

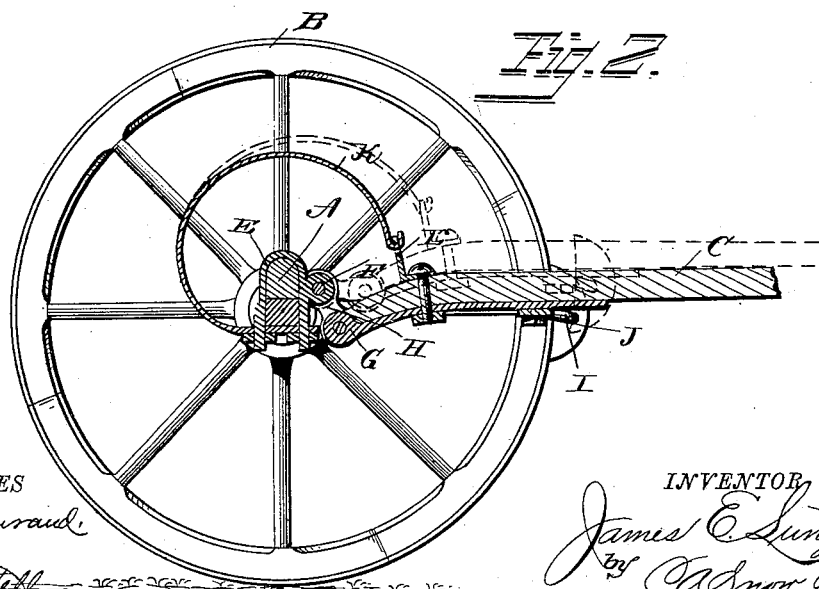
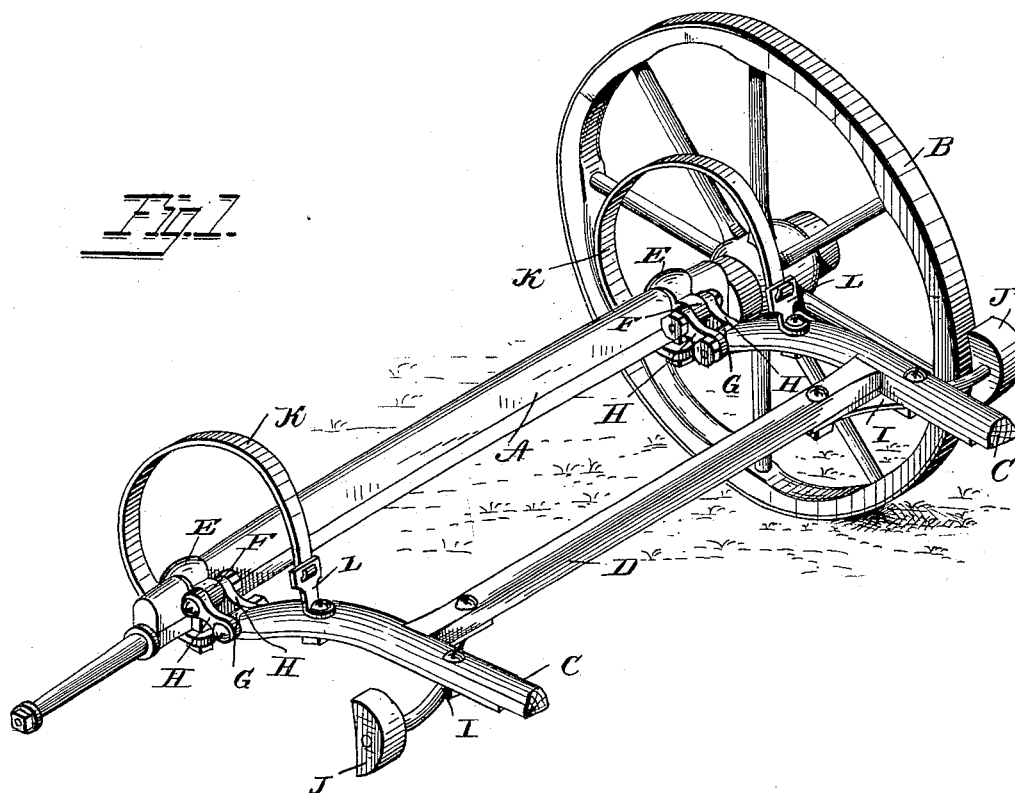
(No Model.)

J. E. LUNGER.

WAGON BRAKE.

No. 265,268.

Patented Oct. 3, 1882.



WITNESSES
Frazer L. Curran
R. Little

INVENTOR
James E. Lunger
by *Adnor H. Co.*
Attorney

UNITED STATES PATENT OFFICE.

JAMES E. LUNGER, OF LITCHFIELD, PENNSYLVANIA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 265,268, dated October 3, 1888.

Application filed August 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, JAMES E. LUNGER, of Litchfield, in the county of Bradford and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a perspective view, and Fig. 2 is longitudinal sectional view.

Similar letters of reference indicate corresponding parts in both figures.

This invention relates to vehicle-brakes; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A represents the front axle, and B the front wheels, of a buggy or similar vehicle to which my invention is attached.

C C are the thills, and D the cross-bar connecting the same.

E represents the ordinary coupling-clip, adjusted upon the axle, and having an eye, F, to which the thills are to be connected. The thill-irons, are for this purpose, provided with the usual eyes, G; but instead of bolting them direct to the eyes F, a pair of short links or connecting-plates, H, are interposed, one on each side. This causes the thills when at rest or when the vehicle pushes against the shafts—as in going down hill—to drop down to the position shown in dotted lines in Fig. 2, while, when the draft is upon the thills, they are drawn to the position shown in full lines.

I I are brackets extending laterally from the cross-bar of the thills and carrying brake-shoes J, adapted to bear upon the front wheels.

K K are springs secured to the front axle by the clips E and curved upward and forward, and hooked to eyes L, secured upon the thills.

The operation of my invention will be readily understood. When the vehicle pushes upon the shafts the latter are lowered and the brake-blocks thus applied to the front wheels. When draft is applied, as on level ground or in going up hill, the thills are drawn upward and forward and the brake released.

I claim and desire to secure by Letters Patent of the United States—

1. The shafts connected to a vehicle by intermediate links or connecting-plates and having brake-blocks adapted to bear upon the front wheels, as set forth.

2. The shafts connected to a vehicle by intermediate links or connecting-plates, and having brake-blocks adapted to bear upon the front wheels, in combination with a spring adapted to lift the rear ends of the shafts and relieve the brakes, as set forth.

3. The combination, with a vehicle, of the thills C, having eyes L and brackets I, carrying brake-shoes J, the clips E, connecting-plates H, and the springs K, all arranged substantially as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES EDWARD LUNGER.

Witnesses:

JOSEPH HINES,
CORA HEATH.