(No Model.)

N. E. THOMPSON.

WAGON BRAKE.

No. 490,217. Patented Jan. 17, 1893.

Fig. 1.

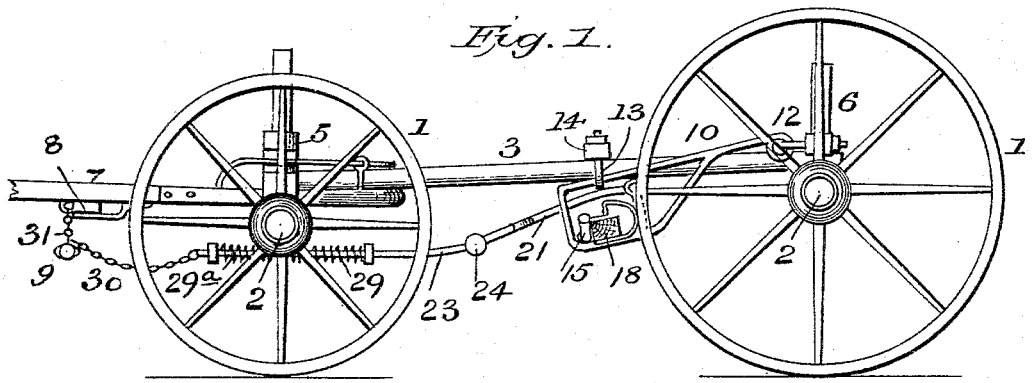


Fig. 2.

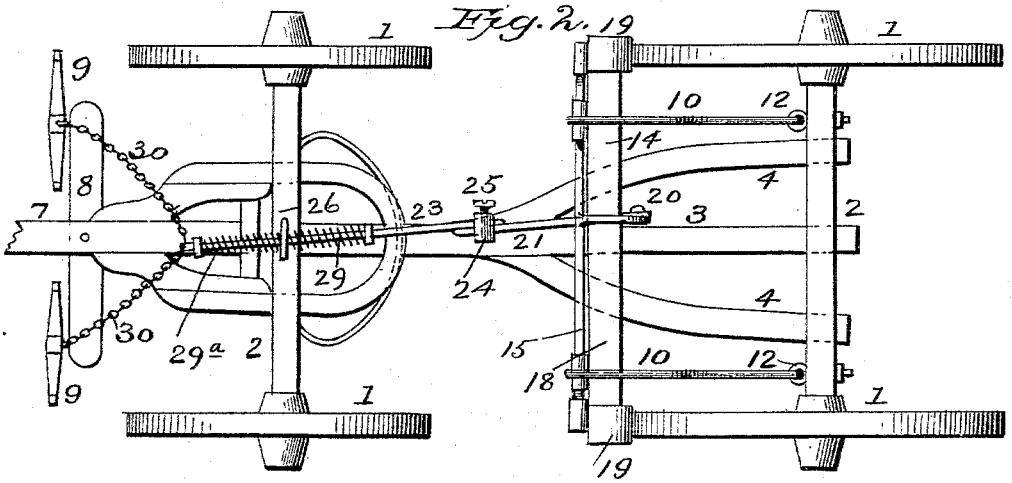


Fig. 3.

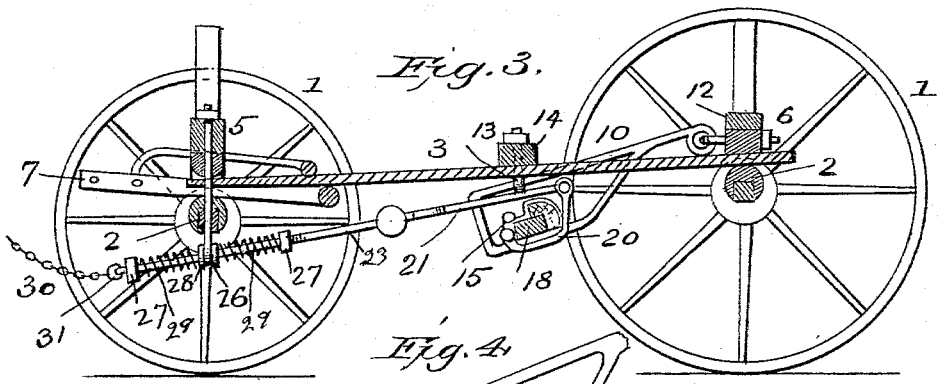
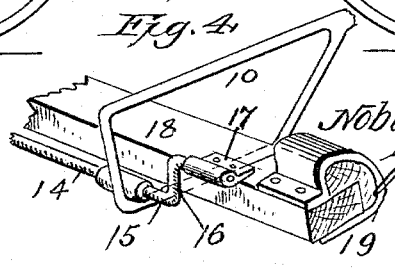


Fig. 4.



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UNITED STATES PATENT OFFICE.

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WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 490,217, dated January 17, 1893.

Application filed September 21, 1892. Serial No. 446,468. (No model.)

To all whom it may concern:

Be it known that I, NOBLE E. THOMPSON, a citizen of the United States, and a resident of Richmond, in the county of Henrico and State of Virginia, 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.

My invention relates to improvements in brakes for wagons or other vehicles, of that class or character in which the brake shoes are released or thrown out of contact with the wheels, by the draft upon the singletrees, and are automatically set when the draft ceases.

The object of the invention is to provide an improved wagon-brake which shall possess superior advantages with respect to simplicity and efficiency.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings: Figure 1 is a side elevation of a wagon running-gear with my improvements applied thereto; Fig. 2 is a bottom plan view of the same; Fig. 3 is a longitudinal sectional view, Fig. 4 is a detail view.

In the said drawings, the reference numeral 1 designates the supporting wheels, 2 the axles, 3 the reach, 4 the hounds, 5 and 6 the front and rear bolsters, respectively, forming the wagon bed. These parts may be of any ordinary or suitable construction.

The numeral 7 denotes the tongue connected with the front axle, as usual, provided with a whiffletree 8 and singletrees 9.

Pivoted to the rear bolster at each end is a forwardly extending bracket or stirrup consisting of a metal rod or wire 10, having an eye at its rear end engaging with an adjustable eye-bolt 12, connected with said bolster. The upper arm of this stirrup extends through an adjustable eye-bolt 13, connected with a transverse beam 14, secured to the wagon bed. The rod is then bent downwardly and then rearwardly and upwardly and then welded to itself near the eye thereof. In these brackets or stirrups is supported a transverse rock-bar 15 having its ends bent upwardly and outwardly forming cranks 16, pivoted in bearings 17, secured to the brake beams 18. This beam is provided with brake shoes 19 of any suitable construction.

Secured to the rock-bar 15, at or near its center, is a curved arm 20, which extends underneath of and up around the rear side of the brake-beam, and is pivoted to a forwardly extending rod 21, which is adjustably connected to a similar rod 23, by means of an apertured block 24, and a set screw 25. The rod 23 passes through an eye-bolt 26 secured to the front axle and is provided with a nut 27 and a washer 28, at each side of said bolt. The numerals 29 29^a denote two coiled springs intermediate of the said washer and nuts. With the front end of rod 23 are connected two chains 30, connected respectively with the singletrees 9, which in turn are connected with the whiffletree by means of cock-eyes or links 31.

The operation will be readily understood. The draft animals are hitched to the singletrees, as usual, and upon their forward movement will pull upon the chains 30, just before the strain comes upon the singletrees. This movement of the chains causes a corresponding movement of the rods 21, and 23, which by means of the arms 20, rocks the bar 15, which throws the brake beam and its shoes up out of contact with the wheels, compressing the spring 29. Upon stoppage of the draft animals, or when holding back or going down hill, the chains 30 are relieved of the strain, when the spring 29, will force the rods 21 and 23 back, and rocking the bar 15 in a reverse direction causing the brake shoes to be thrown into contact with the wheels. Just before the brake shoes come in contact with the wheels, the spring 29, will come into play which has the effect of gradually checking the movement of the brake shoes and preventing their being too suddenly thrown against the wheels. It will be noted that the brackets or stirrups supporting the brake-beam are adjustable by means of the eye-bolts 12, so as to compensate for wear of the brake shoes.

Having thus described my invention, what I claim is:

In a wagon or other vehicle the combination

with the stirrups adjustably pivoted to the rear bolster, the adjustable eye-bolt with which the stirrups are connected, the transverse rock-bar, having its end formed into cranks, the brake-beam to which said cranks are journaled and the curved arm secured to said rock bar, of the forwardly extending arm secured to said curved arm and adjustably connected to a rod passing through an eye-bolt secured to the front bolster, the nuts and washers and coiled springs and chains connected with said last mentioned rod, and with the whiffletrees, substantially as described.

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

NOBLE E. THOMPSON.

Witnesses:

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