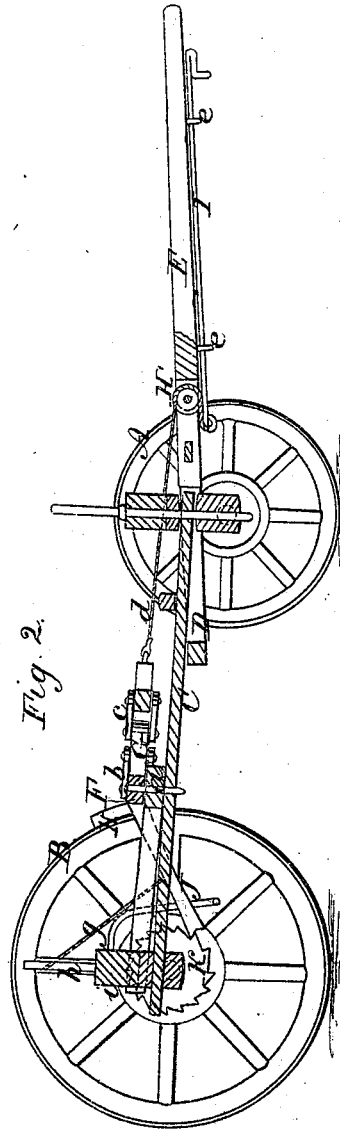
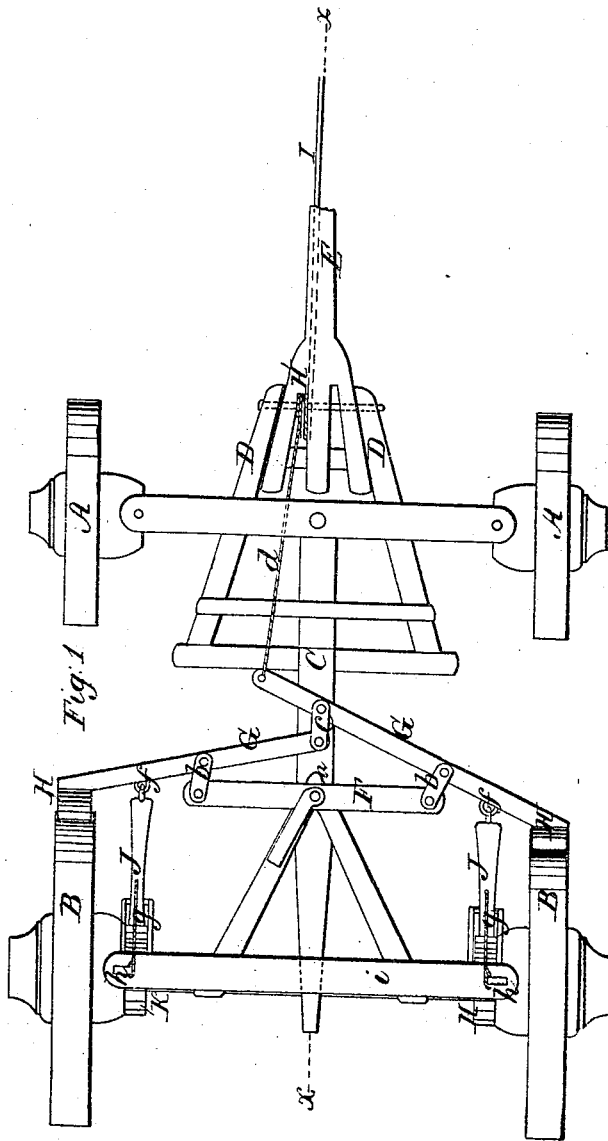


F. L. TRIPP.
WAGON BRAKE.

No. 46,834.

Patented Mar. 14, 1865.



Witnesses
Wm. F. McNamee
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UNITED STATES PATENT OFFICE.

F. L. TRIPP, OF PRESCOTT, WISCONSIN.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. 46,834, dated March 14, 1865.

To all whom it may concern:

Be it known that I, F. L. TRIPP, of Prescott, in the county of Pierce and State of Wisconsin, have invented a new and Improved Self-Acting Wagon-Brake; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a plan or top view of my invention; Fig. 2, a side sectional view of the same, taken on the line *x x*, Fig. 1.

Similar letters of reference indicate like parts.

This invention relates to a new and improved wagon-brake of that class which are commonly termed "self-acting," and it consists in having the parts arranged in such a manner that the wheels, when the wagon is backed, will be automatically relieved from the brake, the latter at the same time operating perfectly when the wagon is descending an eminence.

A represents the front and B the back wheels of a wagon; C is the perch; D, the hounds, and E the draft-pole. These parts may be constructed in the usual way, and therefore do not require a special description.

F represents a bar, which is attached by a central pivot, *a*, to the perch C, and to each end of the bar F there is connected by links *b* a lever, G, each of which has a shoe, H, at its outer end, said shoes being in line with the back wheels, B. The levers G are connected at their inner end by links *c*. To the inner end of these levers G there is attached a chain, *d*, which extends forward and passes over a pulley, H', in the rear part of the draft-pole

E, and is attached to the back end of a rod, I, which is fitted in guides *e* at the under side of the draft-pole. (See Fig. 2.) To each lever G there is attached by a joint, *f*, a pawl, J, which is in line with ratchets K on the hubs of the back wheels, B B, and is held in proper position by cords or chains *g*, connected to uprights *h h* on the back bolster, *i*, of the wagon.

The front end of the rod I bears against the holdback-bar on the front end of the draft-pole, and it will be seen that when the wagon is descending an eminence the rod I, being held or retained by the team, and the tendency of the wagon to descend, will cause the shoes H to press against the back wheels and retard the movement of the wagon. The wagon, under the pull of the team, however, on a level road, will be relieved from the shoes or brakes, and at any time when it is necessary to back the wagon the pawls J will become engaged with the ratchets K, and under a backward movement of the ratchets the pawls J will throw forward the levers G and keep the shoes H free from the wheels B. Without this arrangement the wagon could not be backed, as the shoes H would bear or press against the wheels.

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

The bar F and shoe or brake-levers G G, connected with the rod I, in combination with the pawls J and ratchets K, all arranged and applied to the wagon substantially as and for the purpose herein set forth.

F. L. TRIPP.

Witnesses:

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