

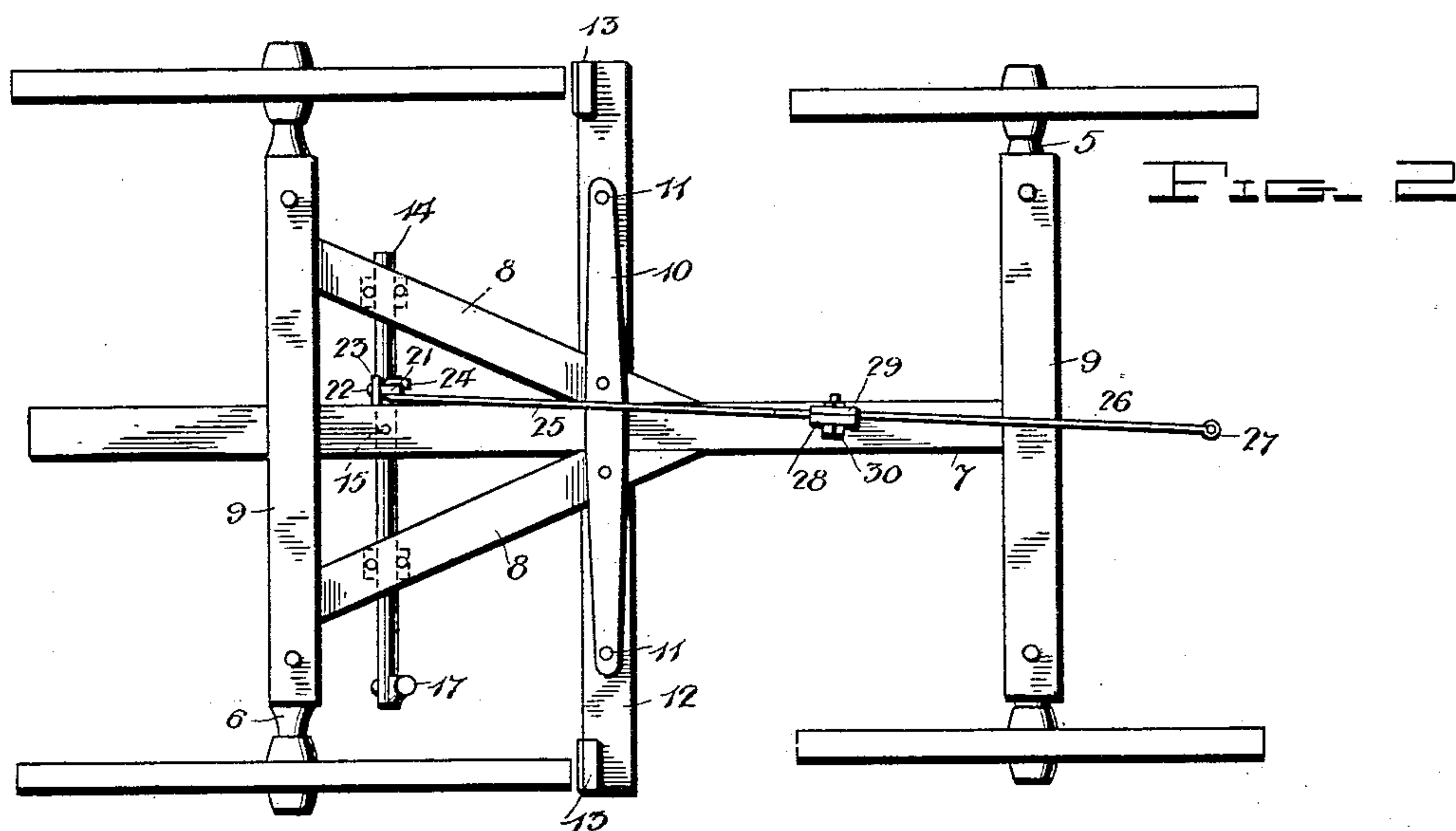
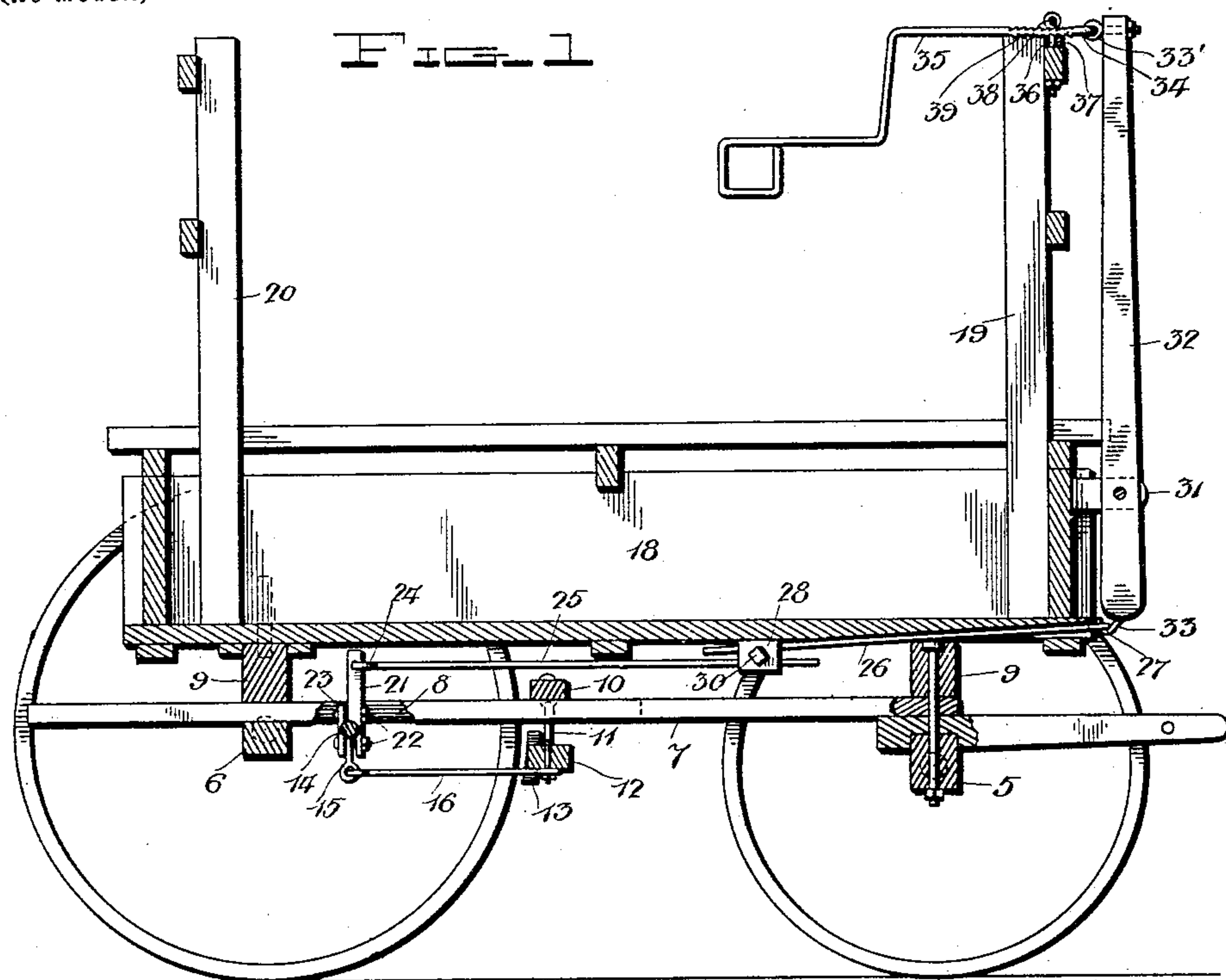
No. 704,103.

Patented July 8, 1902.

O. F. RANDALL.
BRAKE MECHANISM.

(Application filed July 5, 1901.)

(No Model.)



Witnesses

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UNITED STATES PATENT OFFICE.

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BRAKE MECHANISM.

SPECIFICATION forming part of Letters Patent No. 704,103, dated July 8, 1902.

Application filed July 5, 1901. Serial No. 67,206. (No model.)

To all whom it may concern:

Be it known that I, OSCAR F. RANDALL, a citizen of the United States, residing at Davis, in the county of Stephenson, State of Illinois, have invented certain new and useful Improvements in Brake Mechanism; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to brake mechanisms; and it has for its object to provide a device of this nature which will be particularly adaptable to hay-wagons, whereby the brakes may be set from the top of the load.

A further object of the invention is to provide a construction which will permit of ready application and removal of the body of the wagon and connection and disconnection of the parts of the brake mechanism.

Other objects and advantages of the invention will be understood from the following description.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in both views, Figure 1 is a vertical section taken through a wagon equipped in accordance with the present invention. Fig. 2 is a top plan view of a portion of the running-gear of the wagon.

Referring now to the drawings, there is shown a hay-wagon, including a running-gear comprising front and rear axles 5 and 6, connected by means of the usual reach 7, the rear axle having the usual hounds 8 and both axles having bolsters 9. Transversely of the hounds and near to their forward ends is secured a cross-beam 10, suspended from which, through the medium of links 11, is a brake-beam 12, provided at its ends with the brake-shoes 13, adapted to engage the rear wheels of the wagon. Mounted in bearings against the undersides of the hounds and near to the rear axle is a rock-shaft 14, having a depending arm 15, which is connected with the brake-beam for operating it through the medium of the connecting-rod 16. This rock-shaft is provided at its end with the usual hand-lever 17 for actuating it, and this portion of the

construction is the same as is usually found upon wagons.

Upon the bolsters of the running-gear is disposed the body 18, having the front ladder 19 and the rear ladder 20 and forming what is commonly known as the "rack."

To provide for rocking the rock-shaft from the top of the load and also from the body when the rack is empty, the following mechanism is employed: A supplemental and removable lever 21 is provided, the lower portion of which stands at right angles to the upper portion to lie flat against the face of the rock-shaft and is provided with perforations above and below the shaft to receive clamping-bolts 22, which are passed also through a clamping-plate 23 at the rear side of the shaft, and by tightening up these bolts the lever is clamped firmly to the rock-shaft. The supplemental lever has an eye at its upper end, and in which is engaged the hook 24 of a rod 25. A second rod 26 is provided, having also a hook 27, which is disposed to project forwardly beyond the forward bolster, this second rod being clamped adjustably to the first rod by means of the clamping-plates 28 and 29, having the clamping-bolt 30 engaged therewith.

On the front of the body of the wagon are spaced ears 31, between which is pivoted a lever 32, having a hook 33 at its lower end for removable engagement with the hook 27, the upper end of the lever extending above the front ladder of the hay-rack and having a metal eye 33'. Engaged with this eye is the hook 34 at the forward end of a rod 35, which is passed rearwardly over the front ladder and between the eyebolts 36 engaged therewith. Engaged with the eyes of the bolts is a knife-edge 37, held removably in place by means of pins 38, so that the rod 35 may be readily moved into and out of place across the ladder, and that portion of the rod lying between the eyebolts is provided with racks 39 on its upper and lower faces, so that the rod may be reversed, and yet be engaged with the knife-edge to hold the rod in adjusted position. The rear portion of the rod is bent downwardly and then rearwardly and is

provided with a terminal loop forming a handle. When the wagon is loaded, the handle projects upwardly by reason of the position of the bar in its engagement with the forward lever, so that it may be operated from the top of the load. When the wagon is empty, the rod is reversed, so that the handle will depend and may be operated from the floor of the body. With this construction it will be seen that the body may be easily removed, and therewith that portion of the brake mechanism carried thereby, and may be as easily returned, and, furthermore, that whether the wagon be loaded or not the mechanism may be operated with facility, the upward engagement of the operating bar or rod with the knife-edge permitting easy disengagement. Furthermore, the mechanism may be adjusted to wagons having different dimensions.

It will be understood that in practice modifications of the specific construction shown may be made and that any suitable materials and proportions may be used for the va-

rious parts without departing from the spirit of the invention.

What is claimed is—

The combination with a hay-wagon having front and rear ladders of a brake mechanism including a lever pivoted to the front of the wagon and extending above the front ladder, an operating-rod pivoted to the upper end of the lever and extending rearwardly over the forward ladder, said rod having racks upon its upper and lower faces adjacent to the ladder, and the free end of the rod being offset in a vertical plane to project above or below the ladder, and a knife-edge removably connected to the upper end of the forward ladder for reversal and to permit engagement of either rack of the bar from above or below.

In testimony whereof I affix my signature in presence of two witnesses.

OSCAR F. RANDALL.

Witnesses:

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J. W. VOVE.