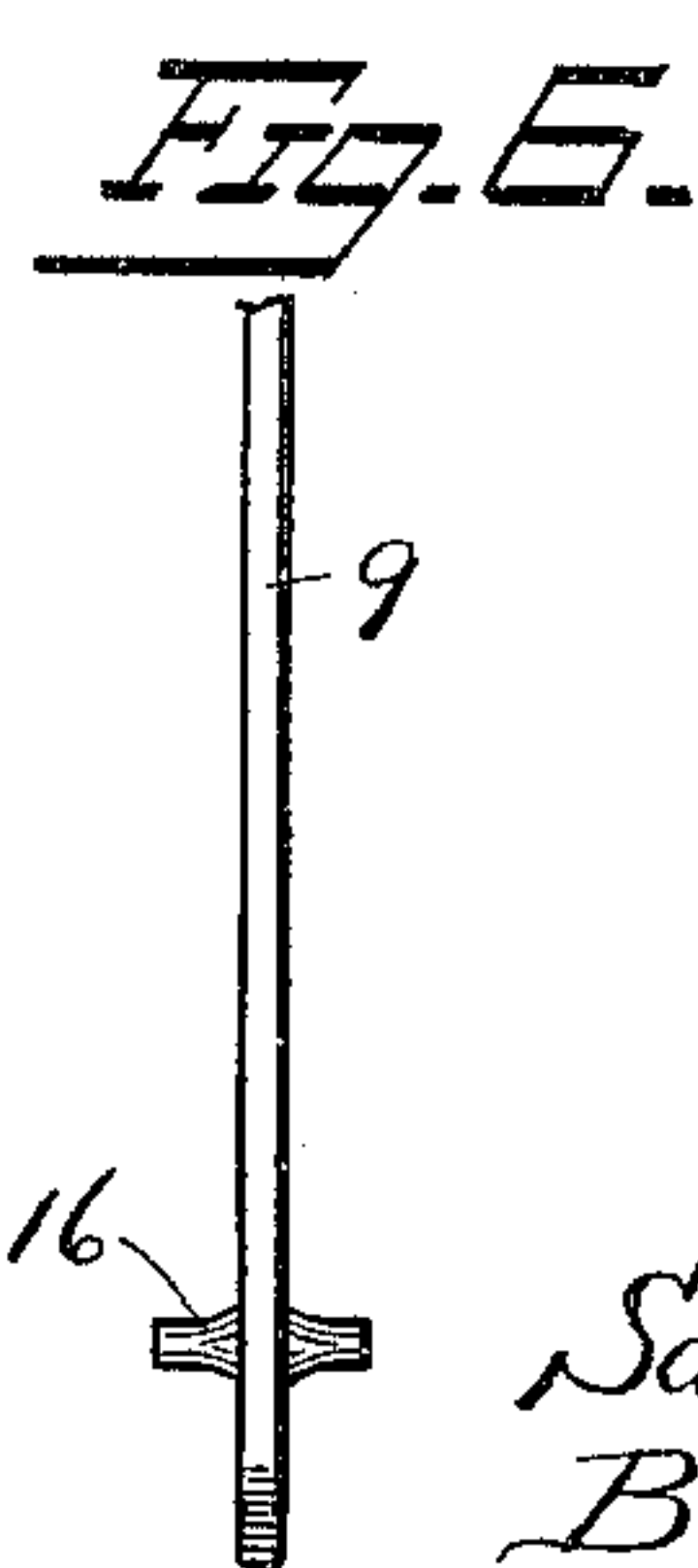
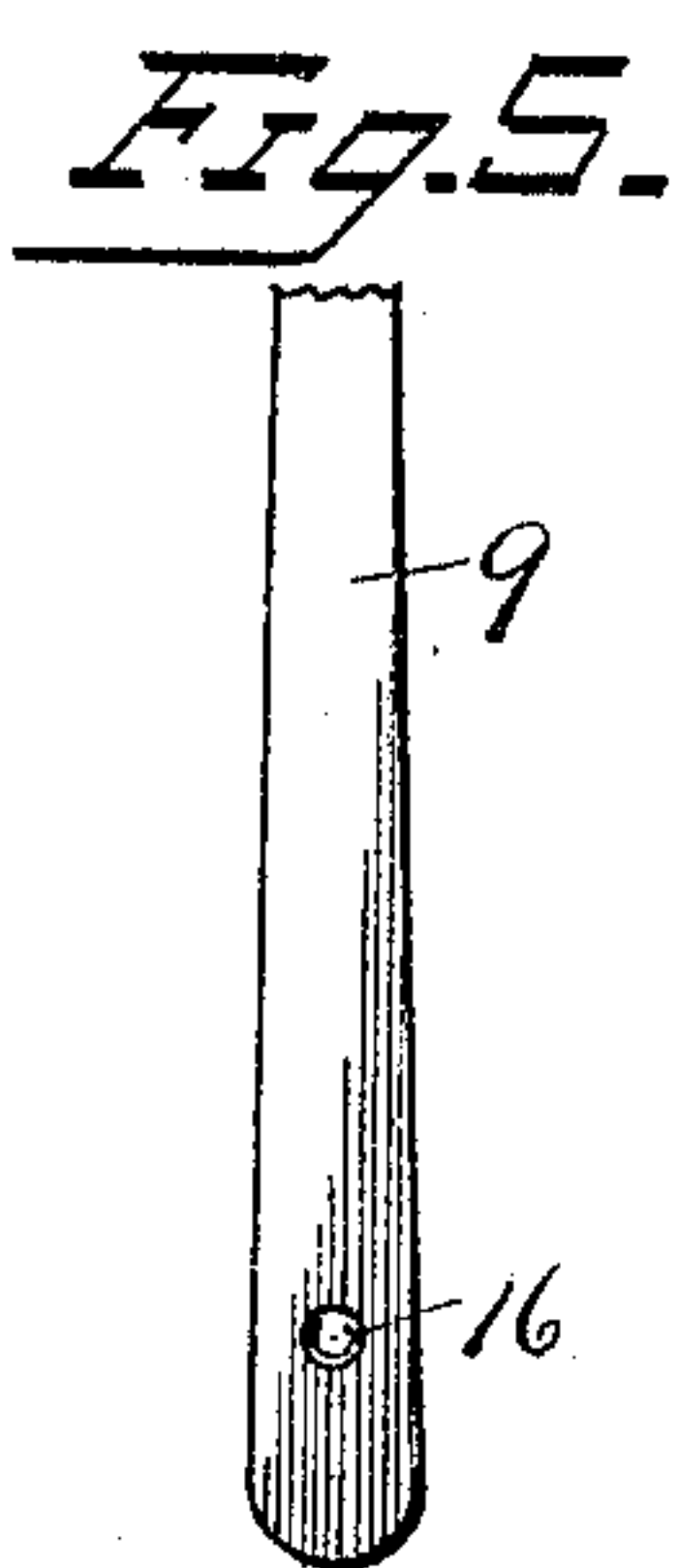
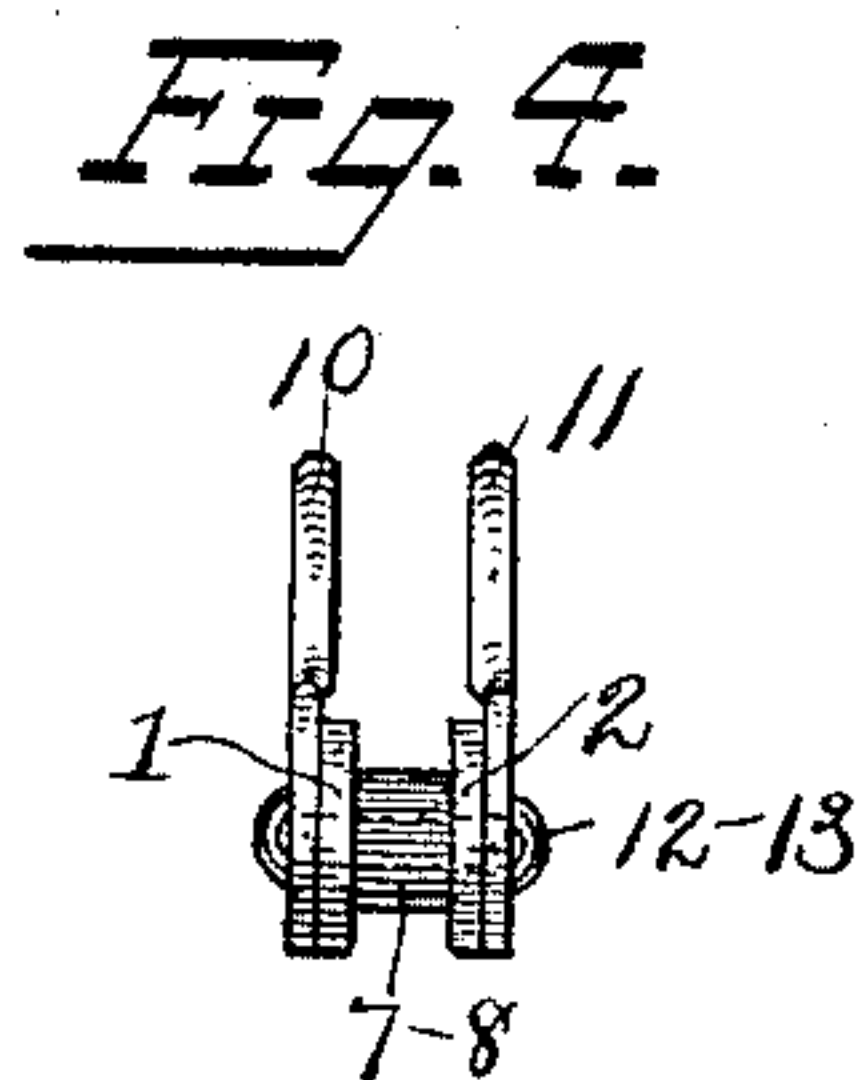
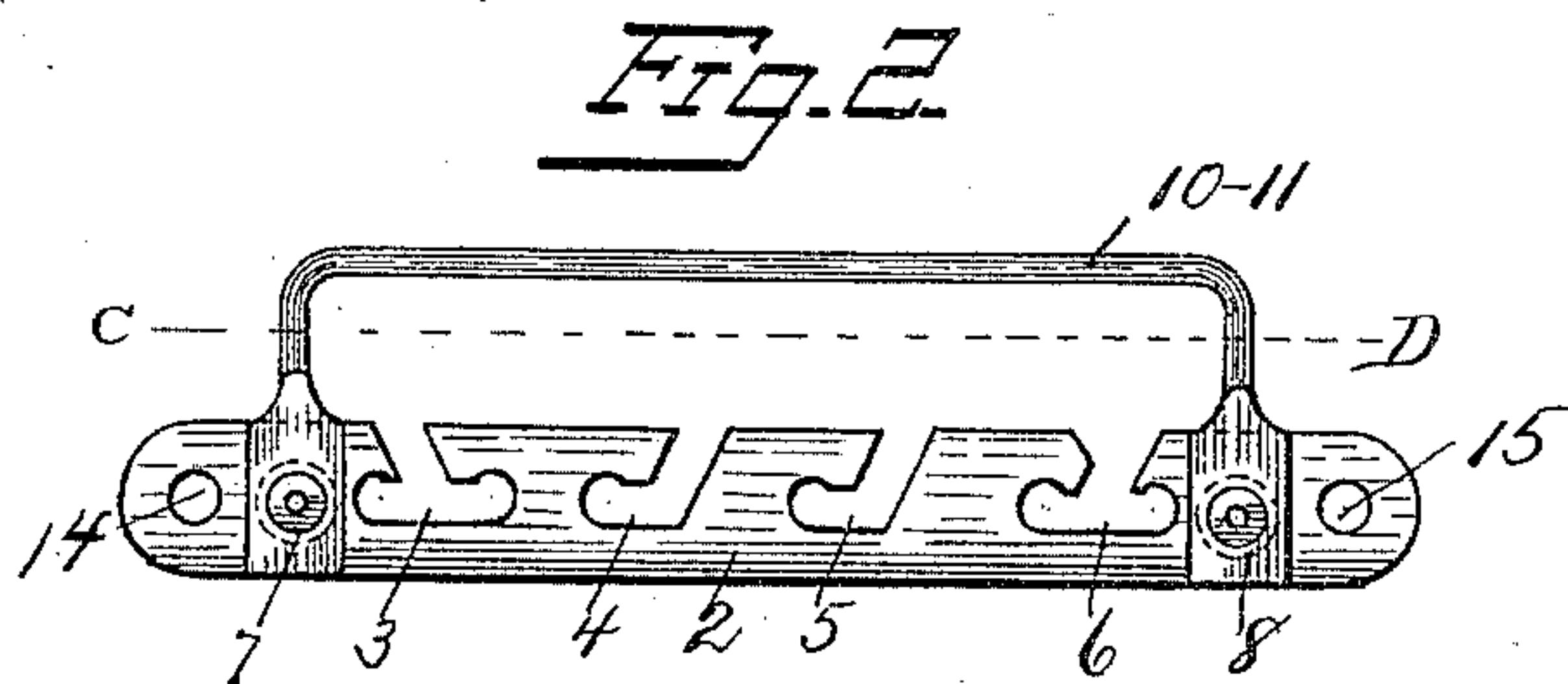
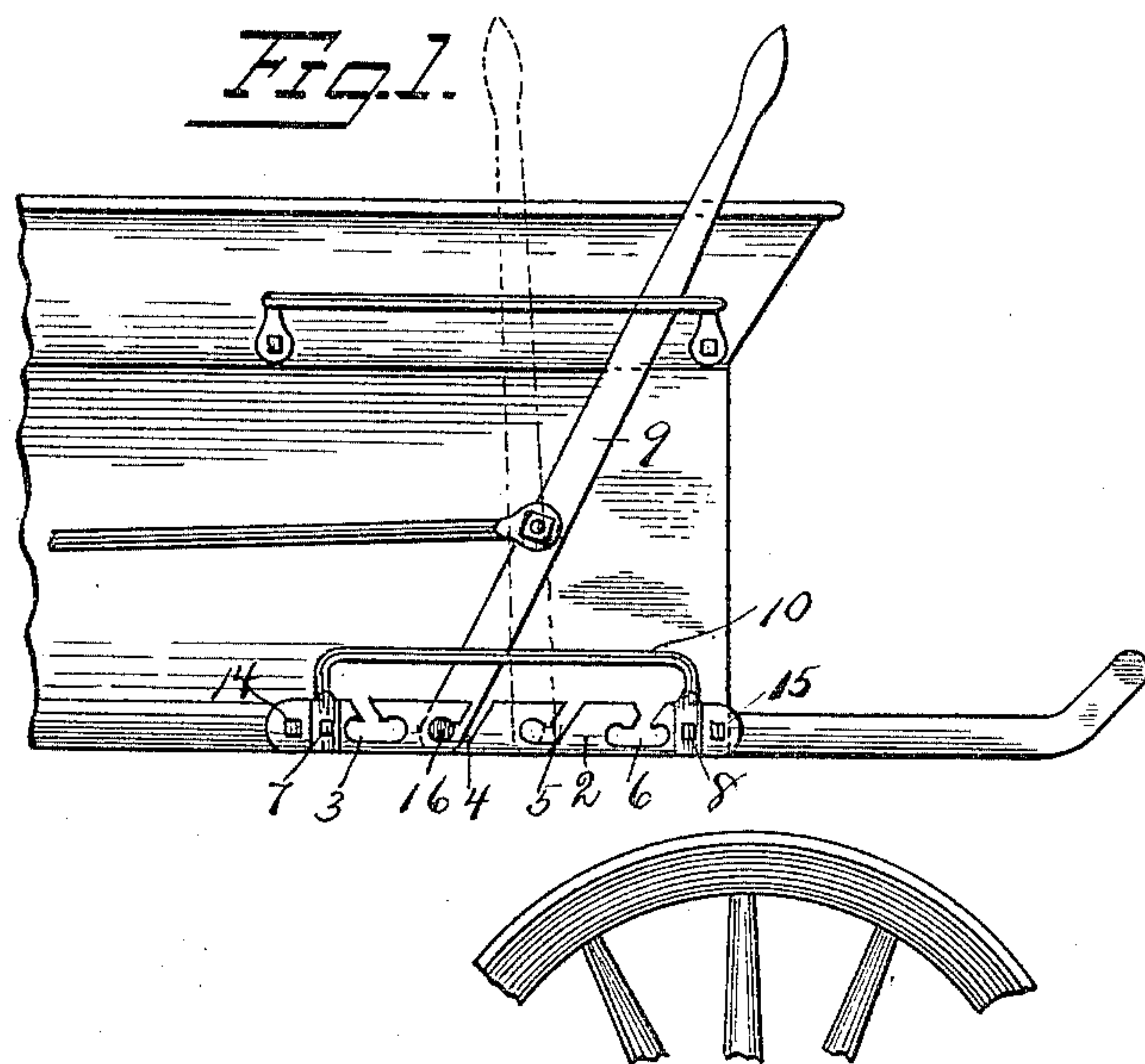


(No Model.)

S. L. SISLEY.
WAGON BRAKE.

No. 604,704.

Patented May 24, 1898.



Witnesses,
Albert Popkins.
H. Joseph Doyle.

Inventor
Samuel L. Sisley.
By *O. D. Sevis*
His Attorney

UNITED STATES PATENT OFFICE.

SAMUEL L. SISLEY, OF PERRYOPOLIS, PENNSYLVANIA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 604,704, dated May 24, 1898.

Application filed May 24, 1897. Serial No. 637,914. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL L. SISLEY, a citizen of the United States, residing at Perryopolis, in the county of Fayette and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Brakes; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

Figure 1 is a side elevation showing the brake attachment as applied to a wagon. Fig. 2 is a side elevation of attachment. Fig. 3 is a section at C D of Fig. 2. Fig. 4 is an end view. Fig. 5 is a side elevation of brake-lever. Fig. 6 is an end elevation of brake-lever.

The object of my invention is to adjust the brake-shoes of wagons or other vehicles as the said shoes wear by changing the fulcrum of the brake-lever for operating the said shoes by means of an attachment having slotted bars and guide, as shown in Figs. 1, 2, 3, and 4.

Numerals 1 and 2 are the bars, having angular and horizontal slots 3, 4, 5, and 6. 7 and 8 are washers for keeping the said bars the required distance apart so as to allow the brake-lever 9 to go between 10 and 11 on the guides.

12 and 13 are bolts or rivets by which the bars 1 and 2, the washers 7 and 8, and the guides 10 and 11 are bound together.

14 and 15 are holes for securing the attachment to the wagon.

3, 4, 5, and 6 are the angular horizontal slots in which the brake-lever is fulcrumed.

When the pins or lugs 16 of the brake-lever 9 are in the slots 4 and the wear on the brake-shoes is such that when the lever 9 is thrown forward, as shown in Fig. 1, and the said shoes do not come in contact with the wheels of the wagon, they can be adjusted by sliding the lugs or pins 16 of the lever 9 forward in the horizontal portion of the slots 4 till striking the angular portion of the same, and thence raising the lever 9 to clear the slots 4, and then sliding the said lever to the slots 5 and setting the same down in the said slots. The said brake-lever 9 on being thrown forward brings the brake-shoes again in contact with the wheels of the wagon.

Having described my invention, what I claim, and wish to secure by Letters Patent, is as follows:

A wagon-brake, consisting of the two horizontal bars, provided with horizontal slots, having angular openings, guides for each of said horizontal bars, in combination with the brake-lever, provided with lugs or pins on each side thereof, adapted to be seated in the said slotted horizontal bars, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

SAMUEL L. SISLEY.

Witnesses:

R. F. LUCE,
G. W. RIPPLE.