

(No Model.)

E. K. EMIG.
AUTOMATIC WAGON BRAKE.

No. 426,930.

Patented Apr. 29, 1890.

Fig. 1.

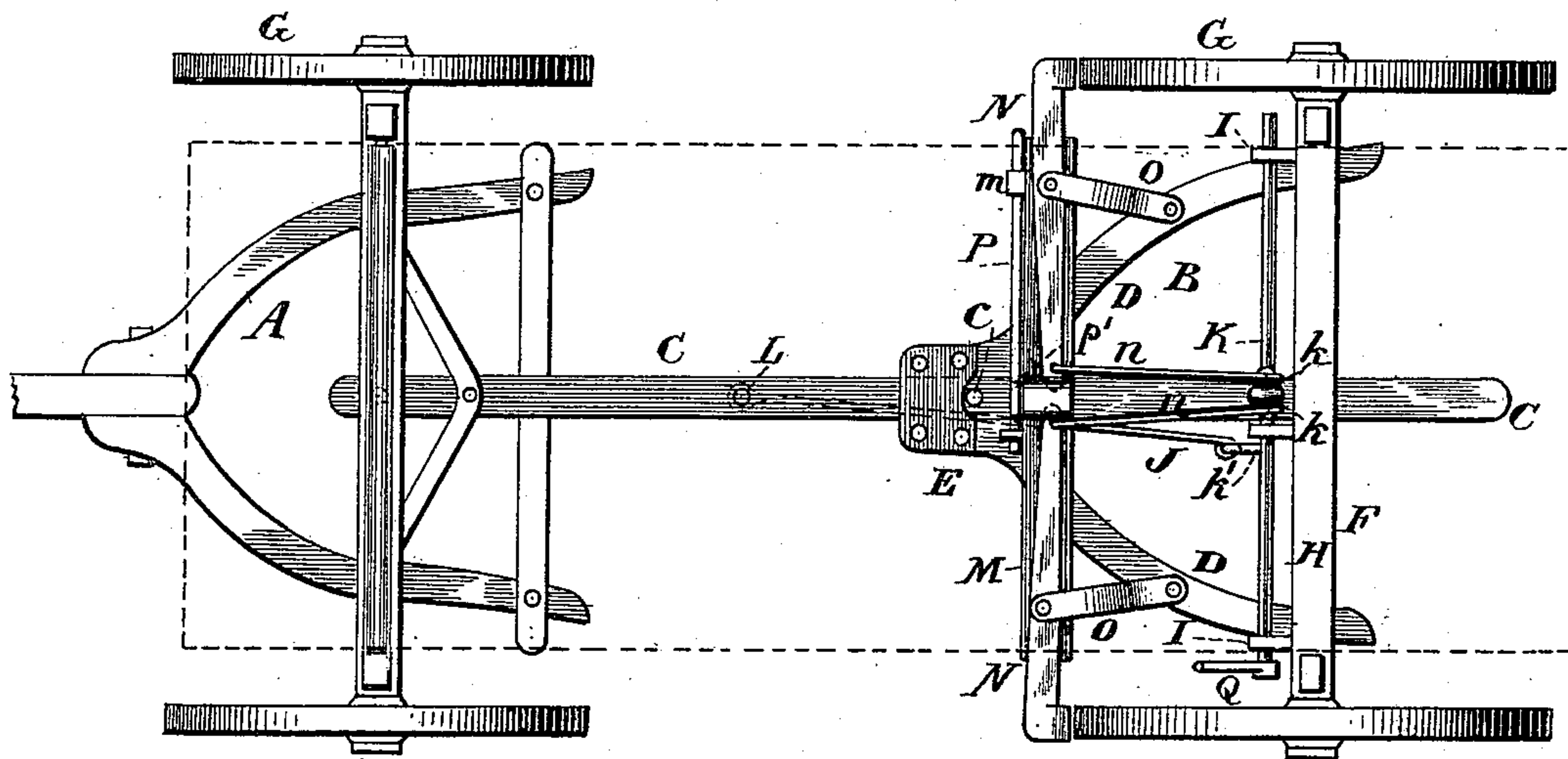
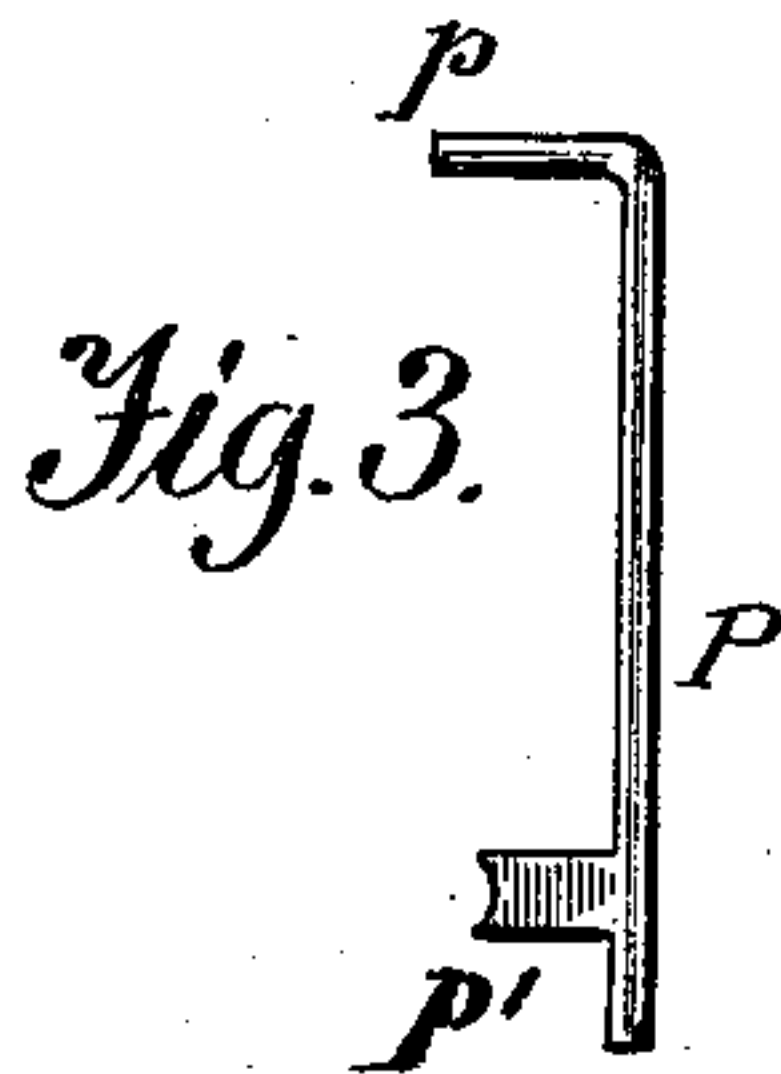
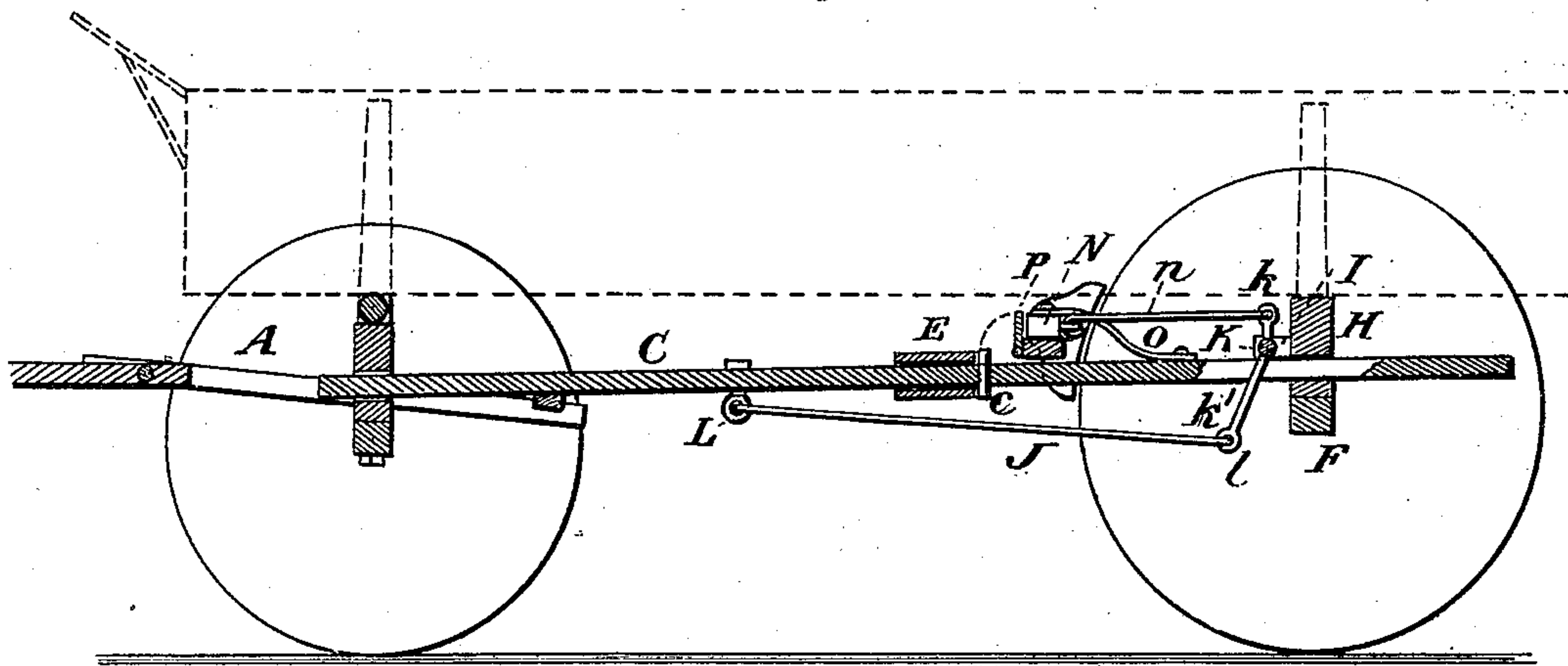


Fig. 2.



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AUTOMATIC WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 426,930, dated April 29, 1890.

Application filed August 6, 1889. Renewed March 17, 1890. Serial No. 344,238. (No model.)

To all whom it may concern:

Be it known that I, EDWARD K. EMIG, a citizen of the United States, residing at Emigsville, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Automatic 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 the letters of reference marked thereon, which form a part of this specification.

The special object of the invention is to improve that class of automatic wagon-brakes where gravity is employed to set the brakes. It will first be described in connection with the drawings, and then pointed out in the claims.

Figure 1 of the drawings is a plan view; Fig. 2, a median longitudinal vertical section, and Fig. 3 a detail view of the key for locking the brake mechanism so that it cannot operate.

In the drawings, A represents the front and B the back part of the running-gear of a wagon, the same being connected by a perch C, provided with a stop-pin *c*, to limit the forward movement of the hind gear B on the perch.

D D are the rear hounds, secured at the rear to the axle F and held together in front by a box E, which surrounds the perch C. On the axle is arranged the fixed bolster H, through which loosely passes the perch C, and on the front of said bolster are located the eyebolts I I I, in which turns the vibrating shaft K. This shaft carries the upper arms *k k* and the lower arm *k'*, the latter being pivoted to a rod J, which is itself pivoted to an eyebolt L, fastened to the under side of the perch C.

M is a bar connected at its middle with the perch by a keeper or otherwise, and with the hounds D D by the metallic straps O O, so that the bar may move as far as the stop *c* on

the perch. The brake-levers N N are fulcrumed on the bar M and connected with the arms *k k* by pivoted rods *n n*. The part B of the running-gear, comprising the wheels, axle, hounds, and bolster, all move forward with the brake mechanism when the wagon is going down an incline by the force of gravity. In doing this the rod K is carried forward, so as to turn its arm *k'* on the rod-eye *l* as a center, thus vibrating the rod or shaft K and throwing forward the arms *k k*, which put on the brakes.

Q is an arm fast on one end of the rod K and standing vertically by the side of the wagon-body, whose position is clearly indicated by dotted lines in Fig. 1 of the drawings, so that by turning the rod K forward the brakes may be set against the wheels.

P is a key pivoted in the eyes *m m* on the bar M, provided with the hand-crank *p* and with end concaved flat arm *p'*. The latter ordinarily stands up vertically against the bar M; but when, as in backing the team, it is desired to prevent the brake mechanism from operating it is only necessary to turn the key a quarter-revolution to bring the flat arm *p'* between the bar M and the stop *c*.

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

1. The combination, with the bar M and stop-pin *c*, of the key P, having a crank *p* and flat arm *p'* at its opposite ends, as and for the purpose specified.

2. The combination, with the part B of a running-gear, of the perch C, having eyebolt L, the pivoted rod J, the rod K, pivoted in eyes of the bolster and having arms *k k'*, the connecting-rods *n n*, brake-levers N N, straps O, and bar M, all arranged as shown, and for the purpose described.

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

EDW. K. EMIG.

Witnesses:

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