

(No Model.)

J. MILLER.
WAGON BRAKE.

No. 478,349.

Patented July 5, 1892.

FIG. 2 -

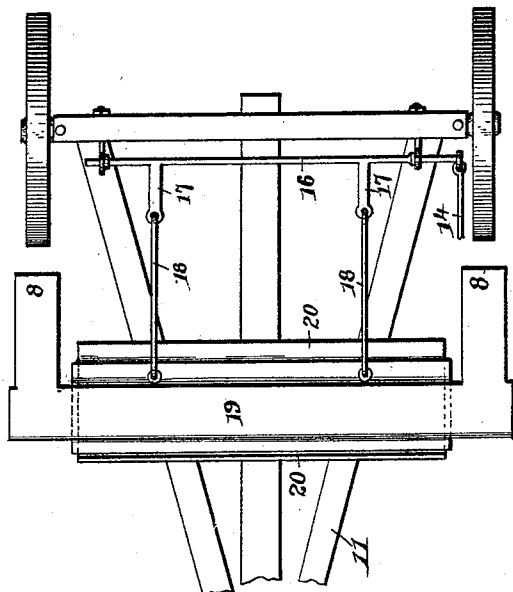


FIG. 3 -

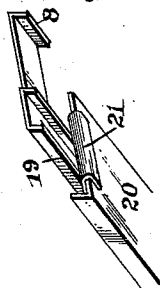
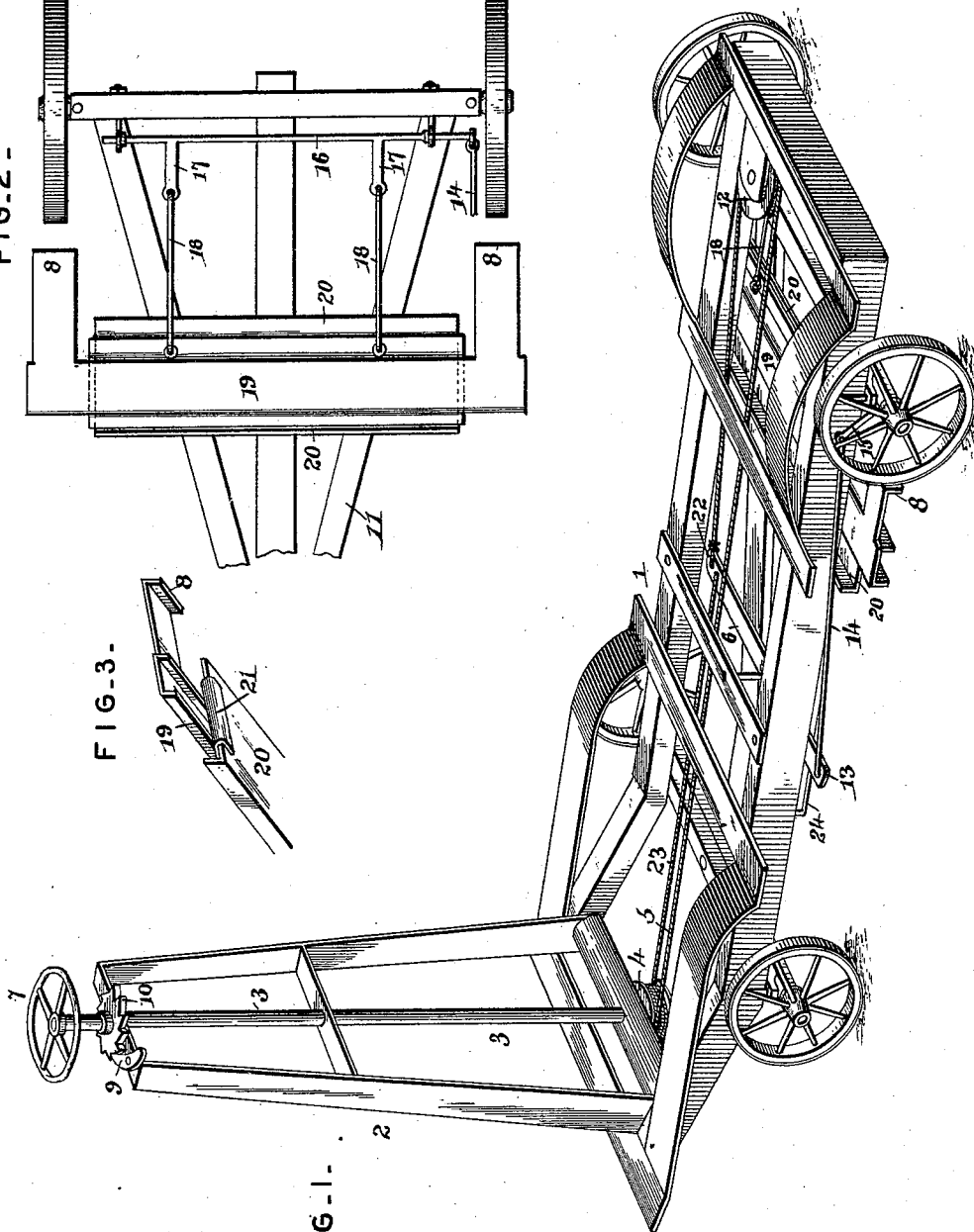


FIG. 1 -



Witnesses

Jas. H. McLaughlin
S. B. Kelly

Inventor

John Miller

By his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

JOHN MILLER, OF VELPEN, INDIANA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 478,349, dated July 5, 1892.

Application filed December 26, 1891. Serial No. 416,250. (No model.)

To all whom it may concern:

Be it known that I, JOHN MILLER, a citizen of the United States, residing at Velpen, in the county of Pike and State of Indiana, have
5 invented a new and useful Brake for Hay-Racks and Wood-Wagons, of which the following is a specification.

The invention relates to improvements in brakes.

10 The object of the present invention is to provide for hay-racks and the like a brake which may be readily operated at the top of the load by the feet of the driver to leave his hands free for driving.

15 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

20 In the drawings, Figure 1 is a perspective view of a hay-rack provided with a brake constructed in accordance with this invention. Fig. 2 is a plan view of a portion of the running-gear. Fig. 3 is a detail perspective view.

25 Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a hay-rack provided at its front end with a pivoted frame 2, designed to support the forward end of a ridge-pole (not shown) in the usual manner and adapted when not in use to be folded down upon the hay-rack. A shaft 3 extends longitudinally of the frame 2 and is journaled in suitable bearings of the
35 same and carries at its lower end a drum 4, around which is wound one end of a rope 5, which has its other end connected to a brake-lever 6, whereby when the shaft is turned by a wheel 7 at the upper end of the same the
40 brake-shoes 8 will be applied. The wheel 7, which is secured to the upper end of the shaft 3, is designed to be arranged to form a foot-rest when the driver is seated on the load, so that it may be turned by his feet in order to leave
45 his hands free for driving, and the brake is secured when applied by a pawl 9 and a ratchet-wheel 10, arranged at the top of the frame 2.

The hay-rack is mounted on a running-gear 11, and is provided at its rear end with a pulley 12, around which the rope 5 passes. The
50 brake-lever 6 is fulcrumed intermediate its

ends, and has its end 13 connected by a rod 14 with an arm 15 of a rock-shaft 16. The rock-shaft is mounted on the rear bolster and is provided intermediate its ends with arms 55 17, which are connected by rods 18 with a sliding brake-bar 19. The brake-bar is provided at its ends with the brake-shoes 8, and it is mounted on a plate 20, secured to the rear hounds and extending transversely of the
60 same, and the said brake-bar is provided on its lower face with transversely-disposed flanges 21, which form grooves to receive the ends of the transverse plate 20, whereby the brake-bar is slidingly mounted on the plate
65 20 and is held against longitudinal movement. The rope 5 extends from the drum 4 at the front of the hay-rack to the rear end of the rack and passes around the pulley 12 and is connected to the end 22 of the brake-lever 6.
70 The end 22 of the brake-lever is also connected by a rope 23 with the drum, and the rope 23 is designed when the brake is being released to be wound around the drum, so that there will be a positive action in drawing the brake-
75 shoes off the wheels. Instead of employing ropes, chains or other flexible connections may be used. The end 13 of the brake-lever is arranged in a keeper 24 of the rack.

What I claim is—

80 1. The combination of a running-gear, a brake-bar arranged on the running-gear and provided with brake-shoes, a rock-shaft connected with the brake-bar, a hay-rack mounted on the running-gear and provided at its front
85 end with a hinged frame and provided at its rear end with a pulley, a shaft journaled in the frame and provided at its upper end with a wheel and having at its lower end a drum arranged below the point of hinging, a brake-
90 lever fulcrumed intermediate its end and having one end connected with the rock-shaft, and a rope secured to the other end of the brake-lever and passing round the pulley and extending therefrom to the drum and wound
95 around the same, substantially as described.

2. The combination of a running-gear, a brake-bar arranged on the running-gear and provided with brake-shoes, a rock-shaft connected with the brake-bar, a hay-rack mounted
100 on the running-gear and provided at its front end with a hinged frame and having at its

rear end a pulley, a brake-lever fulcrumed intermediate its ends and having its end 13 connected with the rock-shaft, a shaft journaled in the frame and having at its lower end a
5 drum arranged below the point of hinging, a rope having one end secured to the other end 22 of the brake-lever and passing around the pulley and wound around the drum, and a rope having one end connected to the end 22

of the brake-lever and its other end attached to the drum, substantially as described. 10

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN MILLER.

Witnesses:

WILLIAM RISLEY,
WILLIAM WARREN.