

(No Model.)

3 Sheets—Sheet 1.

H. M. FLANAGAN.
AUTOMATIC WAGON BRAKE.

No. 579,109.

Patented Mar. 16, 1897.

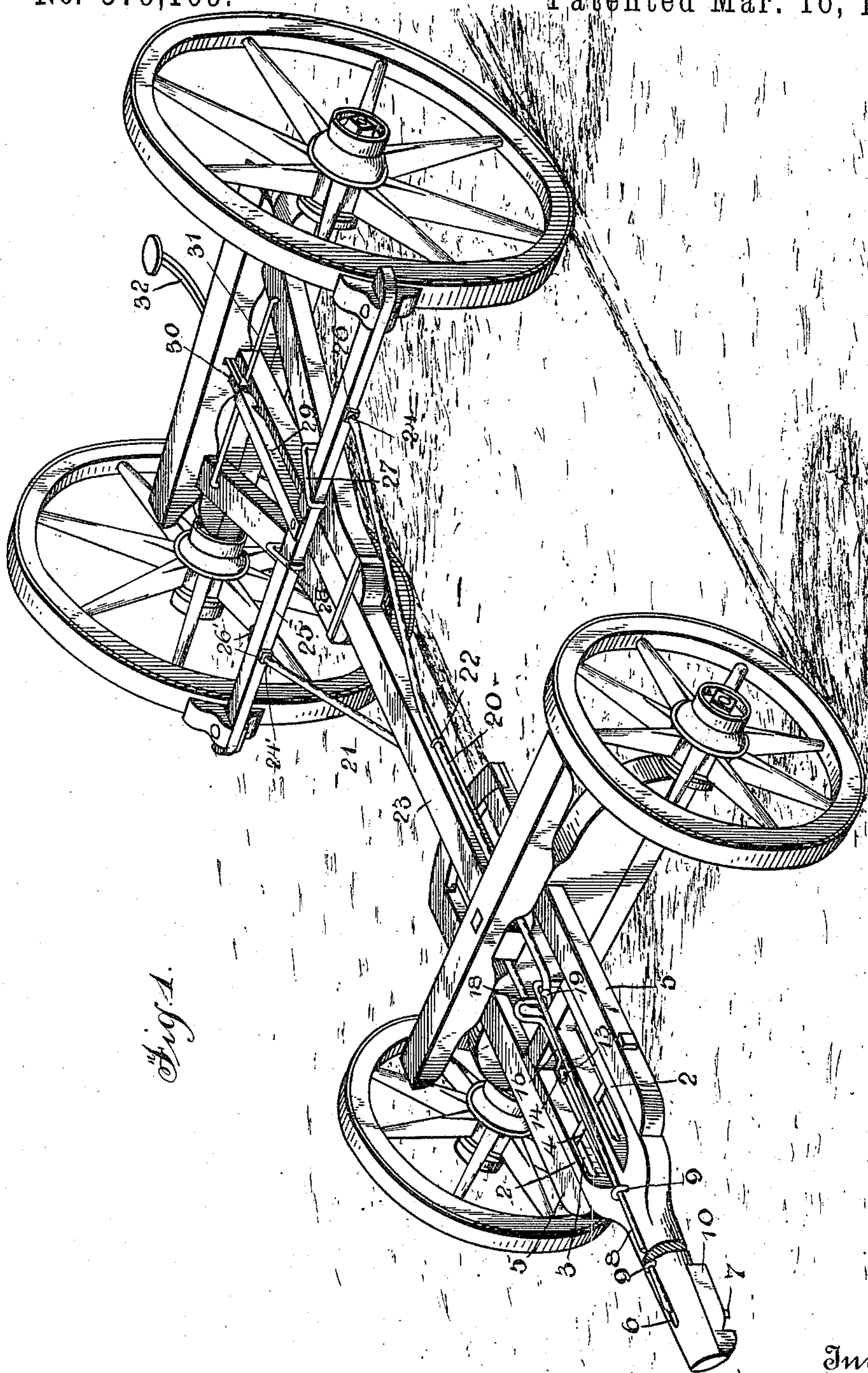


Fig. 1.

Witnesses

Wm. F. Doyle

Edmund H. Shouse

Inventor

Huey M. Flanagan

By H. B. Willson

Attorney

(No Model.)

3 Sheets—Sheet 2.

H. M. FLANAGAN.
AUTOMATIC WAGON BRAKE.

No. 579,109.

Patented Mar. 16, 1897.

Fig. 2.

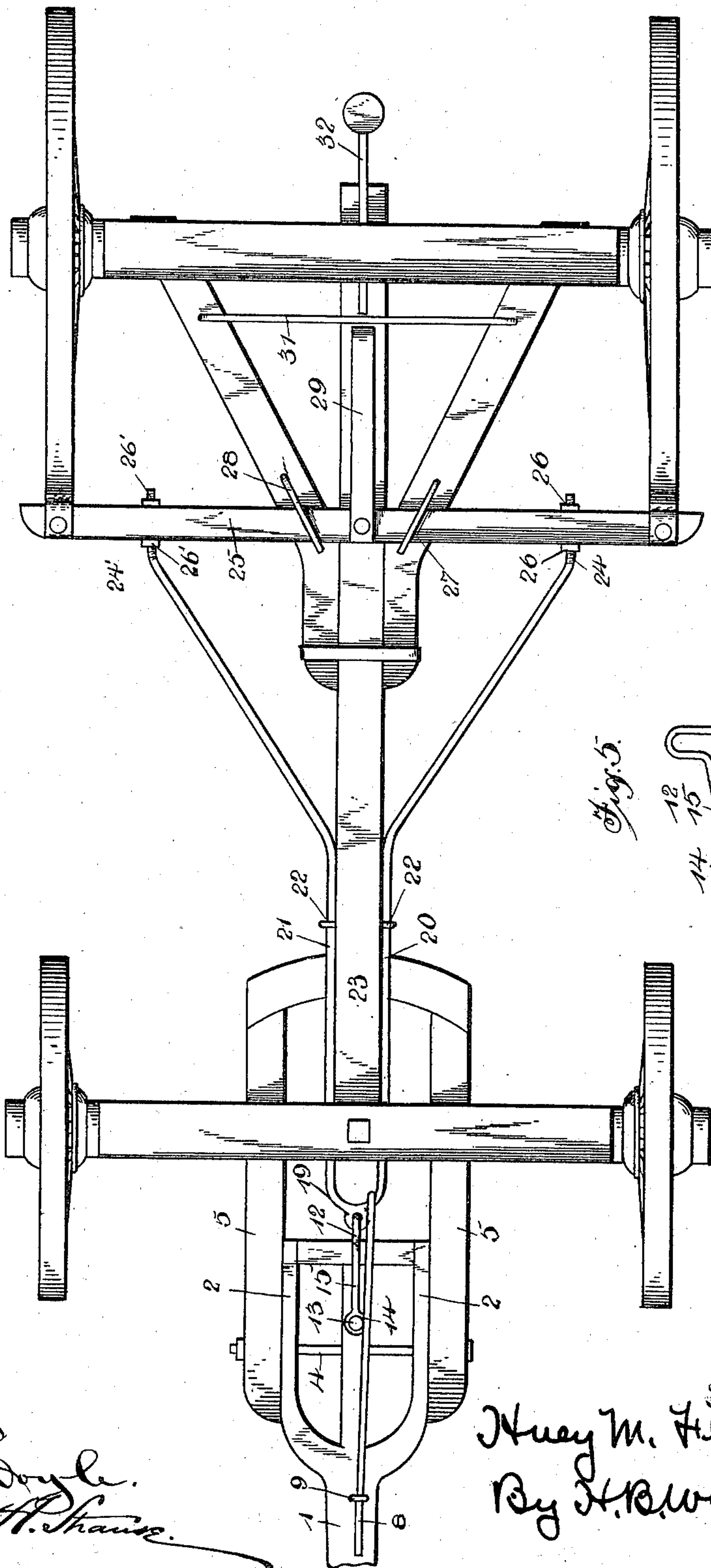
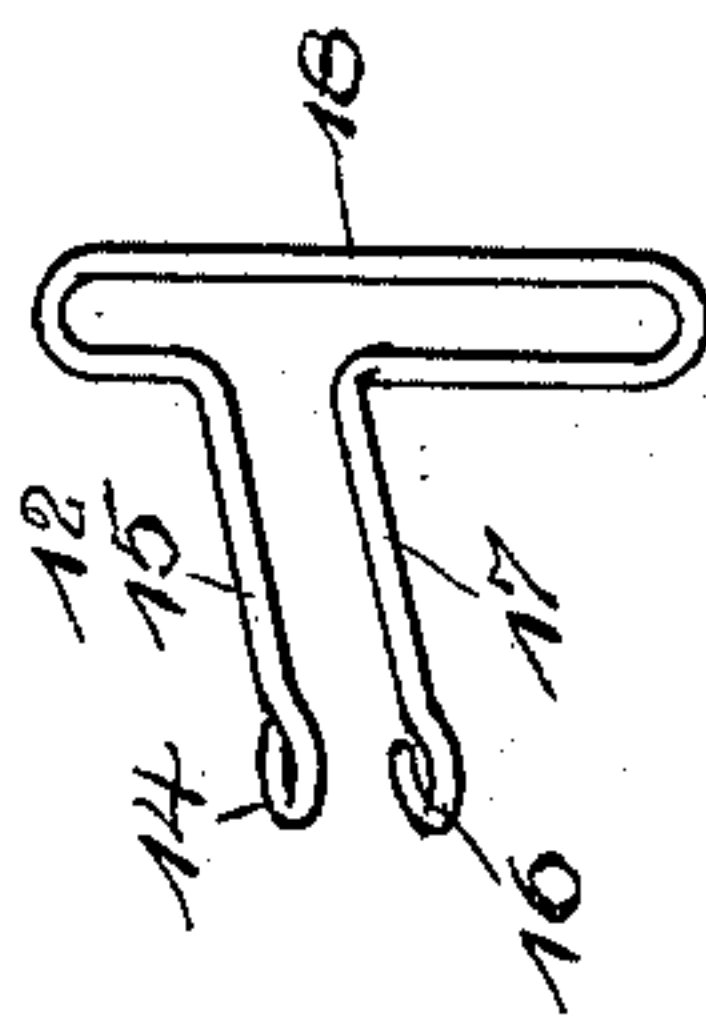


Fig. 5.



Witnesses
Wm. F. Doyle.
Edmund H. Shouse.

Inventor
Huey M. Flanagan
By H. B. Willson,
Attorney

[No Model.]

3 Sheets—Sheet 3.

H. M. FLANAGAN.
AUTOMATIC WAGON BRAKE.

No. 579,109.

Patented Mar. 16, 1897.

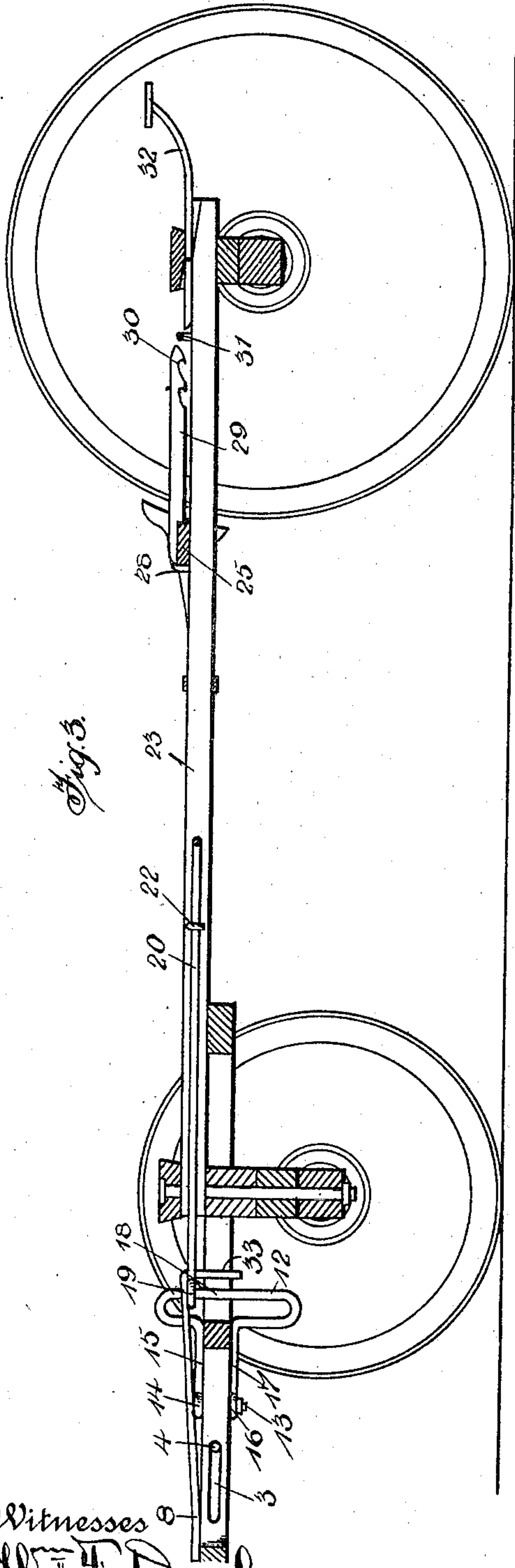


Fig. 3.

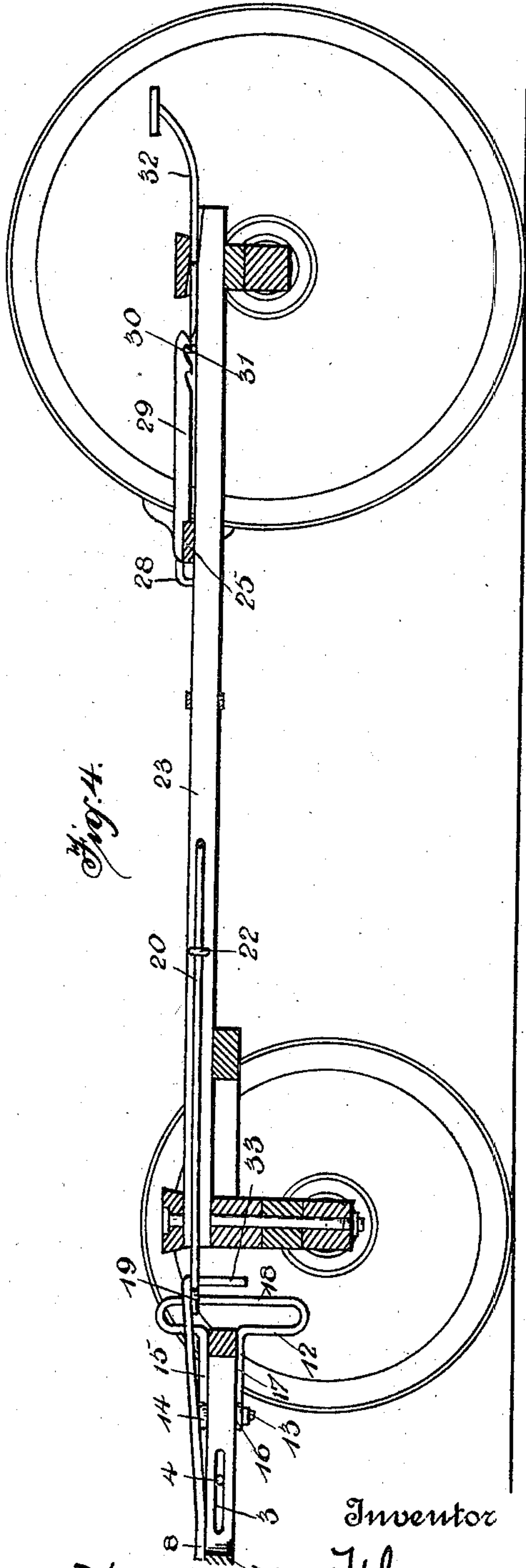


Fig. 4.

Witnesses

Wm. F. Doyle.

Edmund A. House.

Inventor

Huey M. Flanagan
By H. B. Wilson.
Attorney

UNITED STATES PATENT OFFICE.

HUEY M. FLANAGAN, OF WATER VALLEY, MISSISSIPPI, ASSIGNOR OF ONE-HALF TO EPHRAIM J. ENGLAND, OF SAME PLACE.

AUTOMATIC WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 579,109, dated March 16, 1897.

Application filed November 28, 1896. Serial No. 613,801. (No model.)

To all whom it may concern:

Be it known that I, HUEY M. FLANAGAN, a citizen of the United States, residing at Water Valley, in the county of Yalobusha and State of Mississippi, 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.

My invention has relation to improvements in automatic wagon-brakes; and the object is to provide a simple, durable, and effective brake of this class.

To this end the novelty consists in the construction, combination, and arrangement of the several parts of the same, as will be hereinafter more fully described, and particularly pointed out in the claims.

In the accompanying drawings the same reference-numerals indicate the same parts of the invention.

Figure 1 is a perspective view of a wagon running-gear with my improved automatic brake applied thereto. Fig. 2 is a top plan view of the same. Fig. 3 is a longitudinal section of the same, showing the normal position of the brake. Fig. 4 is a similar view showing the brake applied, and Fig. 5 is a perspective view of the clevis connection detached from the wagon.

1 represents the tongue, its rear end formed with parallel arms 2 2, provided with longitudinal slots 3 3, through which a transverse bolt 4 passes to secure it between parallel hounds 5 5, the bolt 4 being rigidly fixed in said hounds, while the slots 3 3 in the rear end of the tongue, through which the bolt 4 passes, permit a longitudinal movement of said tongue with reference to said hounds.

6 is a vertical longitudinal slot in the forward end of the tongue, and through this slot projects the angular arm 7 of a longitudinal rod 8, mounted in guides 9 9 on top of said tongue. The lower projecting end of the arm 7 has fixed to it a shoe 10, to which the yoke is secured when a team of oxen are used in hauling.

12 represents a clevis pivoted to the rear

end of the tongue by a bolt 13, passing through a horizontal eye 14 in the upper arm 15 of said clevis, extending vertically through the rear end of the tongue and engaging the open hook 16 on the lower horizontal arm 17 of the clevis.

18 is a vertical rod forming an integral connection between the upper arm 15 and the lower arm 17, and this rod passes through an eye 19 in the forward end of the integral parallel brake-rods 20 21, sliding in guide-staples 22 22 on each side of the reach 23. A short distance back these rods diverge and terminate in parallel ends 24 24', which are threaded and pass through the transverse brake-beam 25, the ends 24 24' being provided with nuts 26 26' on each side of the beam, so as to adjustably secure said beam to the rods.

27 28 represent the usual guides secured to the rear hounds for the brake-beam to slide in.

29 is a longitudinal arm secured to the center of the brake-beam and extending rearward, so that when the brake is applied a notch 30 in the under side of the rear end of said arm will engage a cross-bar 31, secured to the rear hounds, and hold the brake in a locked position.

32 is a gravity hand-lever pivoted on the rear end of the reach, its front end extending under the rear end of the arm 29 to trip it and release the brake when required.

The rear end of the longitudinal rod 8 is bent downwardly to form a depending arm 33, which engages behind the eye 19 of the brake-rods 20 21, and as this rod 8 is drawn forward by the yoke-shoe 10 it draws the brake-beam forward and releases the wheels.

In going downgrade the team holding back on the tongue causes it to slide backward in the hounds and vertical rod 18 forces the brake-rods 20 21 backward, thereby automatically applying the brakes.

Although I have specifically described the construction and relative arrangement of the several elements of my invention, I do not desire to be confined to the same, as such changes or modifications may be made as clearly fall within the scope of my invention without departing from the spirit thereof.

Having thus fully described my invention,

what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

1. The combination with the sliding tongue
5 provided with the rod 8 and clevis 12, of the
brake-rods 20 21 formed with the integral eye
19, the brake-beam 25 adjustably secured to
the diverging outer ends of said rods, and the
arm 29 secured to said brake-beam and pro-
10 vided with a notch 30, adapted to engage the
cross-bar 31 secured to the rear hounds, sub-
stantially as shown and described.

2. The combination of the sliding tongue,
the clevis 12 secured to the rear end thereof,
15 the brake-rods 20 21 having an integral eye
19 pivoted to said clevis, the brake-beam se-
cured to the rear ends of said brake-rods 20

21, the notched arm 29 secured to said brake-
beam and adapted to engage the cross-bar 31
when the brake is applied, and the hand-le- 20
ver 32 in operative contact with said arm 29,
substantially as and for the purpose set forth.

3. The combination of the sliding tongue,
the rod 8 and clevis 12 mounted thereon and
engaging the eye 19 of the brake-rods 20 21, 25
the rear ends of which are adjustably se-
cured to the sliding brake-beam, substan-
tially as shown and described.

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

HUEY M. FLANAGAN.

Witnesses:

JOHN M. MURPHREE,

J. F. SPENCER.