(No Model.)

S. BERREYESA.

WAGON BRAKE.

No. 586,083. Patented July 6, 1897.

Fig. 1

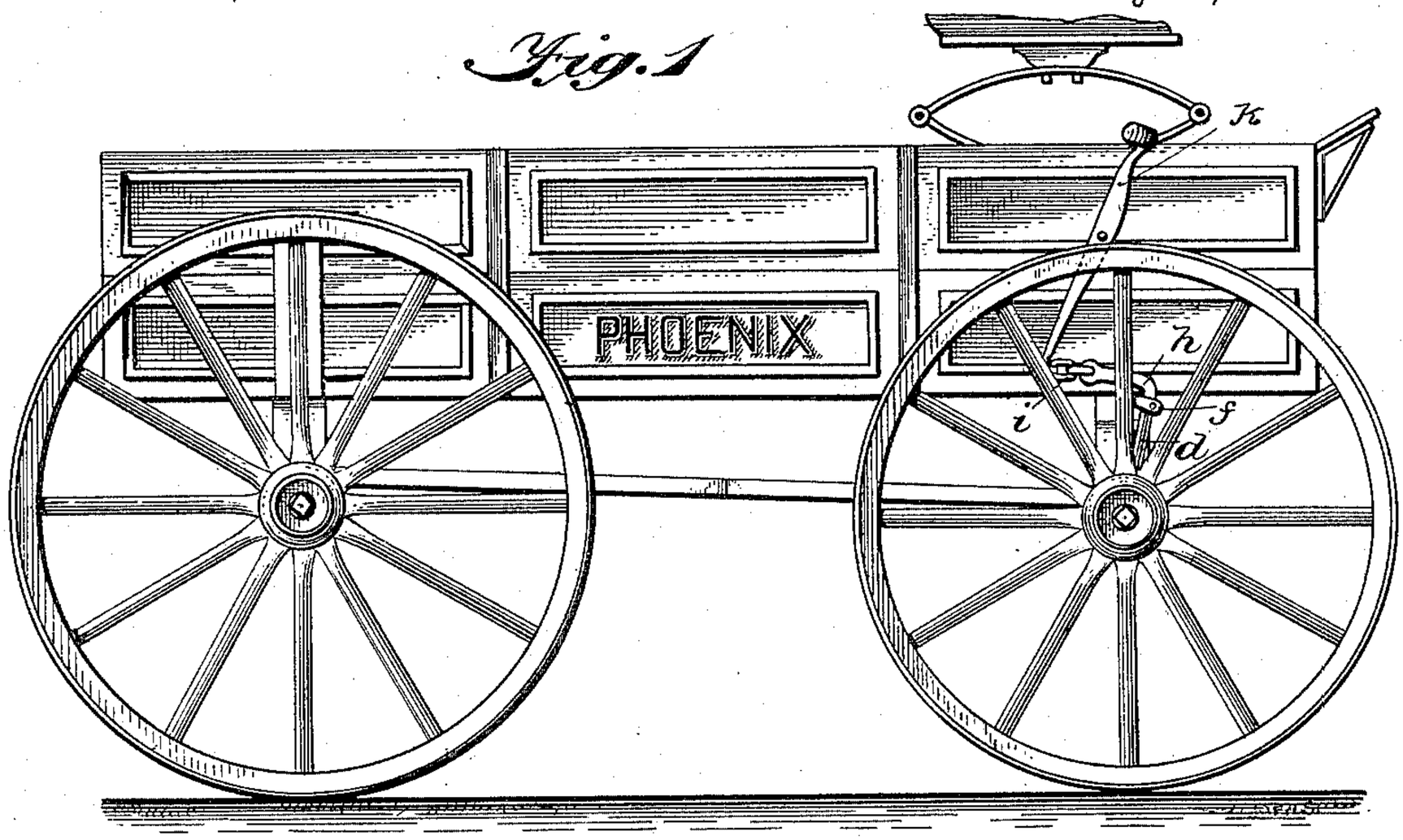
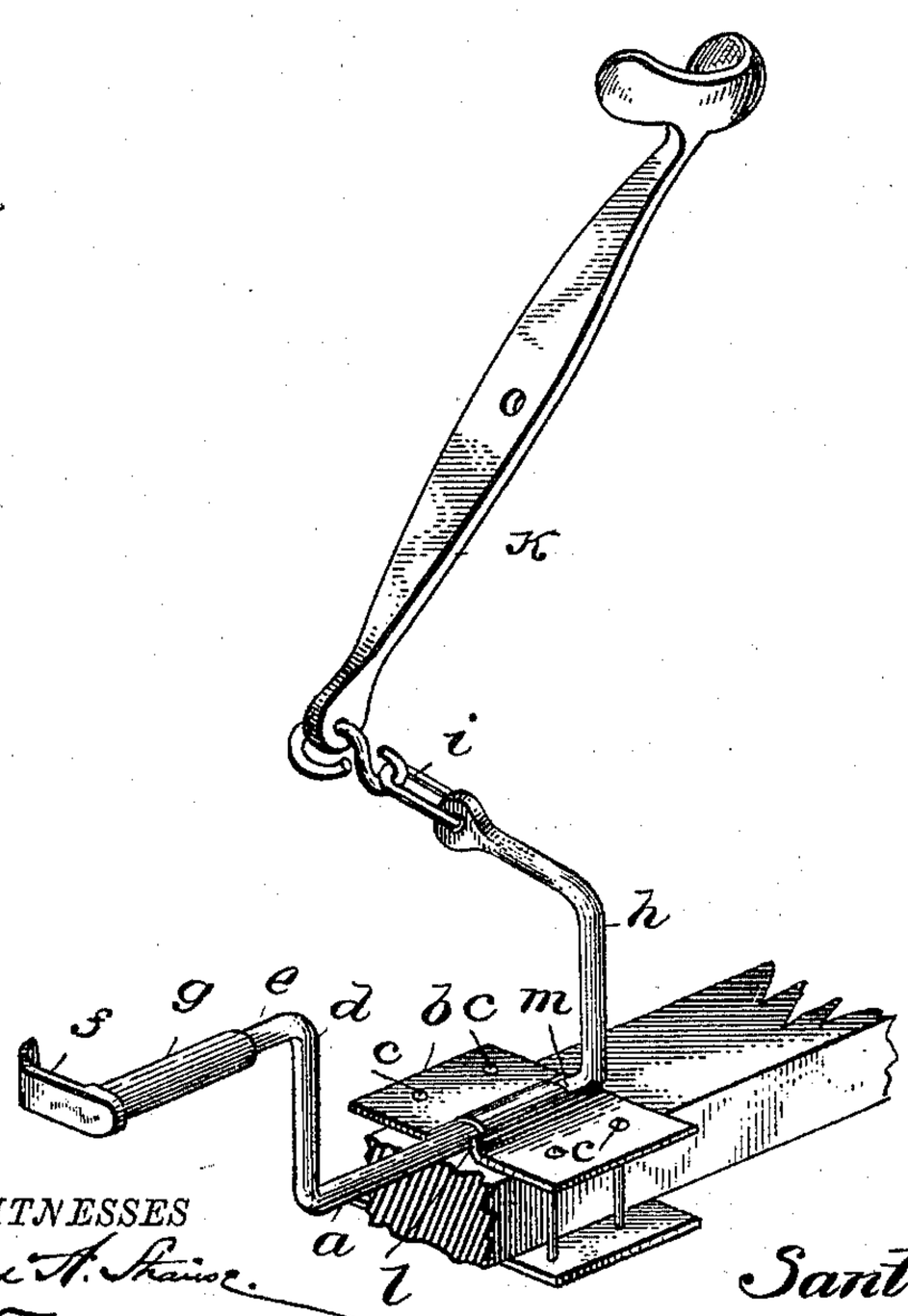


Fig. 2.



WITNESSES

Edmund A. Shaw.

J. L. Tappan

INVENTOR,

Santiago Berreyesa

by John Wedderburn

Attorney

UNITED STATES PATENT OFFICE.

SANTIAGO BERREYESA, OF PHŒNIX, ARIZONA TERRITORY, ASSIGNOR OF ONE-FOURTH TO MATTEO C. DUJMOVICH, OF SAME PLACE.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 586,083, dated July 6, 1897.

Application filed October 16, 1896. Serial No. 609,113. (No model.)

To all whom it may concern:

Be it known that I, SANTIAGO BERREYESA, of Phœnix, in the county of Maricopa and Territory of Arizona, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby 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 relates to an attachment for wagons, my object being to provide a device which can be attached to a wagon to prevent the horses attached to the same from running away.

To this end the invention consists in the various matters hereinafter described and claimed.

In the accompanying drawings, which illustrate the invention, Figure 1 is a side view of a wagon with the present device attached, and Fig. 2 is a view of the attachment itself.

Referring now more particularly to the drawings, *a* represents a shaft journaled in a plate *b*, said plate being attached to the axle of a wagon by means of clamps *c*, embracing said axle and passing through the plate. The manner of attaching this plate may, however, be varied to suit different types of axles.

Upon one end of the shaft *a* (that end which lies nearer the wheel) is an arm *d*, said arm having thereon a post *e*, upon the end of which is a finger *f*, projecting at right angles to the post. Between the shoulder formed by the finger and the point at which the post bends to join the arm is provided a ferrule *g*. An arm *h* projects from the other end of the shaft *a* and has attached thereto a chain *i* or other suitable connections engaging with a lever *k*, pivoted upon the body of the wagon. The lever *k* is so pivoted and the connections from the arm *h* are so made that forward movement of the arm *h* tends to throw the upper end of the lever backwardly.

The shaft *a* has sliding movement in its journal in the plate *b*, so that when desired the post can be slid between the spokes of the wheel near which the attachment is located. From this it will be seen that if the horses attempt to run away the turning of the wheel between the spokes of which the post projects will force the arm *d* forward, carrying with it the arm *h* and throwing back the upper end of the lever *k*. It is intended that upon leaving the vehicle the lines shall be thrown over the upper end of the lever *k*, and thus any forward movement of the wheel tightens the lines and causes the horse to stop. The ferrule *g* is provided so that when the spoke is brought against the post *e* said spoke will not scrape against the post, but will cause the ferrule to revolve, thus preventing injury to the spoke.

If desired, slots *l m* may be provided in the top of the plate *b*. It will be seen that if either the arm *d* or *h* is forced into these slots the shaft will be held against rotation.

The present device is simple in construction and can be readily attached to any vehicle.

In practice when the driver leaves the team he moves the shaft *a* endwise by hand, so that the arm or post E will be thrown between the spokes of the wheel and the reins engaged over the upper end of the lever. In this position if the horse starts the forward motion of the wheel would throw the lower end of the lever toward the horse, and consequently move the upper end rearward, thus drawing on the reins and stopping the horse. When the driver wishes to start off again, he removes the reins from the lever, and slides the shaft *a* inward, so as to withdraw the post and finger from between the spokes.

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

1. An attachment for vehicles comprising a shaft, a journal-box for said shaft, said shaft having sliding movement in said journal-box, an arm upon said shaft, a post upon said arm adapted to be placed between the spokes of a wheel, a second arm upon said shaft, a member adapted to be secured to the wagon-body, connections between the second arm and the member for moving said member backwardly in the forward movement of said second arm, and means upon said member for the attachment of lines, substantially as described.

2. An attachment for vehicles comprising a shaft, a journal-box for said shaft, said

shaft having sliding movement in said journal-box, an arm upon said shaft, a post upon said arm, a ferrule on the post adapted to be placed between the spokes of a wheel, a second arm upon said shaft, a member adapted to be secured to the wagon-body, connections between the second arm and the member for moving said member backwardly in the forward movement of said second arm, and means upon said member for the attachment of lines, substantially as described.

3. An attachment for vehicles comprising a shaft, a journal-box for said shaft, said shaft having sliding movement in said journal-box, an arm upon said shaft, a post upon said arm, a finger extending from said post, a second arm upon said shaft, a member adapted to be secured to the wagon-body, connections between the second arm and the member for moving said member backwardly in the forward movement of said second arm, and means upon said member for the attachment of lines, substantially as described.

4. An attachment for vehicles comprising a shaft, a journal-box for said shaft, said shaft having sliding movement in said journal-box, means for attaching said journal-box to the axle of a vehicle, an arm upon said shaft, a post extending at an angle to said arm, a finger upon said post and forming a shoulder therewith, a ferrule upon said post between the shoulder formed by the finger and the angle at which the post joins the arm, a second arm upon said shaft, a lever adapted to be attached to a wagon-body, and connections between said lever and the second arm whereby the forward movement of said second arm will cause a backward movement of the lever, substantially as described.

5. An attachment for vehicles comprising a shaft, a journal-box for said shaft, said journal-box being slotted, means upon said shaft for locking the wheel of a vehicle, and a member upon said shaft adapted to enter the slot in the journal-box when the device is in position for locking the wheel, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

SANTIAGO BERREYESA.

Witnesses:

C. P. BULLARD,

C. F. MORRELL.