

(No Model.)

2 Sheets—Sheet 1.

P. PILON.
WAGON BRAKE.

No. 400,942.

Patented Apr. 9, 1889.

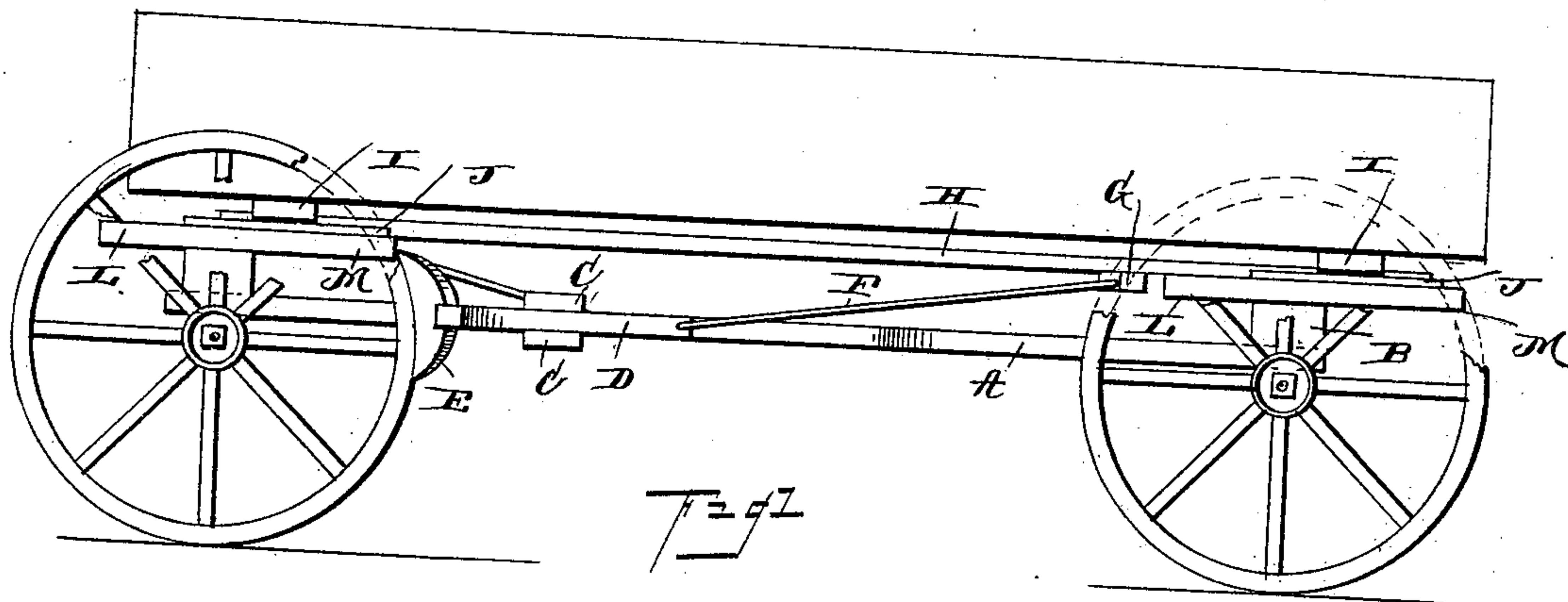
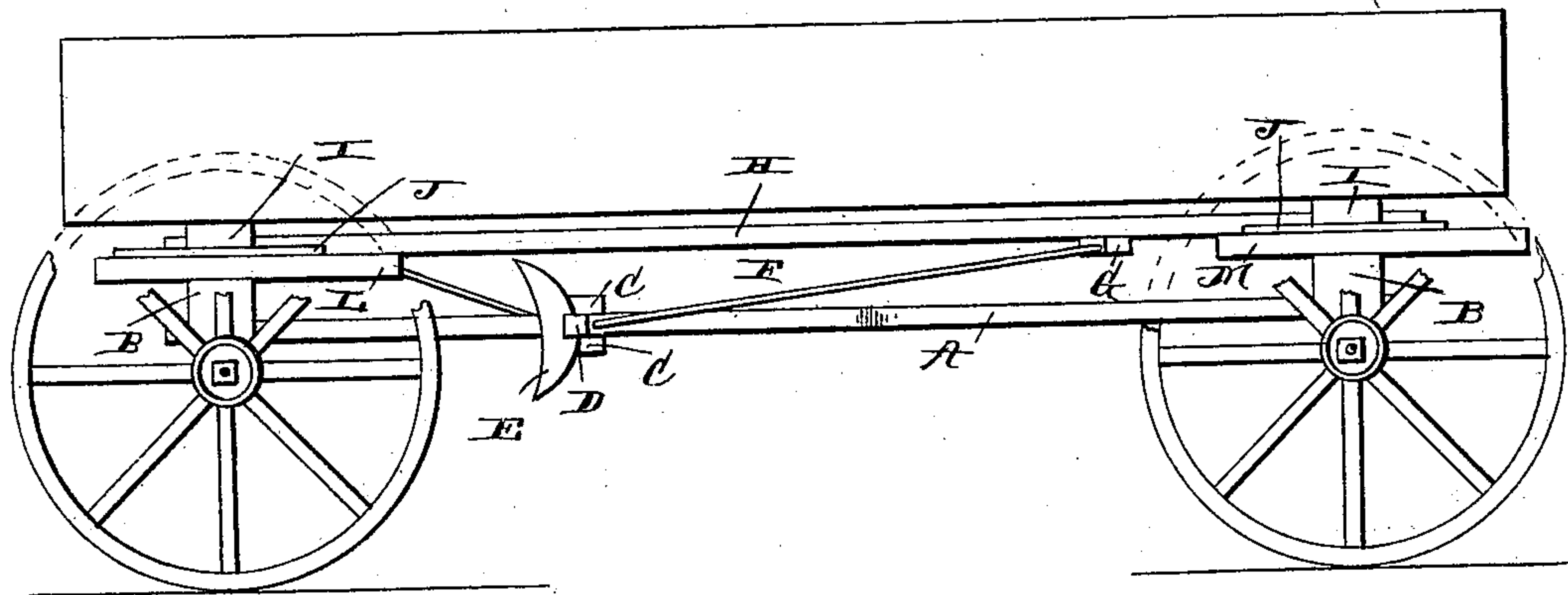


Fig 2



Witnesses
John Smiric

R. H. Bishop.

Inventor.
Philip Pilon.

By his Attorneys

C. H. Snow & Co.

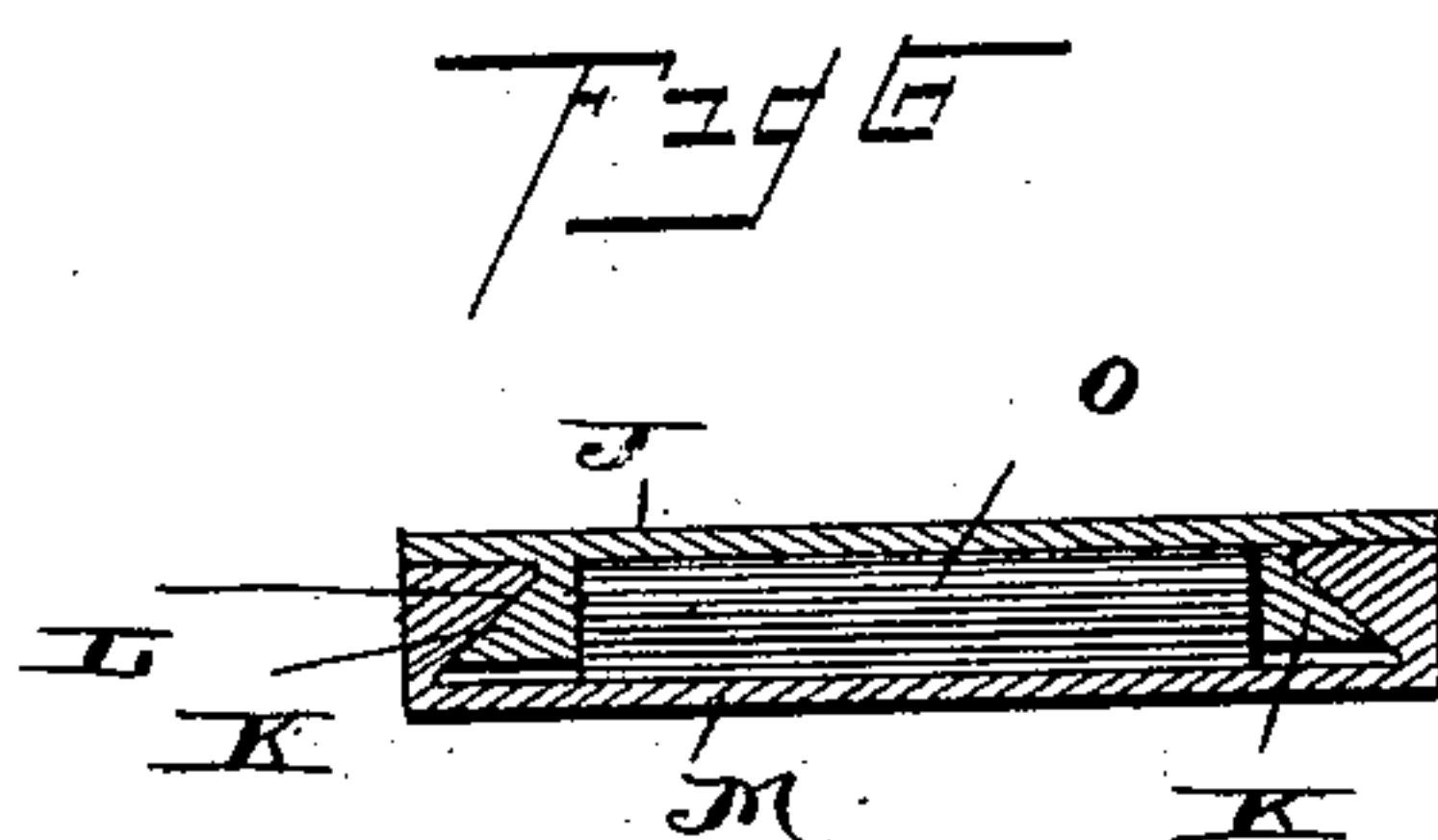
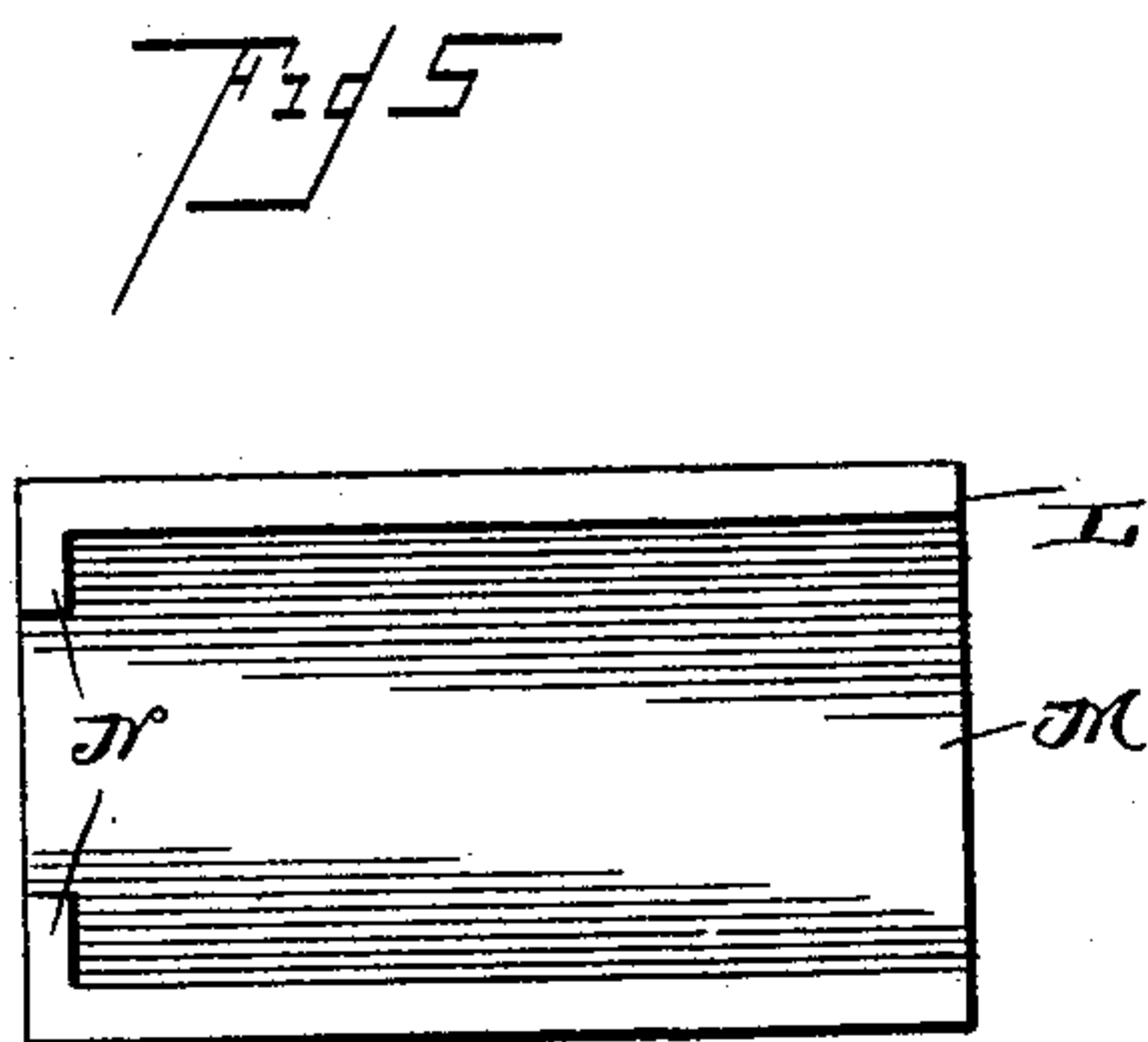
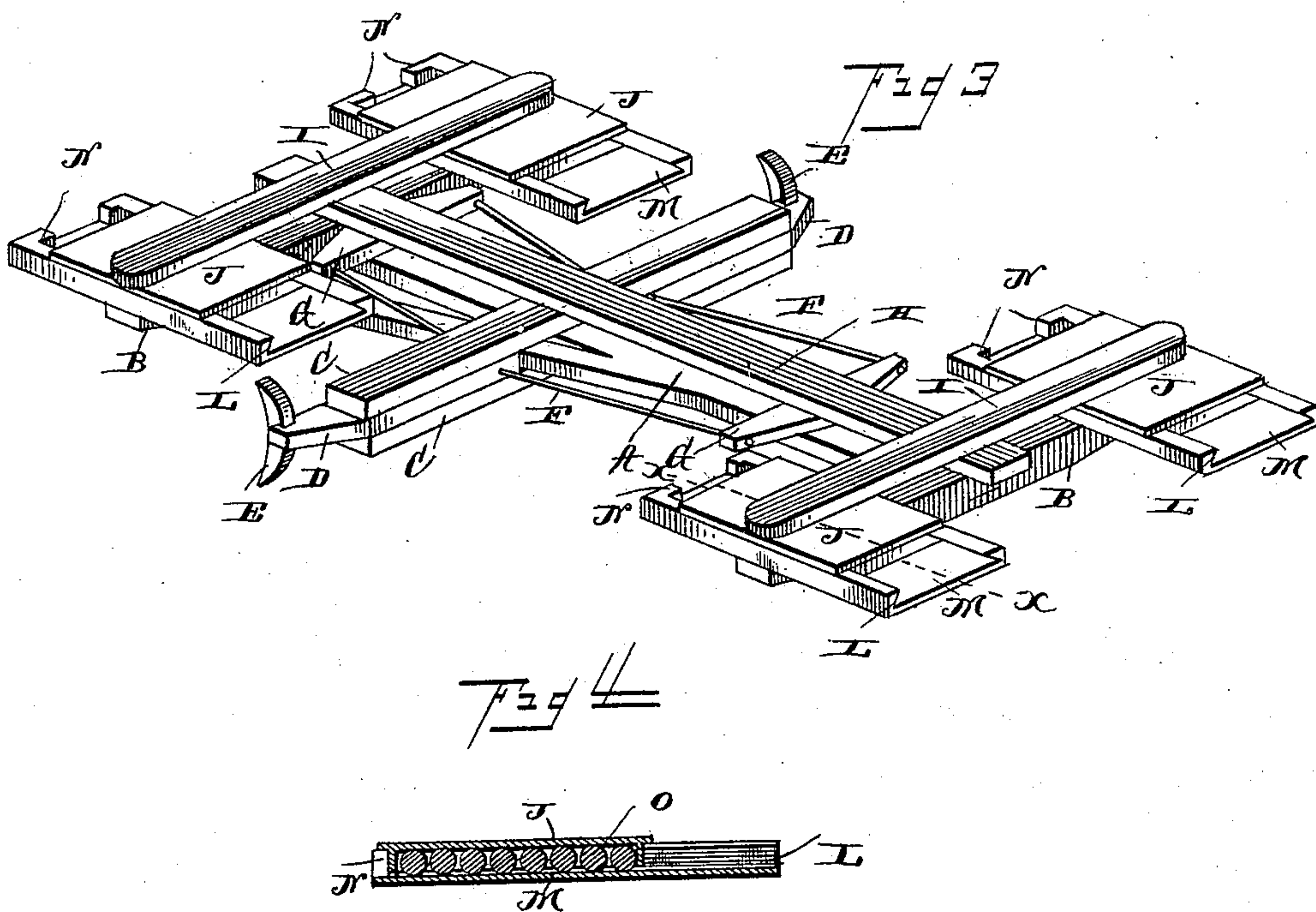
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Inventor,
Philip Pilon.

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3, Attorneys
C. A. Shaw & Co.

UNITED STATES PATENT OFFICE.

PHILIP PILON, OF HINESBURG, VERMONT.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 400,942, dated April 9, 1889.

Application filed January 2, 1889. Serial No. 295,250. (No model.)

To all whom it may concern:

Be it known that I, PHILIP PILON, a citizen of the United States, residing at Hinesburg, in the county of Chittenden and State of Vermont, have invented new and useful Improvements in Automatic Wagon-Brakes, of which the following is a specification.

My invention relates to improvements in automatic wagon-brakes; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side view of a wagon provided with my improved brake, showing the brake applied. Fig. 2 is a similar view showing the brake thrown off the wheels. Fig. 3 is a perspective view of the running-gear. Fig. 4 is a detailed sectional view on the line *xx* of Fig. 3. Fig. 5 is a plan view of one of the sliding plate-connections, and Fig. 6 shows the plates composing said plate-connection in detail.

Referring to the drawings by letter, A designates the reach, having the bolsters B B secured to its ends, as shown. The axles are arranged beneath the bolsters and the wheels mounted on the axles in the usual manner. To the reach, at a point just in advance of the rear wheels, I secure the transverse bars C C, between the ends of which I pivot the levers D, to the outer ends of which I secure the brake-shoes E.

The inner ends of the levers D are connected by rods F with the outer ends of cross-bars G, secured to a supplemental reach, H, as shown. To the ends of this supplemental reach H, I secure the secondary bolsters I, upon which the wagon-body is secured. To the ends of these secondary bolsters, and on the under sides of the same, I secure the plates J J, which are provided on their under sides, around their edges, with ribs K, as shown most plainly in Fig. 6. The ribs at the sides of these plates J are dovetailed to engage the dovetailed ribs L on a plate, M, secured on the upper side of the bolster B, at the ends of the same, and having stops N at their rear ends, to limit the rearward movement of the plates J by contacting with the ribs at the ends of the same.

O designates transverse rollers arranged be-

tween the said plates J and M, to reduce the friction between the adjacent faces of the same.

The construction and arrangement of the parts of my device being thus made known, the operation of the same will be readily understood. When the wagon is on a level road or an upgrade, the brake will not be applied. When the wagon is on a downgrade, the body will by its own weight tend to move toward the front end of the running-gear, and, the plates J being free to slide on the plates M, said movement will be permitted, the supplemental reach being thus set in motion, and the levers D consequently operated to apply the brake-shoes to the wheels, thereby retarding the motion of the vehicle. When the wagon is on an upgrade, the body will tend to slide rearwardly, and this rearward motion will be prevented by the stops N on the plate M, so that the body cannot slip from the running-gear.

My device is very simple and efficient and compactly arranged, and its advantages are thought to be obvious.

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

1. The combination, with the running-gear and the plates M, secured upon the ends of the bolsters, of the levers supported by the running-gear and carrying the brake-shoes, the supplemental reach connected to said levers, the secondary bolsters secured to the supplemental reach, and the plates J, secured to said secondary bolsters and sliding on the plates M, as set forth.

2. In a wagon-brake of the character described, the combination of the plate M, having the dovetailed ribs on its side edges, the plate J, having ribs on its under side engaging said dovetailed ribs, and the anti-friction rollers arranged between the said plates, as set forth.

3. In a wagon-brake of the character described, the combination of the plate M, having the ribs L and the stops N, the plate J, having ribs on its under side engaging the ribs L and stops N, and rollers arranged between the said plates, as specified.

4. The combination, with the running-gear,

of the levers mounted thereon and carrying the
brake-shoes, the sliding supplemental reach
H, mounted on the running-gear, the cross-
bars G G, secured to said supplemental reach,
5 and the rods F, connecting said cross-bars
with the levers, as set forth.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in
presence of two witnesses.

PHILIP PILON.

Witnesses:

JOSEPH LANDON,
ELMER BEECHER.