J. WALTON.

Wagon Brake.

No. 74,642. Patented Feb. 18, 1868.

Fig. 1.

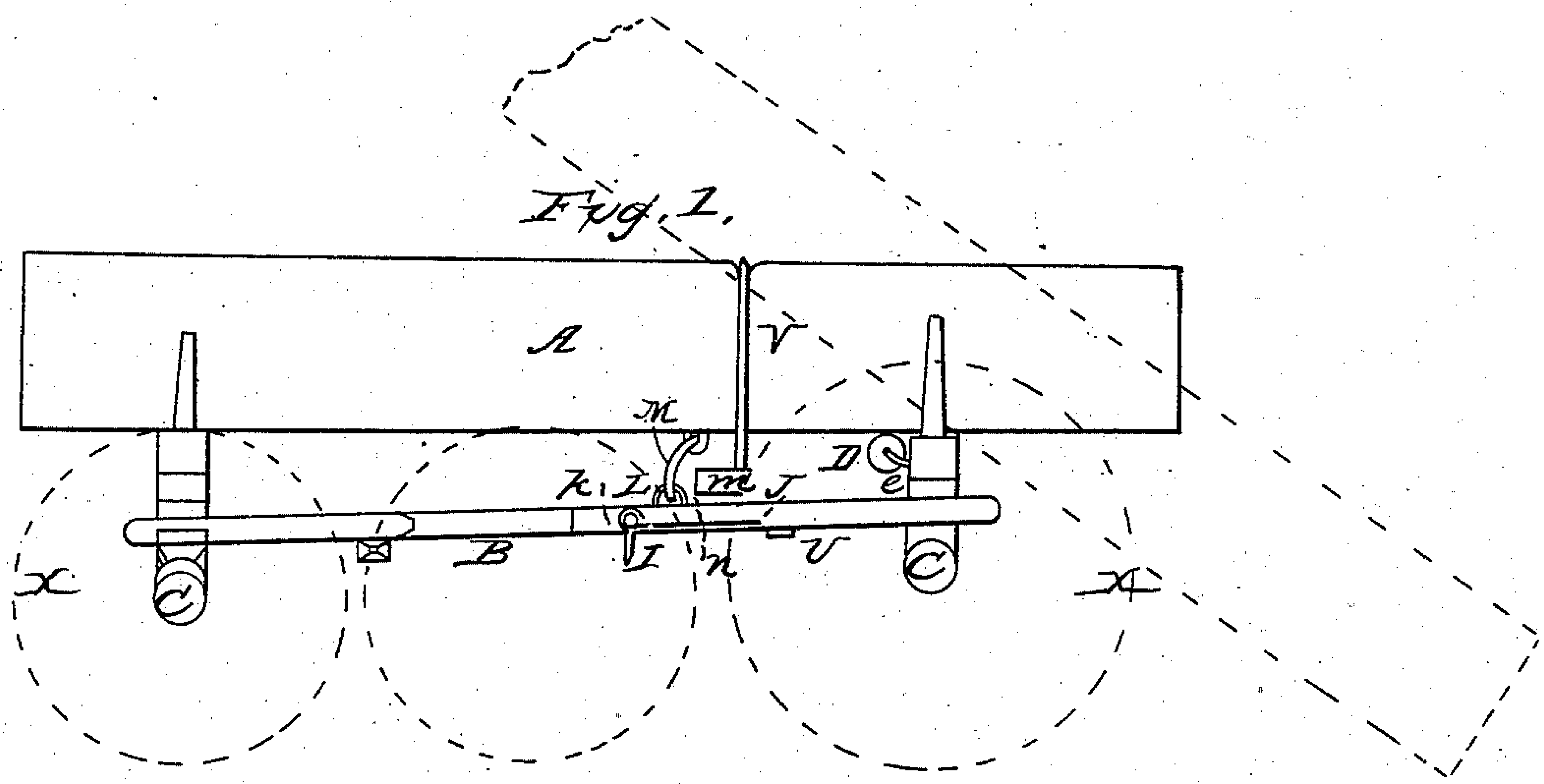

Fig. 2.

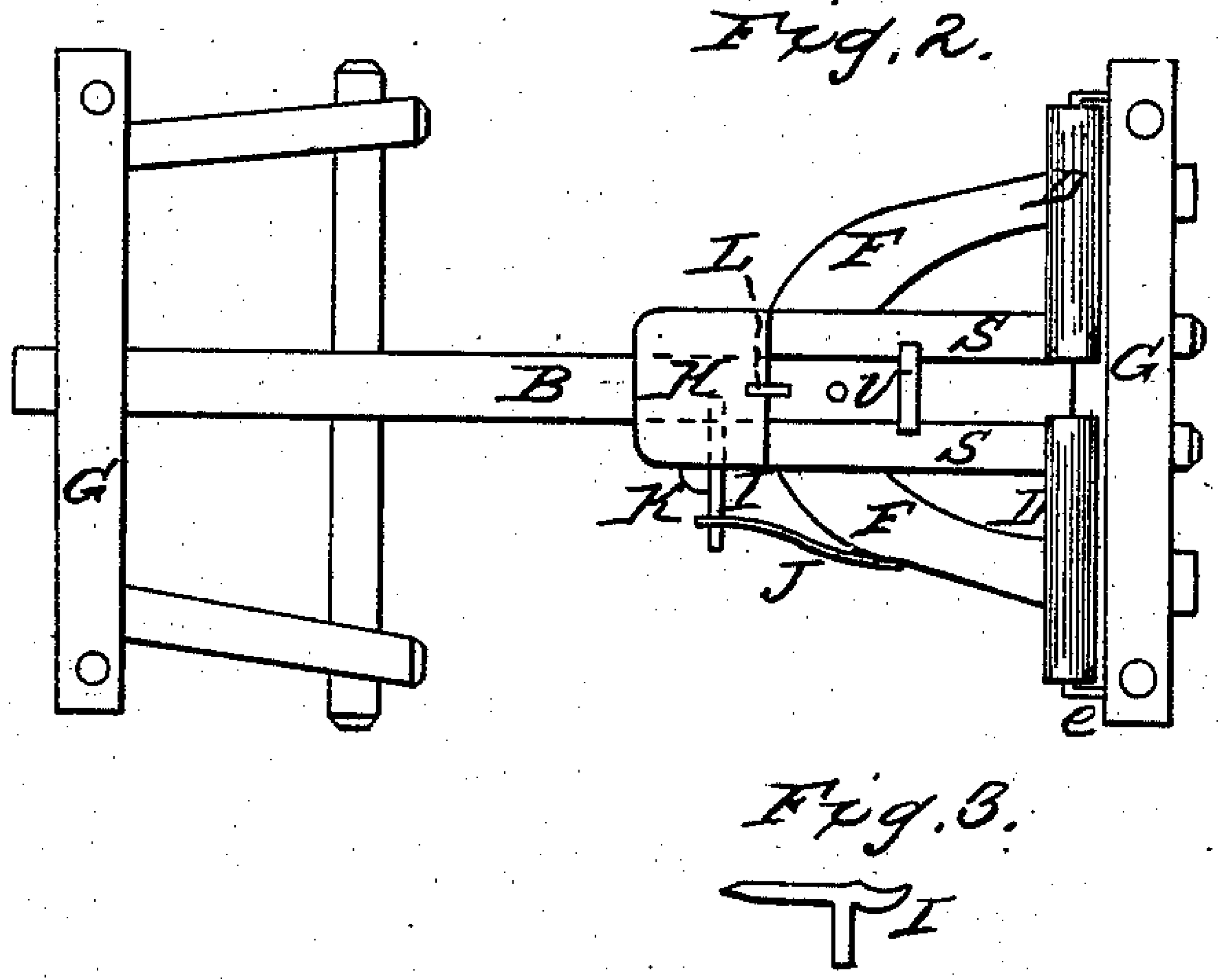

Fig. 3.

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JOSEPH WALTON, OF DELAVAN, WISCONSIN.

Letters Patent No. 74,642, *dated February* 18, 1868.

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, JOSEPH WALTON, of Delavan, in the county of Walworth, in the State of Wisconsin, have invented an Improved Wagon; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification, in which—

Figure 1 is an elevation of my invention.

Figure 2, a plan view of the same with the box removed.

Figure 3, a view of the coupling-pin.

The object of my invention is to arrange a box, carried upon a four-wheeled vehicle, so that it may be dumped over the rear axle, and to construct an automatic brake which can be easily removed from the wagon when not required for use.

In order to give a correct understanding of my invention, I have marked corresponding parts with similar letters, and will give a detailed description.

A represents a common wagon-box; G G the bolsters, C C the axles, and F F the rear hounds of a common wagon, the wheels being represented by the lines X X. S S represent two guides rigidly attached to the rear axle and the hounds F F, and are secured at the front ends by means of one or more metal plates H, fig. 2, and are arranged to allow the reach B to have a longitudinal motion between them, plates U, figs. 1 and 2, being used to keep the reach parallel with the top of the guides. A pin, I, is made to pass through one of the guides S and into the reach B, and hold it in place, and also made with a nib for passing through the eye of a spring, J, attached to one of the hounds F. This pin has a handle, as seen at fig. 3, projecting downward, and used for drawing it out of a hole in the reach, and for locking against a projection, K, attached to the under side of the guide, through which the pin passes, and thus allow the reach to slide. When the pin I is to re-enter the hole, the handle must be removed from projection K, which will allow spring J to throw it in. Two rollers D are hung to the rear bolster by a rod, *e*, the ends of which are driven into said bolster. The object of these rollers is to allow the rear bolster to pass forward under box A when it is to be dumped, and the reason for hanging them on the rod *e* is to prevent them from projecting so far above the bolster as would be the case if they were arranged on its top, as is now the case with lumber-carts. A link, M, is secured to a staple at the under side of box A, and to a staple, L, attached to the reach, and is used to prevent said box from being drawn off from the hind bolster after it is dumped, as seen by red lines Z Z. The brake *m* consists of a piece of timber hung to box A, at both sides, by means of hooks V, and is held in position at the under side by means of a pin, *n*, passing into said brake, and the reach B, and will act of itself when the pin I is drawn out of the reach as described.

Operation.

When the box is to be dumped, the hind wheels should first be blocked, and the pin I drawn out, after which the forward wheels can be run back until the box falls down, as shown at Z Z. The box should then be tipped back so as to bear on the forward bolster, and the forward wheels moved so as to draw the reach out to its first position, and pin I put in the hole, which will again place the box for use.

Having thus described my device, what I claim, and desire to secure by Letters Patent, is—

1. The brake *m*, hung to box A by hooks V, in combination with reach B, substantially as set forth.
2. The combination of guides S S, plate H, pin I, spring J, and rollers, substantially as described.

JOSEPH WALTON.

Witnesses:

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