

(No Model.)

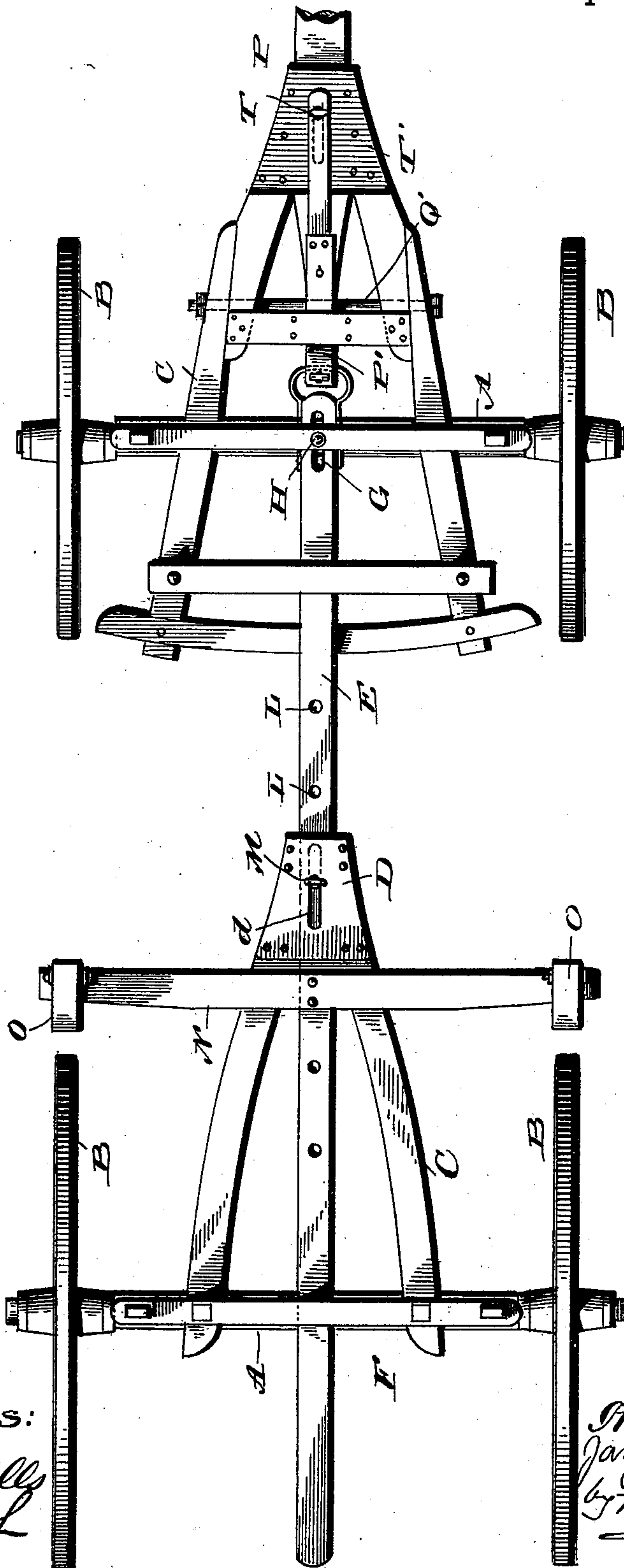
2 Sheets—Sheet 1.

J. W. WILDMAN.
AUTOMATIC BRAKE FOR WAGONS.

No. 545,565.

Patented Sept. 3, 1895.

Fig. 1.



Witnesses:
L. C. Heilly
A. L. Hough

Inventor:
James W. Wildman,
by Franklin H. Hough
Atty.

(No Model.)

2 Sheets—Sheet 2.

J. W. WILDMAN.
AUTOMATIC BRAKE FOR WAGONS.

No. 545,565.

Patented Sept. 3, 1895.

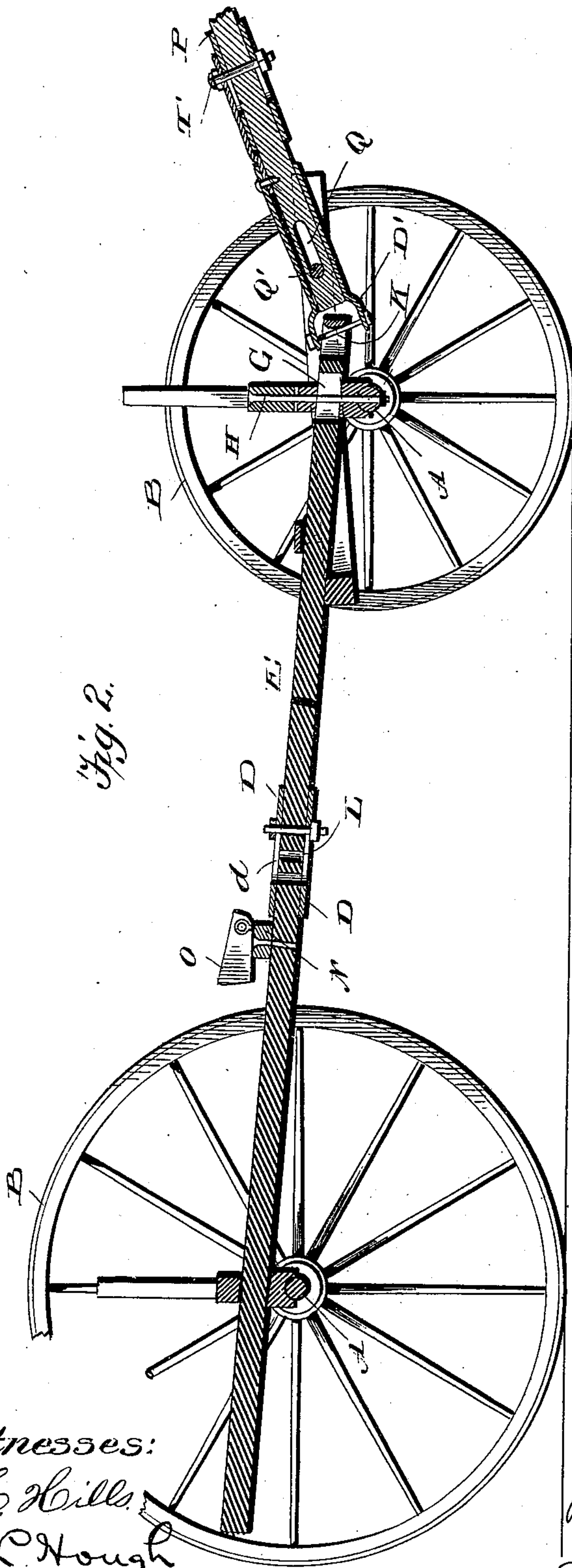


Fig. 2.

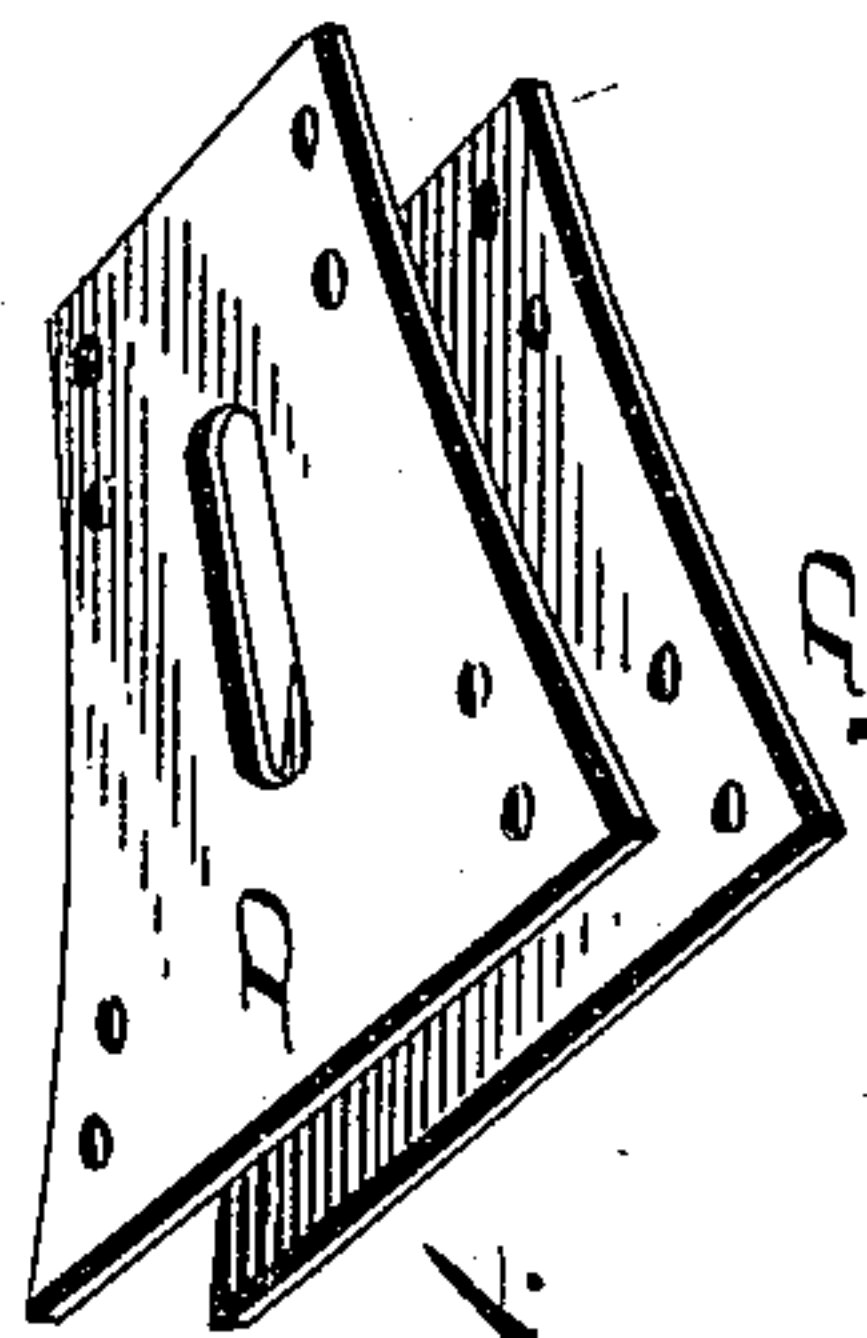


Fig. 4.

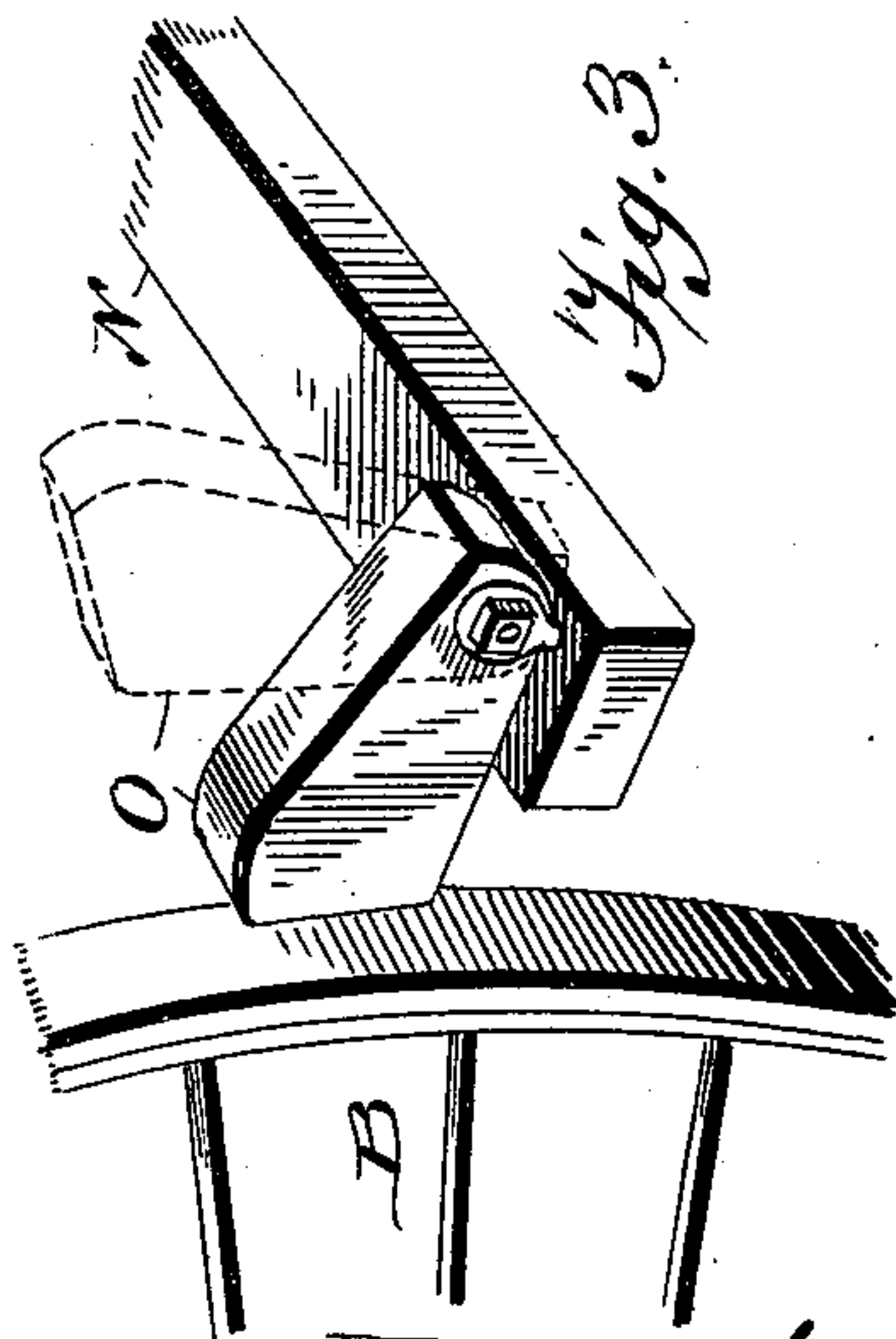


Fig. 3.

Witnesses:
L. C. Hills,
A. L. Hough

Inventor:
James W. Wildman,
by Franklin N. Hough
Atty.

UNITED STATES PATENT OFFICE.

JAMES W. WILDMAN, OF NORTH ANDOVER, WISCONSIN.

AUTOMATIC BRAKE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 545,565, dated September 3, 1895.

Application filed June 17, 1895. Serial No. 553,126. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. WILDMAN, a citizen of the United States, residing at North Andover, in the county of Grant and State of Wisconsin, have invented certain new and useful Improvements in Automatic Brakes for Wagons; 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.

This invention relates to certain new and useful improvements in the construction of wagons, and especially to a combination tongue and reach which is independently movable from the rest of the wagon, and so constructed as to allow suitable brakes to be applied automatically when required, as during the descent of a wagon on an incline, and the removal of the brakes when the wagon is being pulled on a level or up an incline.

A further object of the invention resides in the provision of a hinged brake which will allow of the same being swung back from the wheel in case any repairs are necessary to be made to the shoe of the same. By means of the adjustment of the reach to the hounds of the wagon the play of the brake-shoes may be regulated.

To these ends, and to such others as the invention may pertain, the same consists, further, in the novel construction, combination, and adaptation of the parts, as will be hereinafter more fully described, and then specifically defined in the appended claim.

I clearly illustrate my invention in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which drawings similar letters of reference indicate like parts, in which—

Figure 1 is a top plan view of my improved wagon. Fig. 2 is a central vertical section through the wagon. Fig. 3 is an enlarged detail view of the brake; Fig. 4, a detail view of slotted hound-plates.

Reference now being had to the details

of the drawings by letter, A designates the axles of a wagon, to which are journaled the wheels B.

C are the hounds.

D D are slotted plates secured to the rear hounds C in such a way as to leave a space between the ends of said braces, through which the reach E may slide, and a suitable opening is left between the bolster F and the rear axle, through which said reach is adapted to slide. The reach E has an elongated slot G near its forward end, in which the king-bolt H works, and K is a clevis secured to the forward end of the reach.

L L are perforations in the reach, and M a pin or bolt designed to pass through one of said perforations and the slots d, in which slots the said bolt is adapted to work backward and forward.

N is a cross-piece carrying the brake-shoes O, which latter are pivoted at their rear ends to said cross-piece, so that their forward ends may be thrown back out of contact from the circumference of the wheels, as seen in dotted lines in Fig. 3, this provision being made so that the shoes may be repaired when they become worn down.

The tongue of the wagon P has secured at its rear end a clevis P', which is interlocked with the aforesaid clevis K of the reach, and Q is an elongated slot through which the bolt Q' passes.

S S are slotted plates through which the bolt T works.

From the foregoing it will be seen that in Fig. 2 the wagon is shown in the position for drawing the wagon, with the bolt Q' bearing against the rear end of the slot in the tongue and the bolt M bearing against the forward end of the slot of the plates D. When the wagon is going down an incline, the tongue will cause the reach to be thrown back, the said reach working independently of the rest of the wagon, and cause the brakes to be applied to the wheels.

I am aware that it is old to construct automatic brakes for wagons, where the brake is applied by means of the tongue and mechanism connected with the brakes, and hence I do not claim broadly.

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

In combination with the running gear of a wagon a sliding tongue and reach having clevis connection, the said reach having an elongated slot G, a king bolt working in said slot, the perforations L, a plate D secured to the rear hounds of the truck, an elongated slot in said plate, the pin M having its shank portion engaging in one of the said perfora-

tions L and working in the slot d, the said reach sliding on both axles of the vehicle, and the cross piece N carrying brake shoes, and secured to the said reach, substantially as shown and described.

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

JAMES W. WILDMAN.

Witnesses:

JAMES R. BURTON,

A. H. BENNETT.