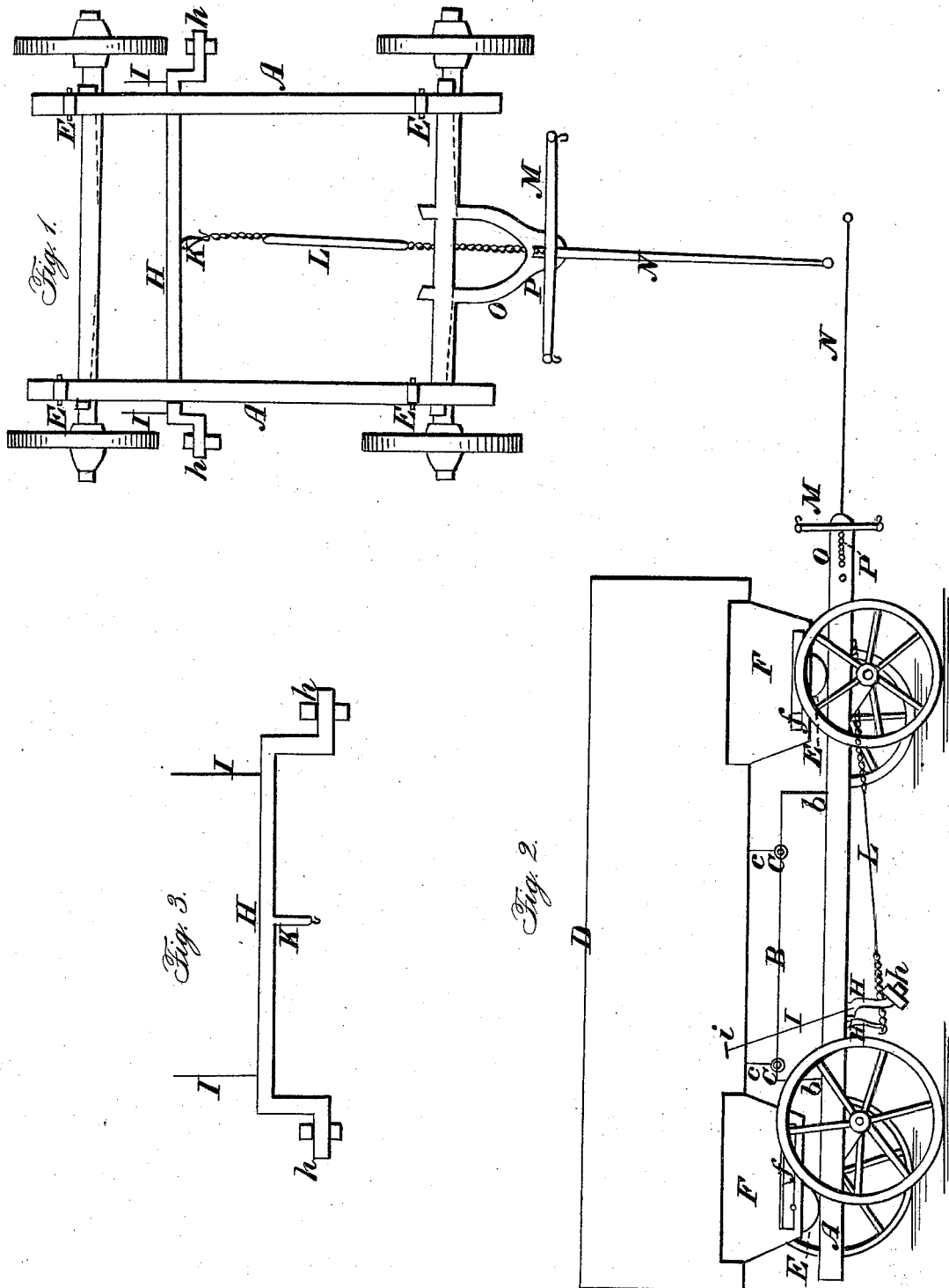


GIBSON & COBBS

Wagon-Brake.

No. 3,907

Patented Feb. 12. 1845.



# UNITED STATES PATENT OFFICE.

DAVID D. GIBSON AND WALKER COBBS, OF DAMASCOVILLE, OHIO.

## CARRIAGE-BRAKE FOR LOCKING AND UNLOCKING CARRIAGE-WHEELS.

Specification of Letters Patent No. 3,907, dated February 12, 1845.

*To all whom it may concern:*

Be it known that we, DAVID D. GIBSON and WALKER COBBS, both of Damascoville, in the county of Columbiana and State of Ohio, have invented a new and useful Apparatus for Locking and Unlocking Wagons, Buggies, &c., Whenever Locking May be Required, which we call the "Self-Locker"; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a general view of the running gears of a common wagon, with a part of the self locker attached. Fig. 2 is a side view of the bed and self locker the wheels being removed.

*Construction.*—Resting upon, and fastened to the ends of the bolsters of a common wagon, and extending from the one to the other are the planes A, A, A, Figs. 1 and 2, their upper surfaces being planed smooth, and of size proportioned to the wagon, or weight to be sustained. Above and parallel with the planes are the governing bars, or stationary sliding rods B Fig. 2, the one on the opposite side of the wagon not being shown in the drawing. The ends of these bars turning at right angles with the horizontal middle part are inserted into and fastened to the planes at *b, b*. The horizontal middle portion of the governing bars are round and smooth, and rise so far above the planes as to allow free motion to the eyes C, C. The eyes C, C surrounding the governing bars at their lower extremities are by their upper ends fastened to the bed D, at *c, c*, Fig. 2, thus forming the connection between the running gears and the bed. Immediately over the axletrees on the upper surface of the planes are the rollers E, E, E, E, Figs. 1 and 2, which are constructed of wood or metal adapted to the superincumbent weight either end of which is furnished with a central point or axle which plays in the groove *f, f*, of the roller blocks F, F, and by which blocks the rollers are secured in their places, allowing them the revolving motion hereafter more particularly set forth under the head of operation. The roller blocks are constructed of wood or metal and attached to the bed D, above as represented in Fig. 2. Those securing the inner extremities of the

rollers are not shown in the drawings, being constructed and attached to the bed the same as the external blocks. To the lower surface of the planes A, A, A, and nearly midway between their extremities is fastened by staples or eyes, the tumble shaft H, which shaft H outside and near the planes, at either end turns at right angles downward, then again taking another right angle turn outward parallel with horizontal middle portion of the shaft, to the ends of which the rubbers are attached as represented at L, L. Firmly connected to the tumble shaft H, just outside either plane arise perpendicularly or slightly angling the locking levers I, I, I, Figs. 1 and 2, which levers are fastened above to the bed D, at *i, i*. From the center of the horizontal part of the shaft descends the unlocking lever H. To the lower end of the unlocking lever is fastened the unlocking rod or chain L. The unlocking rod or chain L, passing forward through the forward axletree is attached by its anterior end to the doubletree M, at its center. Under the doubletree in the tongue N, or between the hounds O, is the oblong mortise P, through which the center pin of the doubletree passes allowing the sliding motion hereafter set forth.

*Operation:* The wagon when put in motion by force attached to the doubletree, has the bed resting as in Fig. 2 with the eyes C bearing against the posterior angle of the governing bars B, with the rubbers standing forward from the wheels as represented is in Fig. 1, L, L. Again when descending an inclined plane, or hill and the wagon moving without force or power applied, the bed moves forward by its own specific gravity on the rollers E, E, E, E, carrying with it the attached ends of the locking levers I, I, which levers by their connection with the tumble shaft H, cause this shaft to turn on its bearings, thus bringing the rubbers in contact with the wheels. The pressure of the rubbers on the wheels being in all cases proportioned to the weight sustained, and the inclination of the hill. The unlocking lever H, being by the above described motion of the tumble shaft H, thrown back carries with it the double tree M, to the posterior part of the mortise P, by the unlocking rod or chain L. Again when the descent is passed and unlocking is required the draft being attached as usual, moves the double-tree forward to the anterior end of the mor-

tise P, and by means of the unlocking rod L, draws forward the unlocking lever H, causing the tumble shaft H, to turn backward on its bearings, thus again loosening the rubbers and at the same time moving the bed D, back upon the rollers E, E, by the locking levers I, I, thereby reversing all the locking motions.

What we claim as our invention and desire to secure by Letters Patent is,

The whole of the foregoing described locking and unlocking apparatus except the

tumble shaft H and the rubbers *h, h*. Also the right to vary our construction to suit the different kinds of wagons, coaches, carriages &c., to which it may be applied, the whole being constructed and operating, substantially upon the self locking and unlocking principles herein set forth.

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Witnesses:

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