R. D. ADAMS.
Wagon-Brake.

No. 200,887. Patented March 5, 1878.

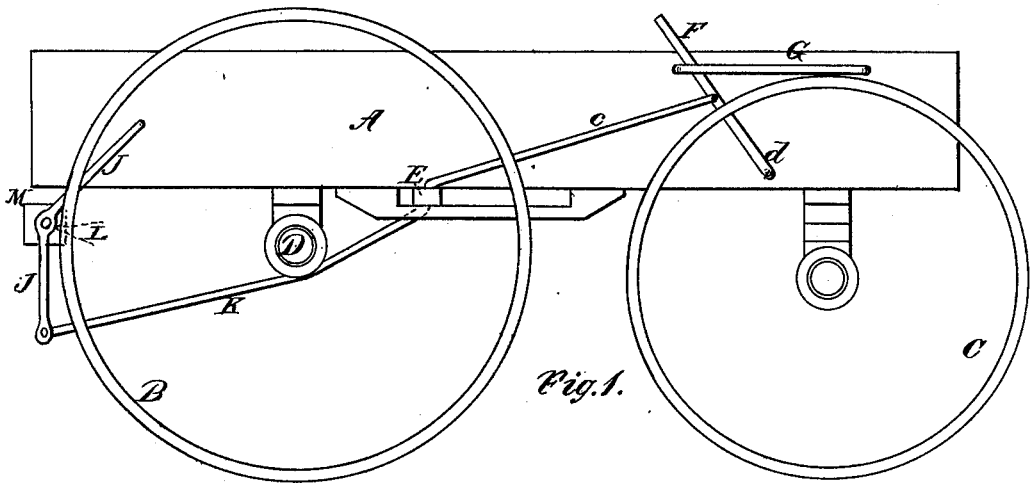

Fig. 1.

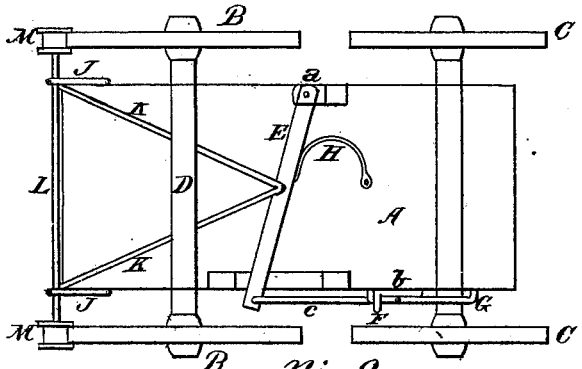

Fig. 2.

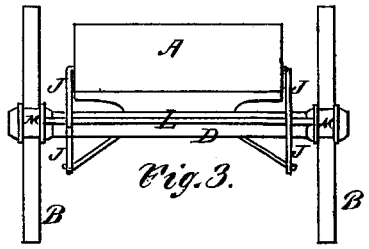

Fig. 3.

Fig. 5.

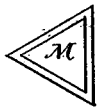

Fig. 6

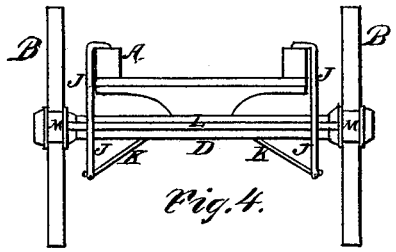

Fig. 4.

Witnesses.
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UNITED STATES PATENT OFFICE.

ROSWELL D. ADAMS, OF FULTON, NEW YORK.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **200,887**, dated March 5, 1878; application filed December 26, 1876.

To all whom it may concern:

Be it known that I, ROSWELL D. ADAMS, of the town of Fulton, in the county of Schoharie, State of New York, have invented certain Improvements in Brakes for Wagons; and I do hereby declare that the following is a description thereof, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a side elevation of a wagon with a brake applied embodying the improvements in this invention. Fig. 2 is a horizontal view of the same from beneath. Fig. 3 is an end view from the rear. Fig. 4 is an end view of the same applied to a hay-rack. Fig. 5 is an end view of the brake-shoe. Fig. 6 is an end view of a modified form of brake-shoe.

My invention relates to that class of wagon-brakes operating with the back wheels from their rear sides; and consists in the combinations of devices hereinafter set forth and described.

The object of this invention is to cause the body, hay-rack, or other equivalent device employed for holding the load to receive a portion of the strain necessary to hold the brake-shoe against the wheel, and thereby obviate the necessity of the operator exerting any great pressure on the foot or hand lever to stop the revolving of the wheels.

To enable others skilled in the art to make and use my invention, I will proceed to describe it with reference to the drawings and letters of reference marked thereon, the same letters indicating like parts.

In the drawings, A represents the body of the wagon. B B are the hind wheels. C C are the front wheels. D is the back axle.

Secured to the lower side of the body by the pivot *a* is the lever E, which lever extends from side to side, with its free end projecting past the side *b* of the body, as shown in Fig. 2. Pivoted to the said free end of lever E is the draw-rod *c*, which connects with a hand or foot lever, F, at any suitable point above the pivoted end *d* of said foot-lever.

G is a guard in which the free end of the foot or hand lever works, which guard is secured to the body, and is intended to hold the said lever from being thrown outward. H is a spring, secured to the lower side of the body and pressing against the lever E, to hold the same in position when not drawn on, and to throw the said bar back when drawn forward and released.

Pivoted to the body A, at a point back of the back axle D, are the arms or levers J J, the free ends of which are connected with the draw-rods K K at their rear ends, and carry the shoe-bar L, to which are secured the brake-shoes M M. The draw-bars K K have their front ends connected with the lever E, at about its center of length between the sides of the body, by a pivot, bolt, or equivalent joint-connection.

The brake-shoes M are made with either a square form, as shown in Fig. 5, so as to present four faces, either of which may be used, when the others become worn, by being shifted, or may be made with a triangular form, so as to have three braking-faces capable of operating in the same manner and for the same purpose.

Although the levers or arms J J are pivoted directly to the body A, as shown in Figs. 1 and 3, yet in hay-racks, stone-racks, and equivalent low bodies, the said arms may be pivoted to the body indirectly by any suitable bracket, as shown in Fig. 4, when the same mode of operation may be had and the same result secured.

The manner in which the several parts of this invention operates is as follows: When the driver, with his hand or foot, presses the bar F forward the draw-rod *c* will be made to draw the free end of the lever E forward, when the draw-bars K K will be pulled forward so as to draw on the free ends of the levers J J, pivoted to body A, when the brake-bar L will be thrown toward the wheels, to carry the shoes M M against the same, as shown.

It is apparent that by the above-described combination and arrangement of levers and draw-rods with the brake-bar and its shoes, a small amount of power may be applied to the hand or foot lever F to effect a great pressure of the shoes on the wheels, while, at the same time, the body is made to support a great amount of the strain exerted.

When any one of the faces of the shoes M

becomes worn, some one of the remaining faces may be turned to face the wheel, to act with the same, which is of great advantage, and obviates the often renewal of the shoes.

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

The combination, with the lever E, spring H, draw-rod *c*, and lever F, of the pivoted levers J J, brake-bar L, draw-rods K K, and brake-shoe M, having three or more faces, substantially as described, and for the purpose set forth.

ROSWELL D. ADAMS.

Witnesses:
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