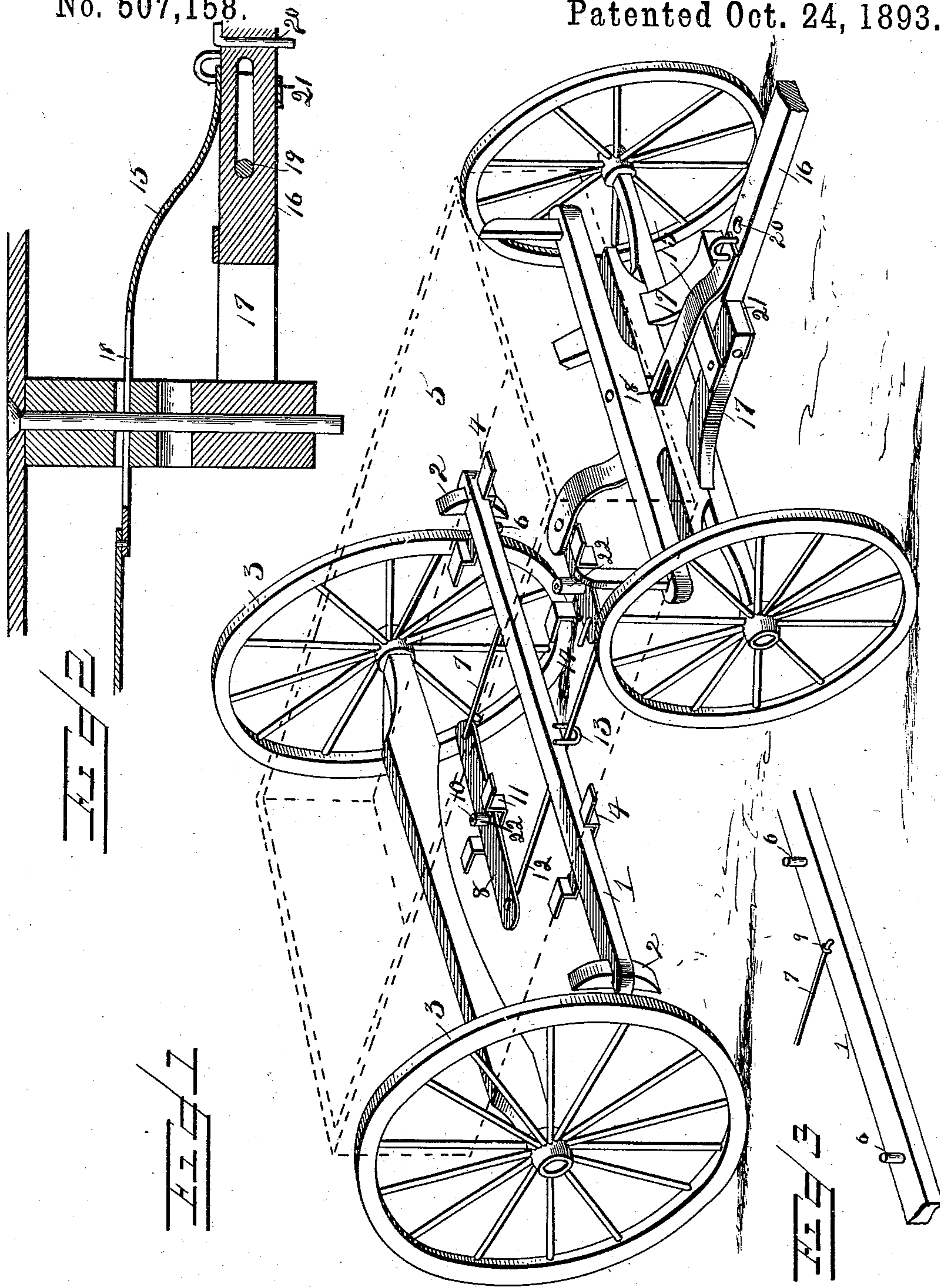


(No Model.)

J. H. OZLEY.
WAGON BRAKE.

No. 507,158.

Patented Oct. 24, 1893.



John H. Ozley, ^{Inventor}

Witnesses

W. C. Schneider
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UNITED STATES PATENT OFFICE.

JOHN HANEY OZLEY, OF WELDON, LOUISIANA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 507,158, dated October 24, 1893.

Application filed June 21, 1893. Serial No. 478,383. (No model.)

To all whom it may concern:

Be it known that I, JOHN HANEY OZLEY, a citizen of the United States, residing at Weldon, in the parish of Union and State of Louisiana, have invented a new and useful Wagon-Brake, of which the following is a specification.

The invention relates to improvements in wagon brakes.

The object of the present invention is to improve the construction of automatic wagon brakes, and to provide a simple and inexpensive one in which the brake will be automatically applied when the vehicle moves forward on the draft-animals, and which may be readily adjusted to prevent it from being applied when backing.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings: Figure 1 is a perspective view of a vehicle provided with an automatic brake constructed in accordance with this invention, the body of the vehicle being shown in dotted lines. Fig. 2 is a detail sectional view of the rear end of the tongue and the front portion of the running-gear. Fig. 3 is a detail perspective view of a portion of the brake bar.

Similar numerals of reference indicate corresponding parts in the several figures of the drawings.

1 represents a brake-bar, provided at its ends with brake-shoes 2, and located in advance of hind-wheels 3 of a vehicle and slidably mounted in depending longitudinally-disposed keepers 4, which are secured to the bottom of the wagon body 5. The brake-bar is retained against longitudinal movement by depending projections 6, located at the inner sides of the keepers 4; and it is connected to the front end of an inner connecting-rod 7, which has its rear end attached to the inner end of a rear brake-lever 8. The front end of the inner connecting rod 7 is bent upward to form a pivot which is fitted in a socket of the brake-bar, and it is arranged in a staple 9, which forms a keeper. The rear brake-lever 8 is fulcrumed on a pivot 10, within a rectangular brace 11, and its outer end is connected

by an outer brake-bar 12, which extends forward through a guide-staple 13, and is connected to the outer end of a front brake-lever 14, which is fulcrumed in a rectangular brace similar to the rear brake-lever. The inner end of the front brake-lever is connected by a connecting-bar 15 with the tongue 16, which is slidably mounted between the front ends of the front hounds 17. The connecting bar 15 is composed of two sections pivoted together; the front section is provided with a longitudinal slot 18, to receive the king-bolt; and the tongue has a horizontal slot to receive its pivot 19. The slots of the tongue and the front section of the connecting bar permit a limited longitudinal movement of the parts; and when the tongue is forced rearward, owing to the vehicle descending a declivity, the brake is applied through the brake-levers and the connecting rods. As soon as the tongue is drawn forward, the wheels are relieved of the brake-shoes.

The operation of the automatic brake is prevented during backing by a pin 20, arranged in a perforation of the tongue and adapted to be forced downward to depend below the tongue in advance of a plate 21, which is secured to the front ends of the front hounds. The plate 21 and the pin 20 are adapted to prevent the tongue moving rearward between the hounds to keep the brake-shoes from the wheels.

It will be seen that the automatic brake is simple and comparatively inexpensive in construction and positive and reliable in operation, and that its application is prevented during backing.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

The brake-levers are arranged below the bottom of the wagon body in substantially the same plane as the lower face of the brake-bar, and have arranged on their pivots, spacing blocks 22, which are interposed between the bottom of the body and the brake-levers.

What I claim is—

1. The combination with a vehicle having a longitudinally-movable tongue, of a brake-bar provided at its ends with brake-shoes and

slidingly mounted on the bottom of the vehicle, transversely-disposed brake-levers fulcrumed on the bottom of the body and located in advance and in rear of the brake-bar, an
5 inner connecting rod extending from the brake-bar to the inner end of the rear lever, an outer connecting rod attached to the outer ends of the levers, and connections between the tongue and the inner end of the front lever,
10 ver, substantially as described.

2. The combination of a vehicle having a longitudinally-movable tongue, a brake-bar slidingly mounted on the bottom of the body of the vehicle and provided at its ends with
15 brake-shoes, brake-levers fulcrumed on the bottom of the body and located in advance and in rear of the brake-bar and having their outer ends connected with each other, a connecting rod extending from the brake-bar to
20 the inner end of the rear lever, and a connecting bar extending from the inner end of the front lever to the tongue and composed of two sections pivoted together, the front section being provided with a longitudinal
25 slot and receiving the king-bolt, substantially as described.

3. The combination of a vehicle having a longitudinally-movable tongue, longitudinally-disposed keepers secured to and depending from the bottom of the body of the vehicle, a brake-bar carrying brake-shoes and
30 slidingly mounted in the keepers and provided at the inner sides of the latter with projections forming stops, brake-levers arranged in advance and in rear of the brake-bar and
35 fulcrumed on the bottom of the body, rectangular braces receiving the levers, spacing blocks interposed between the levers and the body, an outer connecting rod extending between the outer ends of the levers, an inner
40 rod connecting the brake-bar with the inner end of the rear lever, and connections between the inner end of the front lever and the tongue, substantially as described.

In testimony that I claim the foregoing as
15 my own I have hereto affixed my signature in the presence of two witnesses.

JOHN HANEY OZLEY.

Witnesses:

J. T. BRINKER,
A. C. HARPER.