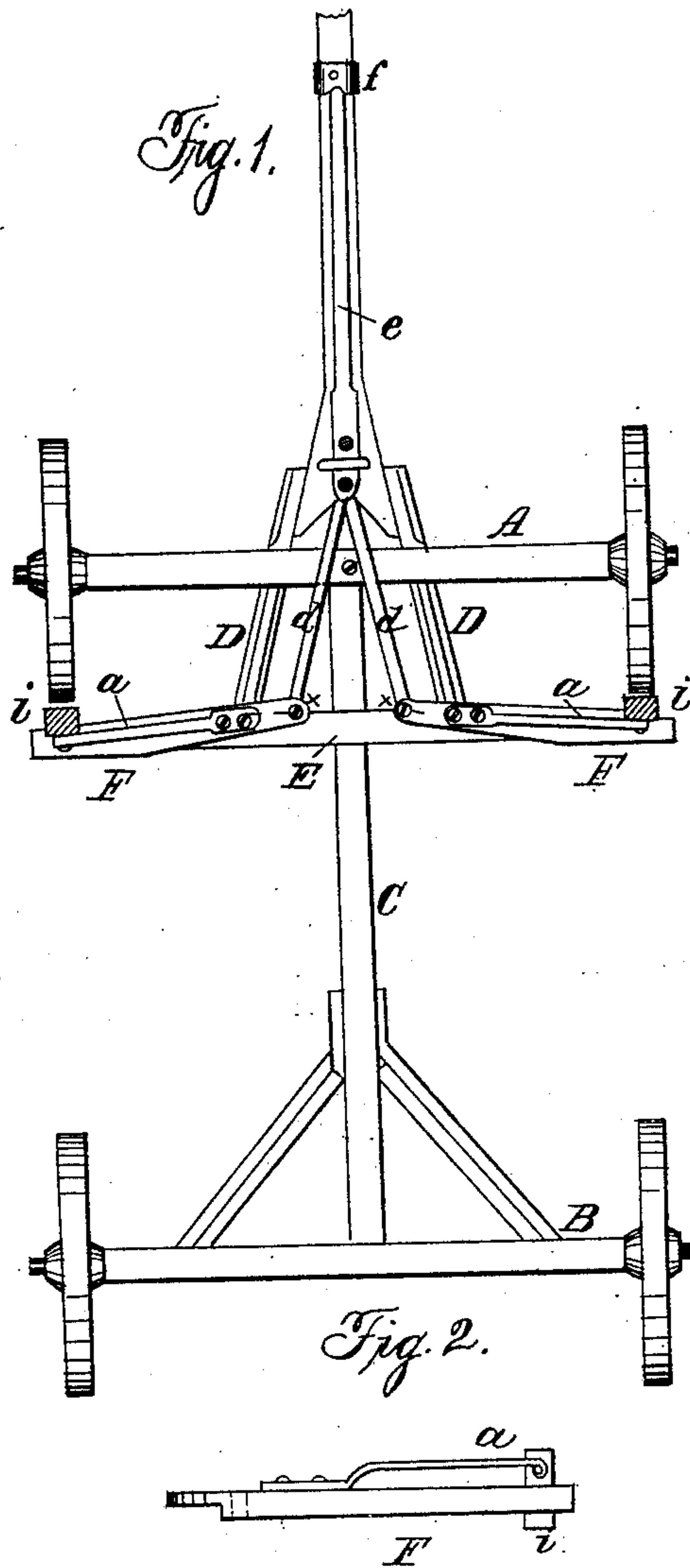


O. C. TAYLOR

Brake.

No. 62 509.

Patented Feb 26, 1867



Witnesses

W. D. Stockbridge
A. A. Gentman

Inventor

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per
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United States Patent Office.

O. C. TAYLOR, OF ROME, PENNSYLVANIA.

Letters Patent No. 62,509, dated February 26, 1867.

IMPROVEMENT IN WAGON BRAKE.

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, O. C. TAYLOR, of Rome, in the county of Bradford, and State of Pennsylvania, have invented certain new and useful Improvements in "Wagon Brakes;" and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings and to the letters of reference marked thereon.

In the annexed drawings, making a part of this specification, A and B represent the axles of a wagon, supported upon wheels, as usual, and connected by the perch-pole C. D D represent the front hounds of the wagon, which are connected back of the front axle and under the perch-pole by means of a cross-bar, E. Pivoted to the cross-bar E, near its outer ends, are two levers, F F, and the inner ends of these levers are connected by means of rods *d d* to a rod, *e*, which runs along on the under side of the wagon tongue to its forward end, and which is there connected to a collar, *f*. *a a* represent two metallic springs, which are secured at their inner ends to the under side of the levers F F. *i i* represent two brake blocks, which are secured to the outer ends of the springs *a a*. The brake blocks *i i* are provided on their backs with a shoulder, which fits (when the brake is applied to the wheel) against the under side of the levers F F. As soon as the brake is relieved from the wheel the spring draws the block from close contact with the lever. When the wagon is backed the springs *a a* yield (the wheels pressing the blocks down) so that the blocks do not act to impede the turning of the wheel. The neck-yoke, which is slipped over the end of the tongue, acts against the sleeve or collar *f* when the wagon is going down hill or when it is desirable to stop the wagon suddenly, and the rod *e*, which connects to levers F, by means of rods *d d*, serves to apply the brake blocks to the wheels and thus stop or impede the motion of the wagon. When the wagon is being drawn up hill, or on level ground, the brake blocks, as will be readily seen, are not applied to the wheels.

I do not claim the use of the springs to which the blocks are attached, nor do I claim attaching blocks to separate levers, nor do I claim operating the blocks from the neck-yoke, but having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The arrangement of the blocks and springs upon the outer ends of the separate levers F F, when used in combination with the bar E, rods *d d*, and rod *e*, substantially in the manner and for the purpose specified.

As evidence that I claim the foregoing I have hereunto set my hand in the presence of two witnesses.

O. C. TAYLOR.

Witnesses:

SABIN ALLEN,

EDWARD HERRICK, Jr.