

J. SMITH.
Wagon Brake.

No. 87,213.

Patented Feb. 23, 1869.

Fig:1.

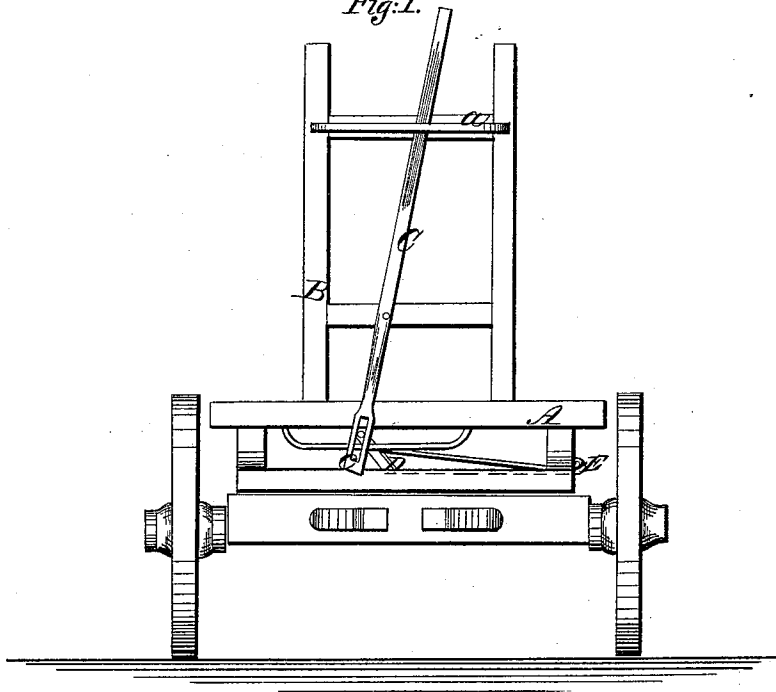
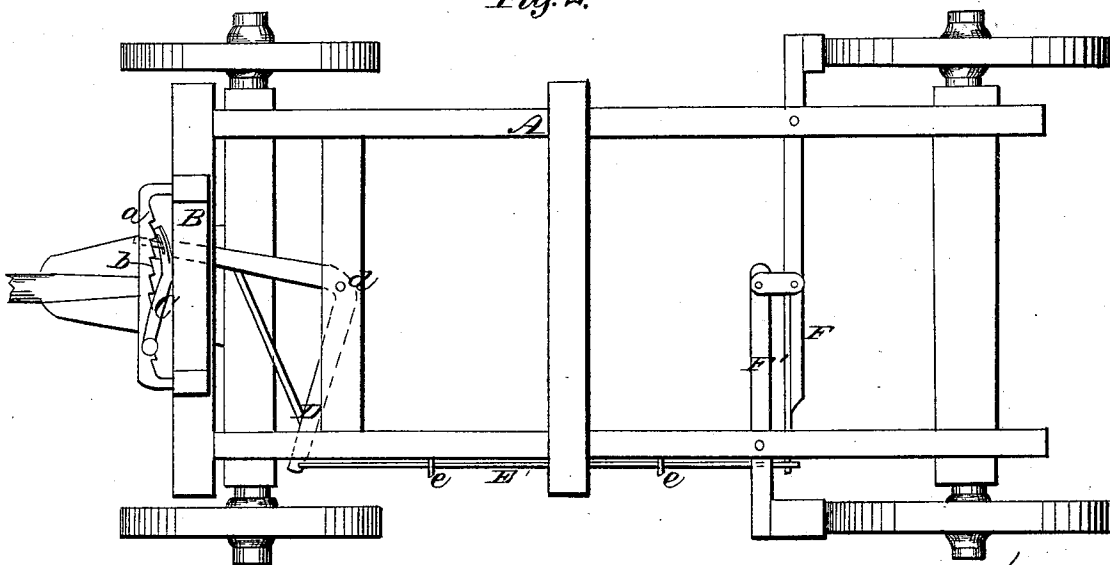


Fig:2.



Witnesses
Thos Enche
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JOHN SMITH, OF McKAY, OHIO.

Letters Patent No. 87,213, dated February 23, 1869; antedated February 20, 1869.

IMPROVEMENT IN WAGON-BRAKE.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JOHN SMITH, of McKay, in the county of Ashland, and State of Ohio, have invented a new and improved Brake for Hay-Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

This invention relates to a new and improved brake, or lock, for hay-wagons, whereby a person on the loaded wagon may apply the brake at any time, with the greatest facility.

In the accompanying sheet of drawings—

Figure 1 is a front view of a hay-wagon having my invention applied to it.

Figure 2, a plan or top view of the same.

Similar letters of reference indicate like parts.

A represents the lower part or bed of the body of a hay-wagon, and

B is the ladder, which is attached to the front end of the bed, or body, A, as usual.

To the lower part of this ladder a lever, C, is attached, the upper part of this lever being fitted in a guide, *a*, attached to the upper part of the ladder, said guide being notched, as shown at *b*, to hold the lever at any desired point.

The lower end of the lever C is formed with an oblong slot, *c*, to receive the front end of a bent lever, D, the fulcrum-pin *d* of which passes into a cross-bar of the bed, or body, A.

The other end of the lever D has a bar or rod, E,

attached, which is fitted in guides *e*, at one side of the bed, or body, A, and the rear end of the rod E is connected to one end of a brake-lever, F, which has another brake-lever, F, connected to it.

These brake-levers are provided with shoes, to bear against the rear wheels of the wagon.

The brake-levers and shoes are shown in red, and also the wheels, and it will be seen that, by moving the lever C in the direction indicated by the arrow, the bent lever D will also be moved, and consequently the rod E, and the shoes of the brake-levers applied to the wheels.

The notches *b* of the guide *a* hold the lever, and keep the shoes in contact with the rear wheels.

Thus a person, without any difficulty whatever, may, while on the load, apply the brake, and the hind wheels may be relieved of the brake, at any time, by simply disengaging the lever C from the rack or notches *b*.

The device is very simple and efficient, and may be applied at a small cost.

Having thus described my invention,

I claim as new, and desire to secure by Letters Patent—

The lever C, in combination with the bent lever D and the rod E, applied to the brake-levers, all being arranged to operate in the manner substantially as and for the purpose set forth.

JOHN SMITH.

Witnesses:

H. B. CASE,
AARON PORTER.