

J. F. WOOD, 2nd.

Wagon-Brake.

No. 62,796.

Patented Mar. 12, 1867.

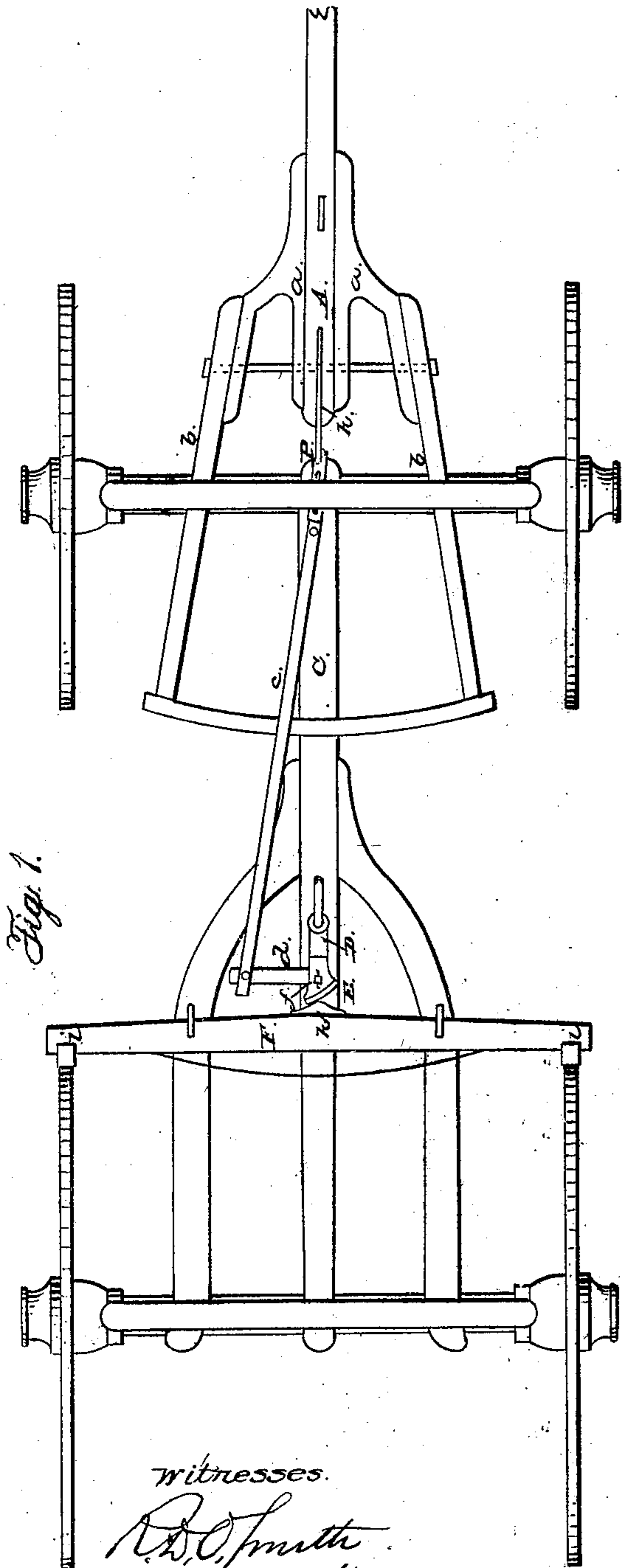


Fig. 1.

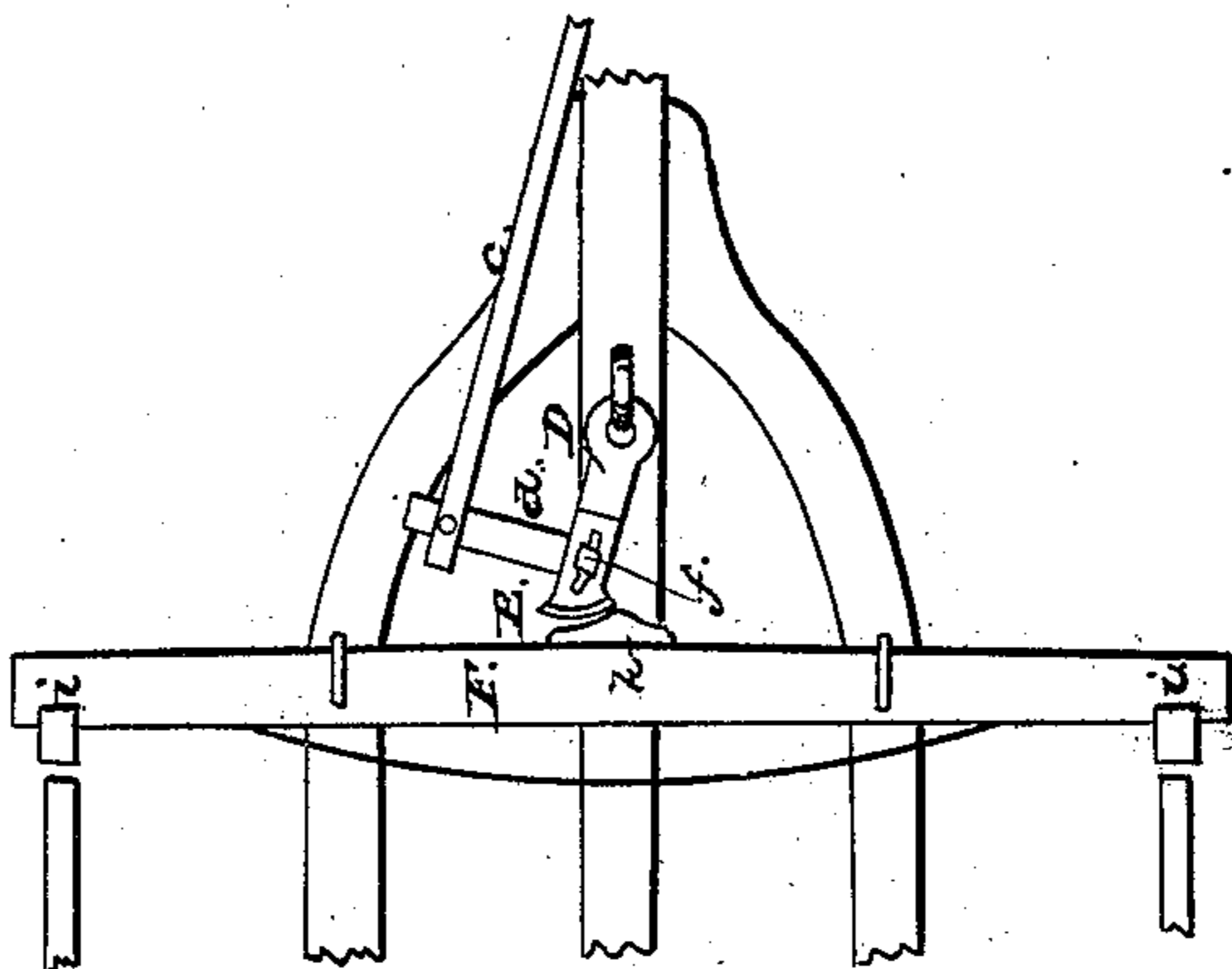


Fig. 2.

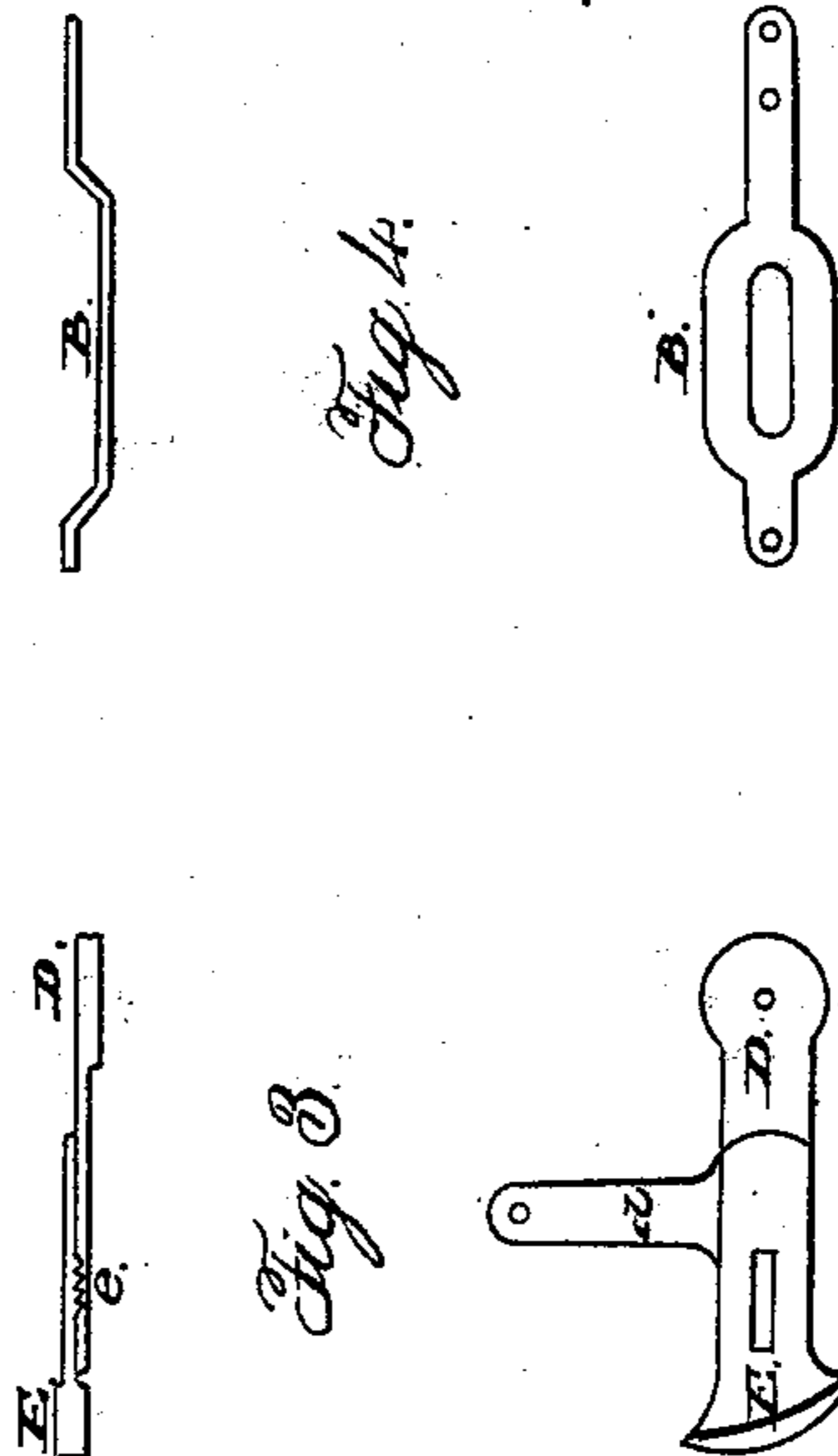


Fig. 3.

Fig. 4.

Witnesses.

R. D. Smith
J. B. Woodruff

Inventor.

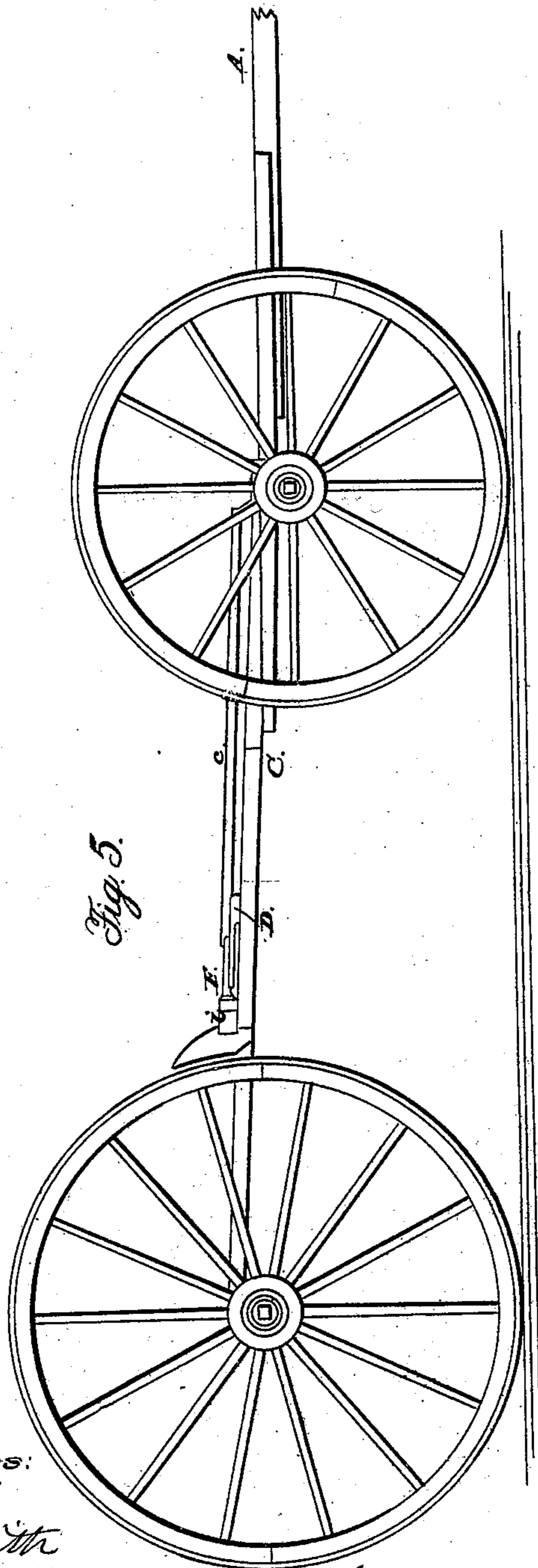
James F. Wood 2nd.

J. F. WOOD, 2nd.

Wagon-Brake.

Patented Mar. 12, 1867

No. 62,796.



Witnesses:

R. O. Smith
J. B. Woodruff

Inventor:

James F. Wood 2nd.

UNITED STATES PATENT OFFICE.

JAMES F. WOOD, 2D, OF COHOCTON, NEW YORK.

IMPROVEMENT IN WAGON-BRAKE.

Specification forming part of Letters Patent No. 62,796, dated March 12, 1867; antedated March 1, 1867.

To all whom it may concern:

Be it known that I, JAMES F. WOOD, 2d, of Cohocton, in the county of Steuben, in the State of New York, have invented certain new and useful Improvements in Self-Acting Wagon-Brakes; and the following is a full and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents a plan or top view of the running-gear of a wagon. Fig. 2 shows a broken-off section of the portion with the brake mechanism. Fig. 3 shows the edge and top views of the adjustable angle-lever. Fig. 4 shows the metal link or slide through which the king-bolt passes to operate the brake. Fig. 5 is a side view of the running-gear of the wagon with brake attached.

The object of my invention is an improvement on the one for which Letters Patent were granted to me on the 10th day of May, 1864.

My invention or improvement consists in making the right-angle arm lever in two pieces, so that the cam is adjustable and can be varied in length to suit the wear on the brake-blocks, the cam having its bearing on an inclined plate, so as to operate surely and with ease; also, in having a metallic-plate slide, through which the king-bolt passes to form the connection between the brake mechanism and the wagon tongue or pole.

To enable others skilled in the art to make and use my invention, I will proceed to describe it more fully, referring to the drawings, and to the letters marked thereon.

The running-gear of the wagon being the same, or nearly so, as that shown and represented in my patent of May 10, 1864, it is not deemed necessary to explain it further than to show the alterations in attaching the pole A,

which is made to slide in between two forks or braces, *a a*, which are fitted in between the hounds *b b*. The metal-plate slide B rests upon the perch or reach *c*, it having an opening of sufficient length to give it the necessary play on the king-bolt. To the plate B is the connecting-bar *c* to the arm *d* of the lever D, on the top of which I make a series of notches, *e*, for the purpose of holding the cam-piece E, where it is placed on the lever D. The cam-piece E has notches or teeth on its under side to correspond with the notches or teeth *e* on the top side of the lever D. There is also a slot in the piece E for a bolt or set-screw, *f*, to hold the cam to the lever. On the brake-bar F I secure a metal plate, *h*, which has a protuberance for the cam E to hold against.

When the brake-blocks *i i* are made they are to be of such size that the cam E is at the shortest notch. As the blocks wear away the cam can be shifted a notch at a time until the blocks *i i* are worn out. Thus it will be seen that the brakes can be kept adjusted, so that their action on the wheels will be nearly uniform, with a very little trouble.

Having thus fully described my improvement and invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The adjustable cam E on the lever D, the plate *h* on the brake-lever, as and for the purposes herein described.

2. The sliding plate B, hasp *k*, in combination with the sliding pole A, fork braces *a a*, and the brake-blocks *i i*, substantially in the manner herein described, for the purposes set forth.

JAMES F. WOOD, 2D.

Witnesses:

R. D. O. SMITH;
J. B. WOODRUFF.