No. 815,568. PATENTED MAR. 20, 1906.

J. L. THOMAS.

WAGON BRAKE.

APPLICATION FILED JAN. 19, 1905.

FIG. 1.

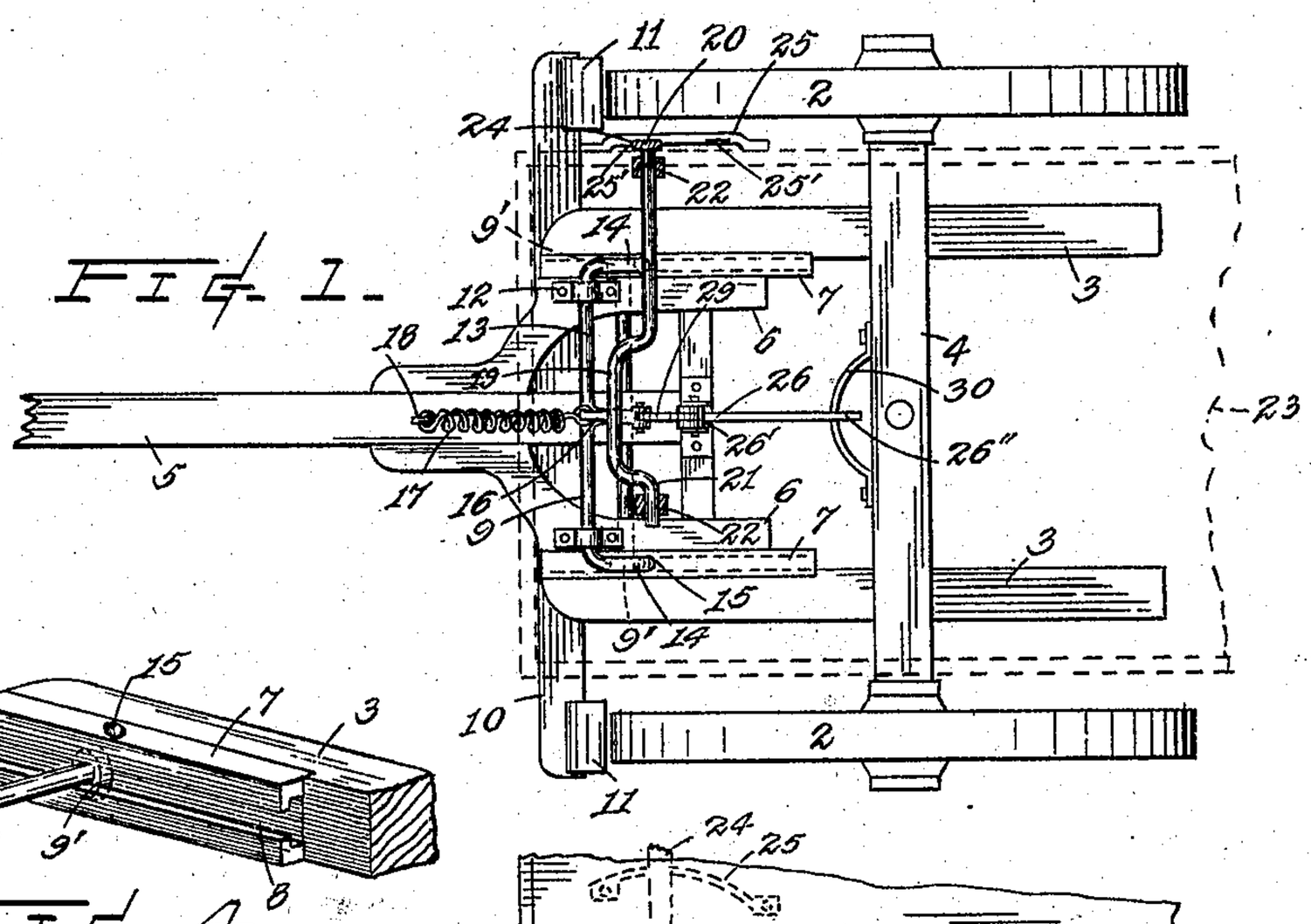

FIG. 4.

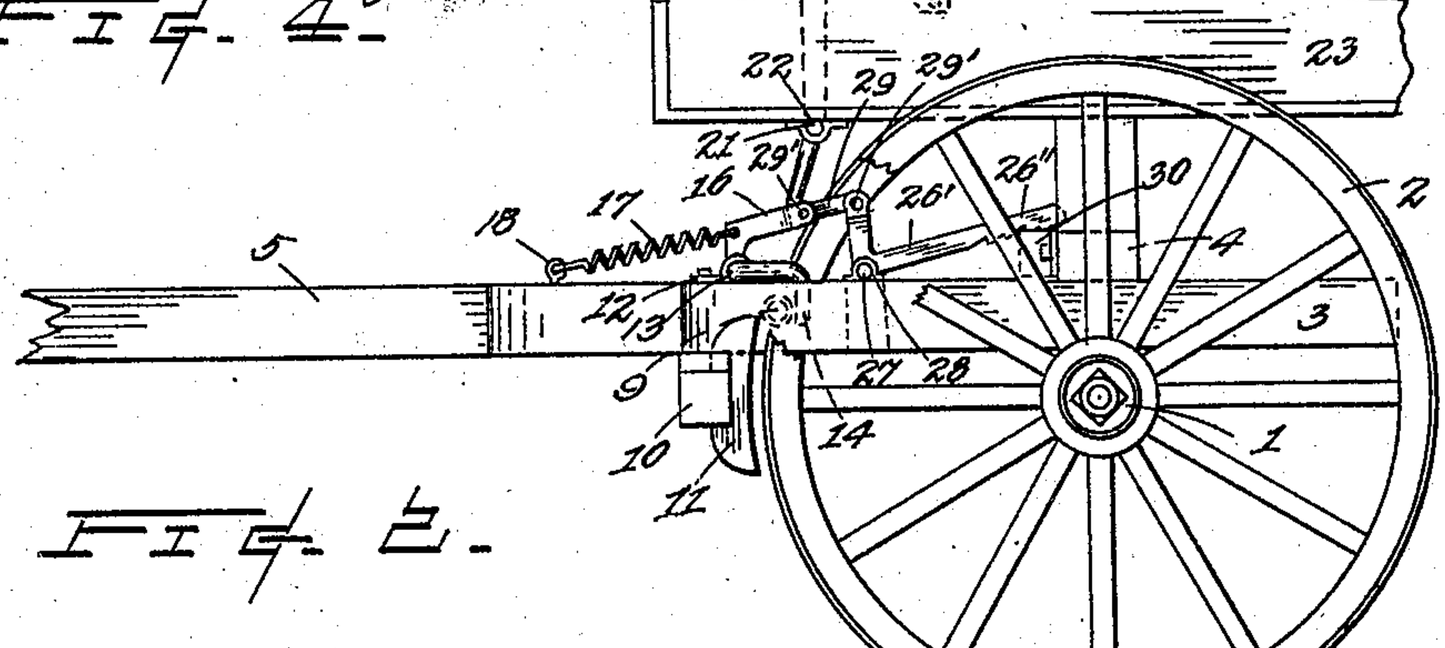

FIG. 2.

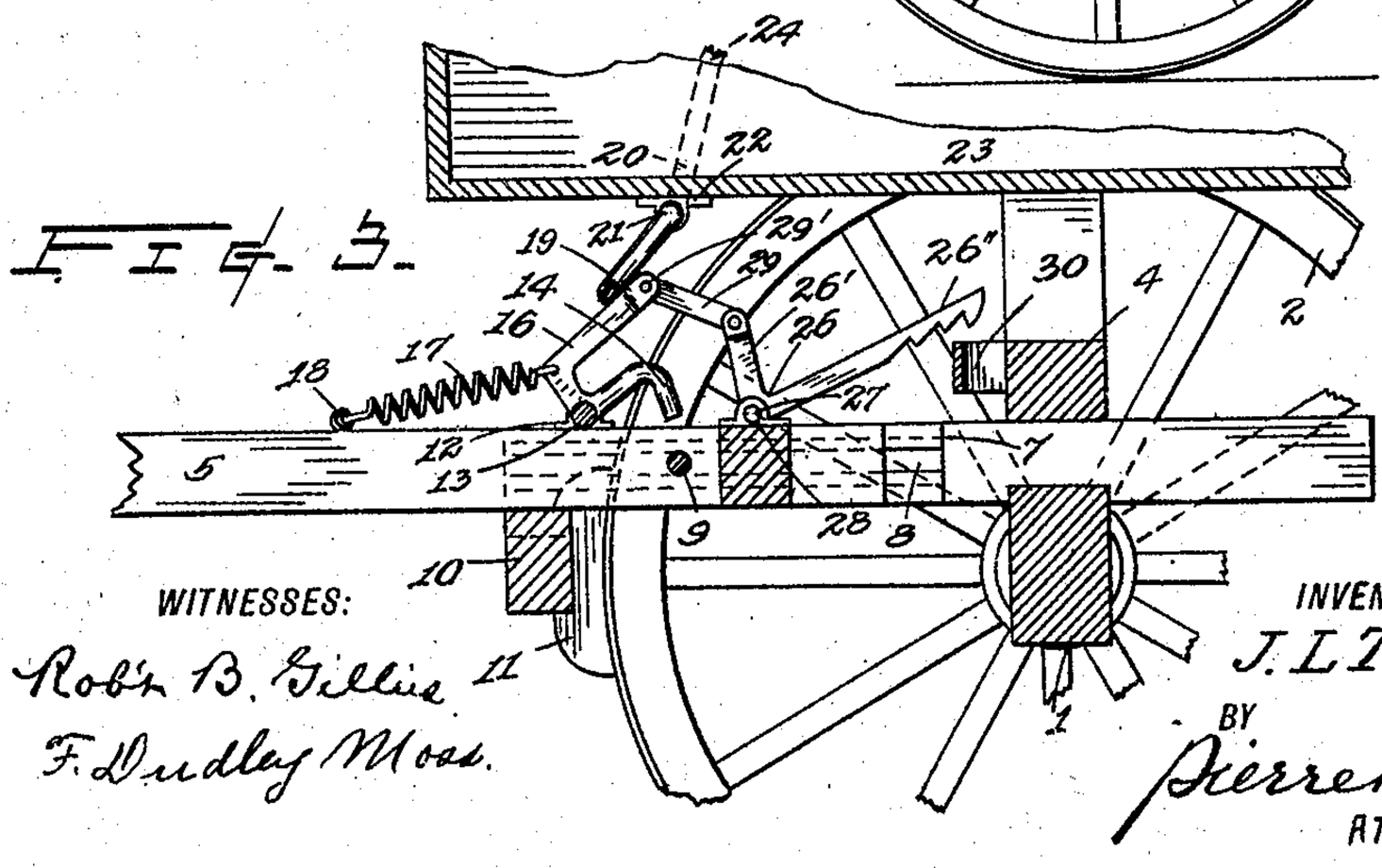

FIG. 3.

WITNESSES:

Robt B. Gillis

F. Dudley Moss.

INVENTOR

J. L. Thomas

BY

Pierre Barnes

ATTORNEY

UNITED STATES PATENT OFFICE.

JAMES L. THOMAS, OF WINLOCK, WASHINGTON.

WAGON-BRAKE.

No. 815,568. Specification of Letters Patent. Patented March 20, 1906.

Application filed January 19, 1905. Serial No. 241,729.

To all whom it may concern:

Be it known that I, JAMES L. THOMAS, a citizen of the United States, residing at Winlock, in the county of Lewis and State of Washington, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a specification, reference being had therein to the accompanying drawings.

The object of the invention is to provide improved devices whereby the brakes can be quickly and reliably applied by the backing of a team, as when descending an incline; and a further object of the invention is to provide means operated by the driver for preventing such braking action where it is desirable to move the vehicle unobstructively about.

The invention consists in the novel construction and adaptation of parts, as hereinafter described, and illustrated in the accompanying drawings, wherein—

Figure 1 is a plan view of the forward running-gear of a wagon, showing an embodiment of my invention. Fig. 2 is a side elevation of the same, including a portion of the wagon-body. Fig. 3 is a longitudinal sectional view. Fig. 4 is a detail perspective view.

In the drawings the reference-numeral 1 represents the front axle of a wagon; 2, the wheels thereof; 3, the hounds; 4, the sand-beam, and 5 the tongue provided with cheek-pieces 6. Secured to the inner sides of the hounds and contacting with the said tongue-cheeks are guide-boxes 7, having a longitudinal T-shaped slot 8 in each. Extending transversely through the tongue and cheeks and into the said slots of the guide-boxes is a fulcrum-rod 9, having heads 9′, which register with the enlarged portions of the said slots and act to prevent the spreading of the hounds and the dislocation of the tongue. A brake-beam 10 is fixedly connected to the under side of the tongue and extends transversely beneath the said hounds to the outer sides of the wheels and carry adjacent of their outer ends brake-shoes 11, adapted to be engaged with the peripheries of the wheels when they are moved backwardly with the wagon-tongue.

Extending across the tongue and tiltably seated in supports 12 is a bar 13, which is bent in proximity of its ends forwardly and thence down to form hooked ends 14, adapted to enter apertures 15, provided in the tops of boxes 7 and immediately to the rear of the bar-heads 9′ when they are in their foremost position, and thus furnish means for locking the brake in its inoperative position. Intermediate of the bar 13 is an upwardly-extending and forwardly-bent arm 16, which is connected at its elbow by a contractile spring 17 with an eyebolt 18 in the tongue and tending to withdraw the said hooked ends of the bar from their locking position when the wiper-arm 19 of the controlling-lever 20 is moved forwardly, as shown in Fig. 3. This wiper-arm is desirably formed by offsetting a portion of a bar 21 between the journal-bearings 22, which are secured to the wagon-bed 23. On one of the ends of the bar 21 is formed or provided a lever-handle 24, which extends through a keeper 25, attached to the bed and provided with indents or notches 25′, located to receive and retain the handle in various set positions.

A bell-crank 26 is fulcrumed by a pin 27 in bearings 28, attached to the tongue, and has one of its arms 26′ connected by link 29 and pins 29′ to the aforesaid arm 16 of the locking-bar. The other arm 26″ of this crank is serrated along its under side for the purpose of providing hooks or ratchet-teeth adapted to severally engage with a loop attachment 30, secured to the beam 4 in order to hold the brake against forward movement either in its disengaged or engaged positions. In the latter case the bar 13 would after being tilted forward to release the rod 9 from engagement with the hooked ends be moved back to let the teeth of the arm 26″ engage with the attachment 30, while the handle 24 of the controlling-lever would be then caught in the proper one of the keeper-notches 25′ to prevent the said spring from disconnecting the engaged hook from the said attachment.

The operation of the invention will be understood from the foregoing description and needs no further mention here.

Among the advantages of the invention is not only the ability of braking a vehicle by the backing of the team, but in its reliability through the braking devices being connected integrally with the tongue, also in the means of securing said devices in inoperative positions as well as means for locking the brakes when engaged. It is simple and inexpensive in construction and is particularly adapted for use on wagons carrying heavy loads in a hilly country, which necessitates the employment

of few and substantial parts, thus obviating as much as possible all danger of getting out or order.

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

A wagon-brake comprising a tongue, a beam rigidly secured to said tongue, brake-shoes rigidly connected to said beam, slotted boxes provided with apertures secured to the wagon-hounds, a bar slidable with the said tongue and projecting interiorly of the said boxes, a locking-bar provided with hooked ends adapted to enter said apertures, a spring tending to withdraw the said hooked ends from the apertures, and means actuated by manual power for seating said hooked ends of the locking-bar in their respective said apertures.

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

JAMES L. THOMAS.

Witnesses:
ANDREW JOHNSON,
GEORGE I. BROOKS.