

(No Model.)

W. H. EAGLESON:  
BRAKE MECHANISM FOR WAGONS.

No. 485,916.

Patented Nov. 8, 1892.

Fig. 1.

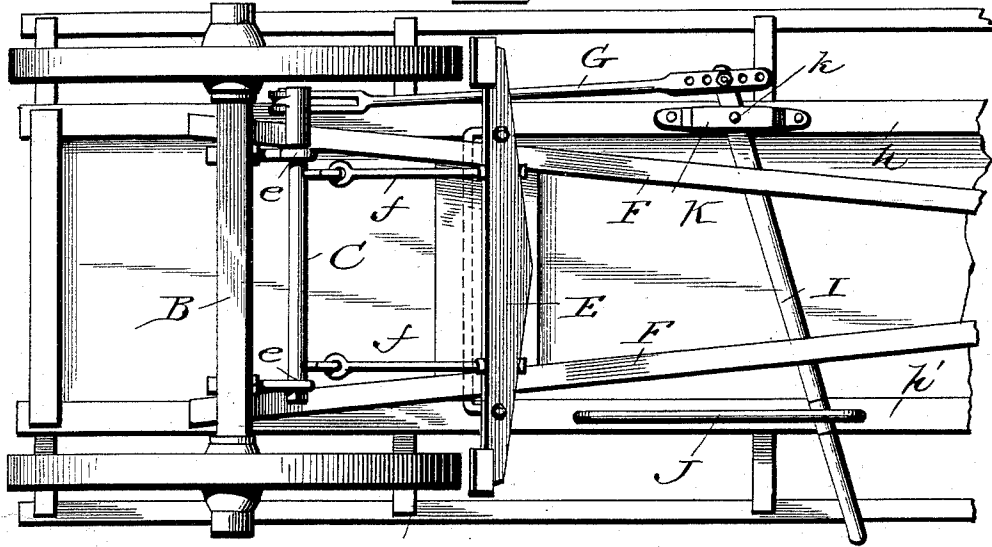
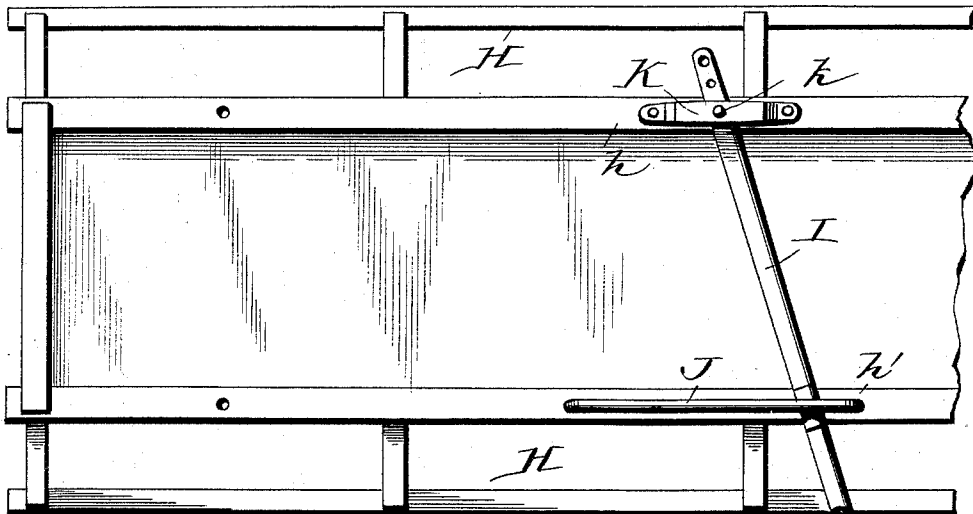
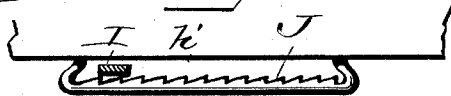


Fig. 3.



Fig. 2.



Witnesses

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Fig. 4.

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By his Attorneys

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Inventor

# UNITED STATES PATENT OFFICE.

WILLIAM H. EAGLESON, OF HOPEDALE, OHIO.

## BRAKE MECHANISM FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 485,916, dated November 8, 1892.

Application filed April 13, 1892. Serial No. 429,021. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. EAGLESON, a citizen of the United States, residing at Hopedale, in the county of Harrison and State of Ohio, have invented certain new and useful Improvements in Lever-Lock 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 lever-lock mechanism for vehicles, especially for farm-wagons in which the body is removable and replaced by a hay ladder or rack when it is desired to haul hay.

The object of the invention is to provide the hay rack or ladder with a lever-lock mechanism which can readily be connected with the brake mechanism and which can be operated from the side of the hay-rack at a point midway between the front and rear axles, thereby facilitating the work of an attendant and enabling him to assist in the loading and the unloading of the wagon.

The improvement consists of the novel features and the peculiar construction and combination of the parts, which will be hereinafter more fully described and claimed, and which are shown in the annexed drawings, in which—

Figure 1 is a bottom plan view of the running-gear of an ordinary farm-wagon having the hay rack or ladder applied thereto and showing the application of my invention, the front portion being broken away. Fig. 2 is a side view of the ratchet-bar for holding the lever in the required position. Fig. 3 is a detail view of the connecting-bar between the lever and the rock-bar with which the brake-beam is connected. Fig. 4 is a bottom plan view of the hay-ladder detached, the front portion being broken away.

The running-gear and brake mechanism is of usual construction, and comprises the rear axle B, the rock-bar C, mounted in eyebolts e, which are secured to the rear axle B, the brake-beam E, pendent from the reach F and connected with arms f, projecting from the said rock-bar C, and the connecting-bar G, which is adapted to connect the brake-lever with an arm of the rock-bar C.

The hay rack or ladder H is provided midway of its ends with a horizontal lever I, which is pivoted near one end to a side beam h of the hay-rack and has its opposite end extended through and adapted to work in the space formed between a ratchet-bar J and the side beam h' of the hay-rack to which the said ratchet-bar is connected at its ends. The short arm of lever I is adapted to be adjustably connected with the rock-bar C by means of the connecting-bar G, the latter being adapted to be adjustably connected at its ends, respectively, with the said lever and arm projected from the rock-bar. The long arm of lever I projects sufficiently far beyond the side of the hay rack or ladder to be conveniently grasped and operated when it is desired to apply the brakes, and is constructed to engage with the teeth of the ratchet-bar J to be held in the desired position. To give stability to the pivotal connection of the lever I with the beam h, a keeper K is provided and secured at its ends to the said beam h, and the lever is held between the said keeper and beam h by the bolt k or other suitable fastening.

It will be understood that the lever I and the ratchet-bar J and the bar G are permanently connected with the hay rack or ladder, and that the said bar G is disconnected from the arm of the rock-bar C when the hay rack or ladder is removed. When the wagon-body is in place on the running-gear, the rock-bar C will be connected with the usual lever provided on the said body.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a farm-wagon, the combination, with the running-gear having a brake mechanism, of a hay rack or ladder and a lever in the plane of and beneath the said hay-rack and pivoted thereto and having one end of said lever projected beyond the side of the said hay-rack about midway between the ends thereof and having the other end of the said lever connected with the said brake mechanism, substantially as described.

2. The combination, with a running-gear adapted to receive a farm-wagon body and provided with a brake mechanism, of a hay

rack or ladder adapted to be fitted on said  
running-gear, a lever transversely disposed  
beneath and pivoted to the hay-rack and hav-  
ing one end projected beyond the side thereof  
5 at about midway of the ends of the said hay-  
rack, means for securing the free end of the  
said lever in the required position, and a rod  
to adjustably connect the other end of the

said lever with the brake mechanism, sub-  
stantially as shown and described. 10

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

WILLIAM H. EAGLESON.

Witnesses:

H. F. ALLISON,  
W. T. COPE.