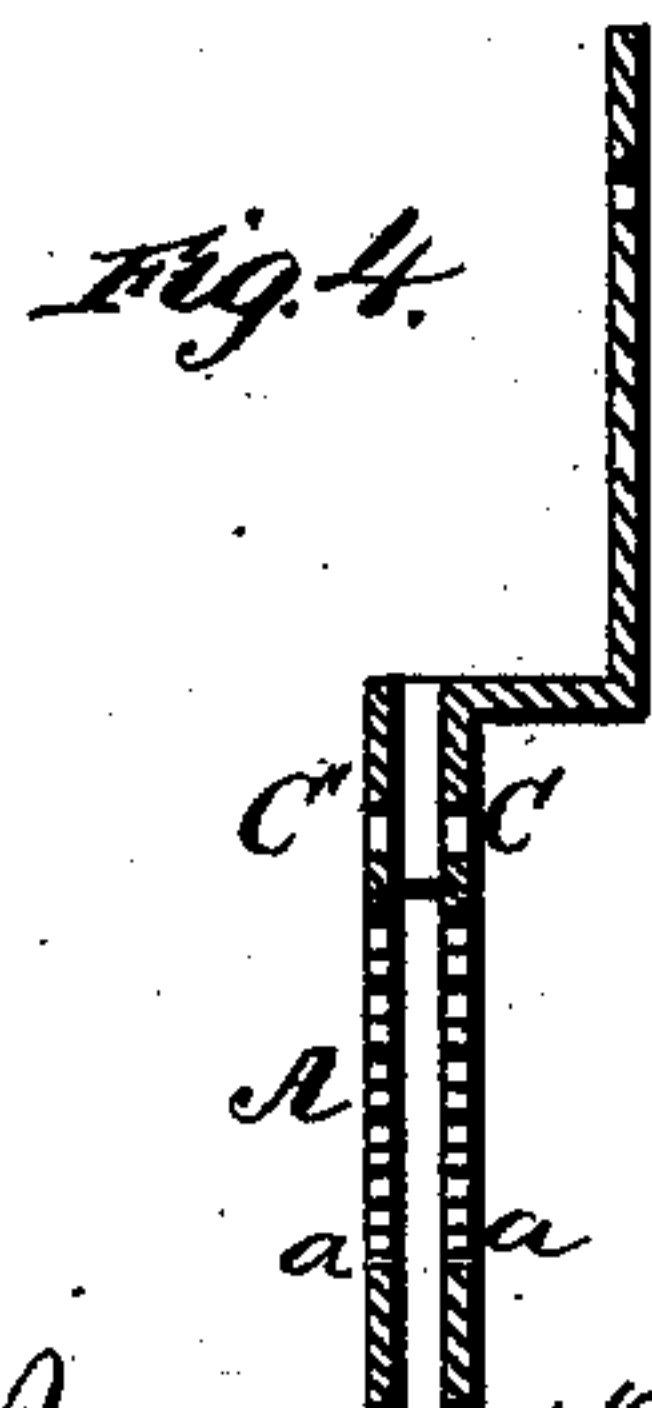
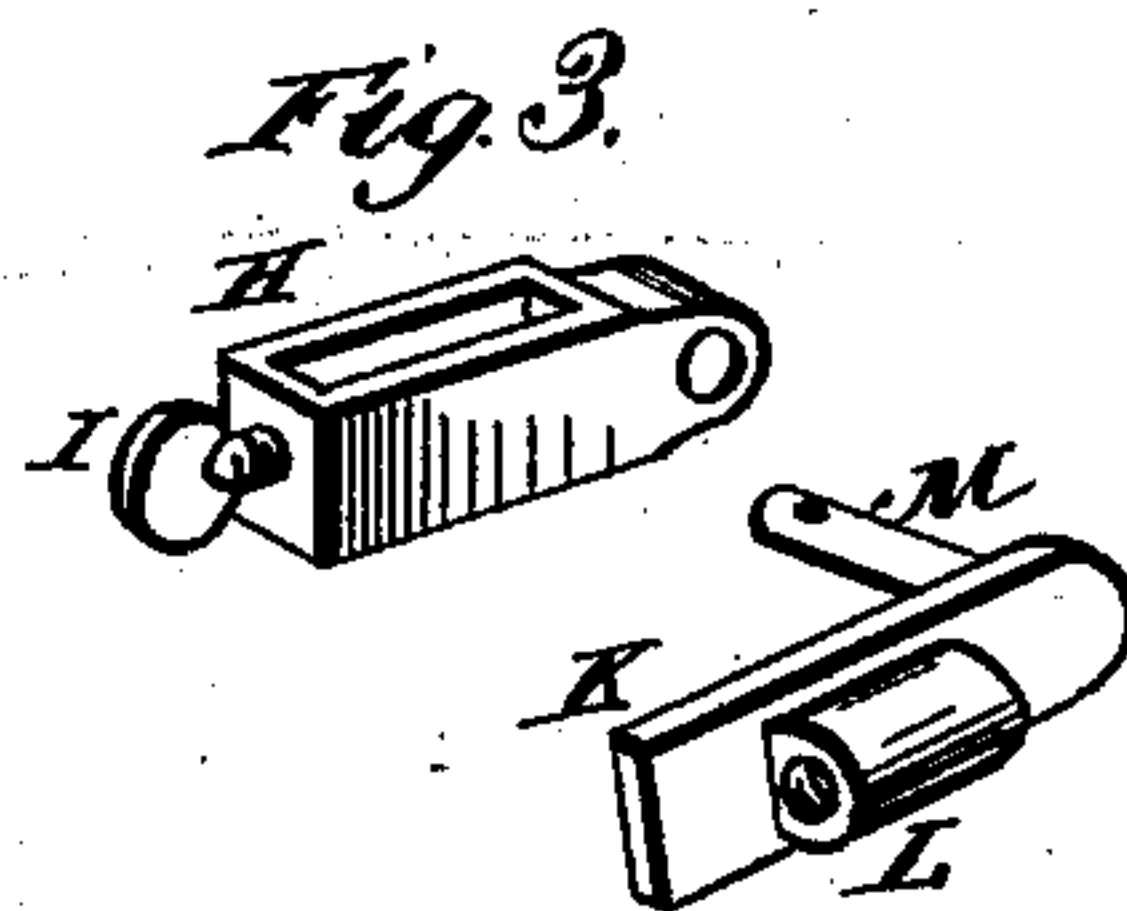
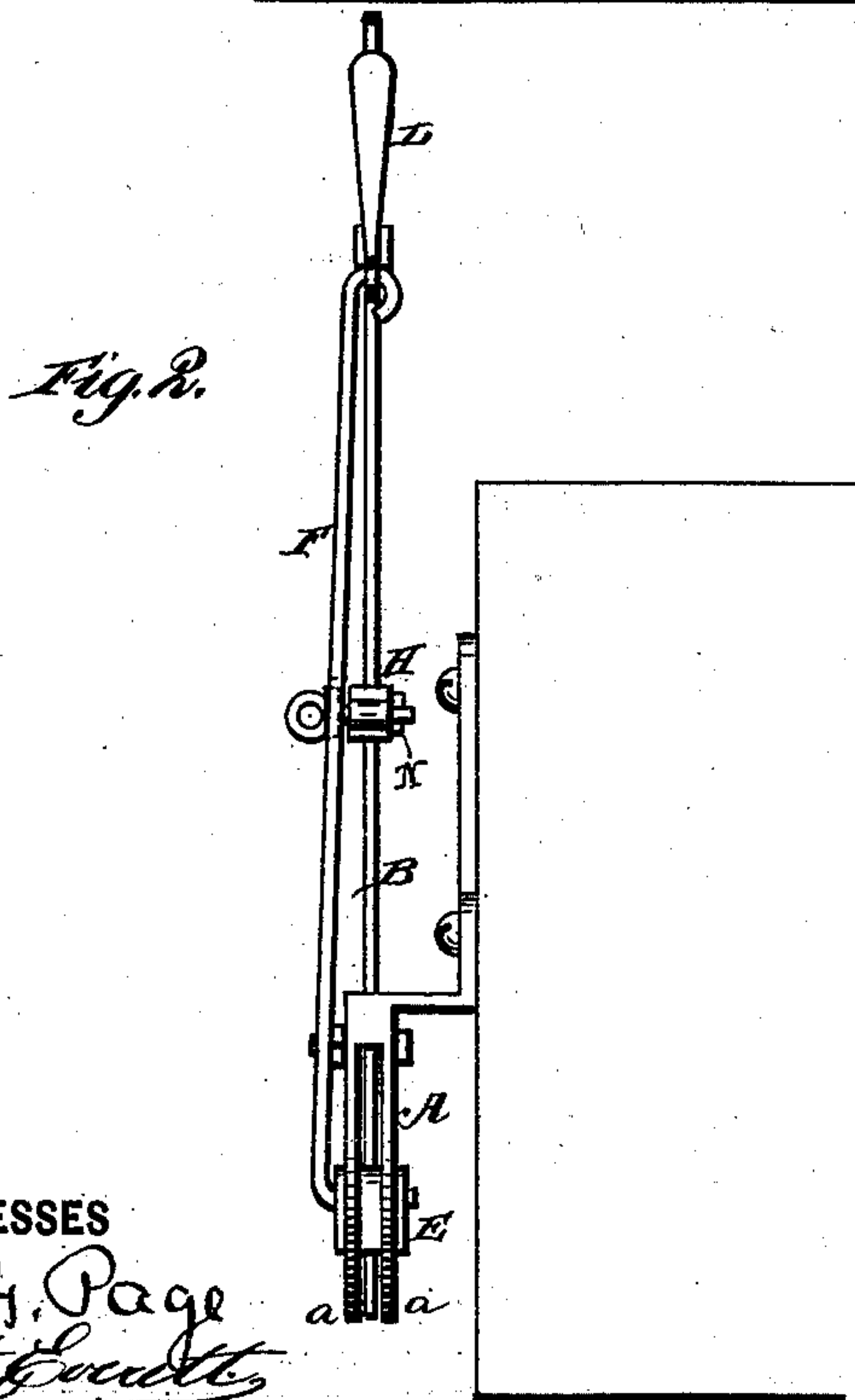
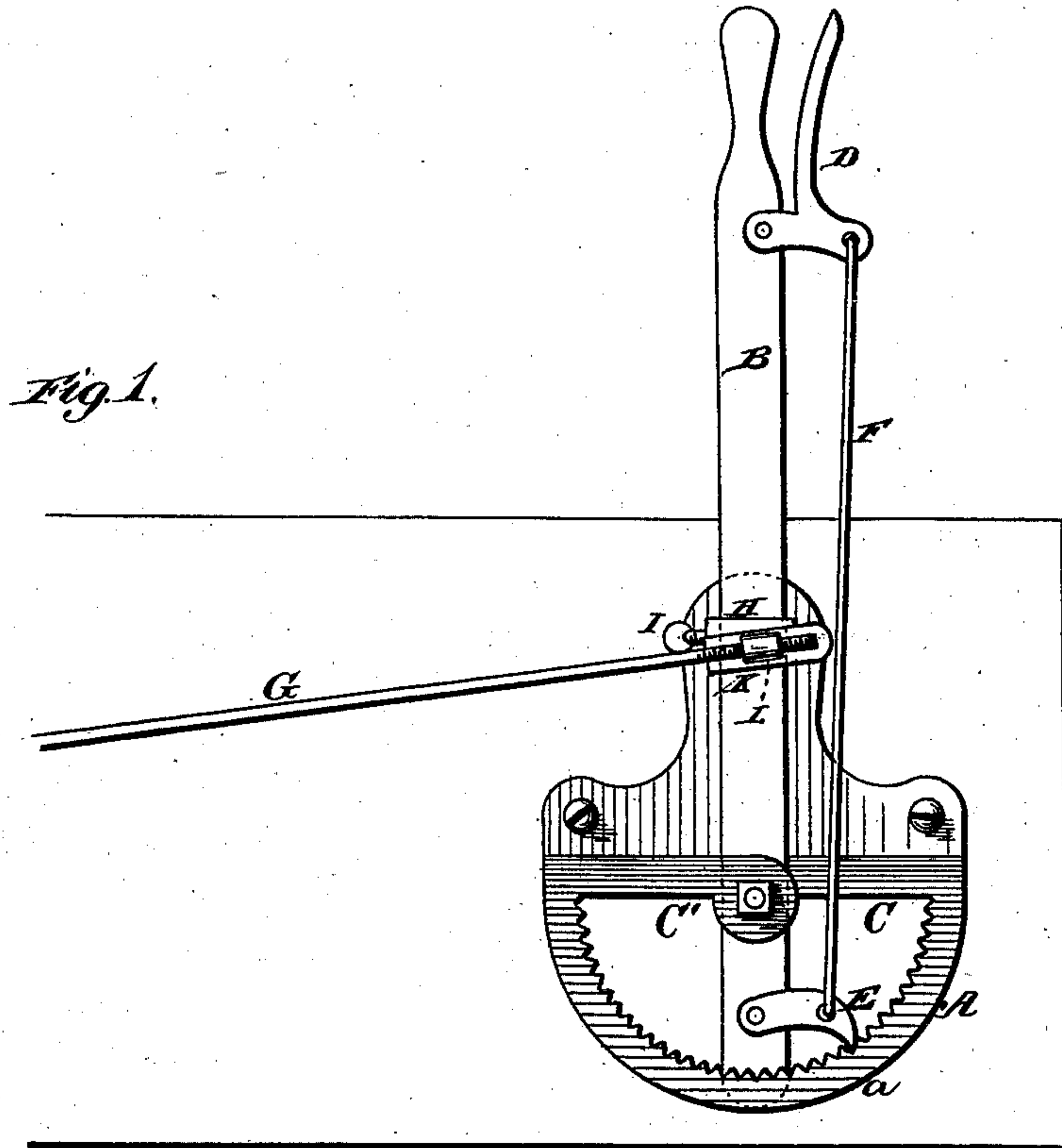


J. B. SEXTON.  
Wagon-Brake Lever.

No. 227,847.

Patented May 18, 1880.



WITNESSES  
Chas. G. Page  
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# UNITED STATES PATENT OFFICE.

JAMES B. SEXTON, OF PELLA, IOWA.

## WAGON-BRAKE LEVER.

SPECIFICATION forming part of Letters Patent No. 227,847, dated May 18, 1880.

Application filed November 20, 1879.

*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 certain new and useful  
5 Improvements in Wagon-Locks and Brake-Levers; 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,  
10 making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a side elevation of my wagon-lock and brake-lever. Fig. 2 is an end view of the same, and Figs. 3 and 4  
15 are detail views.

This invention relates to vehicle-brakes; and it consists in the improvements in the construction of the same, hereinafter fully described, and particularly pointed out in the  
20 claims.

In the accompanying drawings, A designates the double sector-rack, which is composed of the two rack-bars *a a*, having teeth in their upper edges, and secured side by side, so as  
25 to leave an intermediate way for the travel of the lower end of a brake-lever, B. This brake-lever B is pivoted between the cross-bars C C' of the sector-rack, and extends between the two rack-bars, so that all lateral play or wab-  
30 bling upon its pivot will be effectively prevented. The bar C' extends only sufficiently far to form a bearing for the pivot of the brake-lever, while the bar C extends from arm *a* to arm *a* upon its side of the sector-rack.

D designates the latch-lever, which is pivoted at the upper end of the lever-bar B, and E designates the gravity pawl or latch, which is pivoted at the lower end of the said lever-bar, so as to engage with the double lines of  
40 teeth of the sector-rack, the said pawl and latch-lever being connected by means of a latch-rod, F.

The devices for connecting the brake-rod G with the brake-lever B are constructed as follows: H refers to a sliding sleeve, which is arranged upon the brake-lever; and I, a thumb-screw for securing the sleeve at any desired point upon the same.

K designates a plate formed with a sleeve, L, which screws upon the end of the brake-rod G, and, as herein illustrated, this plate is con-

nected with the sleeve H by means of a pivot, M, which passes through an extended portion of the said sleeve.

In order to prevent the pivot from working out of its bearing in the sleeve, I pass a pin, N, through its end, whereby the parts will be properly held together during use.

In order to adjust the sleeve H upon the brake-lever so as to increase or decrease the leverage, it will simply be necessary to loosen it upon the lever by partially unscrewing the thumb-screw, and then slip it toward or away from the fulcral bearing of the brake-lever, after which the thumb-screw will be again  
65 tightened up.

In order to tighten up the brake-rod so as to take up all unnecessary slack, I remove the pin N from the pivot of the plate K, and then disconnect this plate from the sleeve upon the brake-lever, so that it may be turned round sufficiently to screw up its sleeve upon the brake-rod, after which it is reconnected with the sleeve, as before.

As herein shown, the sector-rack is connected with the side of a wagon by a bracket, and, when desired, this may be transferred from one side to the other of the wagon. In order to accomplish this it will be necessary to reverse the brake-lever, and hence I extend  
80 the bar C' only part way between the ends of the rack-bars, so that a space will be left for the removal of the same after its pivot has been removed from the frame of the sector-racks.

The advantages of my adjustable connection between the brake-lever and brake-rod will be evident upon comparison with the old way, which usually consists in forming the brake-lever with a series of holes, through  
90 which the pivot of the connecting-yoke is passed. Under my improvement I am not limited to determinate distances of adjustment, but may adjust the sleeve to any desired degree, whether great or small.

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

1. In a wagon-brake, the double sector-rack A, having downwardly-curved rack-bars *a a*,  
100 with teeth in their upper edges, and the brake-lever B, extended between the two bars of the



said rack and having a gravity-pawl arranged to engage with the same, substantially as herein shown and set forth.

2. The brake-lever B, in combination with  
5 the double sector-rack A, having the arms C  
C', which form a space for the removal of the  
brake-lever, whereby it may be reversed when  
the brake is changed from one side of the  
wagon to the other, substantially as shown  
10 and set forth.

3. The plate K, having a sleeve, L, adapted  
to be screwed upon the brake-rod, and a pivot,  
M, detachably connected with a sleeve, H,  
upon the brake-rod, substantially as shown  
15 and set forth.

4. The sleeve H, arranged to slide upon the  
brake-lever and provided with a thumb-screw  
for securing it in position thereon, in combi-  
nation with the brake-rod and the plate K,  
having sleeve L, pivoted to said sleeve H, sub- 20  
stantially as shown and set forth.

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

JAMES B. SEXTON.

Witnesses:

WM. H. ROWE,

JAMES J. SHEEHY.