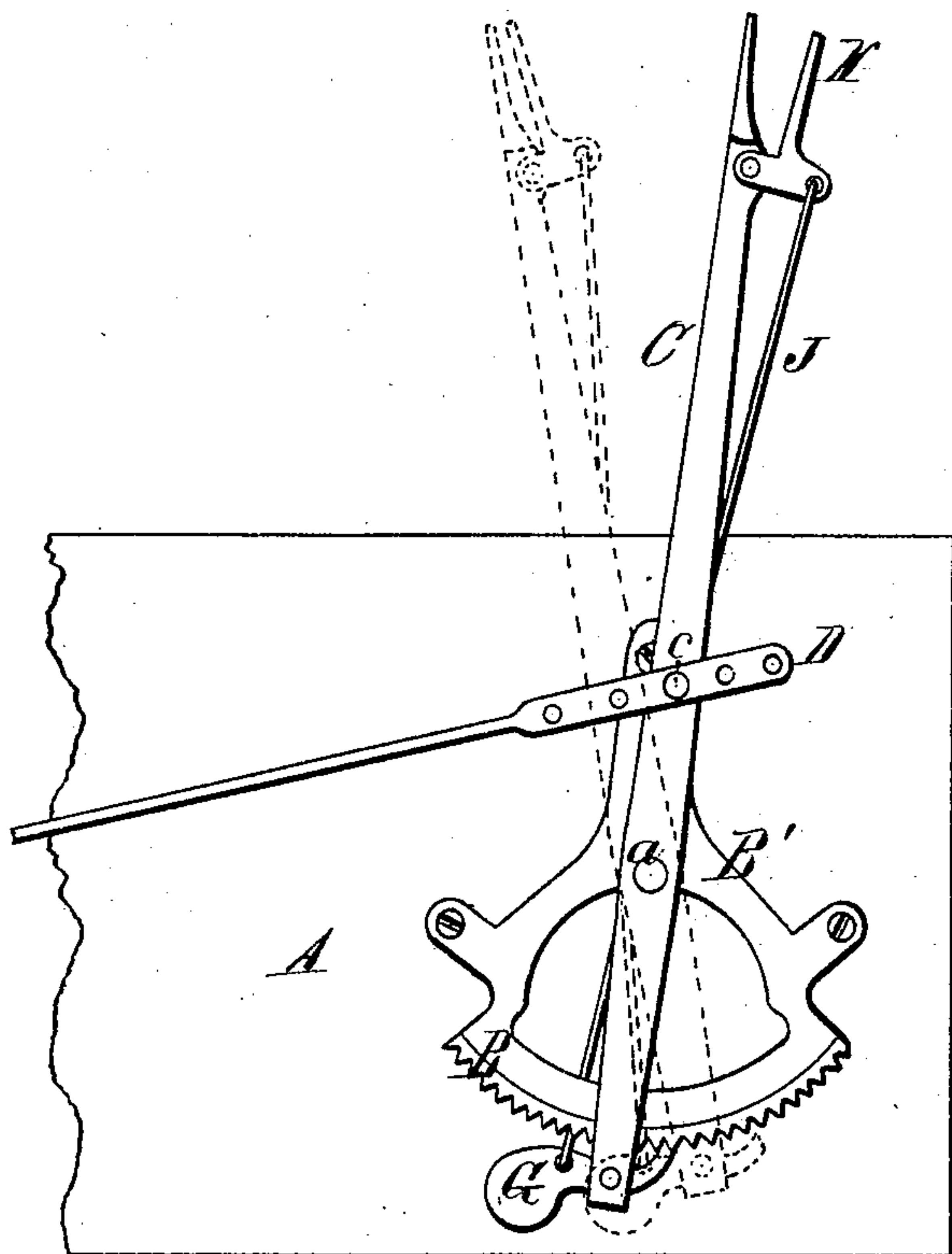


J. B. SEXTON.
WAGON-BRAKE LEVER.

No. 178,805.

Patented June 13, 1876.



WITNESSES

Robert Everett
George E. Upham

INVENTOR.

James B. Sexton
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ATTORNEYS—

UNITED STATES PATENT OFFICE.

JAMES B. SEXTON, OF PELLA, IOWA.

IMPROVEMENT IN WAGON-BRAKE LEVERS.

Specification forming part of Letters Patent No. 178,805, dated June 13, 1876; application filed April 8, 1876.

To all whom it may concern:

Be it known that I, JAMES B. SEXTON, of Pella, in the county of Marion and State of Iowa, 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 and figures of reference marked thereon.

The figure of the drawing is a representation of a plan view of my wagon-brake.

This invention has relation to wagon-brakes; and the nature of my invention consists in a segmental bracket, which is toothed on its lower edge, and secured rigidly to one side of a wagon-body, in combination with a brake-lever and a gravitating-pawl, which latter is connected, by a rod, to a hand-lever on the main brake-lever, as will be hereinafter explained.

In the annexed drawings, A designates one side of a wagon-body, and B a toothed segment, which has its teeth on the lower edge. This segment is formed on a frame, B', and is set off from the side of the body a short distance. C designates a brake-lever, which has its fulcrum at *a* on the frame B', and which extends above the wagon-body far enough to be conveniently handled by the driver sitting in his seat.

Above the fulcrum-pin *a* a brake-rod, D, is pivoted by a removable pin, *c*, which rod has a number of holes through it for receiving the pin *c*, and allowing for wear of the brake-shoes. G designates a loaded pawl, which is pivoted to the lower end of the brake-lever C, so that it will engage with the teeth of the segment B, and hold the brake-shoes in any desired position. J designates a rod, which attaches the loaded end of the pawl G to a hand-lever, N, pivoted to the brake-lever C near the upper end thereof. By means of this lever N and its rod J the driver can release the pawl G from its toothed segment, and when released the brake-shoes can be operated by vibrating the lever C.

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

The segmental bracket B B', having teeth on its lower edge, in combination with the gravitating-pawl G, rod J, levers C N, and brake-rod D, all arranged substantially as described.

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

JAMES B. SEXTON.

Witnesses:

R. M. ASBURY,
F. M. SEXTON.