

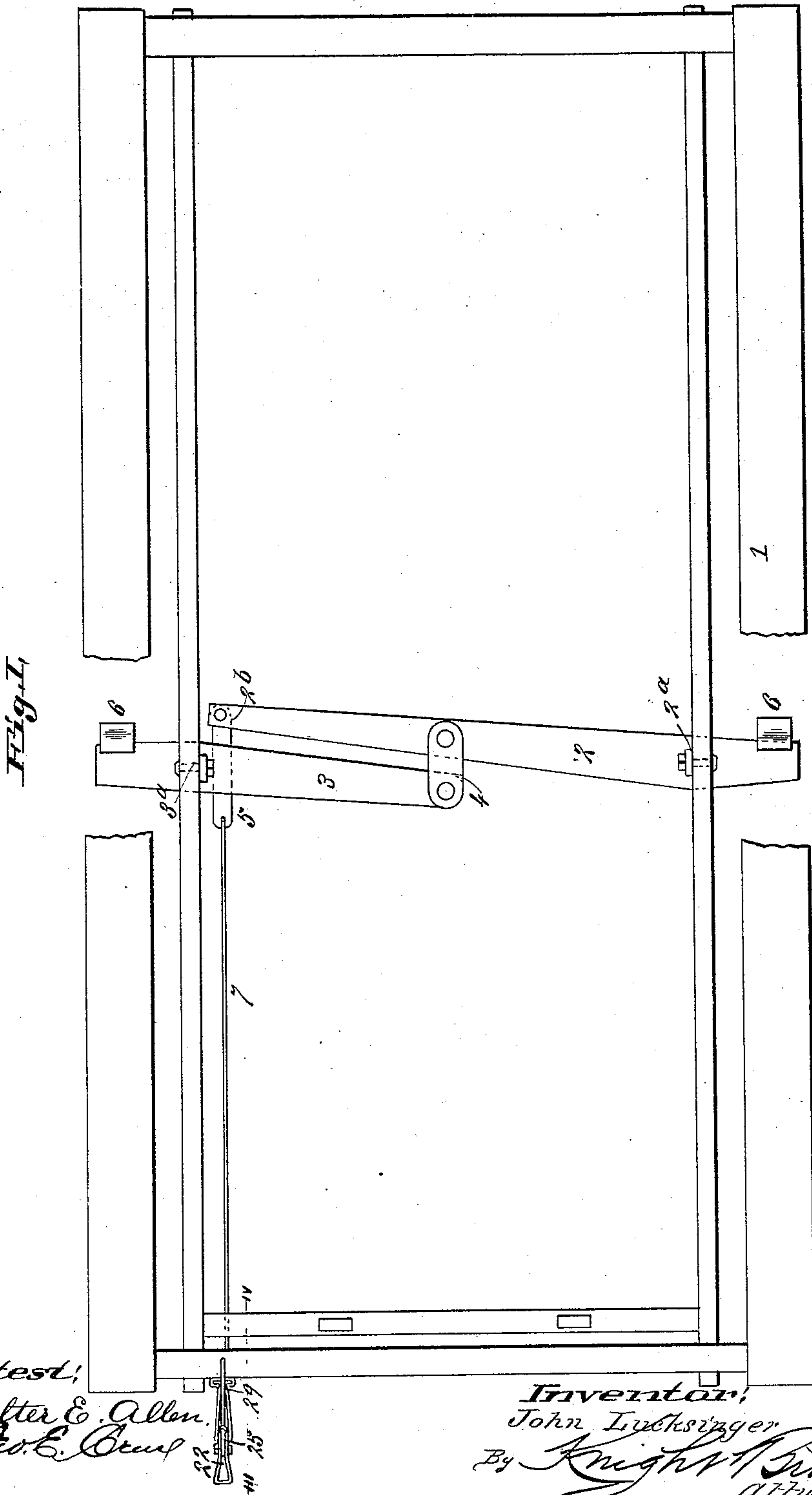
(No Model.)

2 Sheets—Sheet 1.

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BRAKE FOR HAY WAGONS.

No. 486,786.

Patented Nov. 22, 1892.



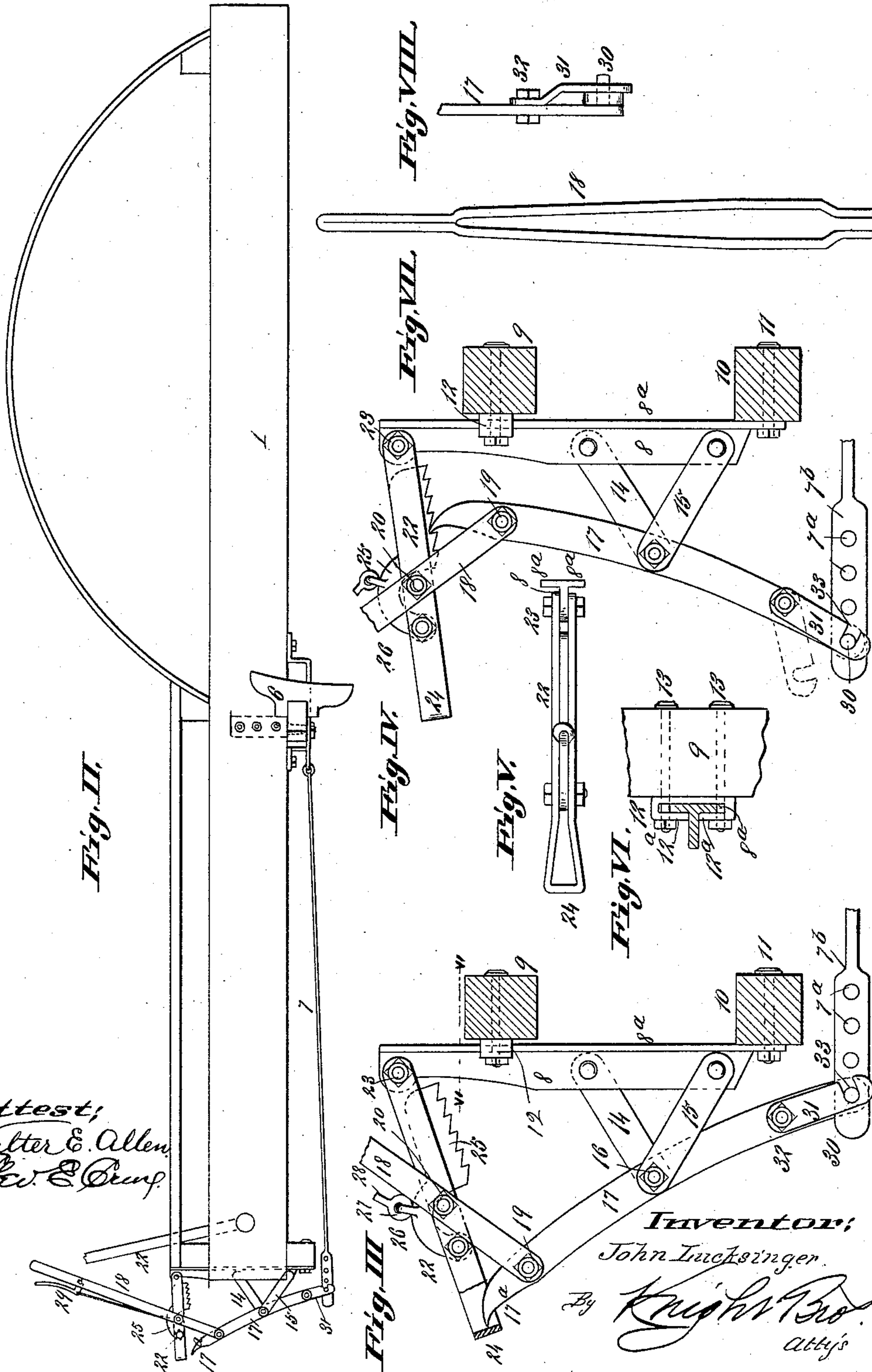
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UNITED STATES PATENT OFFICE.

JOHN LUCKSINGER, OF BALLWIN, MISSOURI.

BRAKE FOR HAY-WAGONS.

SPECIFICATION forming part of Letters Patent No. 486,786, dated November 22, 1892.

Application filed August 22, 1892. Serial No. 443,786. (No model.)

To all whom it may concern:

Be it known that I, JOHN LUCKSINGER, of Ballwin, in the county of St. Louis and State of Missouri, have invented a certain new and useful Improvement in Brakes for Hay and other Racks, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, forming part of this specification.

10 This invention relates to a brake or lock for hay or similar racks that is especially adapted for attachment to hay, barrel, and other high wagon-racks; and the invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

15 Figure I is a top or plan view illustrating a hay-rack with my improved brake attached thereto. Fig. II is a side elevation of the same. Fig. III is an enlarged side elevation of the brake-operating device as it appears in unlocked position. Fig. IV is a similar view to Fig. III, showing the parts in locked position. Fig. V is a top view of the brake-operating device. Fig. VI is a transverse section taken on line VI VI, Fig. III. Fig. VII is a detail side elevation of the operating-handle. Fig. VIII is a detail view illustrating the connection between the brake-rod and the brake-operating device.

20 Referring to the drawings, 1 represents a hay-rack, to which my invention is shown applied.

2 and 3 represents the two parts of the brake-beam, connected by means of straps or brackets 2^a and 3^a to the side sills of the rack and pivoted together by links 4.

5 5 is a link pivoted to the extended end 2^b of the part 2 of the brake-beam. 6 are the brake-shoes, and 7 is the brake-operating rod, secured to the link 5, the rod extending forward to the brake-operating mechanism, preferably mounted upon the forward end of the hay or other rack, as the case may be.

45 No invention is claimed by me in the parts thus far described, as they may be of any preferred construction and need not be of the form shown, there being other forms that might answer as well as that shown.

50 I now come to the part wherein my invention lies—viz., the operating mechanism of the brake.

8 represents a vertical bracket secured to

cross-pieces 9 and 10 of the rack. (See Figs. III and IV.) The lower end of the bracket is secured to the cross-piece 10 by means of a bolt or bolts 11, while the upper fastening device is made adjustable, the bracket 8 being formed with flanges 8^a on its sides, over which flanges fits a strap 12, whose ends 12^a are turned inward to overlap the flanges 8^a. Bolts 13 pass through the sill 9 and through the strap 12 and its intumed ends 12^a, so that when the nuts on the bolts 13 are applied and tightened upon the strap the bracket 8 is held firmly by the intumed ends of the straps bearing on the flanges 8^a. The object of this arrangement is to afford means of securing the brake-operating mechanism to any rack irrespective of the distance apart of its cross-pieces.

14 and 15 represent links secured to the bracket 8 at one end of each, while their other ends are pivoted by a bolt or other fastening 16 to a bar 17.

18 is the brake-operating handle, pivoted to the upper end of the bar 17 at 19, and also at 20 to a bar 22, the said bar 22 being in turn pivoted at 23 to the upper end of the bracket 8. The bar 22 I preferably form, as shown in Fig. V, of strap-iron, forming a return bend at 24, that forms a stop for the point 17^a of the upright bar 17 and a protection for the said point to prevent the injury of anything through contact with the point—as, for instance, the horses attached to the wagon.

The brake-lever 18 is preferably formed of strap-iron, (see Fig. VII,) the handle part being formed of the return-bend of the strap and the remainder of the lever being of bifurcated form, as shown clearly in Fig. VII.

25 is the ratchet-bar, pivoted at 26 to the bar 22, which rack-bar has cast thereon an eye 27, to which a trip-lever 29 is connected.

On the lower end of the bar 17 is a pin 30, that engages in openings 7^a, formed in the flattened end 7^b of the brake-rod. The pin 30 is held in position in the openings 6^a by means of a catch 31, pivoted at 32 to the bar 17 and provided with a recessed opening 33, that passes over the end of the pin 30 to hold the pin in position until the catch is moved out of engagement with the pin, when the pin may be withdrawn and inserted in another

of the openings if desired, the object being to provide a means of shortening the brake-rod when the brake-shoes become worn.

I claim as my invention—

5 1. In a brake for hay and other racks, the combination, with the brake-beam and shoes, of a brake-operating mechanism consisting of a bracket, bars 17 and 22, an operating-lever pivoted to each of said bars, a pivoted
10 rack-bar 25 on the bar 22, and a brake-rod connecting the lower end of the bar 17 with the brake-beams, substantially as and for the purpose set forth.

15 2. In a brake for hay or other racks, the combination, with a brake-beam and shoes, of a bracket secured to the rack by means of an adjustable fastening, such as described, bars 17 and 22, an operating-lever pivoted to the said bars, a pivoted rack-bar 25 on the bar 22,

a trip for raising the rack-bar, and a pin on 20 the lever 17 passing through openings in the brake-rod and secured therein by means of a pivoted catch 31, substantially as and for the purpose set forth.

3. In a brake for hay or other racks, the com- 25 bination, with the brake-beam, shoes, and brake-rod, of the bracket 8, bars 17 and 22, pivoted rack-bar 25 on the bar 22, operating-lever pivoted to the bar 22 and to the bar 17, pivotally connected to the bracket 8, and a 30 pin on the bar 17 for engagement with openings in the brake-rod and adapted to be secured therein by the pivoted catch 31, substantially as and for the purpose set forth.

JOHN LUCKSINGER.

In presence of—

ALBERT M. EBERSOLE,
ED. S. KNIGHT.