

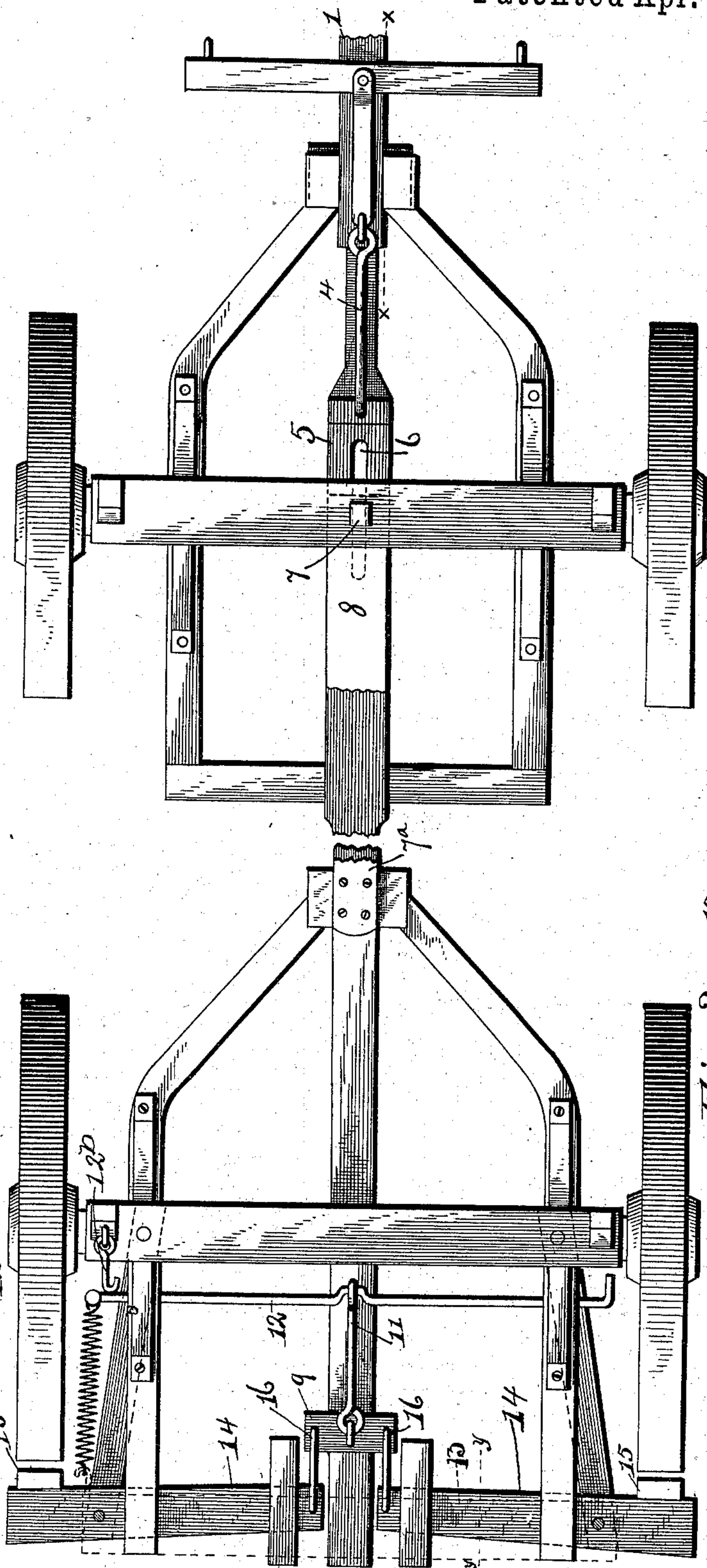
(No Model.)

P. H. LAMBERT.
WAGON BRAKE.

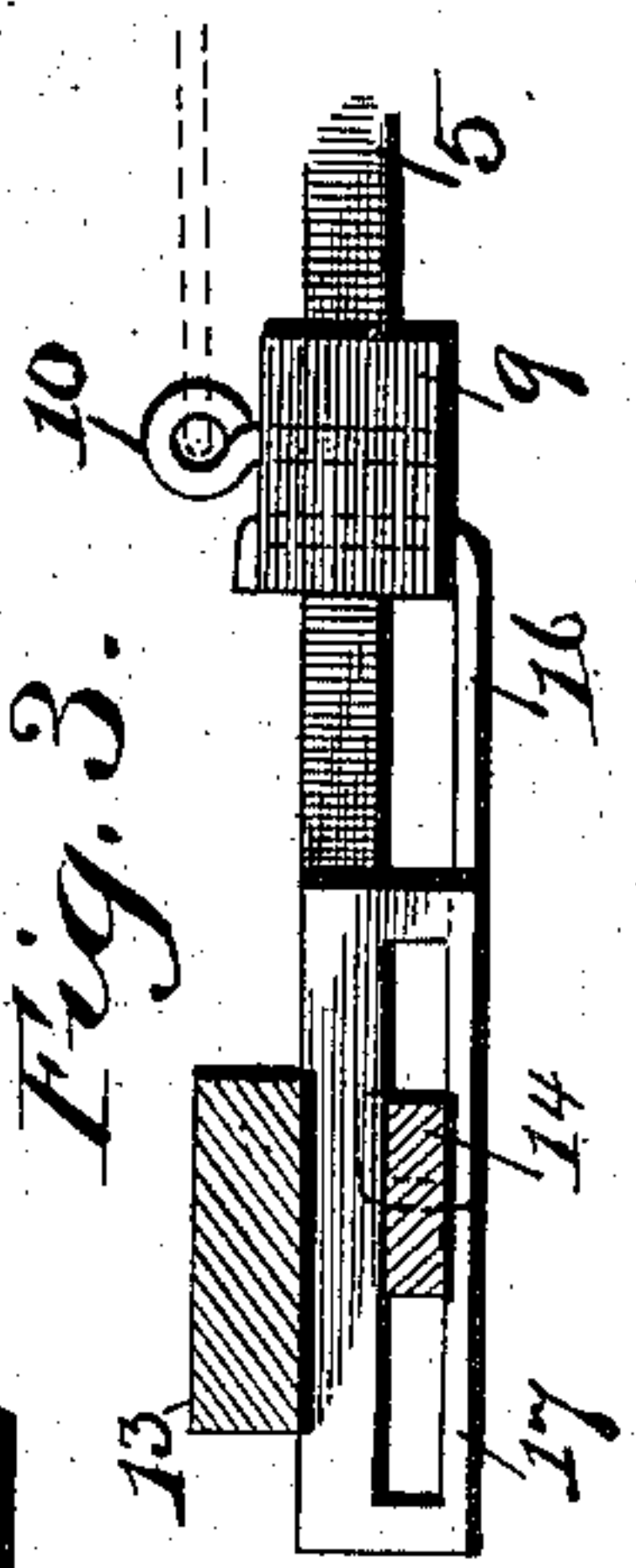
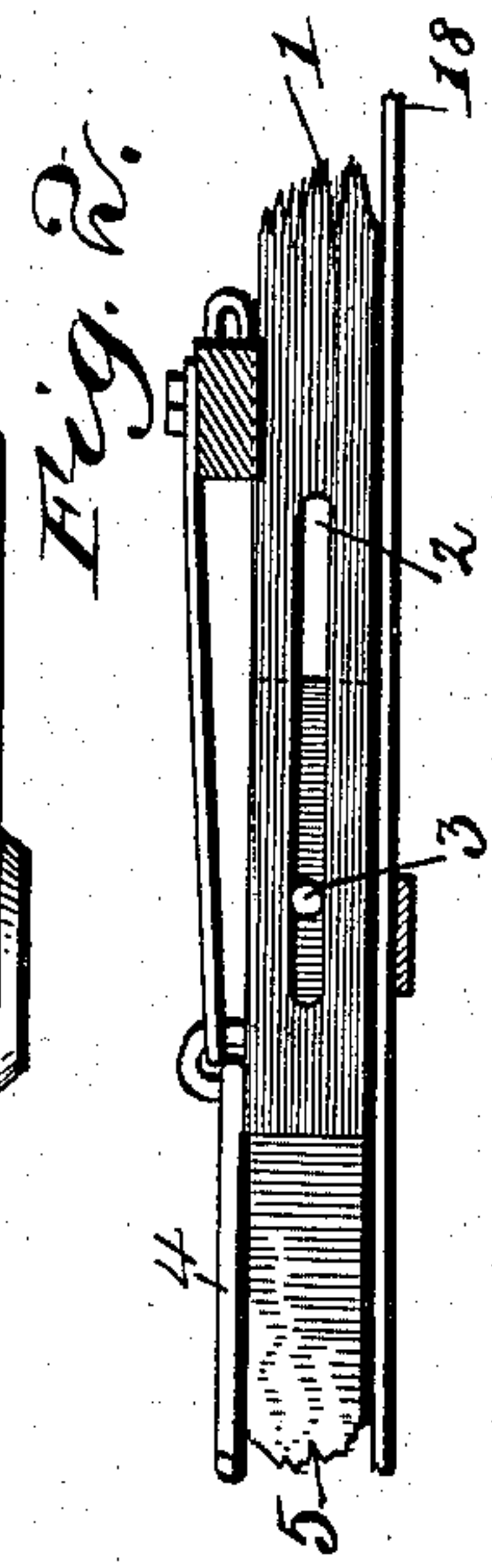
No. 559,136.

Patented Apr. 28, 1896.

Fig. 1.



Witnesses:
J. B. McQuinn.
R. Caldwell.



Inventor:
Philip H. Lambert
by J. B. McQuinn
attorney

UNITED STATES PATENT OFFICE.

PHILIP H. LAMBERT, OF SANGERVILLE, VIRGINIA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 559,136, dated April 28, 1896.

Application filed October 8, 1895. Serial No. 565,062. (No model.)

To all whom it may concern:

Be it known that I, PHILIP H. LAMBERT, a citizen of the United States of America, residing at Sangerville, in the county of Augusta and State of Virginia, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a specification, reference being had to the accompanying drawings.

10 The object of this invention is to produce improvements in wagon-brakes; and it consists in means automatically operated whereby the brake may be applied or released.

15 A further object of the invention is the provision of means whereby said application of the brake may be made to the rear wheel, on its ascending side. Furthermore, the object of the invention is to so construct the parts that they will be strong, durable, and efficient as well as comparatively inexpensive.

20 With these and other objects in view the invention consists in the novel details of construction, arrangement, and combination of parts to be hereinafter more fully set forth and specifically claimed.

25 In describing the invention in detail reference is had to the accompanying drawings, forming part of this specification, wherein like numerals denote corresponding parts in the several views, in which—

30 Figure 1 is a top plan view of a wagon with the improvements applied thereto. Fig. 2 is a sectional view taken on the line *xx* of Fig. 1, and Fig. 3 is a sectional view taken on the line *yy* of said Fig. 1.

35 The wagon, or that portion thereof which is of ordinary construction, will not be described in detail.

40 The tongue 1 is provided with a longitudinal slot 2, extending through its rear end from side to side, and therein works a bolt or pin 3 by which the movement of the tongue is limited. A link 4 connects the tongue with the coupling-pole 5, said pole being provided with a slot 6, in which the king-bolt 7 of the wagon slides when pushed or pulled to the rear or forward. The pole is slidable in a casing 7^a, formed on the ends of the hounds. A shield

or covering 8 of metal is arranged over the pole to protect it and to prevent objects from coming in contact with and impairing the action of the pole. This shield is secured to the end casing 7^a and extends under the bolster and is secured by the king-bolt and is designed to hold the bolsters at the same distance apart, while the pole is free to slide.

At the rear end of the pole is arranged a collar 9, having an aperture to receive a pin 10, by which the position of the collar may be varied on the pole, as a series of apertures are arranged therein in the well-known manner. The pin is provided with an eye to receive a connection 11 from the brake-lever 12, that the brake may be applied by hand if necessary. A hook 12^b is arranged on one of the standards to engage the handle of the brake-lever to hold the brake-shoes out of contact with the wheel while backing or the like, and a spring 12^a connecting the lock-lever to a cross-bar 13 arranged on the rear of the hounds to support the pivotally-connected brake-beams 14, carrying the brake-shoes 15. The inner ends of the beams are connected to the collar 9 by the links 16, and it will be seen that as the coupling-pin moves backward or forward it carries the collar which communicates motion to the brake-beams, to apply or release the brake-shoes. Stirrups or keepers 17 are arranged on the cross-bar, and the ends of the brake-beams are supported by and work therein. A rod 18 is secured to the front axle and extends along the under side of the tongue, and to it the front horses are hitched, and the tongue can work back and forward without affecting the leaders, as the rod is slidable in staples or the like.

The construction and operation, as well as the advantages, will be apparent from the foregoing description, and it is particularly noted that various changes may be made in the details of construction without departing from the spirit of my invention.

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

In a wagon, a shield rigidly connecting the

king-bolt to the hind hounds, a coupling-pole
slidable beneath said shield, brake-beams
adapted to be operated by the coupling-pole,
a slidable tongue, a link connection between
5 the tongue and the coupling-pole and a rod
secured to the front axle and extending along
the under side of the tongue said rod being
slidably connected to the tongue and adapted

to be drawn by the front horses, as and for
the purpose described. 10

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

P. H. LAMBERT.

Witnesses:

C. C. NOTT,

J. D. SMALL.