F. A. KINGTON.

Wagon Brake.

No. 80,973. Patented Aug. 11, 1868.

Fig. 2.

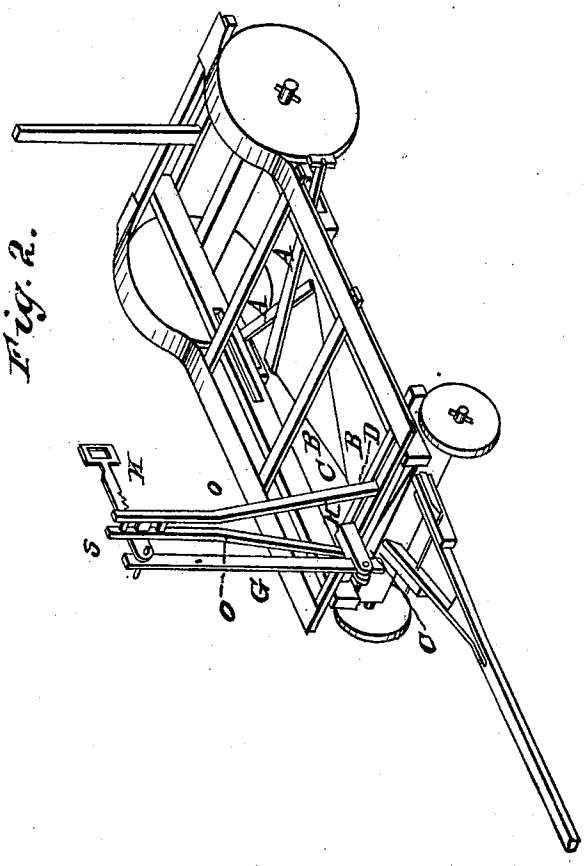
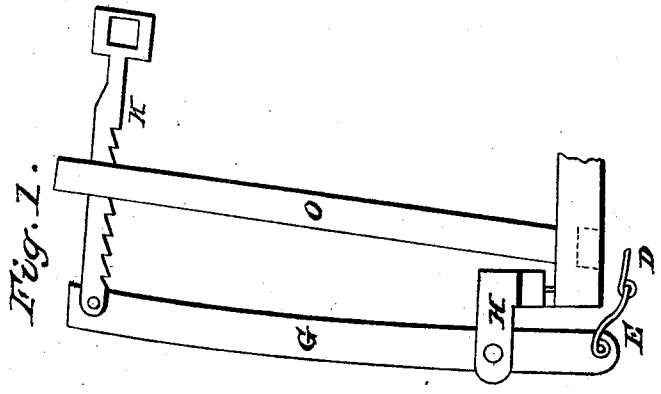


Fig. 1.



Witnesses:
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United States Patent Office.

FRANCIS A. KINGTON, OF MENDON, ILLINOIS.

Letters Patent No. 80,973, *dated August* 11, 1868.

IMPROVED WAGON-LOCK.

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, FRANCIS A. KINGTON, of Mendon, in the county of Adams, and State of Illinois, have invented a new and useful machine called a Wagon-Lock, to be used in drawing hay, grain, or any high loads on a wagon, such as boxes or barrels; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

The nature of my invention consists in providing means by which a driver on the top of a high load of hay, barrels, or the like, may apply a wagon-brake to the wheels thereof.

Figure 2 of the drawings shows a plan view of a wagon and hay-rack with my brake attached, and

Figure 1 is a detail view of the upright portion of my brake.

I construct the brake proper in the usual form, as shown by the letters A A and B B, the former being the levers, and the latter being the rods connected therewith, in the form and manner represented.

Letter C is the point at which the rods B B, are united on a bolt or key. Letter D is a rod extending forward from the bolt C, to which it is attached, and it is joined at its forward end to a clevis, E. This clevis E is connected at its rear end to the rod D, and at its front end to the lower end of the lever G, next mentioned.

The lever G is united at the clevis E, in the manner shown, and it is also pivoted in a slot in the block H, in the manner represented in fig. 2. It extends upward from the block H to a point sufficiently high to allow the top thereof to be seen above a high load upon the wagon, where it is attached to the forward end of the ratchet K, as hereinafter described.

The block H is fastened securely on the front cross-bar of the hay-rack, and extends forward therefrom about ten inches, more or less. The forward end of this block is slotted or mortised as shown, to allow space for pivoting therein the lever G, and allowing the same to work back and forth.

The ratchet K is united to the top of lever G, in the manner shown. It is a straight plate of iron, with a handle cut therein at its rear end, and it is toothed on the under side to provide means for fastening the brake in such position as the operator may desire.

The letters O O are upright posts extending upward from the main body of the hay-rack to a point a few inches above the top of lever G, where they are united by bolts or other suitable means. On one side of these posts, near their summits, I attach an iron staple, S, and arrange it to work in conjunction with the ratchet K, in fastening the brakes in any desired position, or in loosening the same from the wheels. That part of the staple upon which the ratchet rests is bevelled on its forward side, to allow for an easy movement of the ratchet to the rear. The drawings show the form in which this staple is constructed, and the mode of operating the ratchet therein.

The upright posts O O serve not only as a rest and support for the staple and ratchet above named, but also as a support for the front end of the load on the hay-rack.

To operate my brake, the driver on the load draws the ratchet K to the rear, and the rake is thereby applied. To release the brake from the wheels, the driver raises the ratchet from the bevelled part of the staple, and allows the ratchet and lever connected therewith to be drawn forward.

What I claim as my invention, and desire to secure by Letters Patent, is—

A brake for wagons, adapted for operation by an operator on a high load, and having lever G, block H, ratchet K, staple S, and posts O O, constructed, arranged, and operating substantially as specified.

FRANCIS A. KINGTON.

Witnesses:

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