

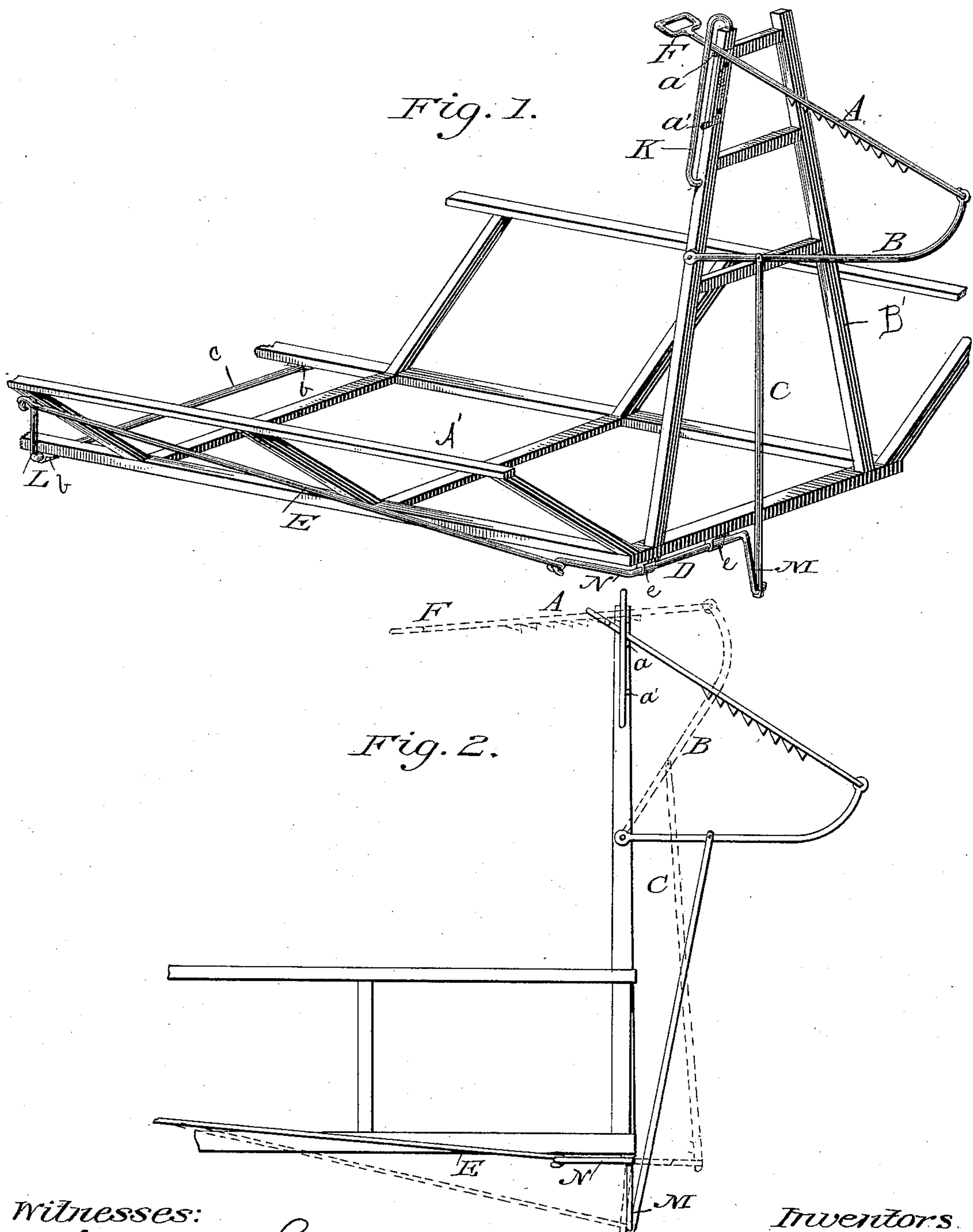
(No Model.)

O. C. WALKER & L. B. ALTAFFER.

HAY WAGON BRAKE.

No. 322,025.

Patented July 14, 1885.



Witnesses:

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UNITED STATES PATENT OFFICE.

OLIVER C. WALKER AND L. B. ALTAFFER, OF EAST PALESTINE, OHIO.

HAY-WAGON BRAKE.

SPECIFICATION forming part of Letters Patent No. 322,025, dated July 14, 1885.

Application filed March 18, 1885. (No model.)

To all whom it may concern:

Be it known that we, OLIVER C. WALKER and L. B. ALTAFFER, of East Palestine, in the county of Columbiana and State of Ohio, have
5 invented a new and useful Improvement in Hay - Wagon Locks, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

10 Our invention relates to a lock designed for use upon hay-wagons, and adapted to lock the wheels, the object being to provide devices of this character which shall be cheap and simple in their construction, strong and durable,
15 and which may be readily operated from the top of the load.

With these ends in view the invention consists in the improved construction and combinations of parts hereinafter fully described,
20 and pointed out in the claim.

In the drawings, Figure 1 is a perspective view of my invention. Fig. 2 is a side elevation showing the device in dotted lines in a locked position.

25 In the accompanying drawings, in which like letters of reference indicate corresponding parts in both the figures, A' represents the frame of the wagon-rack, and B' the forward end thereof.

30 At the rear end of the frame is journaled in brackets *b*, secured to the under sides thereof, a rod, *c*, having at one end a crank-arm, *L*, which is connected with a longitudinally-arranged rod, *E*, running from one end of the
35 frame to the other.

40 D represents a shaft journaled in bearings *e*, secured to the under side of the frame, at the forward end thereof, and having its ends bent to form cranks N M, the crank-arm N being connected with the rod *E*, at the forward end thereof.

B represents an arm bent slightly upward at its outer end and pivoted at its other end to the pivoted forward end of the rack-frame.

Pivotaly connecting the crank M with the
45 arm B, near the inner end thereof, is an arm, C, and pivoted to the outer end of the arm B is a rack-bar, A, formed at its inner end with a handle, F.

Secured to one of the standards of the forward end of the frame is a guide, K, in which
50 the inner end of the rack-bar A works.

Extending outwardly from the bar or upright to which the guide K is secured are plates *a a'*, either one of which is adapted to
55 be engaged by the rack-bar A.

The operation is as follows: The load is placed in position upon the rack-frame, and the rack-bar A is pulled inwardly and engaged with either of the plates *a a'*, thus locking the
60 said bar, these several parts assuming the position shown in dotted lines in Fig. 2.

It will be understood that in the operation of our invention any well-known construction of brake-shoes will be employed.

65 Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

The combination, with the rack having the forward end, B', and the crank-shafts *c* D,
70 connected by the rod E, of the rod C, pivoted to the crank-shaft D, a rod pivoted to the front end of the rack and pivotaly connected with rod C, the toothed bar A, pivoted to rod B, a guide, K, and plates *a a'*, substantially as
75 set forth.

OLIVER C. WALKER.
L. B. ALTAFFER.

Attest:

S. H. MANEVAL,
S. LOW.