

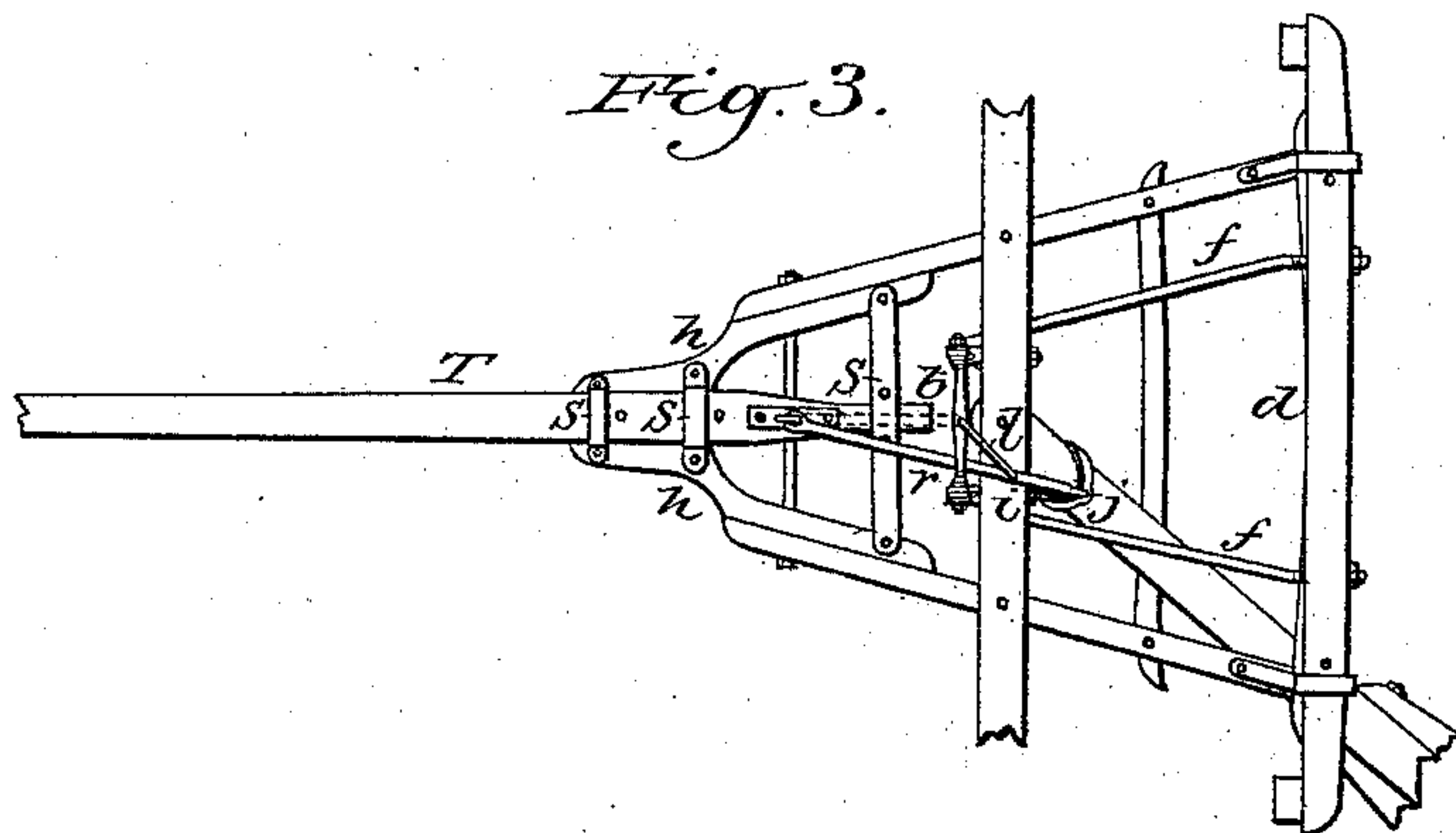
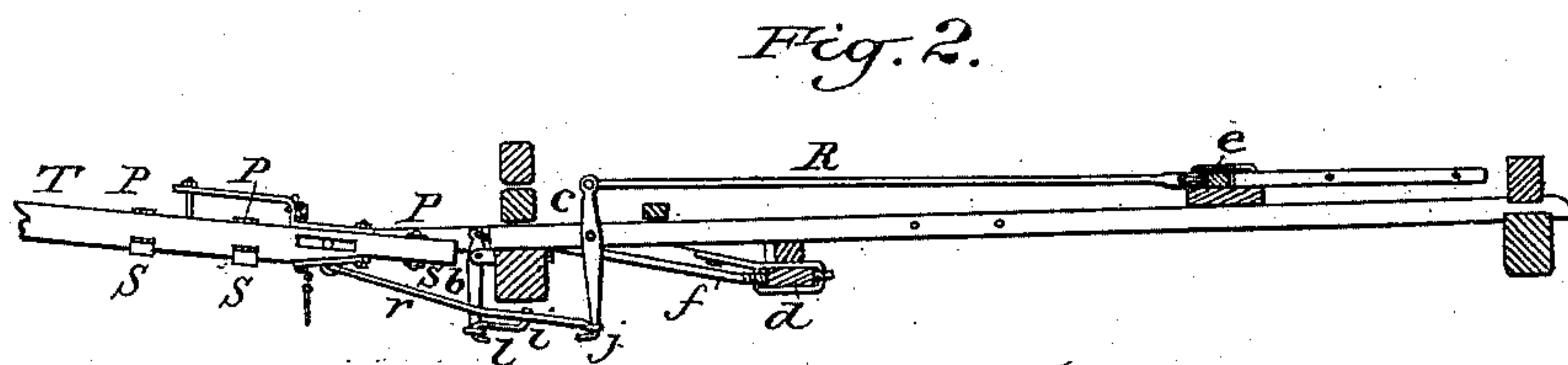
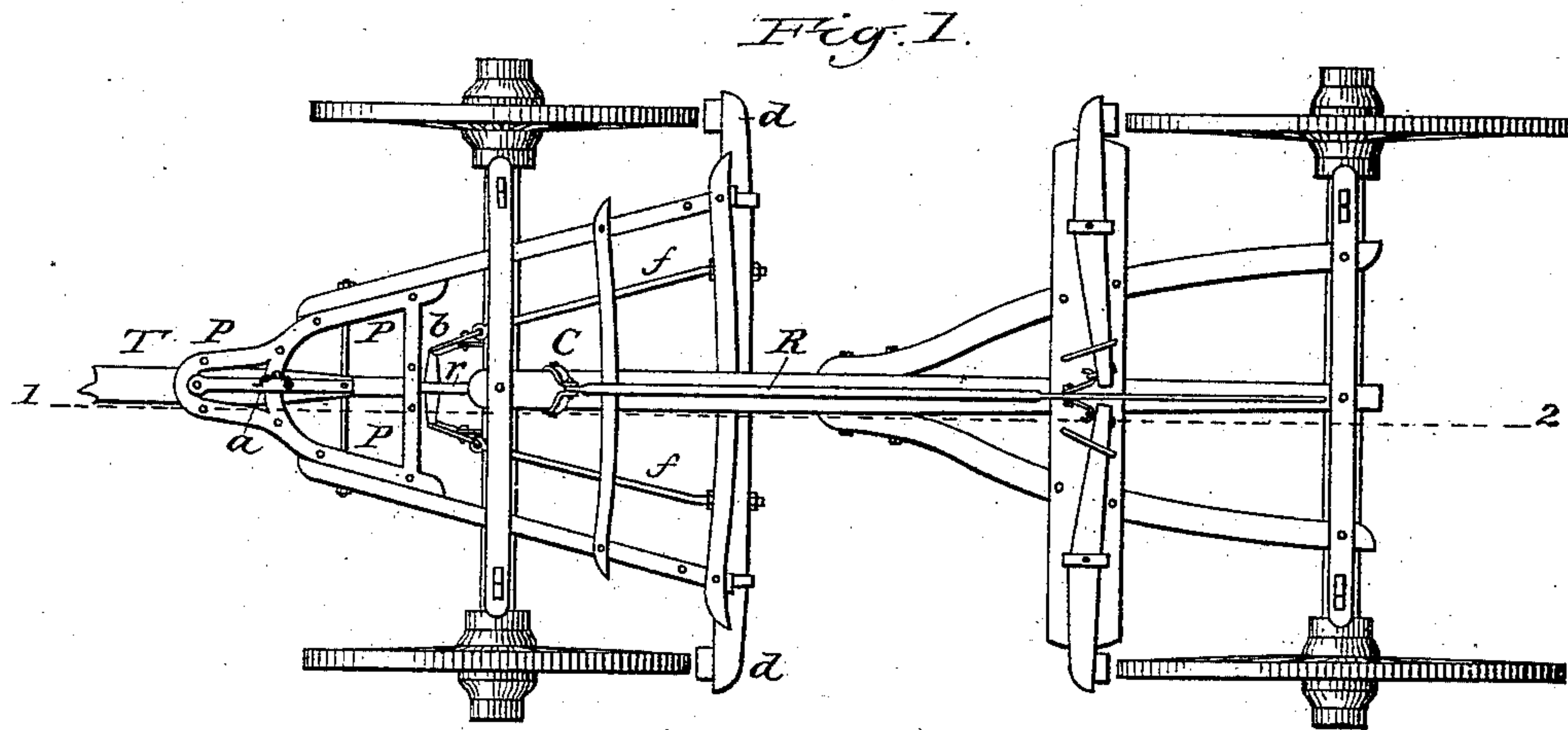
(No Model.)

T. W. SOUTHARD.

WAGON BRAKE.

No. 299,866.

Patented June 3, 1884.



Witnesses:

Isaac H. Southard,
Henry Southard,

Inventor:

Thomas W. Southard

UNITED STATES PATENT OFFICE.

THOMAS W. SOUTHARD, OF ROSE'S VALLEY, PENNSYLVANIA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 299,866, dated June 3, 1884.

Application filed December 3, 1883. (No model.)

To all whom it may concern:

Be it known that I, THOMAS W. SOUTHARD, a citizen of the United States, residing at Rose's Valley, in the county of Lycoming and State of Pennsylvania, have invented a new and useful Wagon-Brake, of which the following is a specification.

My invention relates to improvements in self-acting brakes, in which a sliding tongue enables the team to apply the brakes; and the objects of my improvements are, first, to provide a more substantial hound in which the tongue is free to slide or is made stationary at the will of the operator; second, to provide a suitable connection between the sliding tongue and rear brake, by which the objectionable sliding circle is dispensed with; third, to provide a suitable connection between the rear and forward brakes, by which an equal pressure of both brakes is secured while going round a curve; and, fourth, to afford facilities for the proper adjustment of the brakes in respect to each other. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a top view of the entire wagon with brakes; Fig. 2, a detailed view of a vertical section of the entire wagon on the line 1 2, Fig. 1; and Fig. 3, an under view of a part of the wagon.

Similar letters refer to similar parts throughout the several views.

The facing P, made of two-inch band-iron extending back on the wooden braces *h h* and across at the rear end of the tongue T, with the straps S S S, (see Figs. 1 and 3,) make a more substantial hound, in which the tongue T may slide forward or back, or may be fastened by the pin *a*, applied as shown in Fig. 1, (or any other fastening,) when required to back the wagon, the rod *r*, attached at one end to the tongue T, and at the other end to

the lever *c*, the upper end of said lever being connected with the wooden levers *e e* by the rod R, making the connection without a sliding circle, and securing the perfect action of the rear brake under all circumstances. The rod R extends beyond the rear brake, and is furnished with holes for the purpose of lengthening the wagon. A short rod or hook, *l*, attached at one end to the rod *r* at the point designated by the letter *i*, Figs. 2 and 3, and at the other end to the bail *b*, which serves as a lever, and is connected with the brake-bar *d* by the rods *f f*, forms the connection and secures the action of the front brake.

One principal feature of the invention consists in the hook *l*, corresponding in length with the distance from the joint *i* to the joint *j* on the rod *r*, and being attached as shown above, operating as shown in Fig. 3, allowing a free action in turning, and at the same time securing an equal pressure of both brakes.

A wagon may be supplied with both or either of the brakes, at the option of the owner. If the front brake alone is used, it may be operated by a rod connecting the tongue T with the bail *b*, as shown by the dotted lines in Fig. 3.

I am aware that prior to my invention wagon-brakes have been made in which the team operates the brakes, by means of a sliding tongue and other connections. I therefore do not claim such a combination, broadly; but

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

The combination, in a self-acting brake, of the rod *r*, the lever *c*, the rod R, the hook *l*, the bail *b*, and the rods *f f*, all substantially as described.

THOMAS W. SOUTHARD.

Witnesses:

A. J. WEBSTER,
JONATHAN MILLER.