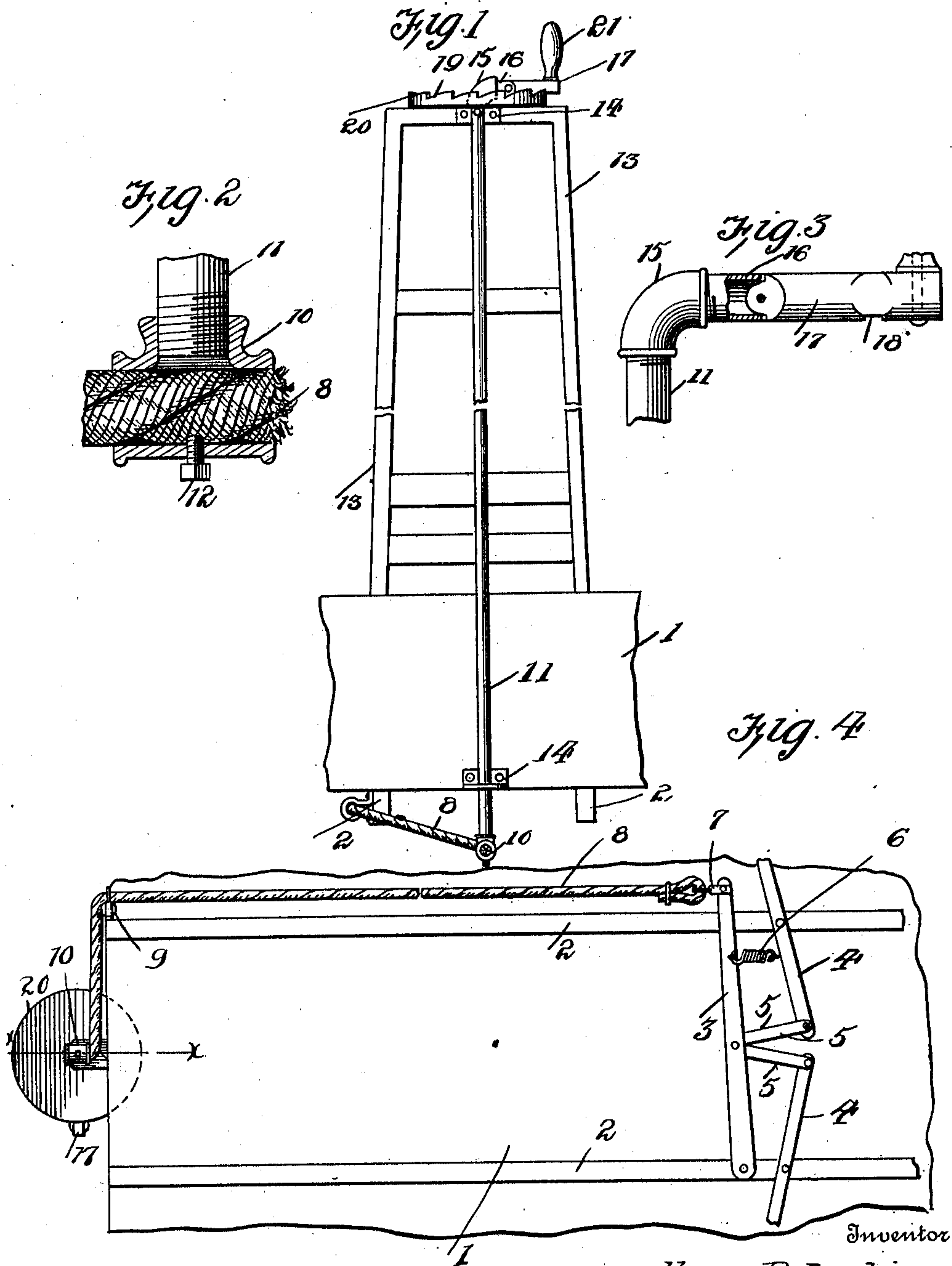


H. B. DEAKINS.
WAGON BRAKE.
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Patented Apr. 18, 1911.



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HENRY B. DEAKINS, OF LOGAN, IOWA.

WAGON-BRAKE.

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To all whom it may concern:

Be it known that I, HENRY B. DEAKINS, a citizen of the United States, residing at Logan, in the county of Harrison and State of Iowa, have invented new and useful Improvements in Wagon-Brakes, of which the following is a specification.

My invention relates to certain new and useful improvements in wagon brakes and consists in the novel combination and arrangement of parts as will be hereinafter more particularly described and pointed out in the claim.

In the drawings: Figure 1 is an end view of my complete invention as applied to the body of a wagon or other hay carrying truck, Fig. 2 is a vertical transverse section taken on the line $x-x$ of Fig. 4 showing the T-shaped coupling for attaching one end of the rope which I employ in connection with the brake rigging of the vehicle, Fig. 3 is a detail view of the gravity pawl for holding the brake mechanism in a binding position for adjustment, and Fig. 4 is a bottom plan view of a wagon or other vehicle to which my invention is practically applied.

The object of my invention is to provide a very simple and practical brake for vehicles, and is especially designed and constructed for hay wagons or trucks, whereby the brake may be readily and conveniently operated by a person stationed or seated on the load of hay, thereby dispensing with the usual complicated and impractical methods heretofore employed to obtain the desired result, the construction and arrangement thus employed being very practical and convenient, all of which will appear from the detailed description to follow.

Referring to the drawings, 1 represents the body of a wagon or other vehicle having secured to the under surface thereof two longitudinal beams or stringers 2 to which the brake rigging is practically applied, the latter being of any well-known construction and composed of a lever 3, brake arms 4 and connecting links 5, the latter being movably attached to the lever 3, the parts being caused to assume their normal position by a spring 6, all of which is clearly shown in Fig. 4 of the drawings. The lever 3 as shown, is pivoted to one of the longitudinal beams 2 and to the opposite or free end thereof is movably attached a clevis 7 to which is secured one end of a rope, chain or other equivalent device 8, the latter being

properly guided to pass over the pulley or roller 9 attached to the body of the vehicle on the end thereof and adjacent to the rear end of said body, the opposite end of said rope being received by and securely clamped within a T-shaped coupling 10 secured to the lower end of an operating shaft or rod 11, the latter extending a suitable distance below the body of the vehicle and so positioned as to permit the said rope 8 to be wound upon the same when it is desired or becomes necessary to apply the brakes. In order to hold the end of the rope within the T-shaped coupling 10 the binding screw 12 is employed which is screwed into and through said coupling, the inner end of which is adapted to be brought in contact with the end of the rope to be secured, as clearly shown in Fig. 2 of the drawings, whereby the said coupling is properly connected to the brake rigging, in a manner as clearly shown in Fig. 4 of the drawings and in operative position in respect to the remaining parts of the device.

Mounted upon the bed of the vehicle and projecting upwardly therefrom a suitable distance is a frame or support 13 of suitable design and construction, the same being located preferably at the rear end of said bed of the vehicle and provided with bearings 14 within which the vertical operating shaft 11 is mounted, the T-shaped coupling 10 being secured to the lower projecting end of said shaft and employed for the purpose previously described.

To the upper end of the vertical operating shaft 11 is screwed or otherwise secured a coupling 15, and to the latter is screwed or otherwise secured a pipe or extension 16 which is arranged at right angles to the vertical operating shaft 11, and to the outer end of said extension is pivotally attached one end of a gravity pawl or lever 17 provided with a lower engaging surface 18 which is adapted to engage or cooperate with the ratchet teeth 19 formed on the upper annular surface of the ring 20 attached or secured to the upper end of the frame or support 13. The free end of the pawl or gravity actuating lever 17 is provided with a handle 21 for manipulating the latter, whereby the power shaft 11 may be turned in either direction in the operation of the device as will be hereinafter more fully described.

When it is desired to operate the brake hereinbefore described it is only necessary

to turn the handle 21 of the gravity lever 17 in a proper direction in which operation the lower engaging surface 18 of said lever will slidably move upon the ratchet teeth of the ring 20 and hold the said shaft in any desired position. During the operation above described, the rope 8 will be wound upon the lower projecting end of the shaft 11 and simultaneously set the brake rigging in a manner previously described.

I do not limit myself to the precise construction and arrangement of parts as herein shown and described, as the same may be varied in many respects without departing from the nature of my invention, the principal object being to provide a very simple and convenient construction for practical and easy manipulation and one that can be attached to the ordinary vehicle or hay carrier wagon without in any manner changing the brake rigging of the wagon.

Having thus described the invention what is claimed as new is:

The combination with a wagon body of a standard rising therefrom, an operating shaft mounted in the standard, means connected to the upper end of the shaft whereby it may be operated, an operating lever

pivotaly mounted at one end upon the body, a flexible connection secured to the opposite end of said lever, a T-shaped coupling secured upon the lower end of the shaft and formed with a bore of a size to permit the passage therethrough of the flexible connection, whereby to adjust said connection between the shaft and operating lever, a set screw carried by the coupling to fix the flexible connection therein, brake levers pivotaly mounted intermediate their ends on the wagon body, links connecting the inner ends of said brake levers with the operating lever, said links having together a single pivoted connection with the operating lever, and a spring connecting the operating lever with one of the brake levers, said spring being connected to the operating lever between the free end thereof and the links and to the brake lever between the links and the pivot connection thereof to the body.

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

HENRY B. DEAKINS.

Witnesses:

FERRIS FINLEY,
ELZA TIFFEY.

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