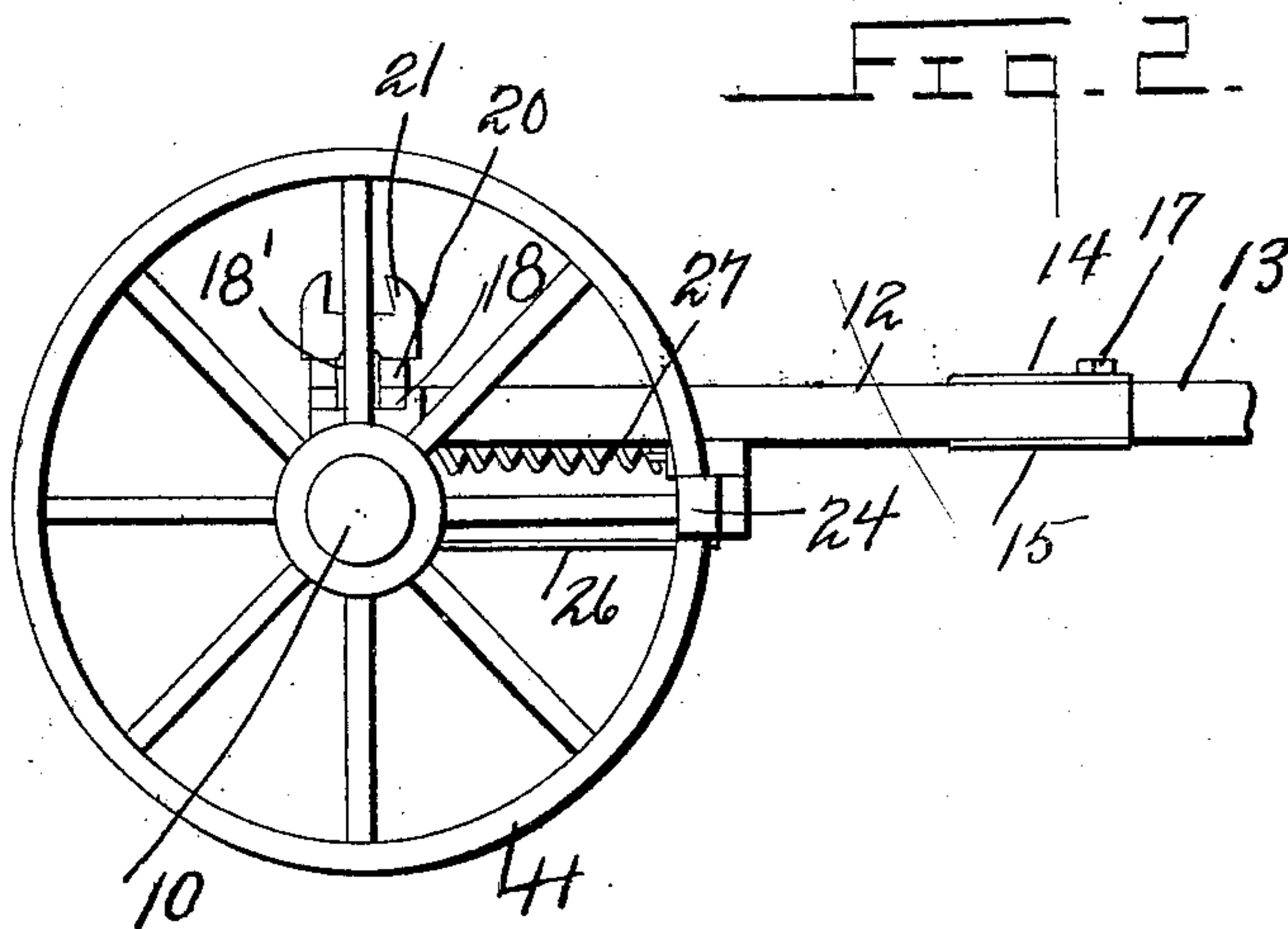
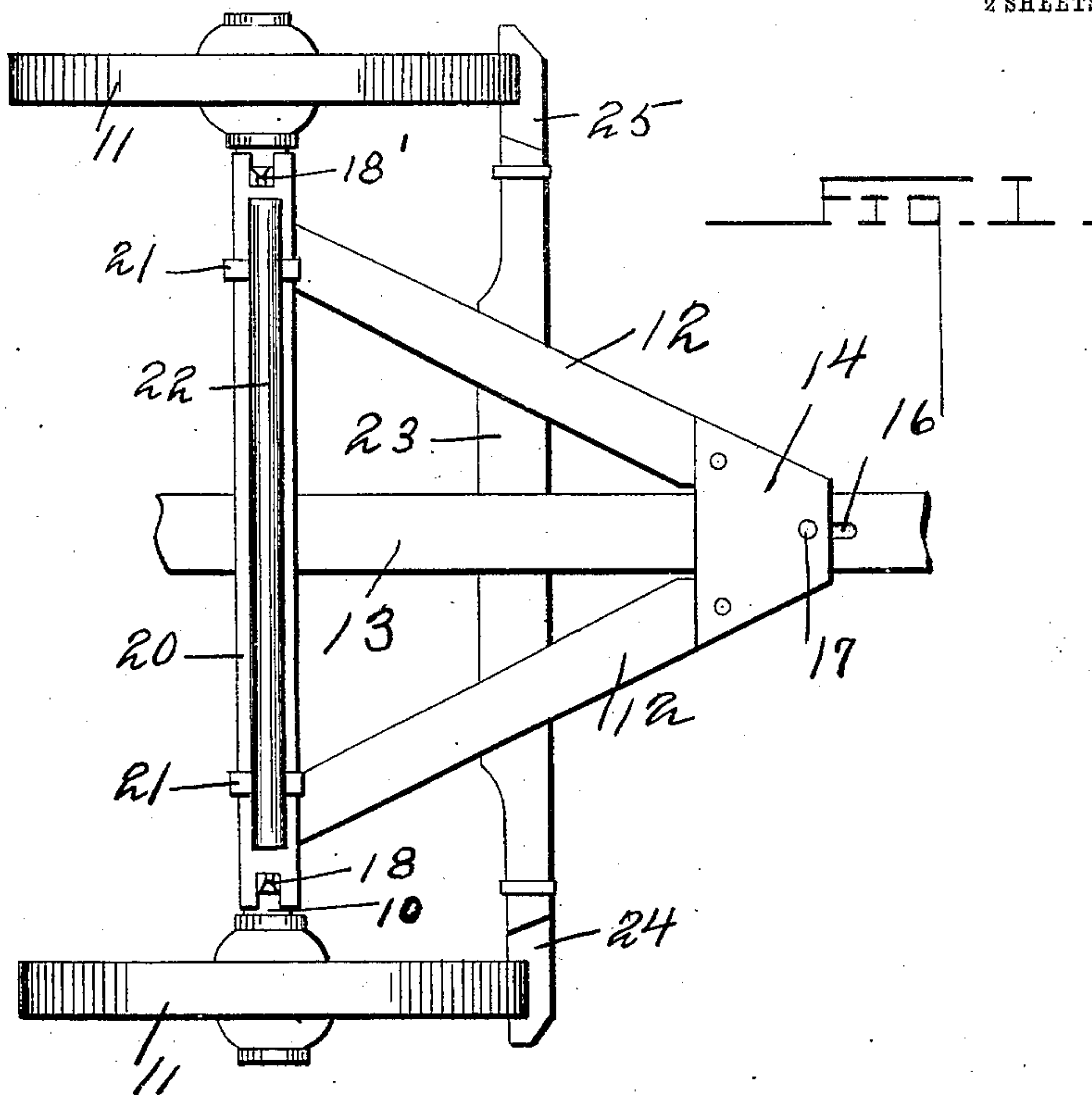


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APPLICATION FILED OCT. 3, 1908.

917,563.

Patented Apr. 6, 1909.

2 SHEETS—SHEET 1.



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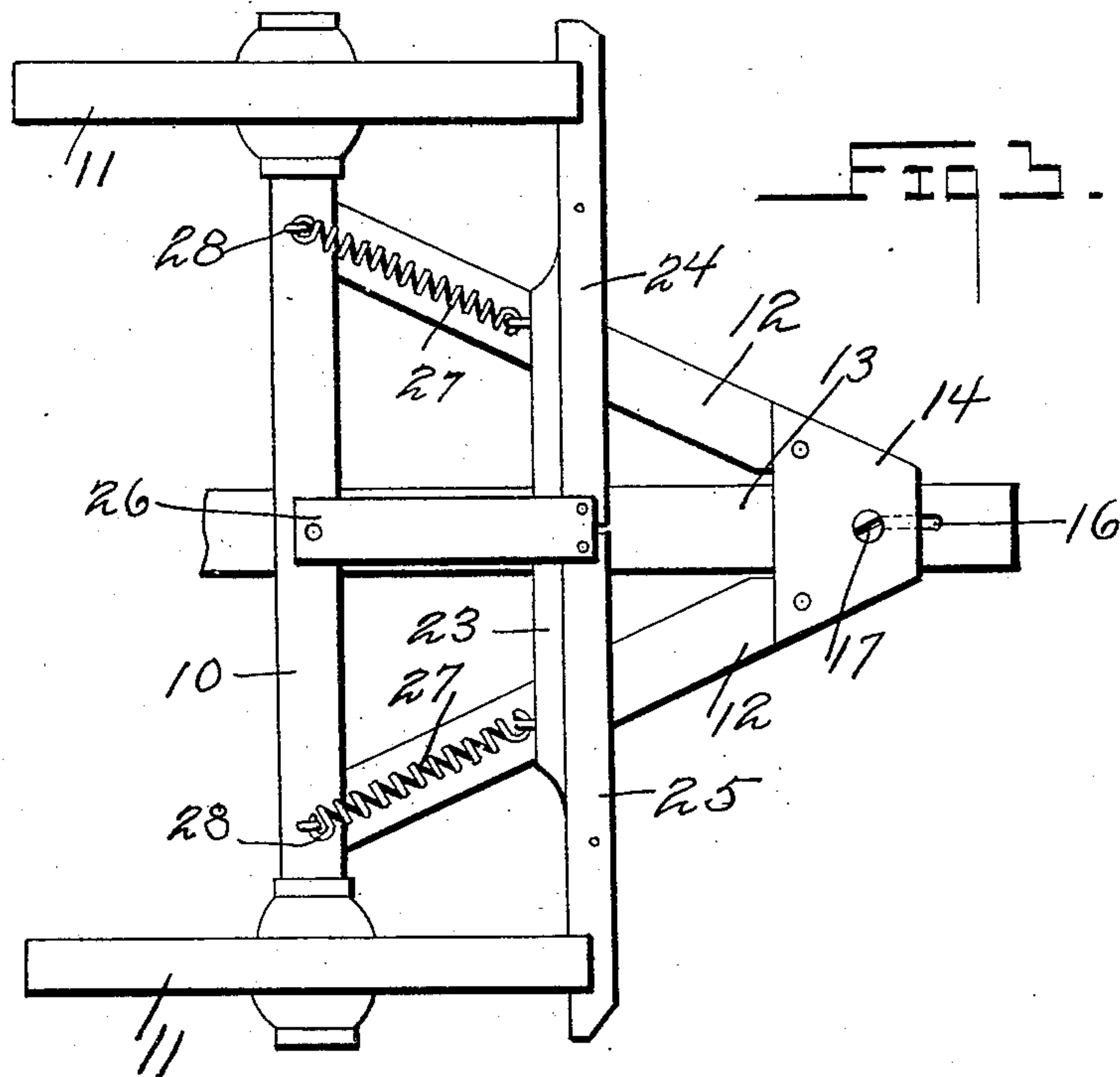
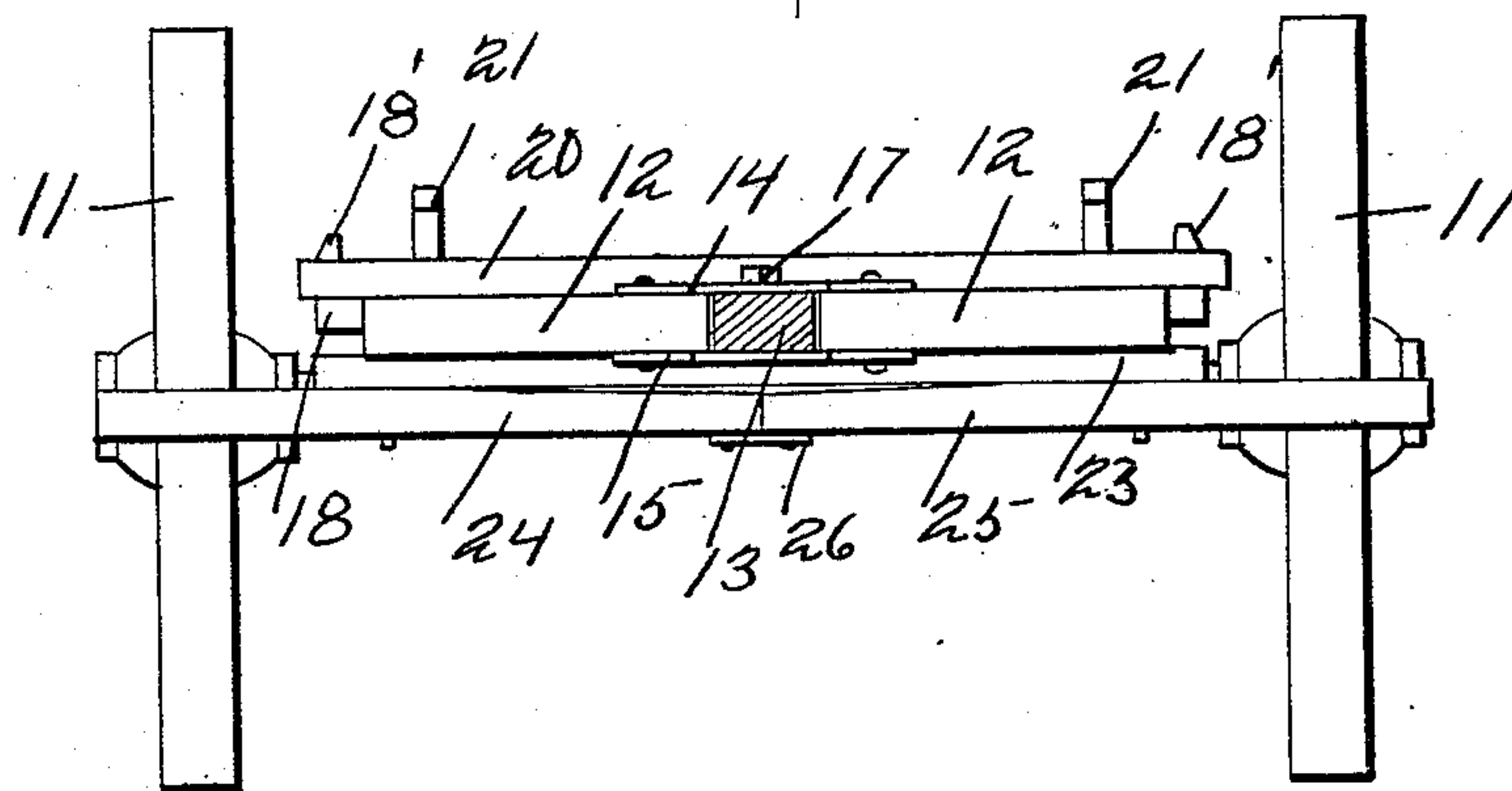


FIG. 4.



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# UNITED STATES PATENT OFFICE.

RICHARD THOMAS DUKE, OF WEST POINT, ARKANSAS.

## AUTOMATIC WAGON-BRAKE.

No. 917,563.

Specification of Letters Patent.

Patented April 6, 1909.

Application filed October 3, 1908. Serial No. 456,024.

*To all whom it may concern:*

Be it known that I, RICHARD THOMAS DUKE, a citizen of the United States, residing at West Point, in the county of White and State of Arkansas, have invented certain new and useful Improvements in Automatic Wagon-Brakes, of which the following is a specification.

This invention relates to wagon brakes and has special reference to one which is automatically operated.

An object of this invention is to construct a wagon brake so that the same may be automatically applied when it is desired to stop the vehicle or at any time when it is not in motion.

A further object of this invention is to construct a brake of this character which is simple in operation and construction, which comprises but few parts and which can be economically manufactured.

Other objects and advantages will be apparent from the following description and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a top plan view of the rear portion of the under frame of a wagon having the brake attached thereto, Fig. 2 is a side elevation of the same, Fig. 3 is a bottom plan view of Fig. 1, Fig. 4 is a front elevation of Fig. 1 showing the reach in section.

Referring now to the drawings, 10 designates the rear axle of a wagon upon which are supported the wheels of the wagon. The axle carries upon its upper face at the opposite ends thereof the hounds 12 which converge and slidably engage the opposite sides of a reach 13. The forward extremity of the reach 13 is connected to the horses in any suitable manner and is actuated by the same.

The forward extremities of the hounds 12 are secured by means of the plates 14 and 15 which are positioned upon the upper and lower faces of the same respectively about the reach 13 to engage and to hold the same in position. The axle 10 is provided with a transverse groove across its intermediate portion through which is slidably engaged the rear extremity of the reach 13. The reach 13 is provided with a longitudinally and centrally formed slot 16 through which

is engaged a bolt 17 carried by the plates 15 and 16 for the purpose of limiting the reciprocating movement of the reach 13. A bolster 18 is disposed across the rear extremities of the hounds 12 which are provided with upwardly extended posts 18' for engagement with the forked ends of a beam 20 which is provided with upwardly extending forks 21 which are rounded at their inner adjoining faces to receive a tubing 22 transversely disposed across the wagon frame. The reach 13 is provided upon its under face with a cross beam 23 which is centrally pivoted upon the reach and which carries at its opposite extremities the brake beams 24 and 25. The brake beams 24 and 25 extend outwardly where they engage the peripheries of the wheels 11 while their inner extremities are pivotally secured in the extremity of a brace 26. The cross beam 23 is provided upon its rear edge with springs 27 which extend backwardly and are secured to the axle 10. The springs 27 are connected to the cross beam 23 by means of a hook 28 by means of which the spring may be adjustably secured in position.

The operation of the device is as follows: When pressure is exerted upon the reach 13 to move a wagon the reach is drawn forwardly between the plates 14 and 15 and the cross beam 23 is carried therewith against the tension of the springs 27 causing the brake beams 24 and 25 to swing forwardly from the wheels 11 and release the wagon. The plate 26 is rigidly secured to the axle 10 and therefore rigidly holds the inner extremities of the brake beams 24 and 25 causing the outer extremities of the same to reciprocate with the motion of the cross beam 23 and reach 13. When the tension is released upon the reach 13 the springs 27 retract the reach 13 through the medium of the cross beam 23 and cause the outer extremities of the brake beams 24 and 25 to be thrown into engagement with the wheels 11 and apply the brakes.

What is claimed is:—

1. A device of the class described comprising a frame, a reach slidably mounted in said frame, a cross beam pivotally secured to the under side of said reach, springs disposed between said cross beam and said frame, brake beams intermediately pivoted upon the extremities of said cross beam, a brace carried by said frame, the inner extremities of said brake beams being pivotally secured to said brace, and a pin carried by



said frame for engagement through a slot formed in said reach for limiting the motion of said reach.

2. In a device of the character described  
5 the combination with an axle, a bolster disposed on said axle, forks carried by said bolster, a metallic tubing transversely disposed in said forks, hounds carried by said axle, plates disposed across the opposite  
10 faces of said hounds, a reach disposed between said hounds and said plates for slidable engagement therebetween and a cross beam disposed on said reach, of brake beams

centrally and pivotally mounted upon the opposite extremities of said cross beam and 15 springs disposed between said axle and said cross beam for the purpose of normally holding said brake beams against the wheels of said device.

In testimony whereof I affix my signature, 20 in presence of two witnesses.

R. THOMAS DUKE.

Witnesses:

JAS. F. WATKINS,  
W. N. MCGEE.