

JOHN J. ROSE.

Improvement in Wagon-Brakes.

No. 114,973.

Patented May 16, 1871.

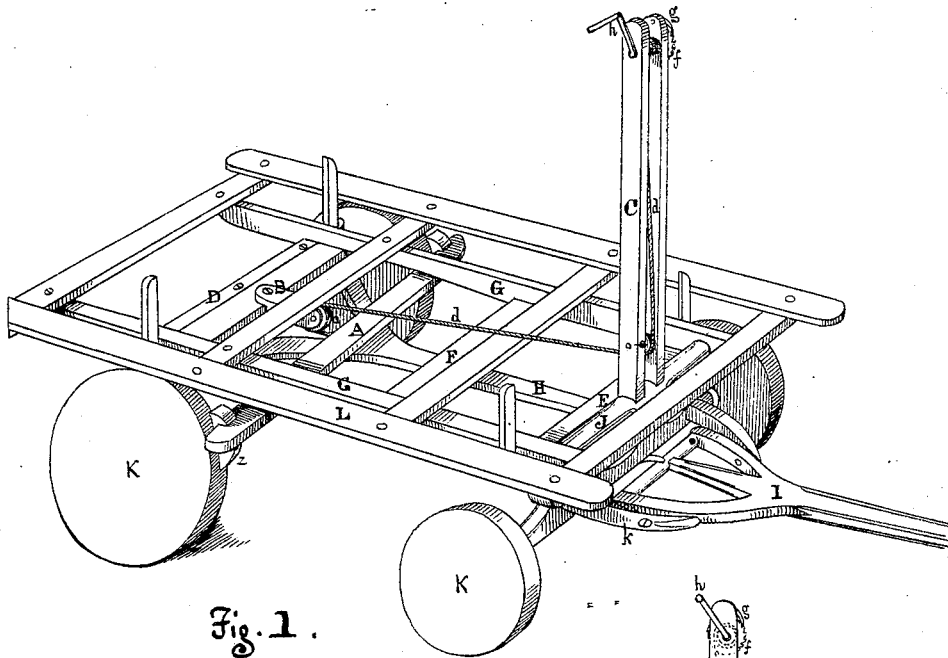


Fig. 1.

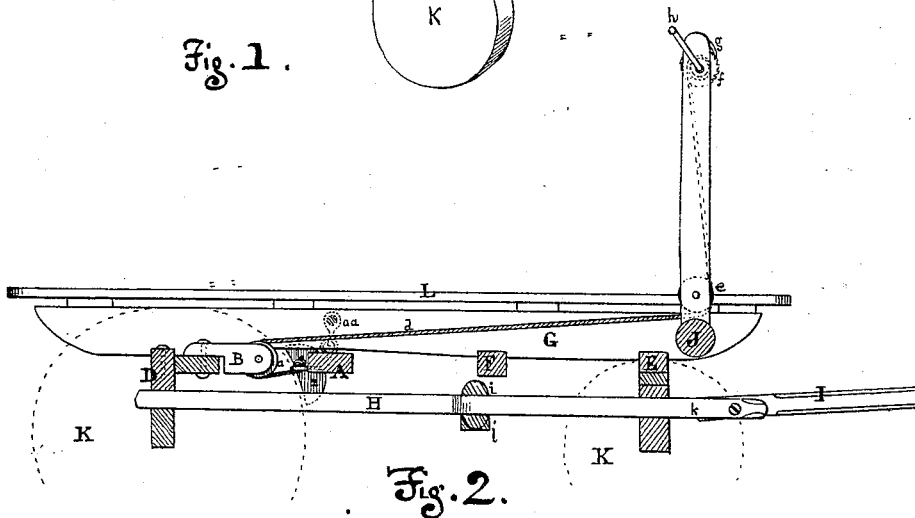


Fig. 2.

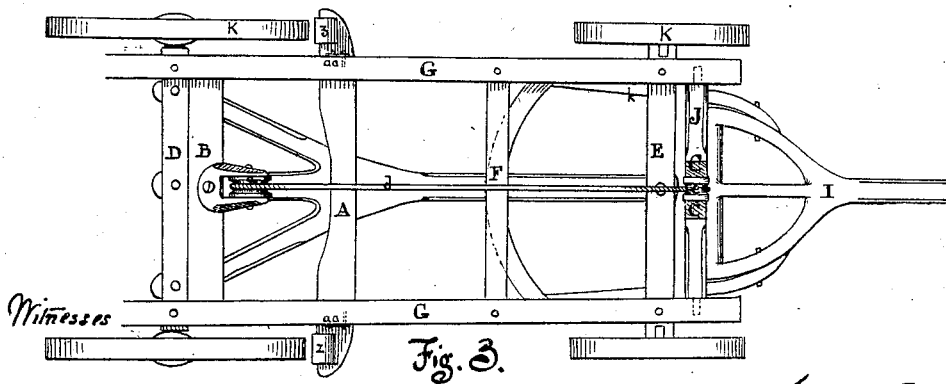


Fig. 3.

Witnesses

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JOHN J. ROSE, OF ELMWOOD, ILLINOIS.

Letters Patent No. 114,973, dated May 16, 1871.

IMPROVEMENT IN WAGON-BRAKES.

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, JOHN J. ROSE, of Elmwood, in the county of Peoria and in the State of Illinois, have invented a new and improved Brake for Hay-Wagons; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the annexed drawing making a part of this specification, in which like letters of reference refer to like parts, and in which—

Figure 1 is a perspective view;

Figure 2, a longitudinal elevation; and

Figure 3, a plan view of wagon with hay-frame removed.

Like letters in the figures of the drawing indicate like parts.

This improvement relates to the management of brakes in a loaded wagon, particularly hay-wagons, from the top of the upright lever, by a crank-pulley or roller and rope, the latter attached to the brakes.

A represents a horizontal brake-bar, suspended at *a a* to each of the side pieces of the frame G G in the front of the wheels K K, the outer ends being provided with the usual blocks Z Z, fitting against the wheels.

The clevis B, pivoted to the axle D, or to a bar adjacent to the latter, carries a pulley, *a*, at its forward end, over which the rope or chain *d*, fastened at one end to the transverse brake-bar A, passes, thence running beneath the roller *e* and movable levers C at the lower end, and thence up to the winch *h* and rollers at the top of the levers.

The rope is prevented from recoil by means of ratchet *f* and pawl *g* on the axle of winch *h*.

The levers C are of the ordinary construction, and elevated on the roller J, which is pivoted horizontally and transversely on the forward end of wagon-frame G

G in front of the load. The brakes A fall back from the wheels when the rope is relaxed, being pendent by staples or eyes, to bolts in the side pieces of frame G G, one at either side, and in front of the brakes.

This brake can be also used on common wagons, by a slight modification, giving the same combination of powers, viz., lever and pulley-power.

The operation of this brake is as follows:

The winch *h*, being turned, (the ratchet *f* and pawl *g* preventing any recoil of same,) tightens the rope *d*, which, passing beneath the pulley *e* at the bottom of the lever C, and around the pulley *a* in the clevis B, brings the brakes A forward, pressing the blocks at the outer ends against the wheels K K, the ratchet and pawl, as before said, preventing any recoil.

It will be seen that great additional power is obtained by the use of a crank, and in the case of the attachment of this principle to a common wagon the driver has the winch before him, and has not to reach behind him, as is the case where a lever is used.

Having thus fully described my invention,

What I claim therein as new, and desire to secure by Letters Patent, is—

The arrangement of the levers C, provided with ratchet *f*, pawl *g*, and winch *h*, with its rope *d*, arranged, with pulleys *e* and *a* of clevis B, to connect with brake A, in combination with the frame G of a hay or other wagon, substantially as shown and described.

In testimony that I claim the foregoing hay-wagon brake, I have hereunto set my hand this day of
1870.

JOHN J. ROSE.

Witnesses:

E. THURLOW,
H. W. WELLS.