

J. T. ROGERS.
WAGON BRAKE.
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1,035,910.

Patented Aug. 20, 1912.

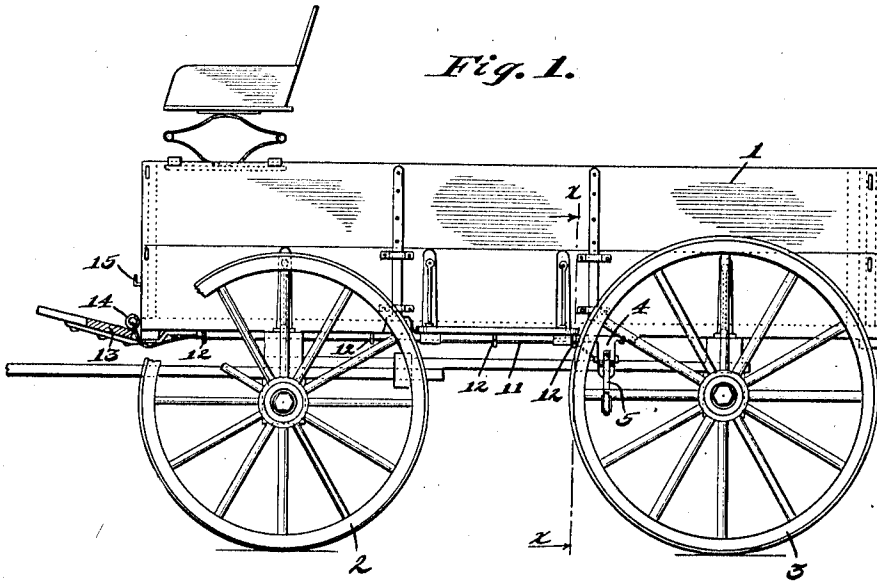


Fig. 3.

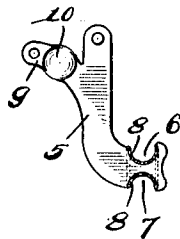
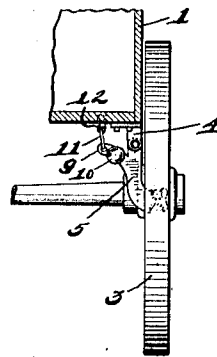


Fig. 2.



Witnesses:
C. E. Wessels.
A. A. Olson

Inventor:
John T. Rogers,
By Joshua R. H. Parris
his Attorney.

UNITED STATES PATENT OFFICE.

JOHN T. ROGERS, OF CHICAGO, ILLINOIS.

WAGON-BRAKE.

1,035,910.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN T. ROGERS, a citizen of the United States, and a resident of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a specification.

My invention relates to brakes for wagons and more specifically to that class thereof designed for employment when descending steep grades, hills, or the like to prevent the rotation of one or both of the rear wheels of the wagon to prevent the latter running away and hence averting accident.

The object of my invention is the provision of a device of this character which will be of durable and economical construction and efficient in operation.

Other objects will appear hereinafter.

With these objects in view my invention consists in a wagon brake characterized as above mentioned and in certain details of construction and arrangements of parts all as will be hereinafter more fully described and particularly pointed out in the appended claim.

My invention will be more readily understood by reference to the accompanying drawing forming a part of this specification, and in which—

Figure 1 is a side elevation of a wagon to which is applied a brake embodying the preferred form of my invention, Fig. 2 is a transverse sectional detail taken on substantially line $x-x$ of Fig. 1, and Fig. 3 is a detail side elevation of the spoke-engaging hook member included in the device.

Referring now to the drawing, I have shown therein a wagon of any ordinary or preferred construction, the same comprising the body 1 which is mounted in the usual manner upon the front wheels 2 and the rear wheels 3. Mounted upon the bottom of the body 1 adjacent one of the wheels 3 is a bracket 4 to which is swingingly secured the upper extremity of a hook member 5, the latter being mounted, as will be observed, for transverse swinging. The lower extremity of said hook member projects outwardly and is recessed as at 6 and 7 for engagements of the spokes of the adjacent wheel 3, the recess 6 being adapted to engage said spokes when the wagon is moving forwardly and the recess 7 is adapted to engage said spokes when said wagon is

moving in the opposite direction. Hence, with this arrangement, when said hook member is in operative position, rotation of the adjacent wheel 3 in either direction will be prevented. In order to prevent marring of the spoke engaged the recesses 6 and 7 are preferably lined with a non-abrasive lining or padding 8.

Formed integrally with and inwardly projecting from the hook member 5 is an arm 9 upon which is formed an enlargement 10, the latter being provided to balance the hook 5 so that the lower end thereof will be normally held in operative position, that is, so that the recesses 6 and 7 may engage the spokes of the adjacent wheel 3 as above described. Connected to the upper extremity of the arm 9 is a flexible element or cord 11 which extends through guide loops 12 along the bottom of the body 1 to and through a foot-board 13 of the vehicle or to a position adjacent the driver's seat therein. Said cord is provided with a loop or ring 14 at its forward extremity so that the same may be readily engaged by the hand for driving the same forward, such driving, as will be observed, effecting the inward rocking of the hook 5 to disengaging position. A hook 15 is provided at the front end of the body 1 for engagement by the ring 14 whereby said cord 11 may be held in a position in which the hook member 5 is in inoperative position.

Normally the hook member 5 will be held, as last mentioned, in inoperative position. When it is desired to apply the brake to the wagon it is only required of the driver to disengage the loop 14 from the hook 15, this effecting the release of the hook member 5 which will by its own gravity rock outwardly to engaging or operative position to effect the result desired.

The device set forth is strong and durable, the same may be readily and quickly operated from the driver's seat in the vehicle and the same is of great efficiency in operation.

While I have shown what I deem to be the preferable form of my brake I do not wish to be limited thereto as there might be various changes made in the details of construction and the arrangements of parts described without departing from the spirit of the invention as comprehended within the scope of the appended claim.

Having described my invention what I

claim as new and desire to secure by Letters Patent is:

The combination with a wheeled vehicle, of a depending double hook member mounted for transverse swinging adjacent the horizontal diameter of one of the wheels of said vehicle, said hook member being so balanced as to adapt the lower end thereof to normally engage a horizontal spoke of the adjacent wheel to prevent rotation of the latter in either direction; an inwardly projecting arm on said hook member; and a cord connected with said arm and extending

to a position adjacent the driver's seat in said vehicle, whereby said hook member may be swung to and held in disengaging or inoperative position, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN T. ROGERS.

Witnesses:

HELEN F. LILLIS,
JOSHUA R. H. POTTS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."