

O. T. BAKER.
Wagon-Brake.

No. 162,337.

Patented April 20, 1875.

Fig 1

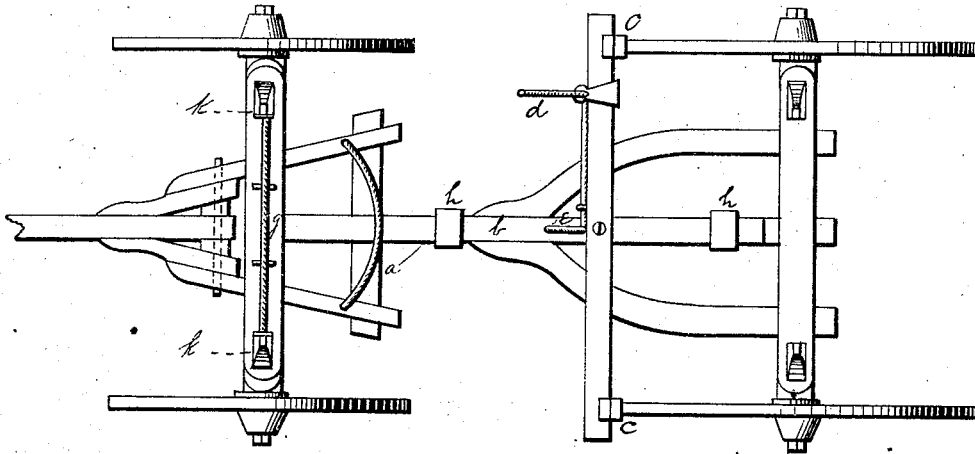
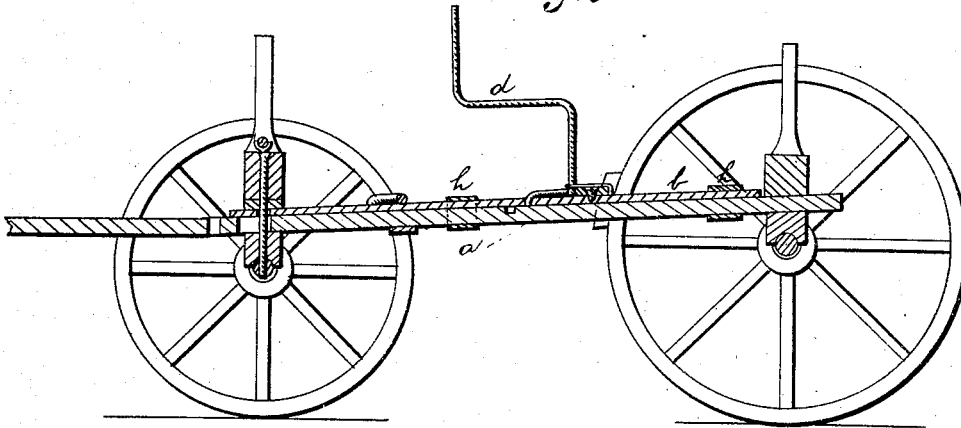


Fig 2



WITNESSES
F. L. Ourand,
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INVENTOR
Owen J. Baker
per of
Stanley Mason
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UNITED STATES PATENT OFFICE.

OWEN T. BAKER, OF WAMEGO, KANSAS, ASSIGNOR OF ONE-HALF HIS
RIGHT TO OSCAR M. GAY, OF SAME PLACE.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **162,337**, dated April 20, 1875; application filed
March 12, 1875.

To all whom it may concern:

Be it known that I, OWEN T. BAKER, of the city of Wamego, county of Pottawatomie, State of Kansas, have invented an Improvement in Wagon-Brakes, of which the following is a specification:

The nature of my invention consists in the construction of a wagon-brake, as more fully hereafter set forth.

Figure 1 represents a plan view, and Fig. 2 a longitudinal section.

The object of my invention is to relieve a team of the labor of holding back any four-wheeled vehicle, when taking it down an incline, by the combination, in a self-acting brake, of a coupling-reach, *a*, having an oblong slot, *F*, in the forward end for the reception of a king-bolt; a hole, *e*, to receive the brake-latch *d*; reach-guides *h h*, secured to the coupling-reach *a*, and passing loosely around the brake-reach *b*, keeping it in its place, and at the same time allowing it to pass freely through them; a brake-reach, *b*, having a circular hole, *L*, in the forward end for the reception of the king-bolt; a brake-bar, *c*, secured upon the brake-reach *b*, the ends of the brake-bar *b* being in a position forward of the hind wheels, which admits of their being brought in contact with the outer rim of the wheels; a hole, *e*, through the brake-reach *b*, for the reception of the brake-latch *d*, said hole *e* being so situated in the brake-reach *b* as to bring it directly over the hole *e* in the coupling-reach *a*, when the wagon is being drawn forward, thus allowing the brake-latch *d* to be passed through both reaches, locking them together in such a manner as will prevent the brake-bar *c* from coming in contact with the hind wheels; a brake-latch, *d*, attached to the brake-reach *b* in such a way as to admit of its being raised and lowered through the hole *e* in both reaches; a bolster-roller, *g*, upon which the lower part of the front end of the wagon-bed rests, the ends of the roller *g* being fitted loosely into sockets in the bolster-stakes *k k*, so as to revolve easily when the wagon-bed moves forward or back-

ward upon it. A long slot, *F*, in the forward end of the coupling-reach *a* is to allow the hinder part of the wagon and the wagon-bed to move forward, while the front wheels are stationary, thus bringing the hind wheels into contact with the brake-bar *c*, the pressure of the brake being in proportion to the weight of the wagon and load and the grade of the incline.

Should the pressure be sufficient to stop the wagon, a slight pull by the team will relieve it.

With the brake-latch lowered through the holes *e e* in the reaches, the brake cannot be applied to the wheels.

I am aware that a wagon-brake in which the rear wheels lock themselves on going down an incline is, broadly, not new. With such invention as known to me the reach is made in two parts, both having oblong slots, through which bolts pass, and the one part connected and moving upon the other.

With such an invention, in going over a rough or corduroy road, the reaches are very liable to become broken or separated one from the other.

With my invention the front end of the reach is slotted, while the front end of the bar on the reach, which carries the brake, is simply perforated, and the king-bolt passes through this perforation and through the slot in the reach. Thus the two parts are connected by the king-bolt, so that the reach alone slides, while the brake-carrying bar on top remains stationary.

What I claim is—

The combination of the reach, having the slot at its front end, with the bar *b* upon the same, the brake-bar *c*, and keepers *h*, the reach and bar *b* being connected together and to the wagon by the king-bolt, substantially as set forth.

OWEN T. BAKER.

Witnesses:

JACOB L. FAGG,
WILLIAM A. HANSBROUGH.