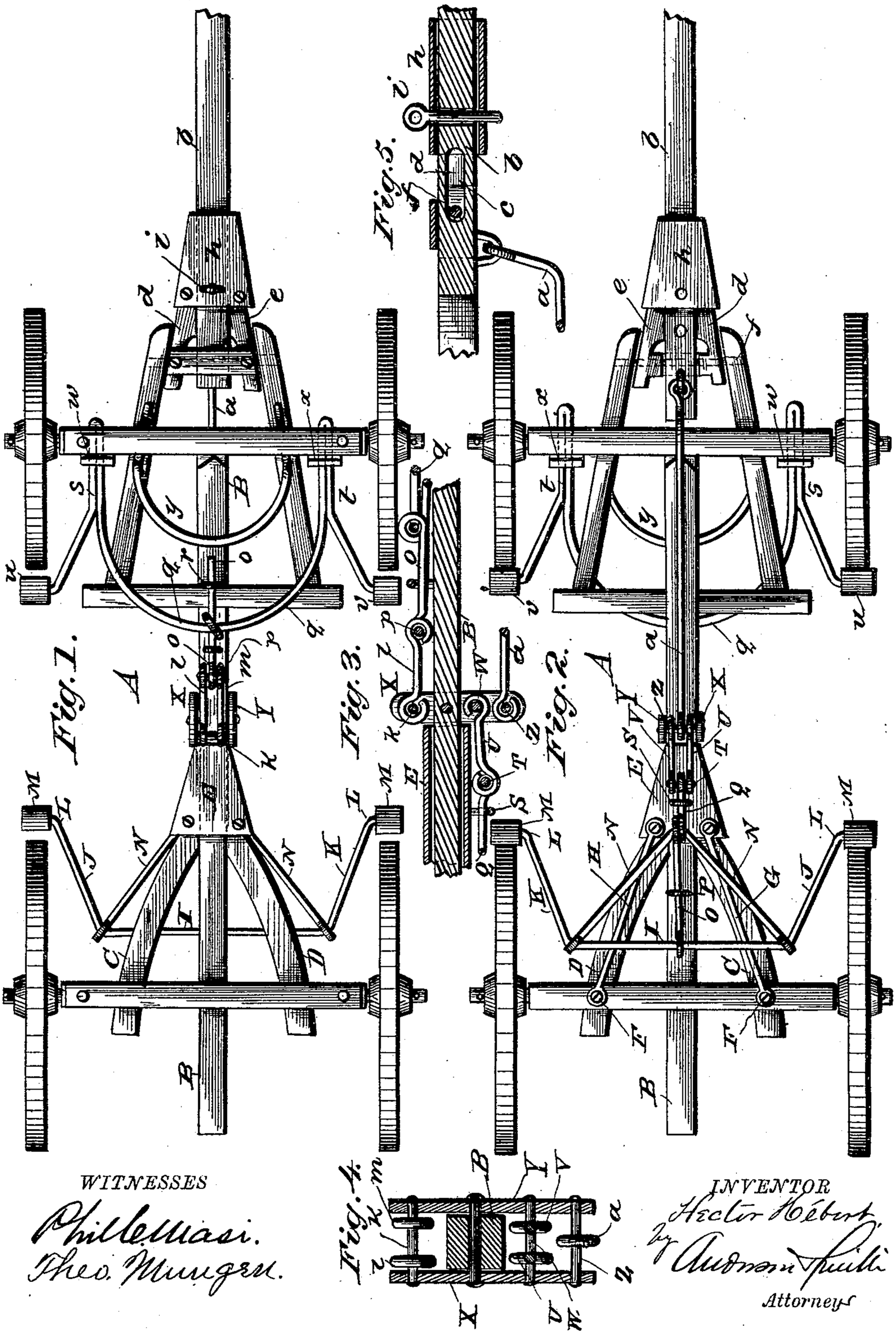
(No Model.)

H. HEBERT.

WAGON BRAKE.

No. 353,559. Patented Nov. 30, 1886.



WITNESSES

Phil. Masi.

Theo. Mungen.

INVENTOR

Hector Hébert,

by Audman & Philli

Attorneys

UNITED STATES PATENT OFFICE.

HECTOR HÉBERT, OF DULUTH, MINNESOTA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 353,559, dated November 30, 1886.

Application filed August 20, 1886. Serial No. 211,403. (No model.)

To all whom it may concern:

Be it known that I, HECTOR HÉBERT, a citizen of the United States, and a resident of Duluth, in the State of Minnesota, have invented certain new and useful Improvements in Wagon-Brakes; and I 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 letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a top plan view. Fig. 2 is a bottom plan view. Fig. 3 is an enlarged vertical section of a portion of the reach and its attachments. Fig. 4 is a transverse vertical section of the same; and Fig. 5 is a detail vertical section of tongue and its attachments.

My invention relates to wagon-brakes; and it consists in the construction and novel combination of parts, as hereinafter described, and pointed out in the claim.

Referring by letter to the accompanying drawings, A designates the running-gear of a two-horse wagon of any of the ordinary constructions wherein the front and rear axles are connected by a reach and hounds.

B designates the reach, and C D the hind hounds.

E is a metal sheath, which incases the reach B and the front ends of the hind hounds. Brace-rods G H are secured at their rear ends to the lower face of the rear axle by bolts F, driven through eyes at the rear ends of said brace-rods into the rear axle, and these brace-rods G H are secured at their front ends to the lower side of the metal sheath E, and through the front ends of the hind hounds.

I designates the rear brake-rod, which is provided with forwardly and outwardly inclined arms J K, which arms are extended laterally at their ends, and are provided on said ends L with rigid brake-shoes M M, immediately in front of the rear wheels of the running-gear. The rear brake-rod, I, is provided with a forwardly-projecting double-inclined rod, N, which is connected at the apex of the angle by a tie-rod, O, with the straight transverse portion of the rod I, said tie-rod O passing through a staple, P, driven into the lower face of the reach. A short forwardly-extended link-rod, Q, is connected at its rear end to the double-inclined rod N, and passes forwardly through a staple, S, and is connected through an eye at its front end to a transverse bolt, T, seated in eyes at the rear ends of the parallel link-rods U V. The front ends of the link-rods U V are connected to a transverse bolt, W, secured in the vertical levers X Y, immediately below the reach B. The levers X Y are fulcrumed to opposite edges of the reach B, immediately in front of the sheath E. Between their lower ends the levers X Y are provided with a transverse bolt, Z, to which the rear end of a rod, *a*, is hinged, said rod *a* extending forward below the front hounds and the front axle, and being bent upwardly at its front end and connected to the lower face of the tongue *b*, near the rear end of the latter, by a staple driven through an eye at the front end of the rod *a* into said tongue. The tongue *b* is slotted laterally at *c*, near its rear end, and is connected between the tongue-braces *d e* and the forwardly-projecting ends of the front hounds by a transverse bolt-rod, *f*, passed through the projecting ends of the front hounds, the tongue-braces *d e*, and the slot *c* of the tongue. The tongue proper is not connected with the tongue-braces, but is seated between them in a metal sheath, *h*, which encircles the forward end of the tongue-braces, and projects in front of said tongue-braces and forms a seat in which the tongue can slide back and forth when the tongue is not locked by the wagon-hammer *i*.

The upper ends of the levers X Y are connected above the reach by a transverse bolt, *k*, and this bolt *k* is engaged by the rear ends of two parallel link-rods, *l m*, the front ends of said link-rods *l m* being connected to the rear end of a link-rod, *o*, by a transverse bolt, *p*. The link-rod *o* is connected to the rearwardly-curved body portion of the front brake-rod, *q*, and the front portion of said link-rod *o* passes forward through a staple, *r*, driven over said front portion of the link-rod *o*. The arms *s t* of the front brake-rod extend forward from the curved portion of said rod, and are then bent back upon themselves, and are curved outwardly in rear of the front wheels of the running-gear, and are provided with brake-shoes *u v* at their outer ends. The arms

s t thus formed project through metal guide-straps *w x*, secured to the rear face of the front axle just inside of the front wheel, so that the front brake-rod will be stayed by said straps, and will be prevented from being deflected inwardly when the brakes are applied.

y designates the usual fifth-wheel.

When the driver is about to descend a hill with his wagon, all that is necessary in order to apply the brakes automatically is to withdraw the wagon-hammer from its seat and the team will hold back upon the tongue if properly driven, and the wagon bearing against the tongue will push the bolt-rod forward in the slot at the rear end of the tongue and will apply the brakes, as the tongue actually moves backward, and pressing on the levers and rods connecting the brakes will necessarily apply the brake-shoes to the wheels.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The combination, in a running-gear for wagons, with the rear brake-rod provided at its ends with brake-shoes and intermediately of its ends with a double-inclined rod, and a link-rod connecting said brake-rod and double-inclined rod, of the front curved brake-rod having rearwardly-extending arms provided with brake-shoes at their rear ends, the vertical levers fulcrumed to the reach and connected by link-connection to the front and rear brake-rods, and the hinge-rod connecting the vertical levers to the slotted sliding tongue, substantially as specified.

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

HECTOR HÉBERT.

Witnesses:
SHUBAEL F. WHITE,
JOSEPH MARCHODAN.