(No Model.)

J. L. BARKER.

WAGON BRAKE LEVER.

No. 251,672. Patented Dec. 27, 1881.

Fig. 3.

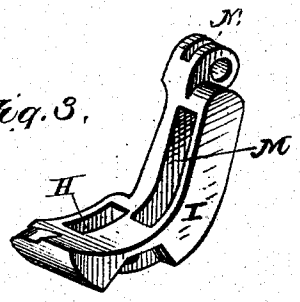
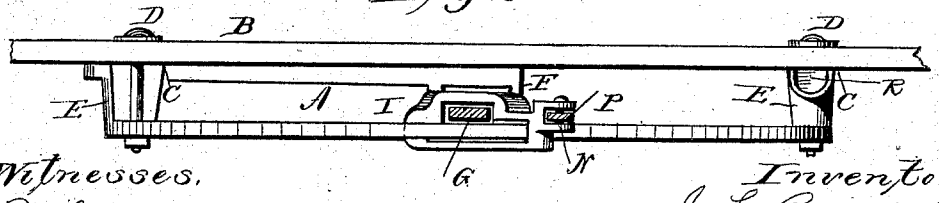


Fig. 1

Fig. 2.



Witnesses,
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N. PETERS. Photo-Lithographer. Washington, D. C.

UNITED STATES PATENT OFFICE.

JOHN L. BARKER, OF RACINE, WISCONSIN, ASSIGNOR TO FRANK K. BULL, OF SAME PLACE.

WAGON-BRAKE LEVER.

SPECIFICATION forming part of Letters Patent No. 251,672, dated December 27, 1881.

Application filed May 17, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOHN L. BARKER, of Racine, in the county of Racine, and in the State of Wisconsin, have invented certain new and useful Improvements in Lever-Locks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

This invention has for its objects to provide a brake which shall be simple in construction and which will operate without the use of springs, which are liable to get out of order, rendering the brake inoperative. These objects I attain by the devices and mechanism illustrated in the accompanying drawings, in which—

Figure 1 represents a side elevation of my improvement; Fig. 2, a top view of the same, and Fig. 3 a detached view of the pawl for locking the brake-lever.

The letter A indicates a curved bracket, cast in one piece, and adapted to be attached to a wagon-body, B, at the points C by means of bolts D extending through the standards E, which bear against the wagon-body. The bracket at its lower end is provided with a socket or recess, F, in which the lower end of the brake-lever G is pivoted or fulcrumed. The said lever passes upward between the upper ratcheted portion of the bracket and the wagon-body, and through a vertical slot, H, in a curved pawl, I, which is pivoted at K to said brake-lever in such position that its free end will engage the ratchet-teeth L. The said pawl is also slotted at M, through which the upper or ratcheted portion of the bracket passes, the pawl being adapted to work back and forth thereon. The upper end of the pawl is provided with a slot, N, in which is pivoted the lower end of a bar, P, the upper end of which is loosely attached to the brake-bar by means of an inclined link in such manner that when the upper ends of the bars are grasped so as to be brought together the pawl will be disengaged from the ratchet, leaving the brake-bar free to be oscillated, and when released the weight of the bar P will throw the pawl into engagement with the ratchets and lock the brake-bar in any desired position.

The letter R indicates a whip-socket which may be cast on the forward standard, E; but this may be omitted, if desired.

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

The combination, in a wagon-brake, of the bracket A, having a ratchet, L, on its upper part and a socket, F, at its lower end, the brake-lever G, fulcrumed in said socket, the slotted pawl through which the brake-lever and ratcheted portions of the bracket are passed, the said pawl being pivoted to the brake-lever, and the bar P, pivoted to the pawl and loosely connected to the brake-lever by an inclined link, substantially as and for the purposes specified.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 3d day of May, 1881.

JOHN L. BARKER. [L. S.]

Witnesses:
FRANK A. JILLSON,
ED. C. HART.