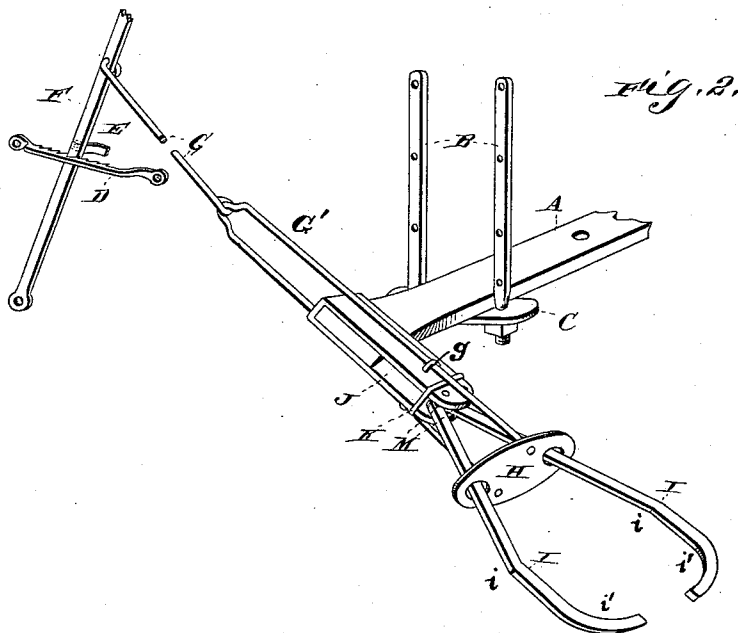
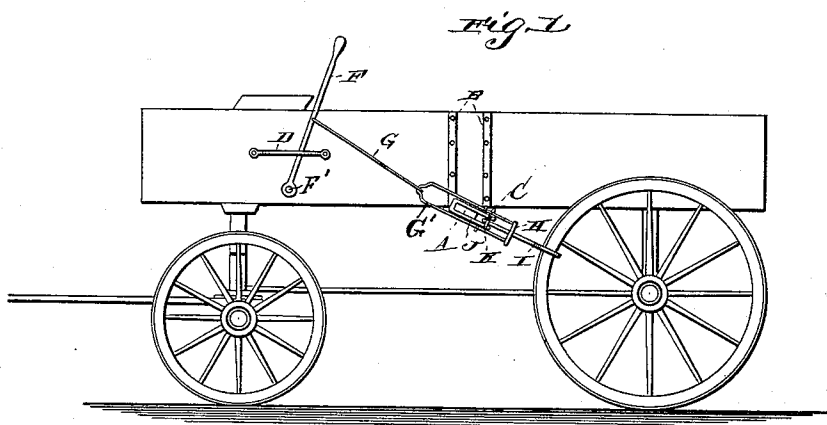


(No Model.)

W. A. BAIRD.
WAGON LOCK.

No. 468,992.

Patented Feb. 16, 1892.



Witnesses:

J. D. Clark
S. D. Moore

Inventor:

William Albert Baird.

UNITED STATES PATENT OFFICE.

WILLIAM ALBERT BAIRD, OF WEST LOUISVILLE, KENTUCKY.

WAGON-LOCK.

SPECIFICATION forming part of Letters Patent No. 468,992, dated February 16, 1892.

Application filed October 22, 1891. Serial No. 409,565. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM ALBERT BAIRD, a citizen of the United States, residing at West Louisville, in the county of Daviess and State of Kentucky, have invented a new and useful Wagon-Lock, of which the following is a specification.

My invention relates to certain new and useful improvements in wagon-locks in which a shaft, operated by a lever or handle, working in conjunction with a slide, operates two reciprocating clamps which clasp the rim of the wheel, thereby effectually retarding its rotary motion.

The objects of my invention are, first, to secure the facility and rapidity of action of the common wagon-brake; second, to secure the effectualness of the time-honored lock-chain. I attain these objects by the mechanism illustrated in the accompanying drawings.

Figure 1 of the drawings is a side elevation of a wagon provided with my locking device. Fig. 2 is a perspective view of the device detached from a wagon.

Similar letters refer to similar parts throughout the several views.

My device is adjusted by attaching one end of the flat cross-bar A against the under surface of the bottom of a wagon-bed by means of bolts, and it is secured more firmly by two braces B, attached to the perpendicular sides of the bed by means of bolts. The lower ends of the braces B pass through two perforations near each end of the support C, and are turned to threads at the lower ends to receive nuts. The other end of the flat cross-bar A, which is in front and opposite the hind wheel of the wagon, is twisted between the outer end and the wagon-bed, so as to give the surface of the cross-bar A an angle of about forty-five degrees.

The holder D, which is attached to the wagon-bed in a convenient position, is provided with teeth that point inward and backward, which hold the handle F when the lock is applied. The spring E holds the handle F in contact with said holder. The handle F has one of its outer edges sharp, so as to catch in the teeth of the holder D, while the lower end of the handle F is attached to the perpendicular side of the wagon-bed by a bolt F'.

The handle F is connected to the lock mechanism by means of the rod G, the lower end

of which is secured to the loop G'. The arms of this loop pass above and below the hood J, and are secured thereto by means of the staples g. The lower ends of these arms are attached to the slide H, through which the clamps I pass.

The slide H is elliptical in form and has two eyes near the two foci, in which the clamps I work.

I I are two rods slightly bent near the free ends at the points *i i*. The free ends also form arcs *i' i'*. In each one of the other ends is an eye, through which a pin M passes, securing them in the hood J, thereby forming a hinge-joint.

The hood J is firmly attached to cross-bar A, and also receives the correcting-band K around it.

To operate my invention pull the handle F backward quickly, which conveys its motion to slide H by means of the shaft G and boot G' and causes clamps I I to clasp the rim of the wheel, which stops its revolutions. Pushing handle F forward unlocks the clamps. When not in use, the clamps I stand on each side of the rim of the wheel.

This lock may be operated while the wagon is in rapid motion, and may be attached to all kinds of wagons and carriages. I do not confine myself to the exact construction herein described.

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

1. A wagon-lock consisting of a bar secured to the wagon-bed, a hood secured to said bar and carrying the clamps pivoted between its ends, and a slide and loop also secured to said hood, by means of which the clamps are operated.

2. A wagon-lock consisting of a bar A, having its outer end twisted at an angle to the body of the bar, a hood J, secured to said end and having pivoted between its ends the clamps I, a loop G', embracing said hood and secured thereto and carrying on its lower ends the slide H, through which the clamps I pass, and a handle F and connecting-rod G, substantially as shown and described.

WILLIAM ALBERT BAIRD.

Witnesses:

F. C. BROWN,
J. D. CLARK.