I. E. S. ALEXANDER.

WAGON-BRAKE SHOE.

No. 194,118. Patented Aug. 14, 1877.

Fig. 1.

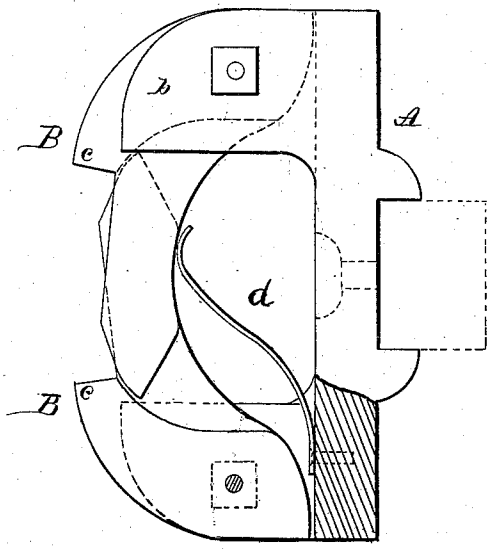
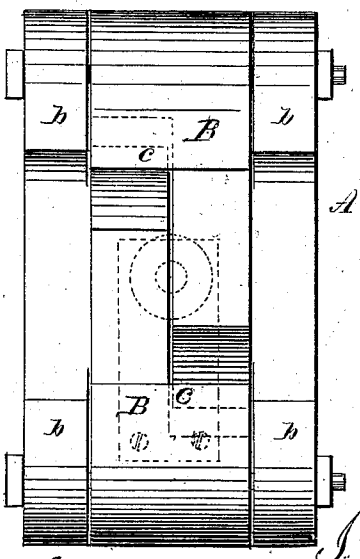


Fig. 2.



WITNESSES:

Frances McDade,

J. H. Scarborough.

INVENTOR:

I. E. S. Alexander

BY Munn & Co

ATTORNEYS.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

INDEPENDENCE E. S. ALEXANDER, OF HENRY, TENNESSEE.

IMPROVEMENT IN WAGON-BRAKE SHOES.

Specification forming part of Letters Patent No. **194,118**, dated August 14, 1877; application filed June 30, 1877.

To all whom it may concern:

Be it known that I, INDEPENDENCE E. S. ALEXANDER, of Henry, in the county of Henry and State of Tennessee, have invented a new and Improved Wagon-Brake, of which the following is a specification:

Figure 1 is a side elevation in part section. Fig. 2 is a front elevation.

Similar letters of reference indicate corresponding parts.

My invention consists of a clutch to be used in the place of a brake-shoe, that is composed of two notched or shouldered levers and a frame or base-piece having ears, between which the said levers are pivoted.

The object of the invention is to provide a brake-shoe that may be applied with little pressure, and that will not wear the face of the tire.

In the drawing, A is the frame or base-piece, upon which ears *b* are formed, two at each end. B B are curved levers, on each of which a shoulder, *c*, is formed. These levers are pivoted between the ears *b*, and are cut away at their sides from their shoulders *c* to their free ends, so that their sides overlap. A spring, *d*, is secured to the base-piece A, and presses the ends of the levers B outward.

The base-piece A is secured to the brake-bar, by means of one or more bolts, in a position to receive the tire of the wagon-wheel between the shoulders *c*.

When it is desired to retard or stop the wheel, pressure is applied to the brake-bar in the usual way, when the free ends of the levers B, being forced back by contact with the face of the tire, clamp the edges of the tire between the shoulders *c*. The spring *d* throws the levers outward and releases the tire when pressure is removed from the brake-lever.

Shoulders *c* are formed on the levers B, which strike the base-piece, and prevent the levers from being thrown too far outward by the spring.

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

In a wagon-brake, the combination, with frame A, having ears *b* and spring *d*, of the curved levers B B, cut away from shoulders *c* to their free ends, and thus allowing their sides to overlap, as and for the purpose specified.

INDEPENDENCE E. S. ALEXANDER.

Witnesses:
S. F. DORRIS,
J. R. GILBERT.