(No Model.)

C. E. JONES.

SLED BRAKE.

No. 441,167. Patented Nov. 25, 1890.

Fig. 1.

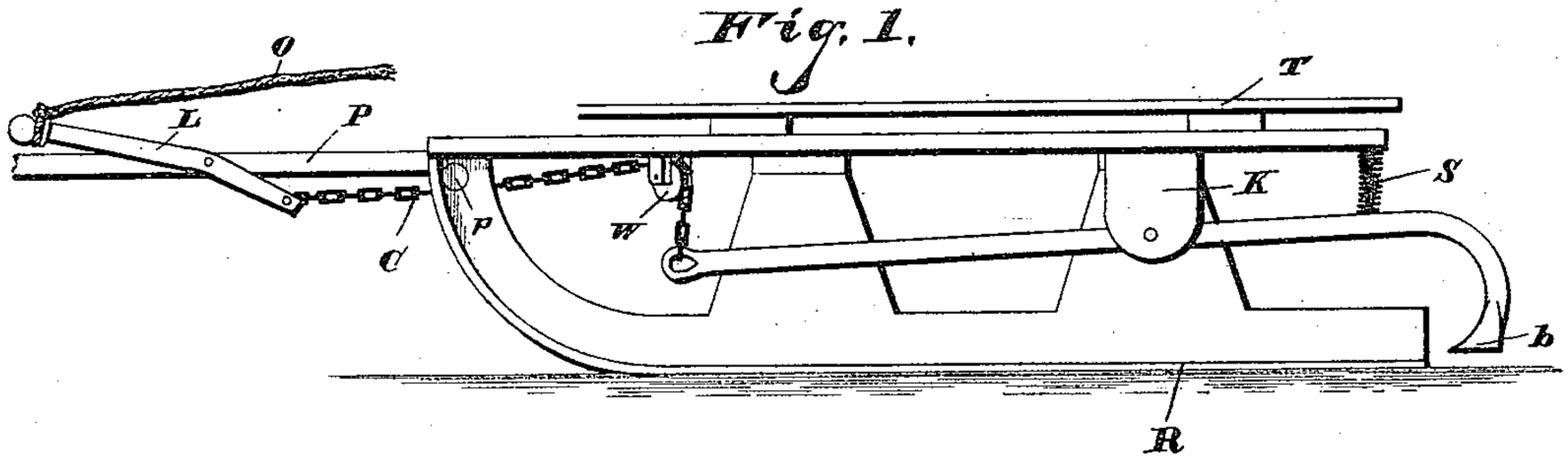


Fig. 2.

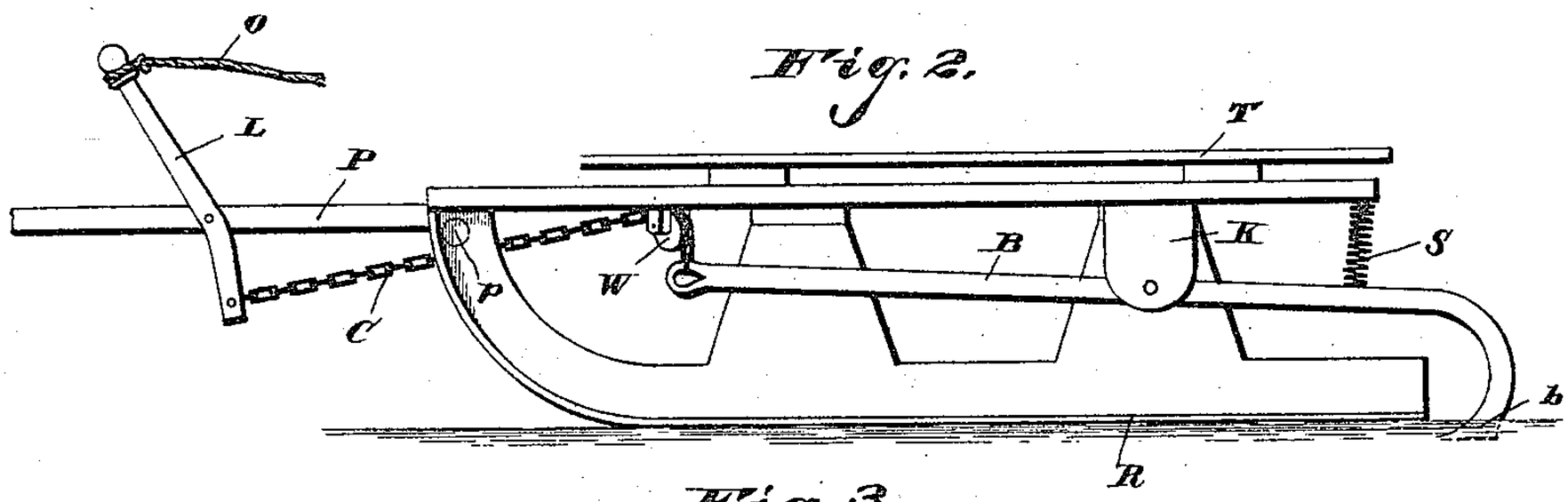


Fig. 3.

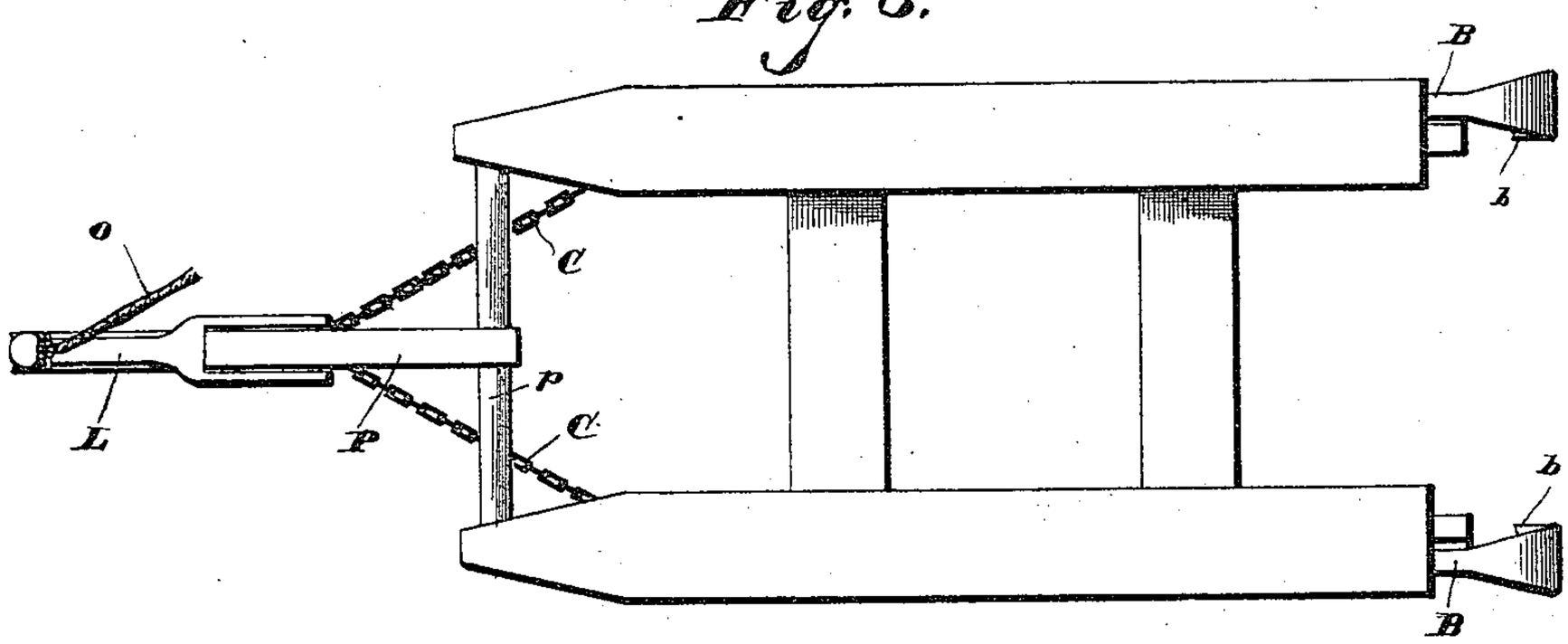
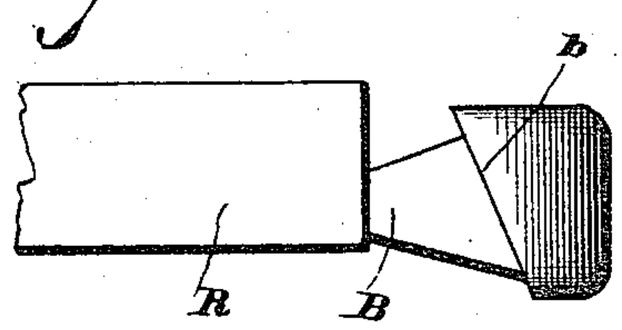


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES E. JONES, OF SOUTH RUTLAND, NEW YORK.

SLED-BRAKE.

SPECIFICATION forming part of Letters Patent No. 441,167, dated November 25, 1890.

Application filed August 30, 1890. Serial No. 363,486. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. JONES, a citizen of the United States, residing at South Rutland, in the county of Jefferson and State of New York, have invented a new and useful Sled-Brake, of which the following is a specification.

This invention relates to sleds, and more especially to the brake used thereon; and the object of the invention is to effect improvements upon devices of this character now in use.

To this end the invention consists in the specific construction of parts hereinafter fully set forth.

In the drawings, Figure 1 is a side elevation of a sled embodying my improvements. Fig. 2 is a similar view showing the brakes as applied. Fig. 3 is a plan view with the top of the sled removed. Fig. 4 is a bottom plan view of the rear end of one of the runners and brake-tip.

Referring to the said drawings, R is the runner of the sled, and T is the top thereof, and P is the pole or tongue by which the sled is drawn either by hand or other power.

Secured to each side of the sled is a block K, to the lower face of which is hinged the center of a brake-lever B, whose tip *b* stands in rear of the heel of the runner and preferably slightly at an angle thereto, as shown in Fig. 4.

L is a lever, having a bifurcated lower end, which is pivoted on the pole P forward of the whiffletree, if one be used, and whose lower ends are connected by chains C, passing beneath the supporting-bar *p* for the pole over grooved wheels W or pulleys pivotally mounted on the raves of the sled and connected at their rear ends to the front ends of the brake-levers B. The upper end of the lever L is considerably longer than the lower end below the pivot, and an operating-cord O leads from said upper end inwardly to the body of the sled. The chains C converge from the wheels W to the lever L. The rear ends of the brake-levers B are held in normally-elevated positions by means of springs S, as shown.

The operator sitting upon the sled may draw upon the operating-cord O and turn the lever L from the position shown in Fig. 1 to that shown in Fig. 2. This movement will draw upon the chains C, will raise the front ends of the brake-levers B, and will throw their tips *b* against and into the road-bed just in rear of the heels of the runners. It will be understood that where the runners have just passed a smooth and comparatively hard streak is formed in the snow or in the road-bed, and the tip *b* enters this hard portion of the bed more or less according as the operator draws upon the rope O. If the tip were set at direct right angles to the line of movement of the sled, it might clog; but by setting it at a slight angle this is avoided. The lever L normally lies flat upon the tongue or pole P, and if the sled in question is the forward of the two bob-sleds drawing a superimposed body and two horses are hitched thereto it will be found that the lever is entirely out of the way in this position.

What I claim is—

1. A sled-brake comprising brake-levers centrally pivoted to the runners and having their tips standing in rear of the heels thereof, springs for holding said tips normally raised, an operating-lever having a bifurcated lower end pivoted to the tongue, an operating-cord leading rearwardly from its upper end, and chains leading from its lower end over pulleys on the runners and connected to the front ends of the brake-levers, the whole operating substantially as described.

2. In a sled-brake, the combination, with the sled, the brake-levers centrally pivoted to the runners thereof, the pulleys pivoted to said runners above the front ends of said levers, and the pole, of an operating-lever pivoted to said pole, an operating-cord therefor, and chains connected to the lower end of said operating-lever diverging rearwardly, passing under the pole-supporting bar and over said pulleys, and connected to the front ends of said brake-levers, as and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

CHAS. E. JONES.

Witnesses:

L. E. JONES,

EDITH M. BROWN.