

W. & F. E. BLOOMFIELD.
Wagon-Brakes.

No. 149,189.

Patented March 31, 1874.

Fig. 1.

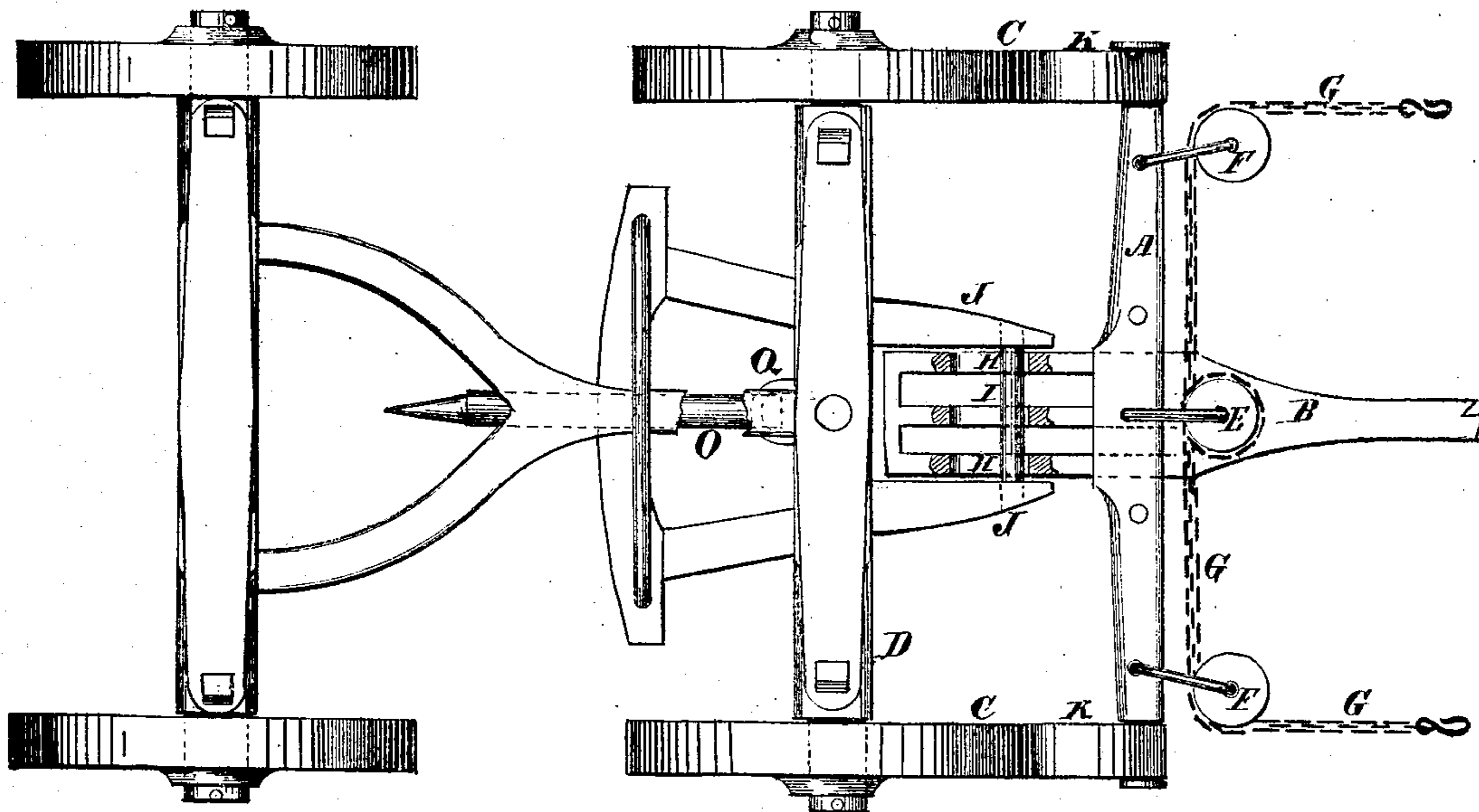
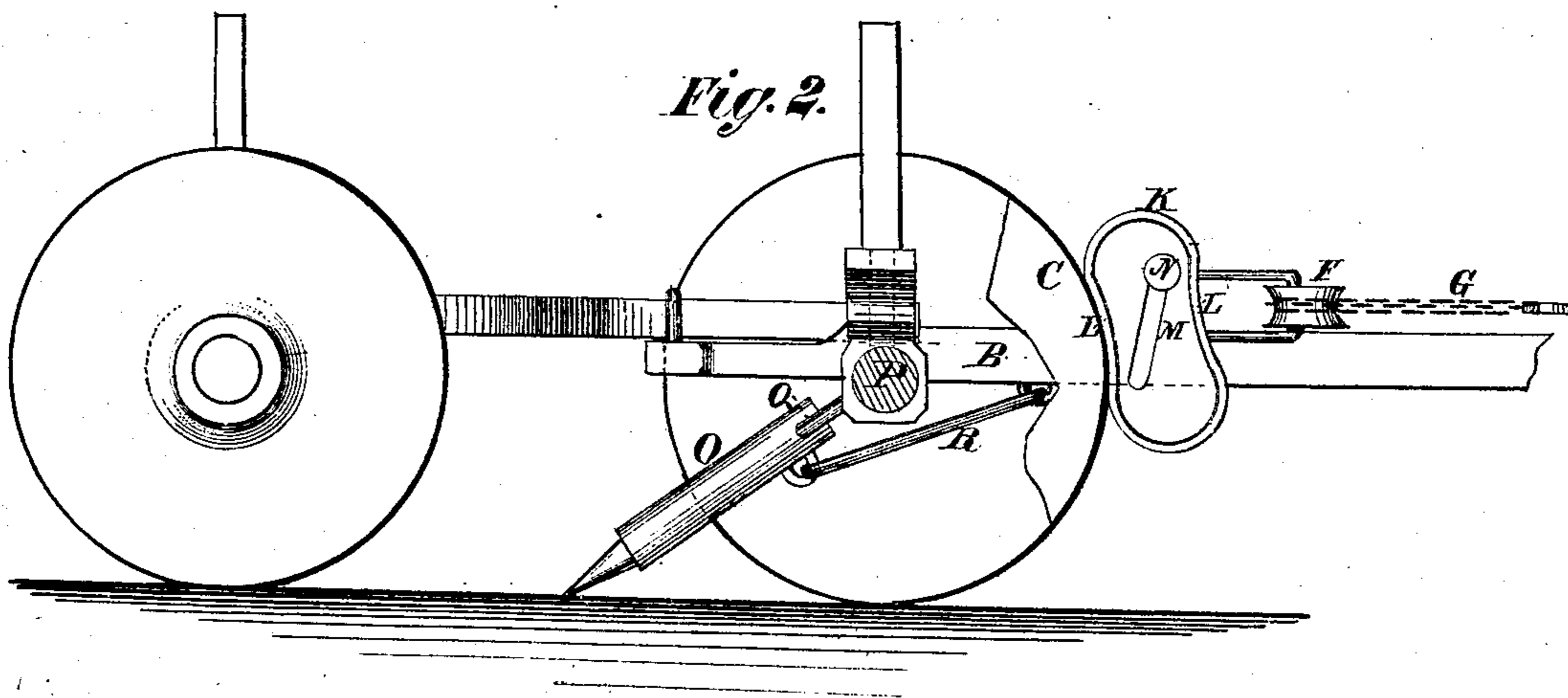


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

WILLIAM BLOOMFIELD AND FRANK E. BLOOMFIELD, OF ROARING CREEK,
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IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **149,189**, dated March 31, 1874; application filed
March 22, 1873.

To all whom it may concern:

Be it known that we, WILLIAM BLOOMFIELD and FRANK E. BLOOMFIELD, of Roaring Creek, in the county of Jackson and State of Wisconsin, have invented a new and Improved Evener-Brake and Holder Attachment for Wagons, of which the following is a specification:

The invention consists in the improvement of wagon-brakes, as hereinafter described and claimed.

Figure 1 is partly a plan and partly a horizontal section of a wagon constructed according to our improvement. Fig. 2 is a longitudinal sectional elevation.

Similar letters of reference indicate corresponding parts.

A is a draft and brake bar, extending across the tongue B, in front of the wheels C, and rigidly attached to the tongue. E is the middle roller, and F the end rollers, and G a draft-chain, which is coiled around the middle rollers, and passes to the guide-rollers at the ends, and has the whiffletrees attached to it, one at each end. The object is to prevent one horse from getting any advantage of leverage over the other when he gets ahead. The tongue has slotted holes H for the bolt-iron, by which it is connected to the hounds J, so that it can move forward and back on said bolt. The brake-bar A carries the brake-shoes K, one at each end, which are pressed back against the wheels when the team holds back. These shoes are made double, with two faces, L, on opposite sides adapted to act on the wheels, and they are pivoted by an oblique slot, M, on a journal, N, at the end of the brake-bar, so that

either side can be turned to the wheel by lifting the shoe up as high as the slot will allow, when it can be readily turned without interfering with the wheel. O represents the stop-bar, which is pivoted to the axle P by a yoke, Q, projecting obliquely backward and downward from the axle, and passing through the stop-bar near the end. This bar has a strong point, which drags on the ground, and enters it when the wagon moves back, and stops it. To lift it so that the wagon can be backed, it is connected by a rod, R, with a tongue, B, so that when the tongue is backed the rod R will raise the stop-bar, so that it will not obstruct the backing.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

1. The combination, with sliding tongue and bar O, as described, of a link, R, pivoted to each, and thereby enabling said bar to be raised by the tongue whenever the horses are backed.

2. The three rollers F E F, connected by links with the bar A, rigidly attached across the tongue, and confined with a single draft-chain, G, all combined substantially as and for the purpose set forth.

3. A brake-shoe having two similar faces, L, and an oblique slot, M, by which it is rendered reversible, all as set forth.

WILLIAM BLOOMFIELD.
FRANK E. BLOOMFIELD.

Witnesses:

EUGENE BUTTON,
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