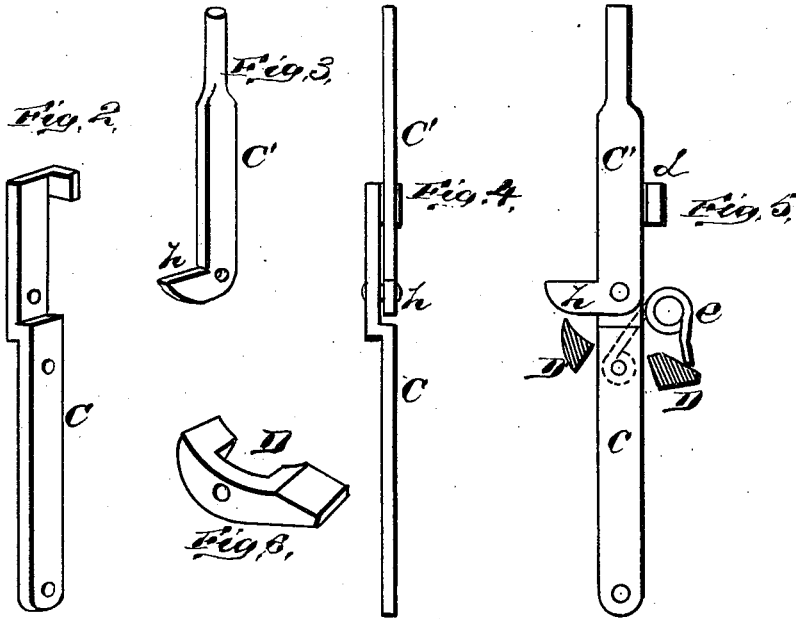
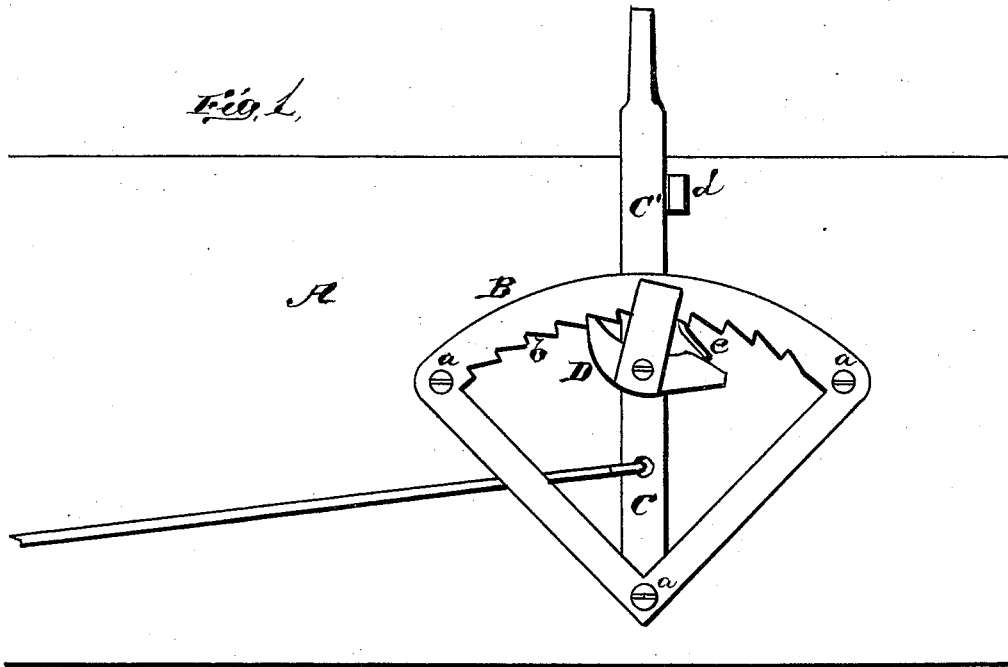


W. F. OSBORN.
BRAKE-LEVERS.

No. 194,926.

Patented Sept. 4, 1877.



WITNESSES
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UNITED STATES PATENT OFFICE.

WILLIAM F. OSBORN, OF BURLINGTON, KANSAS.

IMPROVEMENT IN BRAKE-LEVERS.

Specification forming part of Letters Patent No. **194,926**, dated September 4, 1877; application filed July 28, 1877.

To all whom it may concern:

Be it known that I, WILLIAM F. OSBORN, of Burlington, in the county of Coffey and State of Kansas, have invented a new and valuable Improvement in 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, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a plan view of my brake-lever, and Figs. 2, 3, 4, 5, and 6 are details thereof.

The nature of my invention consists in the construction and arrangement of a device for operating wagon-brakes, as will be hereinafter more fully set forth.

The annexed drawing, to which reference is made, fully illustrates my invention.

A represents the side of a wagon box or body, to which the segment B is attached by means of screws or pins *a a* at the corners. Along the inner circumference of the segment B are formed ratchet-teeth *b*, substantially as shown.

The lever for applying the brake is made in two parts, C and C', the lower part, C, being pivoted by the lower screw or pin of the ratchet-segment, and extending up between it and the wagon-body A. The upper part, C', of the lever is pivoted to the lower part, C, and when standing on a line therewith rests

against a projecting lug or shoulder, *d*, on said lower part C. To this lower part C is pivoted a pawl, D, which, by means of a spring, *e*, is thrown into gear with the ratchet *b*, arranged on the under side of the segment B.

The lower end of the upper part C' of the lever is provided with a cam or cam-arm, *h*, which, when said part is thrown forward, releases the pawl from the ratchet-segment and releases the brake. As soon as the forward pressure of the part C' of the lever is removed the spring *e* at once throws the pawl D into the ratchet, again holding the same in place.

I am aware that a curved ratchet-bar and a lever with an engaging-pawl have heretofore been used; and I therefore lay no broad claim to such invention; but

What I claim as new, and desire to secure by Letters Patent, is—

In a wagon-brake, the combination, with the segment B, having ratchet-teeth on the under side, of the single-jointed lever C C', the upper part, C', of which is provided with a cam, *h*, and the lower part, C, having attached thereto a pivoted pawl, D, and spring *e*, all constructed and operated as described.

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

WILLIAM FAIRCHILD OSBORN.

Witnesses:

B. F. SMYTHE,
EBER C. SMITH.