

(Nō Model.)

2 Sheets—Sheet 1.

A. TEMPLETON.

WAGON BRAKE.

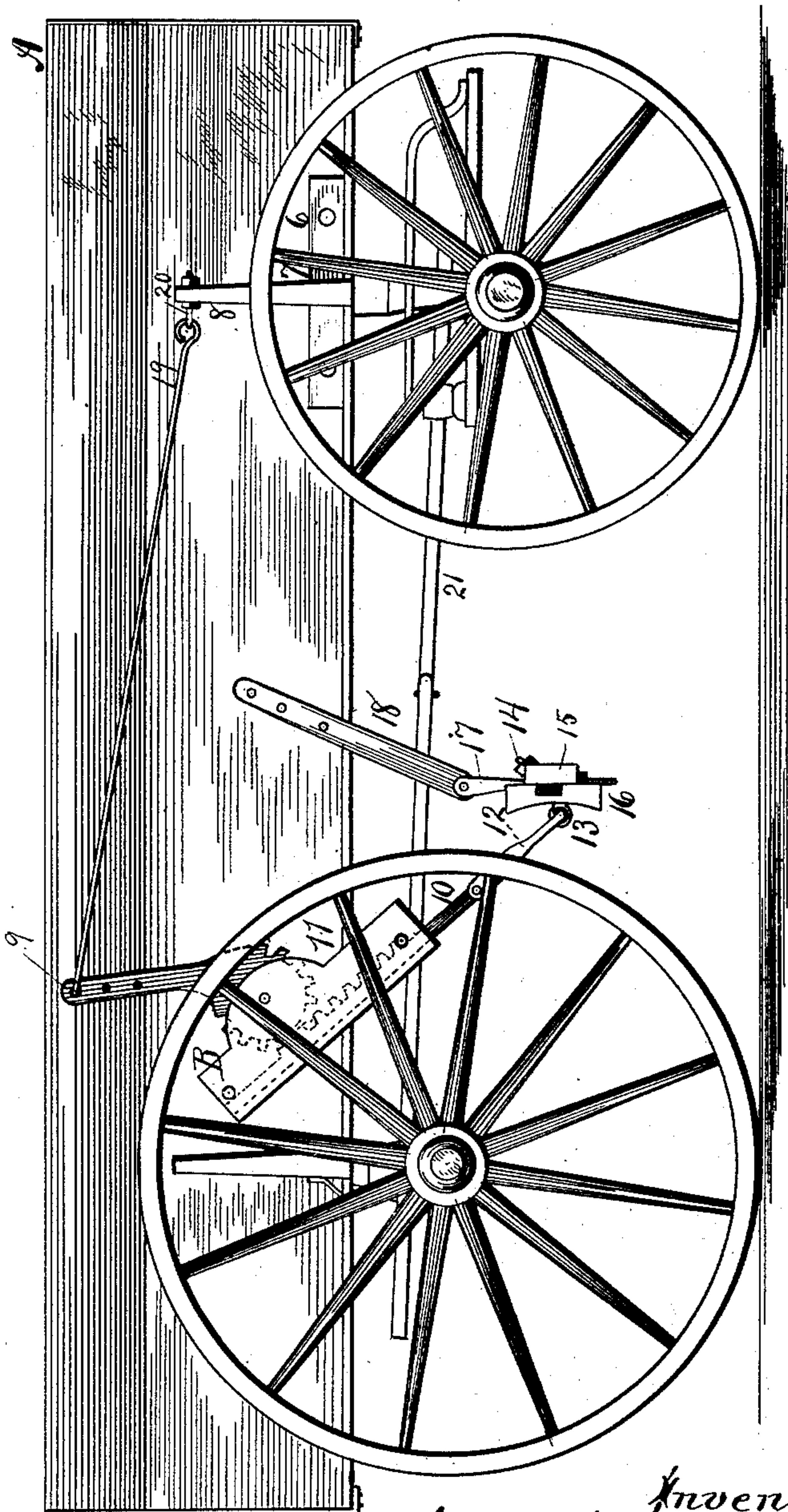
No. 367,466.

Patented Aug. 2, 1887.

Fig. 6.



Fig. 1.



Witnesses:
B. C. Penwick
J. A. Packhurst

Inventor
Absalon Templeton
By his atty John S. Duffie

(No Model.)

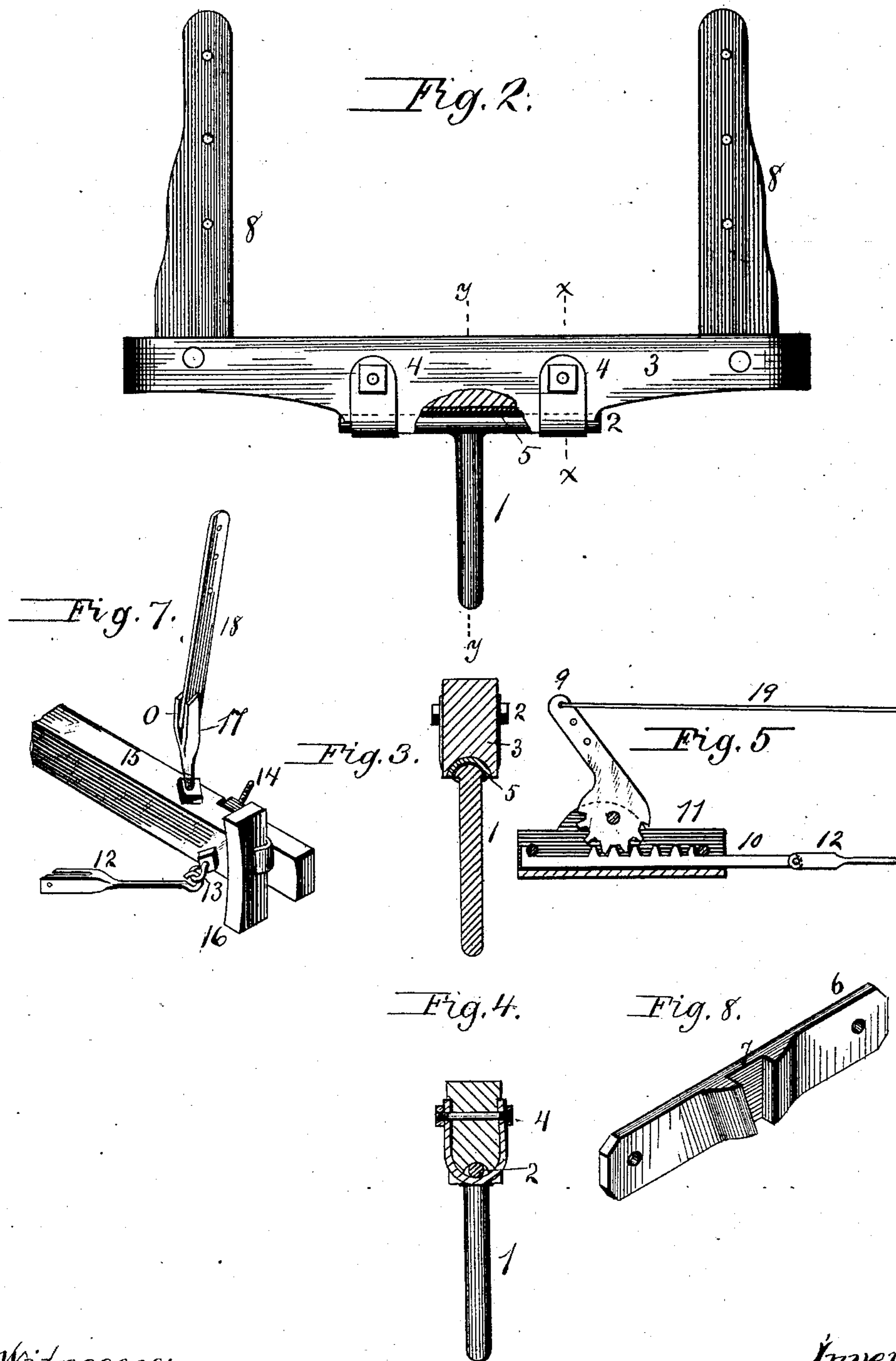
2 Sheets—Sheet 2.

A. TEMPLETON.

WAGON BRAKE.

No. 367,466.

Patented Aug. 2, 1887.



Witnesses:

B. C. Hendrick
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Inventor:

Abraham Templeton
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UNITED STATES PATENT OFFICE.

ABSALOM TEMPLETON, OF LONE GROVE, TEXAS.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 367,466, dated August 2, 1887.

Application filed November 17, 1886. Serial No. 219,171. (No model.)

To all whom it may concern:

Be it known that I, ABSALOM TEMPLETON, a citizen of the United States, residing at Lone Grove, in the county of Llano and State of Texas, 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 ap-
10 pertains 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.

My invention has relation to wagon-brakes; and it consists in the novel construction and arrangement of its parts, in combination with the running-gear and body of the wagon, as hereinafter described.

In the accompanying drawings, Figure 1 is
20 a side elevation of a wagon with my attachment secured thereto. Fig. 2 is a side elevation of the front rocking bolster with my king-bolt attached. Fig. 3 is a cross-section of Fig. 2 cut on the line *y y*. Fig. 4 is a cross-section
25 of Fig. 2 cut on the line *x x*. Figs. 5, 6, 7, and 8 are detail views.

My invention is described as follows: To the lower face of the front rocking bolster of the running-gear of an ordinary wagon I attach
30 my king-bolt 1. This king-bolt 1 has a cylindrical T-head, 2, which is partly embedded in the lower face of the bolster 3 by means of bands, bolts, and nuts 4. In order to prevent the groove or depression made in the lower
35 face of the bolster 3 from wearing, it is lined with a heavy sheet of metal, 5, which is secured in place by bolts or other substantial means. On either side of the front end of the wagon-bed A, and just over the rocking bolster 3, is
40 attached my front standard-guards, 6, which have a V-shaped recess or notch, 7, in them, the wider end of said recess being up, that allows the said standards 8 to swing forward a few degrees when the wagon starts down
45 hill, but only allows the standards to swing forward a short distance. Toward the rear end of said wagon-bed, and on either side and a little distance in advance of the rear standards, is secured the device B, drawing the brake
50 back against the periphery of the hind wheels. This device B consists of a lever, 9, having

perforations in its upper end and a ratchet-wheel on its lower end, the teeth of which mesh with the cogs or teeth on a ratchet-rod, 10. This lever 9 and ratchet-rod 10 are incased in
55 an iron case, 11, which is securely bolted to the outer face of the wagon-bed. The lower end of the ratchet-rod 10 has pivoted to it an extension, 12, the lower end of which works in the eye 13 of a threaded bolt, 14, which passes
60 through and is secured in a beam, 15, to either side of which beam is secured the friction-blocks 16. Passing perpendicularly through said beam 15 are bolts 17, which are secured in said
65 beam by nuts or other equivalent means. The upper end of these bolts 17 are split, and in this split is pivoted a bar, 18, which is bolted or otherwise secured to the side of the wagon-bed equidistant between the front and rear
70 wheels.

The devices above described are attached to either side of the wagon-box. In the upper end of the lever 9 is secured a rod, 19, which extends forward, and the front end is secured
75 in the eye of a bolt, 20, which is secured in the upper end of the front standards, 8, by nuts or other equivalent means. The coupling-tongue 21 has in its front end a slot, 22, instead of the usual perforation.

My brake is automatic and operates as follows: When a wagon starts down hill, the gravity throws the weight of the bed forward, and the slot 22 in the front end of the coupling-tongue 21 allows the hind part of the wagon
80 to run forward and close up toward the front wheels the length of the slot 22. This tilts the rocking bolster 3 and the standards 8 forward until they come against the front edge of the recess or notch 7 in the standard-guards 6. This movement also brings the hind wheels near
85 the friction-blocks 16, and it also forces the upper end of the lever 9 forward, and as it is attached to the rod 19, above shown, and the cogs or teeth on its lower end meshing with the cogs or teeth on the ratchet-rod 10, draws said rod
90 10 back, and consequently forces said friction-blocks 16 against the periphery of the hind wheels and locks them. It is apparent that the greater the incline the greater the pressure will be on the braking device, and the less the in-
100 cline the less pressure. So it will be seen that this device is not only automatic, but supplies

just the exact amount of pressure against the periphery of the wheels that is needed. When the wagon reaches level ground, the hind wheels fall back at once, and the pressure is relieved and the wagon is unlocked.

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

1. In an automatic wagon-brake, as above described, the combination of the king-bolt 1, having the cylindrical T-head 2, the lining 5, secured in the depression in the lower face of the bolster 3, the band, nuts, and bolts 4, substantially as shown and described, and for the purposes set forth.

2. In an automatic wagon-brake, as above described, the combination of the rocking bolster 3, standards 8, eyebolts 20, secured in the upper end of the said standards, rod 19, the front end secured in eye of said bolts 20 and its rear end in the upper end of the lever 9, lever 9, pivoted in case 11, case 11, secured to the wagon-bed A, ratchet-rod 10, working in said case 11, extension-rod 12, one end pivoted to the lower end of ratchet-rod 10 and the other working in the eye 13 of the bolt 14, which passes through the beam 15, beam 15,

carrying on either end the friction-blocks 16, bolts 17, secured perpendicularly in said beam 15, bar 18, its lower end pivoted to bolts 17 and its upper end secured to said wagon-bed A, substantially as shown and described, and for the purposes set forth.

3. In an automatic wagon-brake, as above described, the combination, with the rear running-gear having the slotted coupling-pole 21 and the wagon-bed, of the locking device B, secured to said bed, rod 19, secured to said locking device and front standard, 8, standards 8, secured in the rocking bolster 3, and the standard-guard 6, having the V-shaped recess 7, substantially as shown and described.

4. In an automatic wagon-brake, as above described, the standard-guards 6, secured to either side of the wagon-bed and having the V-shaped recesses 7, embracing the front standards, substantially as shown and described, and for the purposes set forth.

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

ABSALOM TEMPLETON.

Witnesses:

L. D. TEMPLETON,
S. H. BRITTON.