

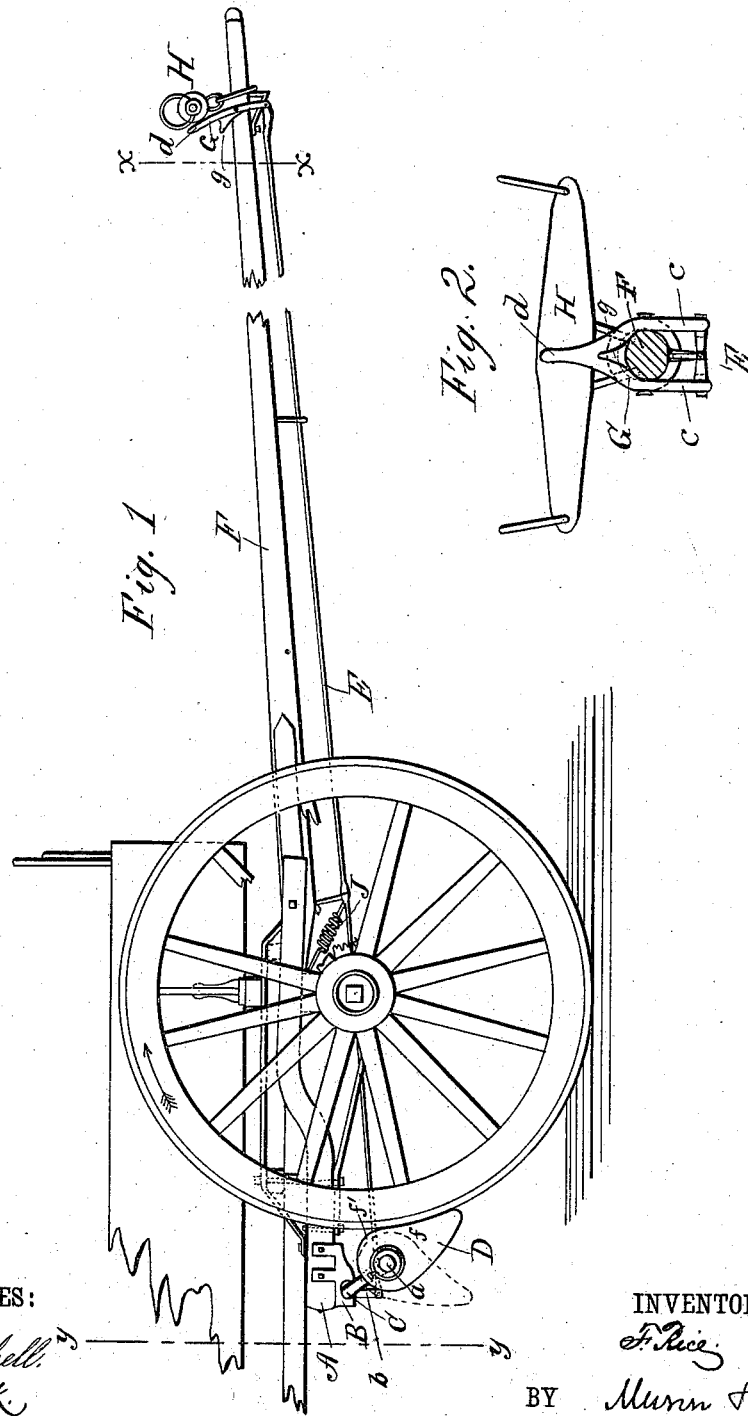
(No Model.)

2 Sheets—Sheet 1.

F. RICE.
WAGON BRAKE.

No. 382,271.

Patented May 1, 1888.



WITNESSES:

Wm. Twitchell.
Co. Bedgwick.

INVENTOR:

F. Rice.

BY

Munn & Co.

ATTORNEYS.

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Fig. 3.

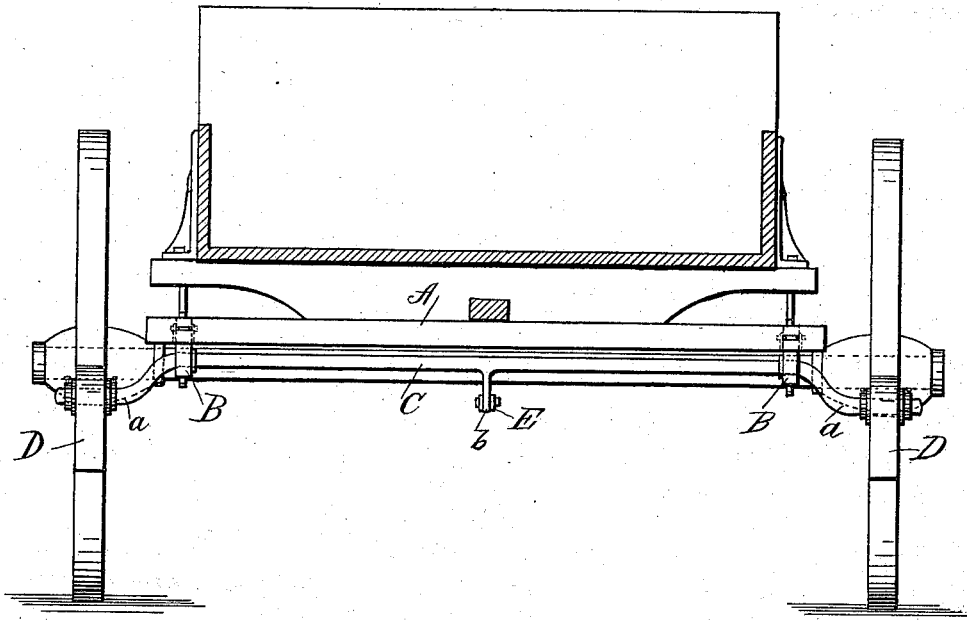
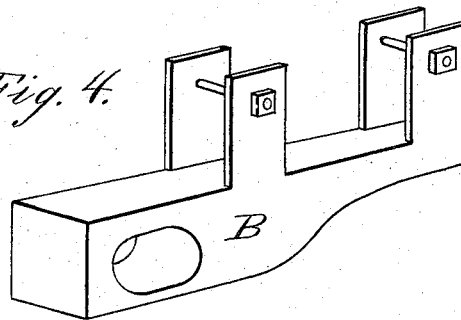


Fig. 4.



WITNESSES:

Wm Twitchell,
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INVENTOR:

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UNITED STATES PATENT OFFICE.

FRED RICE, OF SHOPIERE, WISCONSIN.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 382,271, dated May 1, 1888.

Application filed July 12, 1887. Serial No. 244,079. (No model.)

To all whom it may concern:

Be it known that I, FRED RICE, of Shopiere, in the county of Rock and State of Wisconsin, have invented a new and Improved Wagon-Brake, of which the following is a full, clear, and exact description.

My invention relates to a wagon-brake constructed and arranged to be operated by the neck-yoke; and the invention consists of the construction, arrangement, and combination of parts, all as hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the fore part of a wagon, neck-yoke, and tongue having my invention applied thereto. Fig. 2 is a sectional elevation taken on the line *x x* of Fig. 1. Fig. 3 is a similar view taken on the line *y y* of Fig. 1, and Fig. 4 is a perspective view of the iron for attaching the brake-shaft to the running gear of the wagon.

Connected to the hounds A of the wagon by the irons B B is the shaft C, the ends of which project beyond the front wheels, and are bent downward to form the short levers *a a*, to which the brake blocks D D are secured. In the center of the shaft C is formed or secured the short arm *b*, to which is connected the rod E, which extends along the tongue F, and is connected at its forward end to the operating device or lever G, pivoted to the tongue F, so as to be acted upon by the neck-yoke H. The operating device G is by preference divided to form the side arms or members, *c c*, and is extended above the tongue to form the arm *d*, against which the neck-yoke H strikes when the wagon runs forward in going downgrade. This throws the members *c* forward and draws the rod E forward and turns the shaft C and automatically applies the brake blocks D to the wheels and retards the wagon. When pressure is relieved from the operating lever or device G, the spring J, connected at one end to the wagon and at the other to the rod E, draws backward the rod E and swings the brake-blocks away from contact with the wheels.

The brake-blocks D are made to project

some distance below the cranks *a*, and the face *f* next to the wheel meets the curve *f'* practically at a tangent, so that when the block is brought in contact with the wheel going forward it will have an eccentric action and bind upon the wheel with great force; but in backing the wagon the contact of the blocks will be at *f'*, and the blocks will be turned backward from contact with the wheel, as shown in dotted lines in Fig. 1, so that the blocks will not interfere with the free backing of the wagon, and at the back of the operating lever or device G is formed the stop *g*, which strikes the top of the tongue and prevents the operating lever or device G from being turned back too far.

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

1. In a vehicle-brake, the combination, with the shaft provided with brake-block levers or cranks at its ends, and with an arm arranged intermediately of and out of alignment with the said levers or cranks, of the power-applying rod connected to said arm and to a bifurcated lever pivoted upon the tongue or pole and adapted to be acted upon by the neck-yoke, and which bifurcated lever is provided with a stop at its rear acting upon the tongue or pole, substantially as set forth.

2. In a vehicle-brake, the combination, with the shaft provided with brake-block arms or cranks at its ends, and with an arm arranged intermediately of and out of alignment with the aforesaid arms or cranks, of the power-applying rod connected to said intermediate arm and to a bifurcated lever pivoted upon the tongue or pole and adapted to be acted upon by the neck-yoke, and which bifurcated lever is provided with a stop at its rear acting upon the tongue or pole, and the spring holding the faces of the brake-blocks out of contact with the wheels, said brake blocks being eccentrically hung and adapted to have their faces turned away from the wheels as the team is backed, substantially as set forth.

FRED RICE.

Witnesses:

JOHNSON DUNN,
THEODORE WEIRICK.