

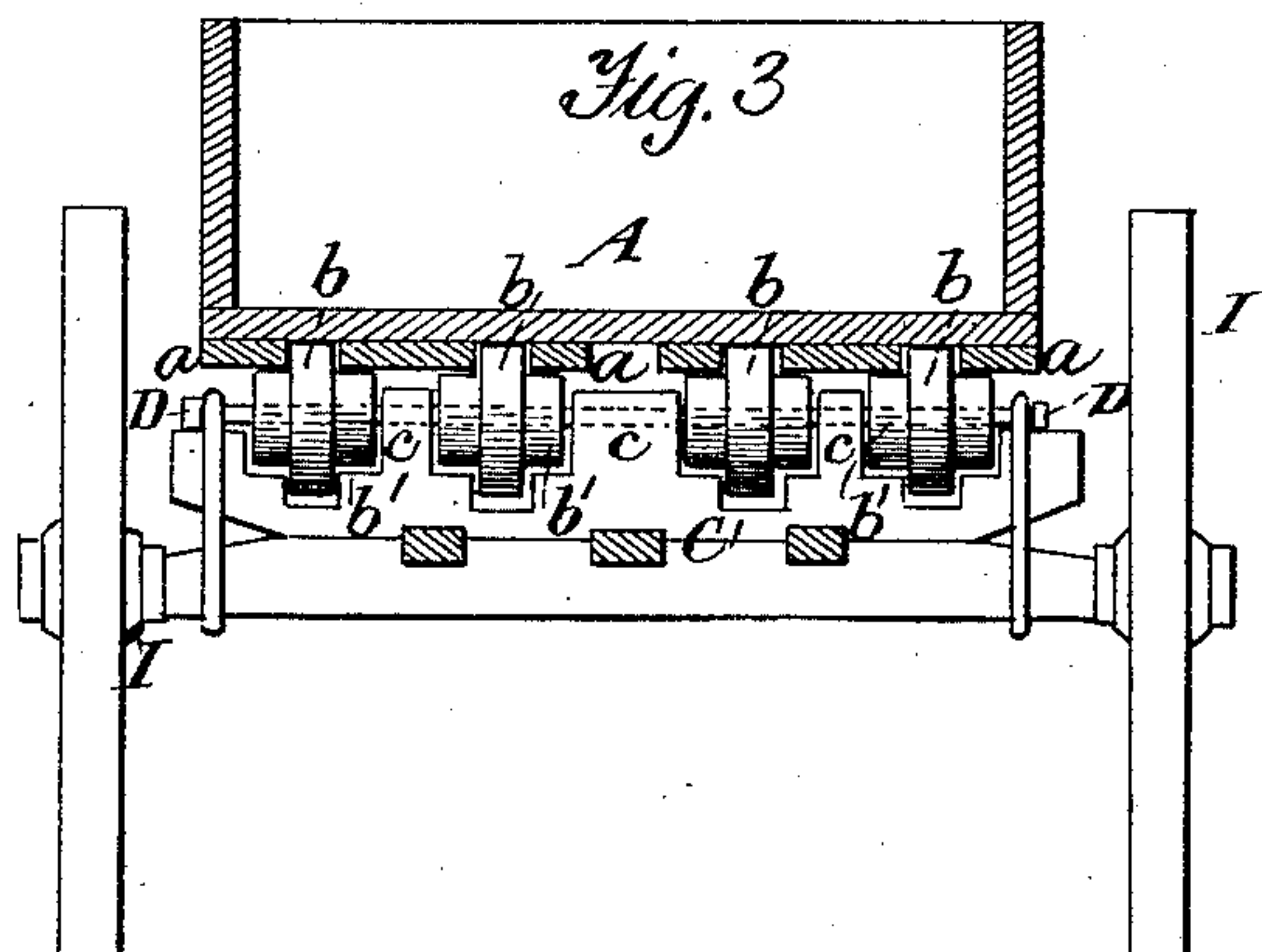
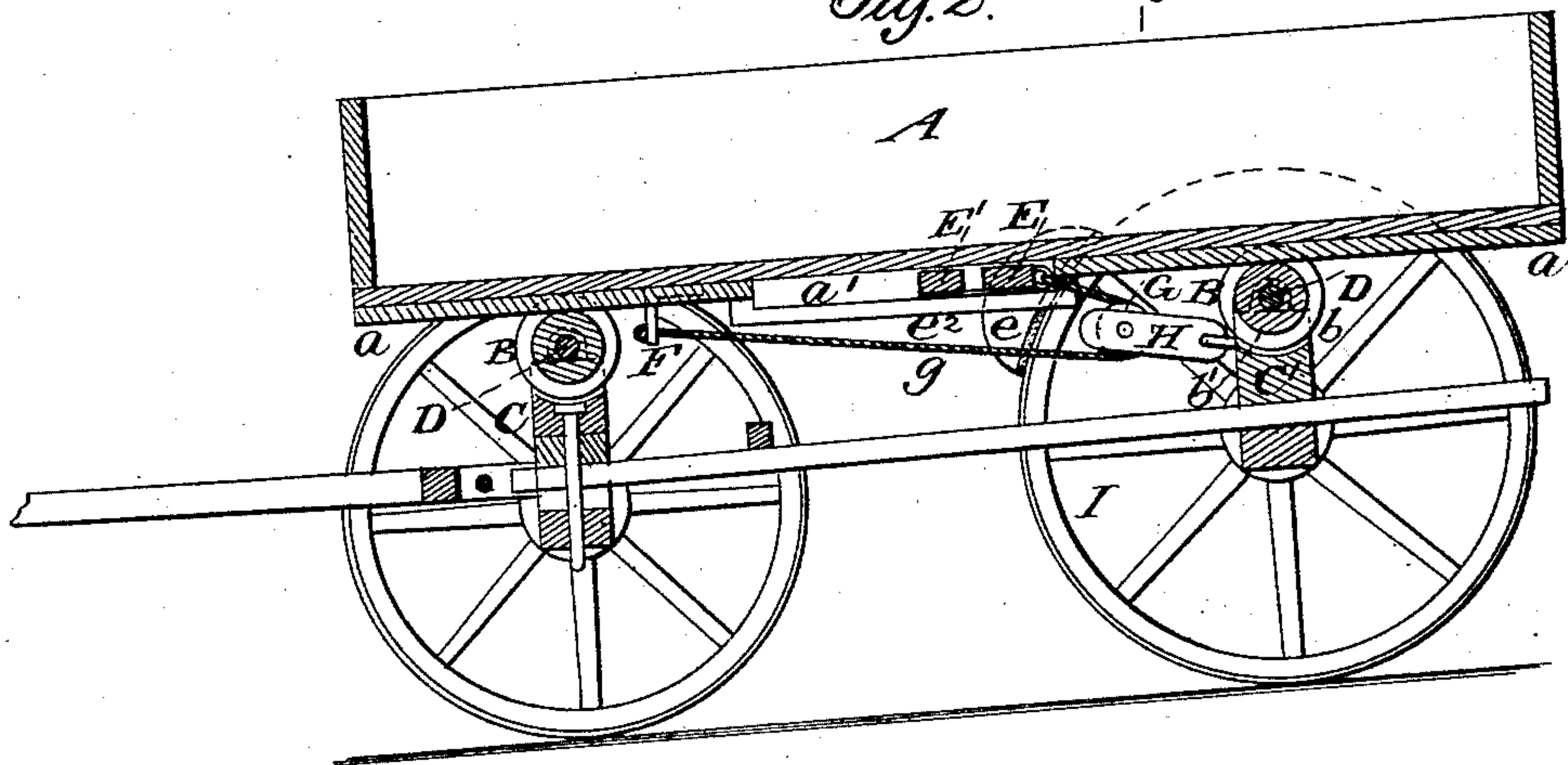
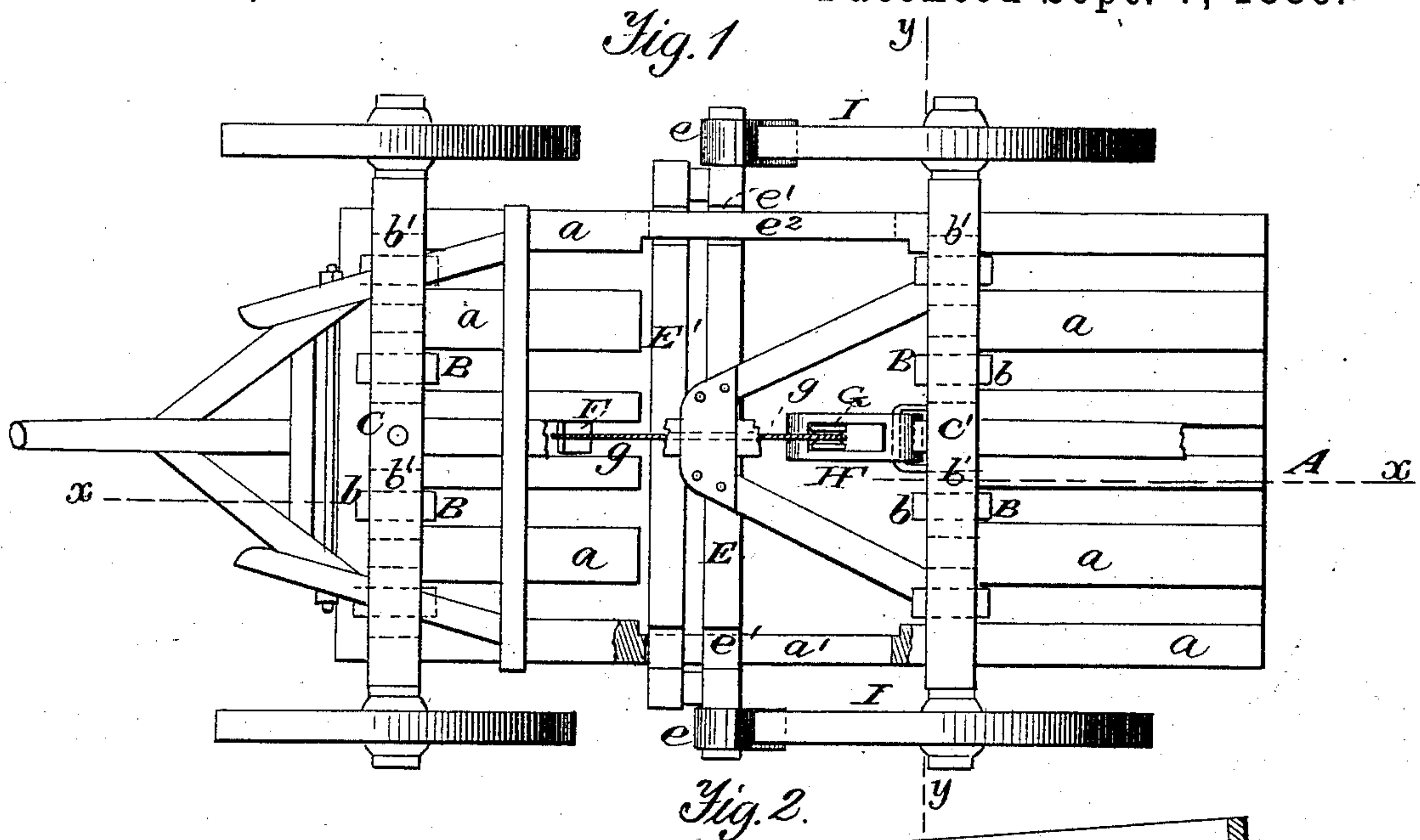
(No Model.)

J. W. A. & M. BEAIRD.

WAGON BRAKE.

No. 348,714.

Patented Sept. 7, 1886.



Witnesses.

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# UNITED STATES PATENT OFFICE.

JAMES WILLIAM A. BEAIRD AND MARION BEAIRD, OF BAYOU LA CHUTE,  
LOUISIANA.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 348,714, dated September 7, 1886.

Application filed June 25, 1886. Serial No. 206,263. (No model.)

*To all whom it may concern:*

Be it known that we, JAMES WILLIAM A. BEAIRD and MARION BEAIRD, citizens of the United States, residing at Bayou La Chute, in the parish of Caddo and State of Louisiana, have invented certain new and useful Improvements in Wagon-Brakes; and we do 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 the letters and figures of reference marked thereon, which form a part of this specification.

This invention will first be described in connection with the drawings, and then pointed out in the claims.

Figure 1 of the drawings is a bottom plan view; Fig. 2, a longitudinal vertical section on line  $x x$  of Fig. 1, and Fig. 3 a vertical cross-section on line  $y y$  of the same, Fig. 1.

In the drawings, A represents a wagon-body, having on its bottom the parallel strips  $a$ , on which run the sides of the rollers B, arranged on the front and rear bolsters, C C'. The middle or annular rib,  $b$ , of the rollers B passes between the strips  $a$ , while the sides  $b' b'$  are of less diameter, so as to bear on the strips. The rollers B are arranged loosely upon the rods D D, which are stapled to the top of the vertical projections  $c$  of the bolsters, while the rollers turn between said projections.

On the sides of the body-bottom are made the longitudinal slots  $a' a'$ , in which slides the transverse brake-bar E, carrying the shoes  $e$ . We may re-enforce the brake-bar by a parallel bar, E', both notched at  $e'$  to guide them as they slide on the pieces  $e^2 e^2$  between the front and rear strips.

F is a stud at the rear end of the front strips, and about the middle thereof. To this stud

is fastened one end of a cord,  $g$ , or other flexible connection, which passes over a pulley, G, in the bolster attachment or hanger H, and thence to the front of the sliding brake-bar E. As the wagon goes down hill the loaded wagon-body moves forward on the bolster-rollers B, and in doing so causes the brake-bar to slide back until the brake-shoes press upon the perimeters of the wheels I I, thus applying the brakes automatically through the influence of gravity.

We are aware that a body has been arranged on rolls, and the rear bolster connected therewith by a cord and pulley; but they were combined with a sliding reach which shortens in going down hill; and lengthens out when the horses are pulling. We use no sliding reach; but the gravity of the load causes the body to slide over the brake-bar, which is arranged in the side slots,  $a' a'$ , of the body; hence

What we claim is—

1. In a wagon-brake, the wagon-body A, having the longitudinal parallel strips  $a$ , in combination with bolster-rolls whose ribs  $b$  rotate between said strips, while their sides  $b' b'$  rotate on them, as shown and described.

2. In a wagon-brake, the combination of bolsters having upward projections  $c$ , the rollers B, journaled between them, and the long rods D, passing through the projections  $c$  as well as the rollers B and the bolsters, as well as the rods being end-stapled to the axles, substantially as shown and described.

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

JAMES WILLIAM A. BEAIRD.  
MARION BEAIRD.

Witnesses:

L. M. HOWARD,  
SAML. A. HULL.