A. QUINN.

Shoe Brake for Wagons.

No. 113,091. Patented March 28, 1871.

Fig. 1.

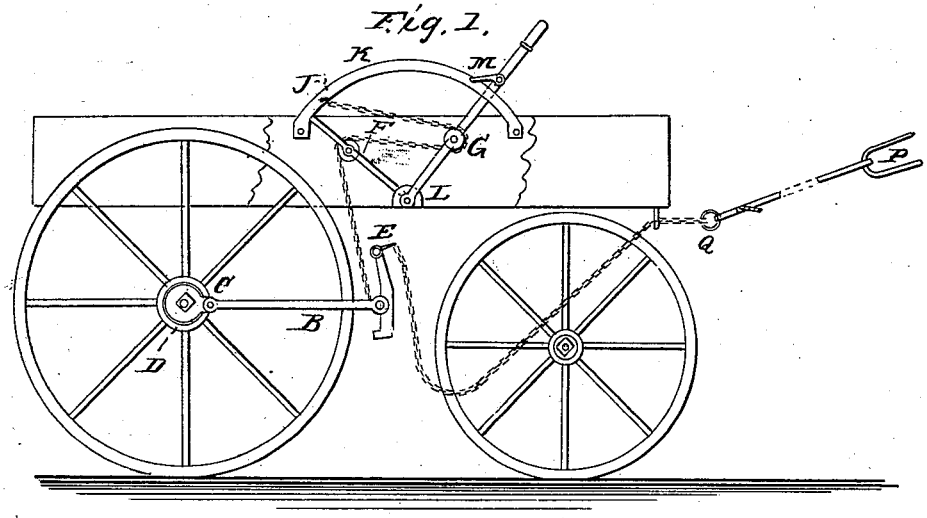


Fig. 2.

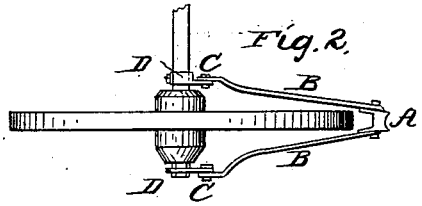


Fig. 3.

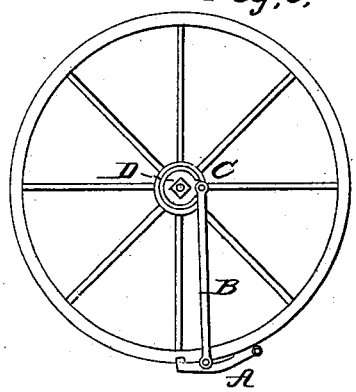


Fig. 4.

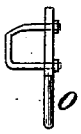


Fig. 7.

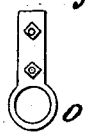


Fig. 5.

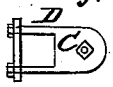
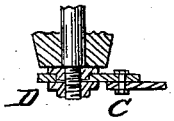


Fig. 6.



Witnesses.
A Bennendorf
wm H. C. Smith

Inventor.
A. Quinn
Per Munn & Co

United States Patent Office.

ABRAHAM QUINN, OF BROOKLYN, NEW YORK.

Letters Patent No. 113,091, dated March 28, 1871.

IMPROVEMENT IN SHOE-BRAKES FOR WAGONS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, ABRAHAM QUINN, of Brooklyn, in the county of Kings and State of New York, have invented a new and improved 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 drawing forming part of this specification.

This invention relates to improvements in brakes for wagons; and

It consists in a shoe suspended by bars from the axle eccentrically to the axis, so that when let fall under the wheel it will bind firmly against the rim, which said shoe is held out of action by a chain and hand-lever, arranged for readily letting it fall in case the horses attempt to run, and the said shoe is connected by a drag-chain to the check-rein in such a way that when it falls down under the wheel to its working position it will check up the horse.

Figure 1 is a side elevation of a wagon with my improvements applied.

Figure 2 is a plan of the wheel, shoe, and connecting-bars.

Figure 3 is a side elevation of a wheel with the shoe in the working position.

Figures 4, 5, 6, and 7 represent certain parts in detail.

Similar letters of reference indicate corresponding parts.

A is the shoe, of cast or wrought-iron, such as is commonly employed in connection with a drag-chain, connected to the wagon-box near the front end, the said shoe being placed in front of the wheel by hand.

I propose to suspend the shoe from the axle by two bars, B, pivoted at C to ears of clips, D, attached to the axle so as to be prevented from turning, and so that the said shoe will swing down in a line which will cross the periphery of the wheel near the bottom, thereby causing the shoe and wheel to bind closely together.

To hold the shoe above the ground I employ a chain, E, connected to it or one of the bars B near it, and rising up over the guide-pulley F; thence to the pulley G on lever H; and thence to the place I, where it is attached to the curved bar K or to the wagon-box.

This lever is pivoted at L, and has a pawl, M, which engages with the curved bar K, and holds the lever in the forward position shown, in which it holds the shoe off the ground. The pawl M being lifted out of the notch in the bar K will let the shoe fall down to the ground.

N is the drag-chain connected to the forward end of the shoe, in the ordinary, way, and according to my improvements, extending through an eye, O, at the front of the wagon-box, and attached by a strap to the check-rein P, which, when the shoe is up, will draw the ring Q forward of the said eye O so as to give freedom to the check-bit; but when the shoe is let down and passes under the wheel the chain will be drawn back until arrested by the rings Q coming against the eye O. This will check up the horses so as to prevent them from running.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

1. The combination with the shoe suspended from the axle so as to turn around a center eccentric to the axis of the said axle, of the chain, lever H, guide-rollers, and holding-pawl, substantially as specified.

2. The drag-chain attached to the shoe, extended through the ring O, and connected to the check-rein, and provided with a stop-ring, all substantially in the manner described.

ABRAHAM QUINN.

Witnesses:

GEO. W. MABEE,

ALEX. F. ROBERTS.