

(No Model.)

J. BARSALOUX.

WAGON BRAKE.

No. 264,433.

Patented Sept. 19, 1882.

Fig. 1.

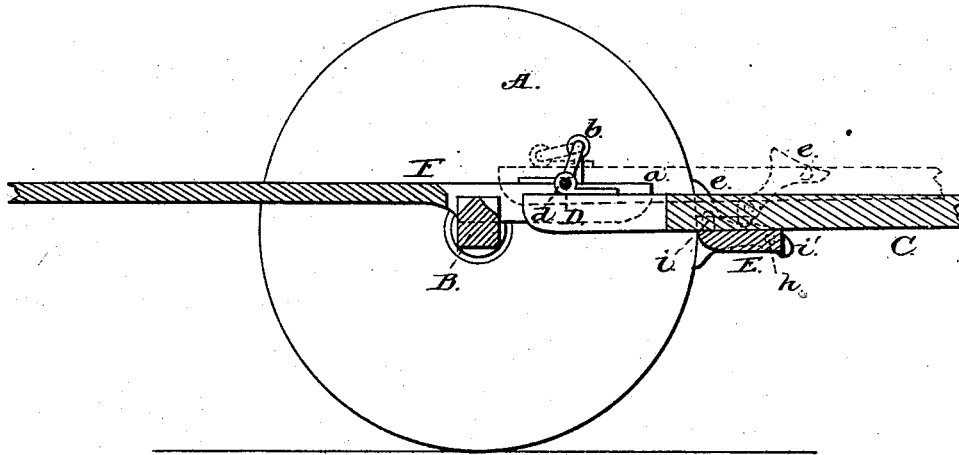
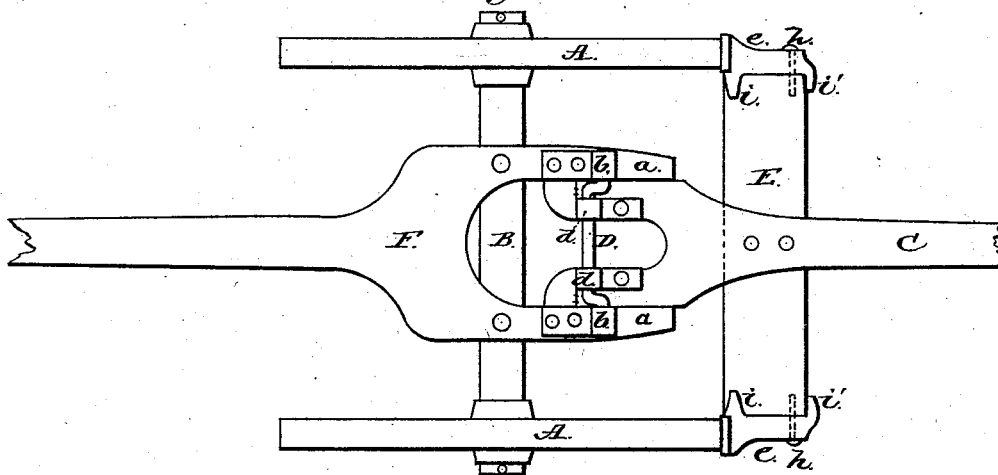


Fig. 2.



WITNESSES

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WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 264,433, dated September 19, 1882.

Application filed February 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH BARSALOUX, a citizen of the United States, resident of Griswold's Mills, in the county of Washington and State of New York, have invented a new and valuable Improvement in Wagon-Brakes; and I 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, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a longitudinal section of my invention, and Fig. 2 is a plan view.

My invention relates to that class of automatic wagon-brakes in which the team, when backed, will throw the brake-shoes out of contact with the wheels of the vehicle; and it consists in the construction and novel arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claim.

In the annexed drawings, to which reference is made, the letter A represents the two front wheels of a vehicle; B, the axle; C, the tongue or thill, and F the front portion of the hound. The hound F is bifurcated at its front end, and is secured to the front axle, as shown, and provided on its arms *a* with boxes *b*, in which the ends of the crank-rod D are journaled. The tongue or thill C is bifurcated at its rear end and plays within the bifurcations of the hound F. Upon the arms of the tongue or thill C are secured eyes *d*, through which passes the middle straight portion of the crank-rod.

E represents a cross-bar, secured to the under side of the tongue or thill C, which has pivoted at its ends gravitating brake-shoes *e*. These shoes are pivoted upon the ends of the cross-bar E near its forward edge, as at *h*, and have lugs or stops *i* for the shoes, which rest upon the face of the cross-bar E when the

brake is not being used, and when the team is in forward motion, and when the front wheels of the vehicle are pressing or rubbing against the said shoes. Each shoe has also a stop, *i'*, which strikes the under face of the cross-bar when the team is backed and the brake-shoes are thrown up in a vertical position. The brake-shoes, being thrown up, as before described, will drop down upon the start of the team forward by the draft upon the vehicle.

A wagon-brake in which, by means of a lever to the free end of which is attached a rope within reach of the driver, the hooked point of a check-piece is thrown forward and operates a crank-shaft to prevent the rubber blocks from pressing against the wheels is not new. A brake-bar carrying pivoted shoes hinged at its forward edge to the upper side of the tongue and attached to a loose double-tree bolt by an adjustable link, whereby when the draft of the team ceases the brake-bar falls by its own gravity to carry the shoes against the periphery of the wheels, is also old; and neither of these constructions is claimed broadly hereinafter.

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

In an automatic wagon-brake, the combination of the bifurcated hounds, secured to the front axle and having boxes *b* on the arms *a* thereof, the tongue C, secured to the rock-shaft D between the arms *a*, the cross-bar E, rigidly secured to the tongue, and the pivoted brake-shoes *e*, having the stops *i* and *i'*, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of witnesses.

JOSEPH BARSALOUX.

Witnesses:

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