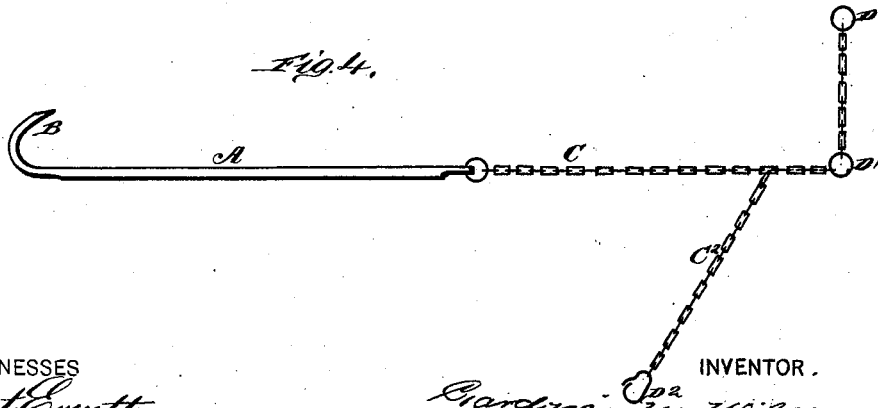
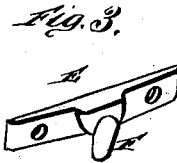
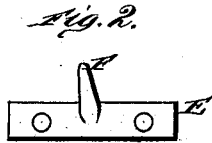
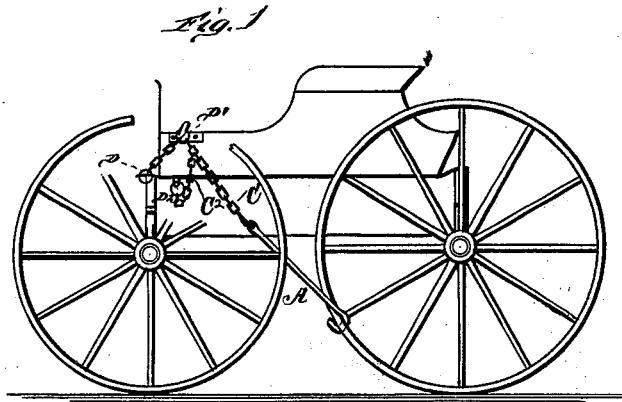


G. M. WILSON.
Wagon Brake.

No. 201,856.

Patented March 26, 1878.



WITNESSES
Robert Emmett
Geo. J. Sheehy

INVENTOR.
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ATTORNEYS.

UNITED STATES PATENT OFFICE.

GARDNER M. WILSON, OF ZALESKI, OHIO.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **201,856**, dated March 26, 1878; application filed March 2, 1878.

To all whom it may concern:

Be it known that I, GARDNER M. WILSON, of Zaleski, in the county of Vinton and State of Ohio, have invented a new and valuable Improvement in Wagon - Brakes; 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 of reference marked thereon.

Figure 1 of the drawings is a side view of a wagon with my wagon-brake applied. Fig. 2 is a detail. Fig. 3 is a perspective detail, and Fig. 4 is a side view of my wagon-brake.

The nature of my invention consists in a device for locking and unlocking wheels on wagons and other vehicles, as will be hereinafter more fully set forth.

The annexed drawings, to which reference is made, fully illustrate my invention.

A represents a metal rod or bar of suitable dimensions, provided at one end with a hook, B. At the other end of the rod or bar is securely fastened one end of a chain, C, having at the other end a ring, D, and at some intermediate point is another ring, D¹, introduced into the chain. At a suitable point on the chain C is attached another chain, C², and in the end of this chain is a ring, D².

For box-bed buggies and wagons I use a flat plate, E, attached to the side thereof, and provided with an inclined peg or pin, F, which extends up above the edge of the box.

For flat-bed buggies the inclined peg or pin

F projects from a flat plate secured to the bottom of the buggy.

The ring D² is to be permanently secured to the vehicle near the plate E, and the ring D¹ hooked upon the peg F.

When the lock is not in use the ring D is on the peg F, and when desired to apply the lock the hook B is hooked into the hind wheel.

When it is desired to unlock, the ring D is given a sudden pull, when the ring D¹ slips off the peg, and the ring D placed thereon. This slackens the chain, and the hook B at once drops out of the wheel. The hook and rod can then be placed in the vehicle or hung on the side thereof, so as to be handy for use again.

This lock is simple, and easily applied and disconnected again, as required.

I am aware that brake-lock hooks with chains are not new, and I do not, therefore, claim such, broadly, as my invention.

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

The combination of the rod A, with hook B, chain C, with rings D D¹, chain C², with ring D², and the plate E, with peg F, all substantially as and for the purposes set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

GARDNER MORSE WILSON.

Witnesses:

W. H. B. SANDS,
A. ROBINSON.