
Chariot brake

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Holding back a vehicle in precipitous terrain by the draught animals alone, was not always possible, consequently various devices for the purpose were brought into practice. According to the American Brake Shoe and Foundry Company, "The early records are very sketchy, but it seems clear that brakes originated in the first century. The Latin word for brake was 'sufflamin' meaning 'a blow under'. This implies that the first brake was a pole or wedge driven under the wheel.

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"Later the Romans learned to employ chains for brakes. 'I hey fastened one end of the chain to the wagon and caught a hook on the other end around a spoke, so that the wheel could not revolve, but only slide along the ground. This contrivance persisted and is still in use today on rough wagons in very hilly country. Various other arrangements came into use such as a pole or sapling thrust between the spokes of the rear wheels which in turning would fetch up against the bottom or back of the vehicle and thus effectively stop their motion.

Logs were also dragged and the rim shoe came into use. fill. 27) This latter device, according to the same authority "was a crescent-shaped narrow scoop with a ring on one end. The intention was to fasten the ring to the wagon and slide the scoop under the wheel to stop it from revolving. This caused less wear and tear on the wheel than did the chains".²⁸

A similar but improved arrangement was used on the English Mail and Stage-Coaches. From The Story of the Brake Shoe** we also learn that "At time to time, but although it was an English invention, it was the Americans who were most instrumental in developing it for use on horse-drawn vehicles. It is remarkable, that not until the second half of the nineteenth century did the brake come much into use for carriages. As late as 1875 a prominent English Carriage-Maker remarked upon its frequent use on American carriages

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Retenir un vehicle en terrenys escarpats només pels animals de tir no sempre era possible, per la qual cosa es van posar en pràctica diversos dispositius per a aquest propòsit. Segons l'American Brake Shoe and Foundry Company, "Els primers registres són molt incomplets, però sembla clar que els frens es van originar al segle I. La paraula llatina per a fre era 'sufflamin' que significava 'un cop sota'. Això implica que el El primer fre era un pal o falca accionat sota la roda.

"Més tard, els romans van aprendre a utilitzar cadenes com a frens. "Subjectaven un extrem de la cadena al carro i agafaven un ganxo a l'altre extrem al voltant d'un radi, de manera que la roda no pogués girar, sinó que només lliscava pel terra. Aquest mecanisme va persistir i encara s'utilitza avui en dia en carros en zones molt muntanyoses. Es van utilitzar altres arranjaments, com ara un pal fent palanca entre els radis de les rodes posteriors que, en girar, s'acobliarien contra la part inferior o posterior del vehicle i així aturaven el seu moviment de manera efectiva.

També es va utilitzar un pal contra la llanda. omplir. Aquest dispositiu, segons la mateixa autoritat, "era una cullera estreta en forma de mitja lluna amb un anell en un extrem. La intenció era subjectar l'anell al carro i fer lliscar la cullera per sota de la roda per evitar que girés. Això provocava menys desgast a la roda que les cadenes".

Es va utilitzar una disposició similar, però millorada, als Stage-Coaches de correu anglesos. The Story of the Brake Shoe** explica que a Newcastle, cap al 1620, Huntington Beaumont va idear un fre de palanca. Aquest consistia en un

pal fort subjectat per un extrem al costat del vagó [de carbó] en una posició tal que, col·locant-se cap a l'altre extrem, el miner podia pressionar el mig del pal contra la roda". De tant en tant es va anar millorant el fre de palanca, però tot i que va ser un invent anglès, van ser els nord-americans els que van fer desenvolupaments més importants per a utilitzar-lo en vehicles tirats per cavalls. És notable, que no va ser fins a la segona meitat del segle XIX quan el fre va començar a utilitzar-se correntment als carruatges. Al 1875 un destacat fabricant de carruatges anglès va comentar el seu ús freqüent als carros americans.