

(Model.)

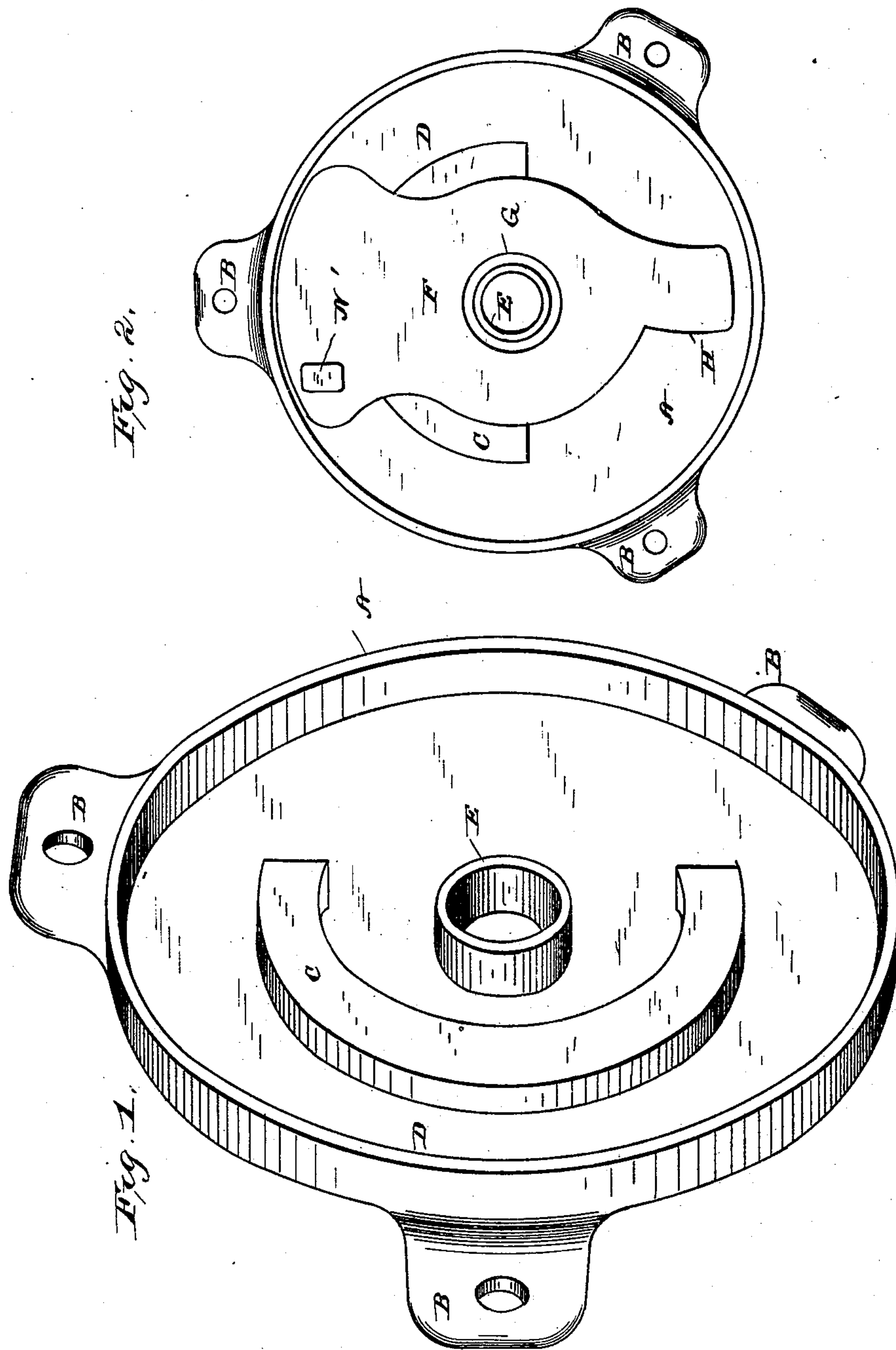
2 Sheets—Sheet 1.

J. L. BARKER & W. D. SLAUSON.

WAGON BRAKE LEVER.

No. 253,662.

Patented Feb. 14, 1882.



Witnesses,
Edwin L. Jewell.
J. J. McCarthy.

Inventors,
John L. Barker,
Willis D. Slauson.
By C. M. Alexander,
his Attorney.

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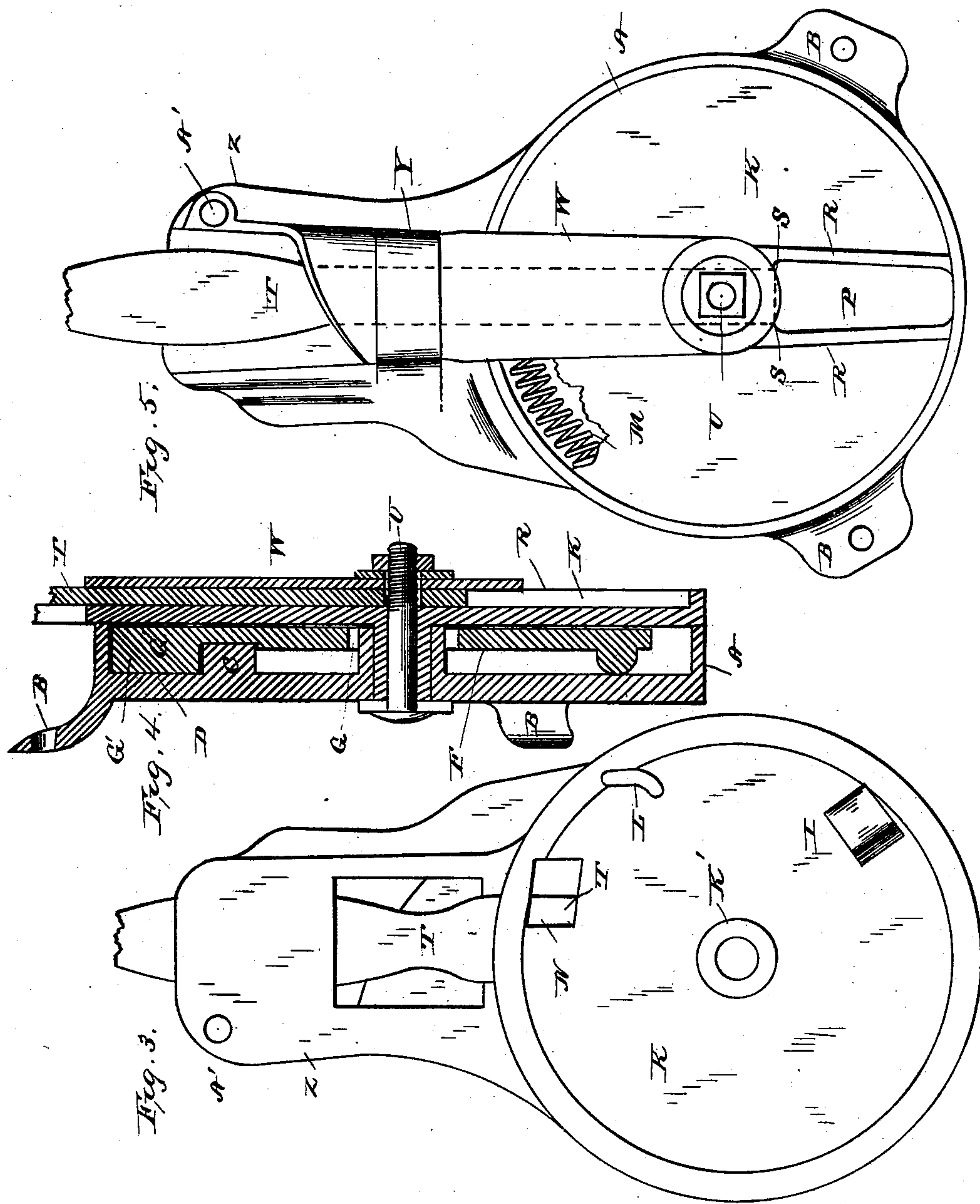
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UNITED STATES PATENT OFFICE.

JOHN L. BARKER AND WILLIS D. SLAUSON, OF RACINE, WISCONSIN.

WAGON-BRAKE LEVER.

SPECIFICATION forming part of Letters Patent No. 253,662, dated February 14, 1882.

Application filed January 3, 1882. (Model.)

To all whom it may concern:

Be it known that we, JNO. L. BARKER and WILLIS D. SLAUSON, of Racine, in the county of Racine, and in the State of Wisconsin, have
5 invented certain new and useful Improvements in Wagon-Brake Levers; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the let-
10 ters of reference marked thereon, making a part of this specification.

This invention relates to an improved brake-lever clutch for wagons and other vehicles, and it has for its objects to provide a compact de-
15 vice which may be readily attached to a vehicle of any description, which may be readily and quickly operated, which will hold the brakes without danger of slipping, and in which the clutch mechanism will be securely inclosed and protected against the weather, as more fully
20 hereinafter specified. These objects we attain by the devices and mechanism illustrated in the accompanying drawings, in which—

Figure 1 represents a perspective view of the
25 casing for the clutch mechanism with the cover removed. Fig. 2 represents a top view of said casing, showing the clutch in place. Fig. 3 represents a view of the cover detached, showing its inner face. Fig. 4 represents a vertical
30 sectional view of the device; and Fig. 5, a top view of the device complete, with a portion broken away to show the spring employed for holding and returning the parts to a normal position.

35 The letter A indicates a circular casing or box, of cast metal having, perforated lugs B, by means of which it may be attached to the wagon or vehicle. The interior of said casing is provided with a segmental flange, C, which is
40 parallel with the inner wall of the casing, leaving a space, D, between its wall and the said inner wall of the casing. The said casing is also provided with a central boss, E, as indicated.

The letter F indicates a friction-clutch pro-
45 vided with an opening, G, somewhat larger than the boss E. The clutch sets loosely in the casing, the opening setting over the boss. The upper end of the clutch, on its rear face, is provided with a segmental flange, G', which
50 fits in the segmental space D of the casing.

The lower end of the clutch is provided with a bearing, H, against which the lug I on the cover K abuts when the strain is brought upon the brakes, as more fully hereinafter specified.

The cover is provided with a boss, K', on
55 the inside, which sets in the boss in the cover, forming a short journal, which permits the cover to turn freely a proper distance. The cover is also provided with a lug, L, on its inside, which forms a bearing for one end of a coiled spring, 60
M, the other end of which bears against one side of the friction-clutch.

The letter N indicates an aperture in the cover, through which projects a lug, N', located on the
65 upper end of the front face of the friction-clutch, for the purpose hereinafter explained. The front of the cover is provided with a diametrical recess, P, formed by the raised flanges R, which converge slightly toward their lower
70 ends, and are provided with bearings S for the lower end of a lever, T, which is fulcrumed to a central bolt, U, which holds the parts to-
gether.

The letter W indicates a plate secured over the upper part of the recess P, so as to cover
75 the lower part of the lever and protect it. The lever extends upward below a guard, Y, on the upward extension Z of the cover. The letter A' indicates an aperture by means of which the brake-rod may be attached to the device. 80

The operation of our invention is as follows: The device is fastened to the wagon or vehicle in any convenient position, and the brake-rod is secured to the extension Z. When in a nor-
85 mal position the spring keeps the edge of the clutch in frictional contact with the inner wall of the casing, locking the cover. When it is desired to turn the cover to operate the brake the lever T is brought to bear against the lug N' and force the clutch away from the inner
90 wall of the casing, permitting the brake to be locked or released, as may be required.

Having thus described our invention, what we claim, and desire to secure by Letters Pat-
95 ent, is—

1. The combination, with the cylindrical cas-
ing adapted to be secured to the wagon or ve-
hicle, of the friction-clutch adapted to work in
said casing, the oscillating cover and its lugs,
and the spring for holding the clutch in a nor- 100

mal position, and the lever fulcrumed to the
outer face of the cover and adapted to bear
against a lug on the clutch projecting through
an opening in the cover, substantially as and
5 for the purposes specified.

2. In combination with the casing provided
with an internal segment and central boss, the
friction-clutch located in said casing, the oscil-
lating cover provided with lugs and a cen-
10 tral boss, the spring for holding the parts nor-
mally, and the lever for moving the clutch, the
whole arranged to operate substantially in the
manner specified.

3. In combination with the casing provided

with an internal segment and central boss, the 15
friction-clutch located in said casing, the oscil-
lating cover provided with lugs and a central
boss, and the lever for moving the clutch, the
whole arranged to operate substantially in the
manner specified. 20

In testimony whereof we affix our signatures,
in presence of two witnesses, this 27th day of
December, 1881.

JOHN L. BARKER.
WILLIS D. SLAUSON.

Witnesses:

J. J. MCCARTHY,
WILLIAM ALEXANDER.