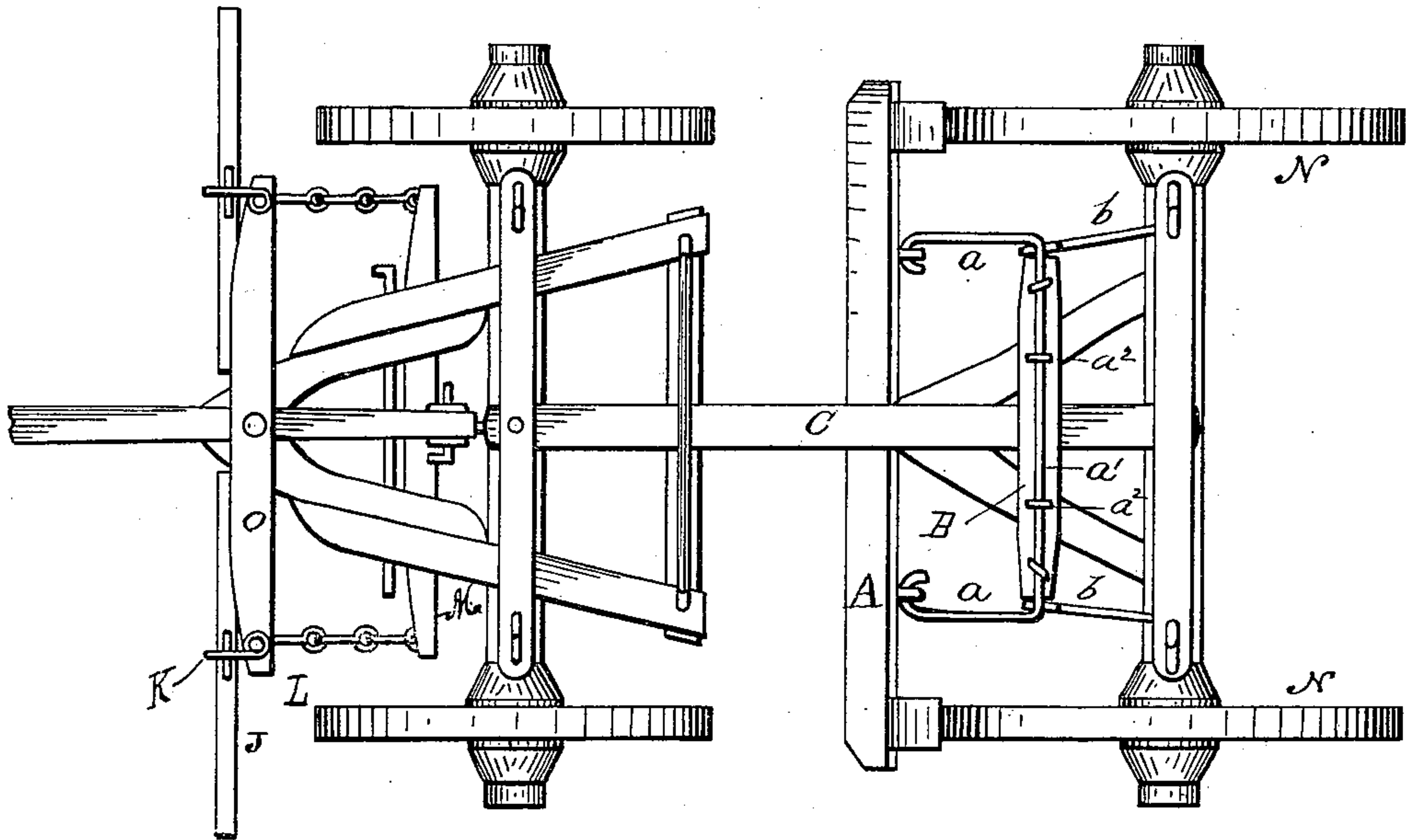
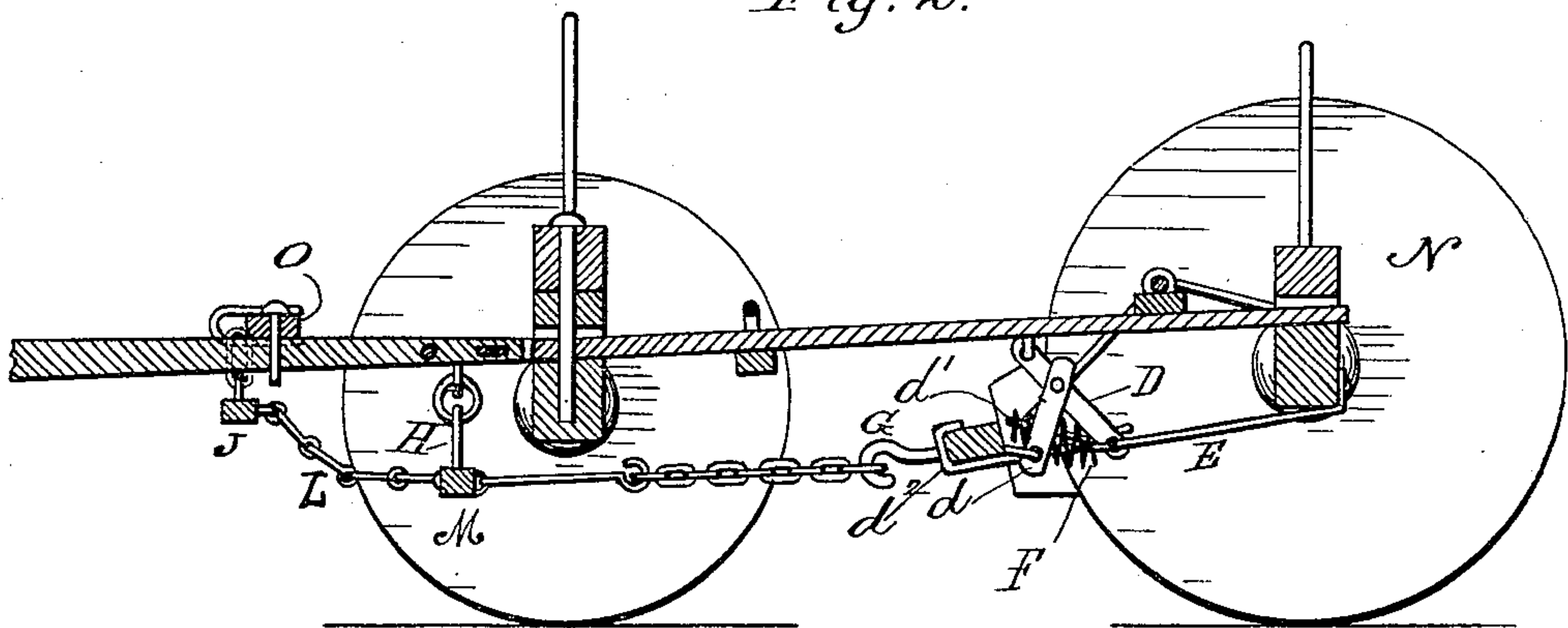


Fig. 2.



Witnesses:
E. B. Stetson
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Inventors:
J. L. Ogle *F. H. Turnure*
By *[Signature]* *Att'y.*

UNITED STATES PATENT OFFICE.

JOHN L. OGLE AND FRANK H. TURNURE, OF GRAHAM, MISSOURI, ASSIGNORS
OF ONE-HALF TO CORWIN JOHNSTON AND ISAAC F. BROWN, OF SAME
PLACE.

AUTOMATIC WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 262,309, dated August 8, 1882.

Application filed May 20, 1882. (No model.)

To all whom it may concern:

Be it known that we, JOHN L. OGLE and FRANK H. TURNURE, citizens of the United States of America, residing at Graham, in the county of Nodaway and State of Missouri, have invented certain new and useful Improvements in Automatic Wagon-Brakes; and we 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.

Our invention has relation to automatic brakes for carriages, wagons, and other vehicles; and it consists in certain features hereinafter described, and specifically set forth in the claims.

Figure 1 is a plan. Fig. 2 is a central vertical and longitudinal section of a wagon provided with a brake constructed in accordance with our invention.

A is the usual brake-beam, located in this instance in front of the rear wheels. It is supported by two arms, *a*, connected to the rod *a'*, and secured by staples *a*² upon the cross-beam B, situated upon the reach C, and secured thereto in any suitable manner, and further strengthened by rods *b*, secured in a suitable manner to the rear axle. The arms *a* are pivotally connected to the brake-beam, and the rods which extend to the rear axles embrace the arms or their connecting-rod pivotally, so that the brake-beam may be lowered in a circle. On the under side of the reach is a pivotally-secured bar, D, which is connected by a link, *d*, to the center of the brake-beam. If desired, a rod, E, may be secured to the rear end of the bar and to the rear axle. At the rear lower end of bar D is a rod, *d'*, hooked at its free end to clasp the terminal coil of the spring F, and a similar rod, *d*², is secured to the brake-beam and hooked to clasp the opposite terminal coil of said spring. A hook, G, at the center and front of the brake-beam, is secured to one end of a chain, (or it may be

a rod,) which is connected to the depending rod H, pivotally secured to the rear end of the tongue.

A loop may embrace the tongue and be secured to the end of the depending lever and rest upon the upper surface of the tongue back of the evener I.

The evener may be secured in a suitable manner to the loop, and may be provided with two pins, (or it may be a loop or eye,) through which the ordinary evener-bolt passes. The ordinary evener-strap is secured to the tongue back of the loop, and is provided with the usual eye through which the evener-bolt is inserted.

This being the construction, the operation is as follows: When the team draws upon the evener the loop secured thereto is drawn forward, the depending rod oscillates in its bearings, the chain is tightened, the brake-beam is drawn forward and elevated, moving in a circle on account of the pivotal attachments of its supporting-arms, and the brake-shoes are thus withdrawn from contact with the wheels, the spring being compressed by the two hooked rods drawing in opposite directions, the link connected to the bar under the reach partaking of the circular movement of the brake-beam. Thus, while the team is drawing the brakes are removed, and whenever the draft ceases the spring draws the brake-beam down, throwing the shoes in contact with the wheels, and the friction of the shoes upon the wheel tends to draw the brake still farther downward and with increased pressure on the wheel. The brake-beam is supported in this pivotal manner and located normal when first coming in contact with the wheels substantially below the center of the wheels, whereby the friction of the wheels against the brake-beam tends to throw the weight of the load upon the shoes, thus securing great resistance to the rotation of the wheels.

If desired, the link and rod beneath the reach may be dispensed with, and the rear hooked rod passing through the spring may be connected directly to the rear axle.

We have shown in Fig. 2 the preferred manner of connecting the draft devices to the brake,

which is by means of the following devices: |
The whiffletrees J (one only being shown in
Fig. 2) are connected to the evener by a link,
K, and to the brake-chain by means of chains
5 L, secured at the ends of a bar, M, to which the
brake-chain is secured. The depending rod H
supports the bar M.

It will readily be seen that the operation is
the same in both manners of attaching the
10 brake-chain to the draft devices.

Having described our invention and its op-
eration, what we claim as new, and desire to
secure by Letters Patent, is—

1. The combination of the evener O, the de-
15 pending rod H, the brake-chain, the brake-beam
A, the spring F, the lever D, the link *d*, the
pivotal supporting-arms *a'*, and the strength-
ening-rods *b b*, substantially as shown and de-
scribed.

2. The combination of the brake-beam A, 20
the pivotal supporting-arms *aa*, and the wheels
N, the reach C, the bar D under the reach, the
link *d*, and the spring F, the brake-beam being
supported at a point below the center of the
wheel, whereby when the shoes are in contact 25
with the wheels the friction has a tendency to
increase the drawing of the brake-beam down-
ward, substantially as shown and described.

In testimony whereof we affix our signatures
in presence of two witnesses.

JOHN L. OGLE.

FRANK H. TURNURE.

Witnesses:

CORWIN JOHNSTON,
ISAAC MORTON.