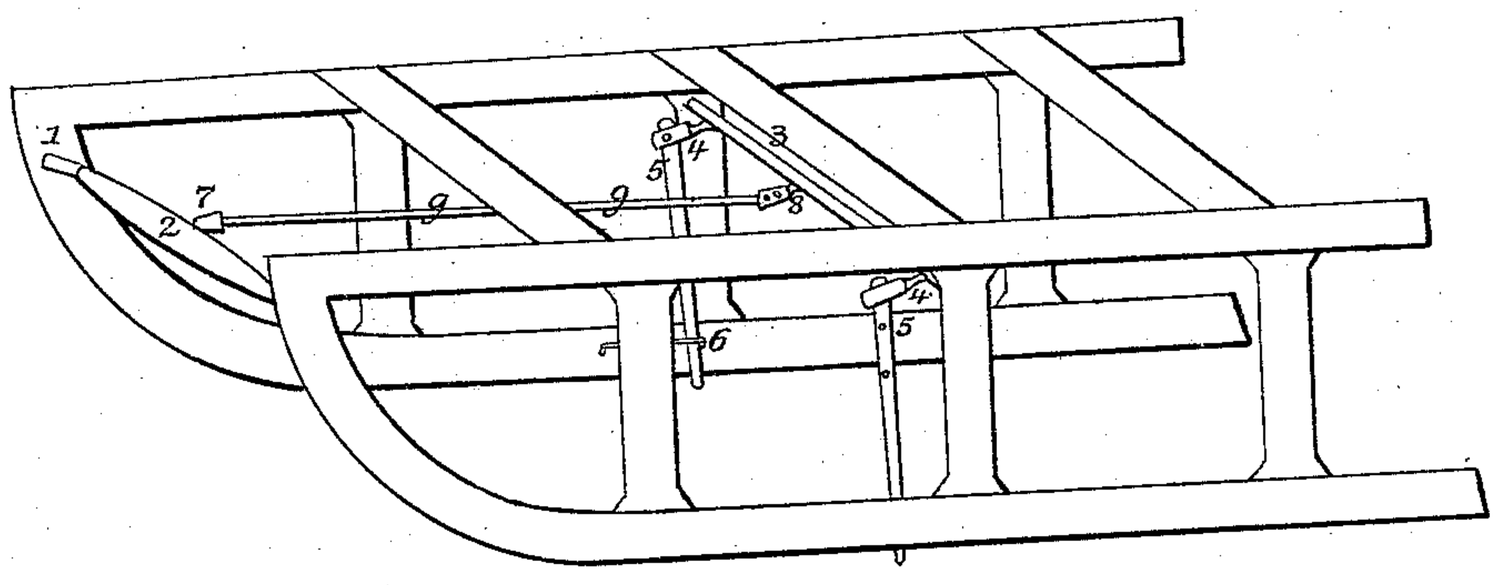
STOREY. & ROSS.

Sled Brake.

No. 93,495. Patented Aug. 10, 1869.



Witnesses.

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JAMES B. STOREY AND ISAAC N. ROSS, OF BUTLER, PENNSYLVANIA.

Letters Patent No. 93,495, *dated August* 10, 1869.

IMPROVED SLED-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 we, JAMES B. STOREY and ISAAC N. ROSS, of Butler, in the county of Butler, and State of Pennsylvania, have invented a new and useful machine, being a "Self-Operating Lock or Brake" for Sleds and Sleighs; and we do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing, making a part of this specification, in which—

No. 1 represents a groove in the runner of the sled or sleigh, said groove to be plated with iron, in which the ends of the roller will be inserted; when the runner of the sled is too narrow to admit of groove of proper length, then to be supplied by bolting on each side an iron plate, on which sides and ends will project, and form a groove, in which the ends of the roller will be inserted in like manner as in groove in runner.

No. 2 represents the roller, made in the same form and style of the ordinary roller, having iron bolts projecting from each end, which are inserted into grooves, No. 1.

No. 3 represents the main bar, running across the sled or sleigh, and entering a knee on each side, at which place the knees will be plated with iron.

No. 4 represents cranks or elbows, extending from "main rod," No. 3, in which blades are fastened.

No. 5 represents the blades, which hang from bolts, and are adjusted as to length by said bolts, by putting in upper or lower hole in blade.

No. 6 represents crank or elbow, in which the connecting-rod is fastened by bolt.

No. 7 represents joint where the connecting-rod is fastened to roller, allowing the tongue to rise and fall as the grade of the road requires.

No. 8 represents clips, in which the blades rise and fall; also hold blades to their proper places, and prevent them from being forced back when cutting into snow or ice.

No. 9 represents connecting-rod from roller to main bar.

The lock or brake is so constructed that you cannot pull and lock at the same time. When the sled or sleigh commences to run of its own accord, or without pulling, the roller goes gradually back, which lowers the blades so they cut into the snow or ice. Again, when the team pulls, let it be ever so slight, it raises the blades, which, in itself, is a great safety to vehicles on runners, saving all shocks produced by catching on gravel, rocks, &c., with your brake or lock down.

In short, the lock or brake is under full control of the draught, locking only when necessary, and never when not necessary.

Again, our lock or brake is attached to the sled or sleigh, and not to the bed or box, making it a lock or brake that is always at its post, no difference what you wish to haul, bed on or off.

What we claim as our invention, and desire to secure by Letters Patent, is—

The adjustable dogs 5, pivoted to the cranks or elbows 4 of the rock-shaft 3, which has also a centre-crank or elbow, to which is pivoted the connecting-rod 9, joined to the elbow 7, on the sliding roller 2, all constructed, combined, and arranged as herein shown and described.

JAS. B. STOREY.
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Witnesses:
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