

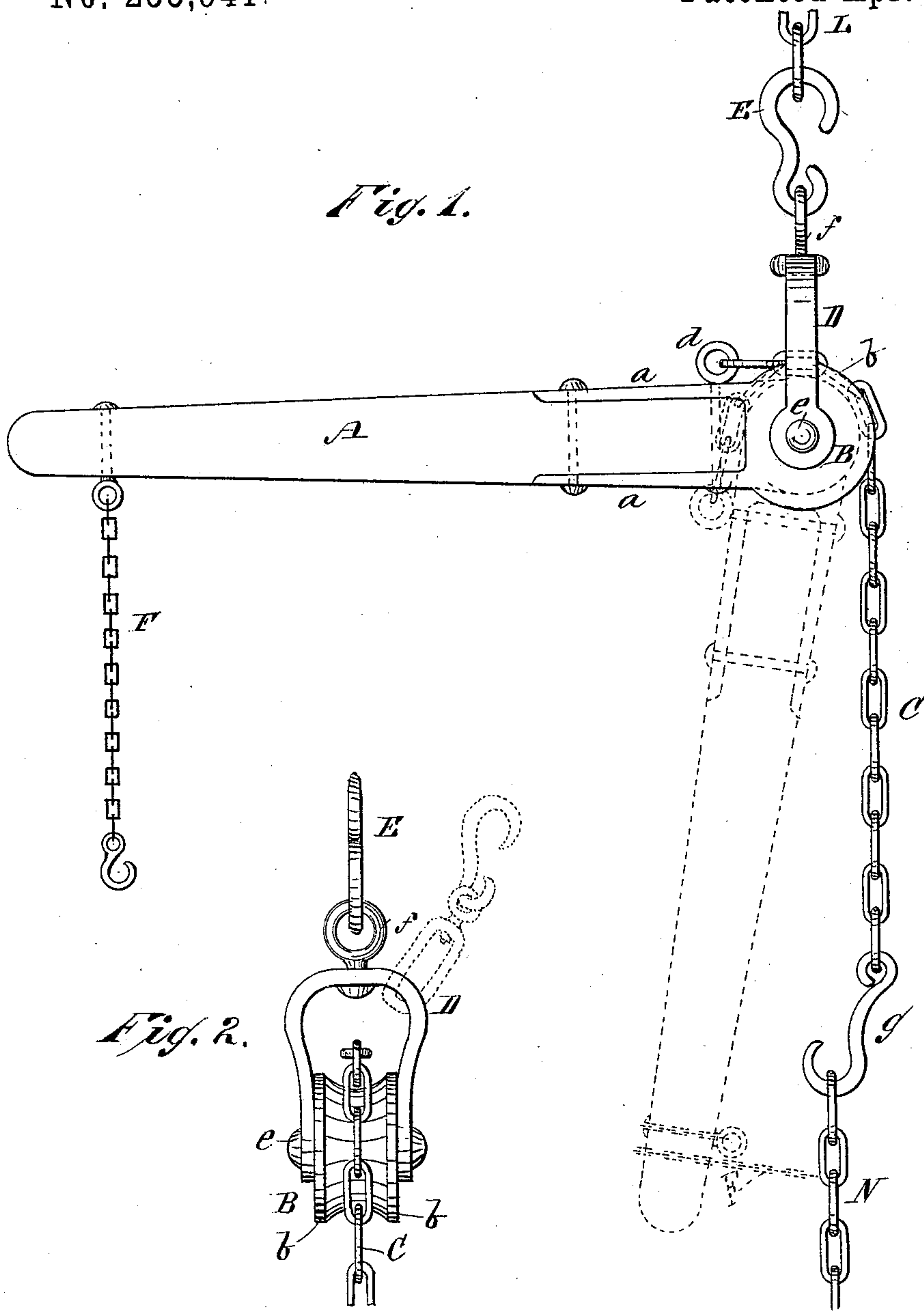
(Model.)

S. S. CONKLING.  
LOAD BINDER.

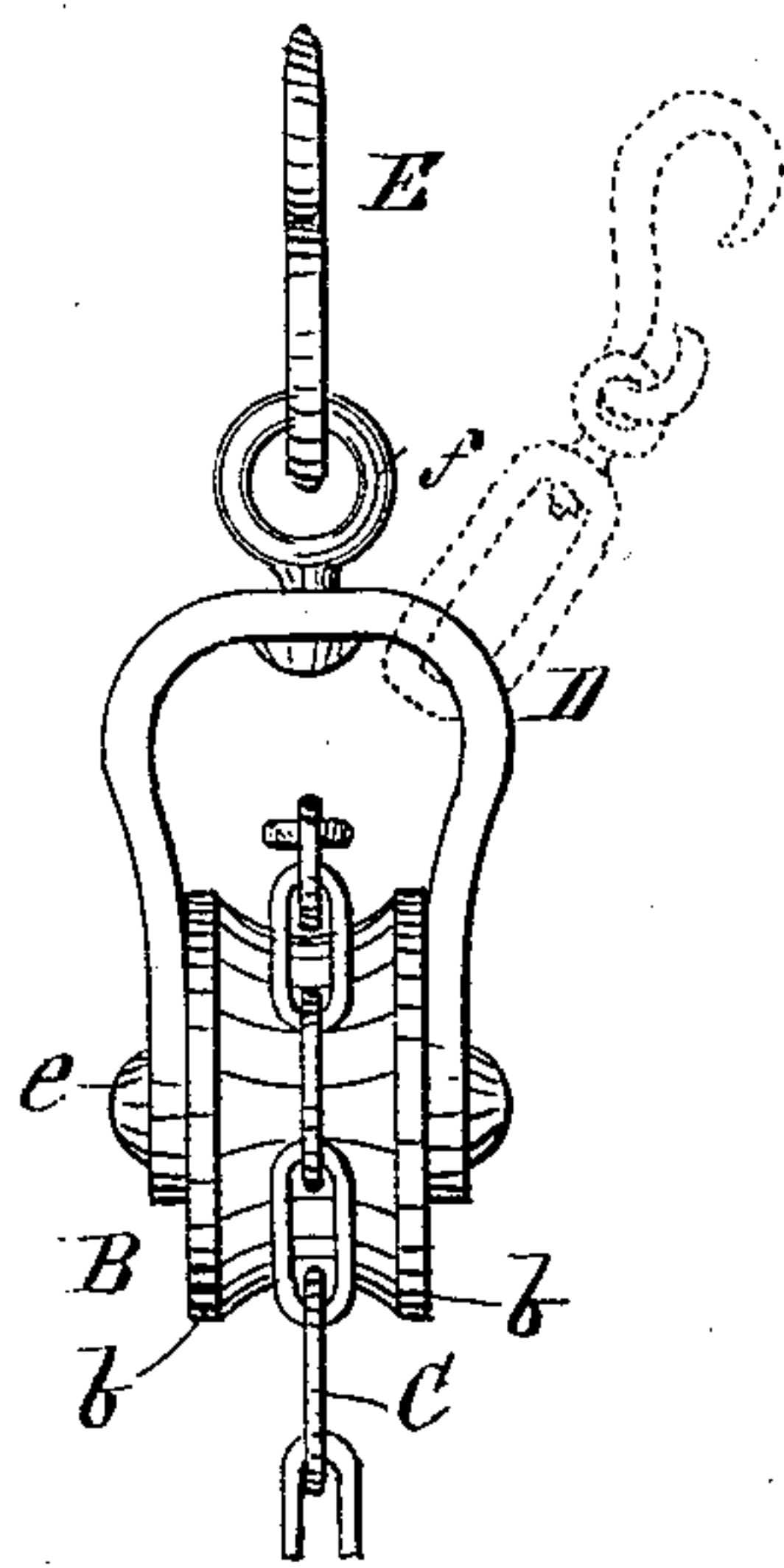
No. 255,941.

Patented Apr. 4, 1882.

*Fig. 1.*



*Fig. 2.*



WITNESSES:

*Theo. G. Hartung*  
*C. Sedgwick*

INVENTOR:

*S. S. Conkling*  
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# UNITED STATES PATENT OFFICE.

STEPHEN S. CONKLING, OF MIDDLETOWN, NEW YORK.

## LOAD-BINDER.

SPECIFICATION forming part of Letters Patent No. 255,941, dated April 4, 1882.

Application filed December 22, 1881. (Model.)

*To all whom it may concern:*

Be it known that I, STEPHEN S. CONKLING, of Middletown, in the county of Orange and State of New York, have invented a new and useful Improvement in Load-Binders, of which the following is a full, clear, and exact description.

My invention consists of a headed lever provided with chain and hook mechanism for attachment to the binding-chain of a load, whereby loads of lumber or other materials, merchandise, or commodities may be securely and easily bound upon a wagon or other vehicle or conveyance, the device being simple, easily handled, powerful, and inexpensive.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a side elevation of my invention, and Fig. 2 is an end elevation of the head of the lever.

The lever and head may be made solid of malleable cast-iron, or they may be made of wood and iron or other metal. In the drawings, the lever A is of wood and the head B is of metal. The head B is preferably circular, and is concaved in form, so as to form the cheeks *b b*, and is formed with the extended plates or straps *a a*, which receive and hold the lever, as shown. Upon one of the plates or straps is formed the loop or eye *d*, or an eye-bolt may be used, to which one end of the hooked chain C is attached. The head is perforated through at or near its center for the passage of the bolt or pin *e*, which secures the yoke or clevis D to the head. The yoke or clevis D is preferably provided with the swiveled eye or link *f*, or with a link with a swiveled eye, as shown in dotted lines in Fig. 2, to which is secured the hook E, which is adapted to hook into a link of the binding-chain L, as shown. The chain C passes through the yoke or clevis over the concave of the head, and its hook *g* is adapted to be hooked into the binding-chain N, coming from the opposite side of the load. The free or outer end of the lever A is provided with the chain F, by which the lever is to be

secured after being brought down or around to bind the load.

In use the hooks E and *g* are to be hooked in the binding-chains, as above mentioned, with the lever standing toward the hook E, in the position shown in full lines in Fig. 1, and then to bind the load the lever is to be forced down or around toward the hook *g* to the position shown in dotted lines in said figure, and secured by the chain F, preferably to the binding-chain. In case the first operation of the lever does not draw the binding-chains sufficiently tight the lever may be swung back and the hook *g* placed in a link farther along in the binding-chain and then again brought down, and this operation may be repeated until the load is securely bound.

It will be observed that the distance from the pivot of the yoke or clevis to the periphery of the head is very short, furnishing a powerful leverage, thus making it possible to construct the device so as to be very small and compact and still furnish ample power for the use to which it is applied.

If desired, a single binding-chain may be used to secure the load, the ends of the chain being linked to the hooks E and *g* and the lever operated to tighten the chain about the load, substantially as above described.

In using my binder for binding loads of lumber it is usually placed on the top of the load in a horizontal position, the end of the lever being to the right hand. The main binding-chain is then placed under the wagon directly under the axle-tree. One end of the chain is then brought up just back of the stake of the hind bolster, the other in front of the opposite stake. After fastening the hooks the lever is brought around in nearly a horizontal position until the chains are sufficiently strained up and the load brought together and down firmly to the bolster of the wagon. By this manner of binding the load the chain is brought almost directly across the load and over the bolster, avoiding all swinging and vibratory motion of the load in passing over rough roads, which it is almost impossible to avoid where the old style of binder is used.

Having thus described my invention, I claim  
as new and desire to secure by Letters Patent—

In a load-binder consisting of the lever A,  
provided with the chain F at its outer end, and  
5 the head B, having cheeks *b* and arms *a*, the  
yoke D, pivoted to the said head and provided  
with the swiveled eye or link *f*, and the chain  
C, secured to the head and passing through the

links over the head, the said swiveled eye or  
link and chain being adapted to be connected 10  
to the ends of a binding-chain, substantially  
as herein shown and described.

STEPHEN SAYER CONKLING.

Witnesses:

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WM. M. DUNNING.