J. H. JENNER.

Brake-Lever for Wagons.

No. 215,627. Patented May 20, 1879.

Fig. 1.

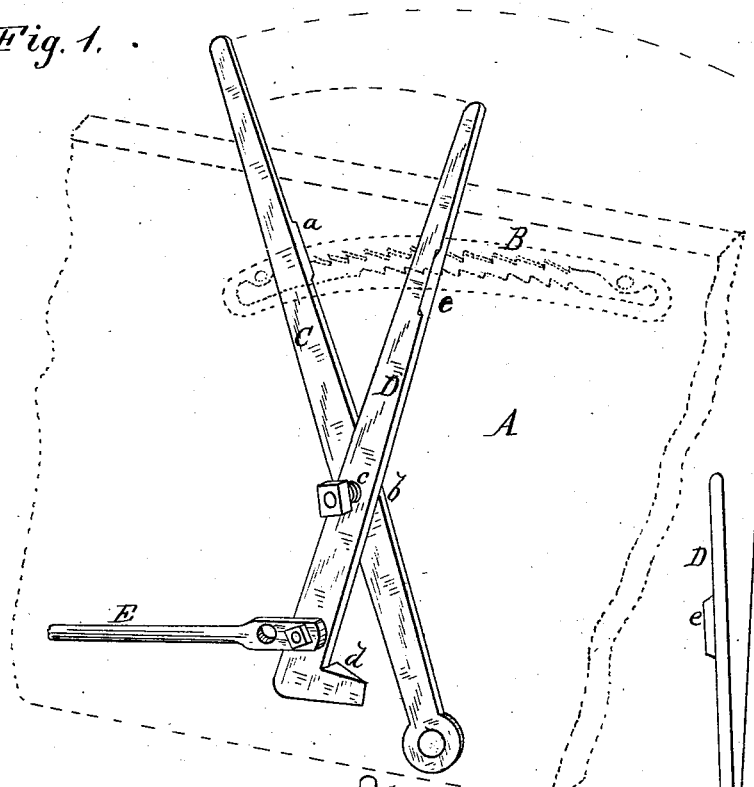


Fig. 3.

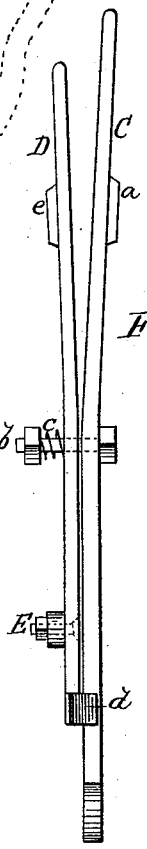
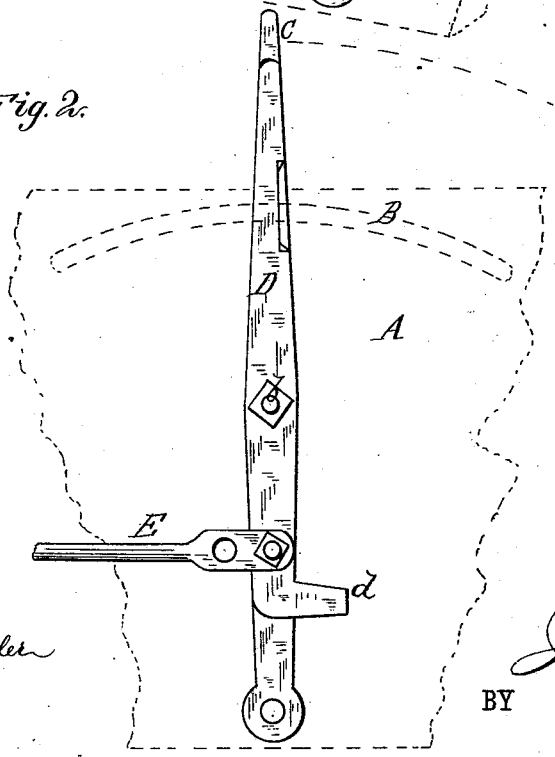


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN H. JENNER, OF LEAVENWORTH, INDIANA, ASSIGNOR TO HIMSELF AND SAMUEL M. JENNER, OF SAME PLACE.

IMPROVEMENT IN BRAKE-LEVERS FOR WAGONS.

Specification forming part of Letters Patent No. **215,627**, dated May 20, 1879; application filed April 8, 1879.

To all whom it may concern:

Be it known that I, JOHN H. JENNER, of Leavenworth, in the county of Crawford and State of Indiana, have invented a new and Improved Wagon-Brake Lever, of which the following is a specification.

The object of this invention is to furnish an arrangement of the brake-levers that will yield more power than is obtained by the present arrangement.

It consists of two levers, the principal one fulcrumed to the wagon body or frame, while the other is fulcrumed in the former and pivoted to the brake-rod, and has a hook on the end to cause it to engage the edge of the principal lever, so that when this is operated it will carry the second lever with it, and thus apply the brakes.

In the accompanying drawings, Figure 1 is a perspective view of the improvement applied to a wagon-body. Fig. 2 is a side elevation of the same, and Fig. 3 is an edge view.

Similar letters of reference indicate corresponding parts.

Referring to the drawings, A is the wagon-body, and B is the guard, with a double ratchet, one on each edge of the slot. C is the principal lever, fulcrumed at its lower end in the wagon frame or body, and projecting through the guard, where it is provided with a projecting edge or flange, *a*, to engage the ratchet-teeth. D is the second lever, fulcrumed in the first lever C by a bolt, *b*, passing through both, and having a spring-washer, *c*, between the lever D and the nut.

From just above the fulcrum the upper part of the two levers are bent from each other. The object of this arrangement is to enable the lower end of lever D to be thrown out from lever C, where it is retained by the spring-washer.

On the lower end of lever D is a right-angular hook, *d*, projecting from its front edge, and on the inside, next to lever C, and just above this hook, is pivoted the brake-rod E. The upper part of lever D projects through the guard, and is provided with a flange, *e*, for engaging the ratchet on that side.

The operation of the device is as follows: When the brakes are to be applied the lever D is grasped and drawn backward, drawing the brake-rod forward, and forcing the brakes toward the wheels until the hook *d* passes over the lever C and engages its forward edge, and occupies the relative positions indicated in Figs. 3 and 4. This, of course, retains the lever and brakes in the position to which they were drawn. Then take hold of lever C and push it forward on its fulcrum, thus throwing back the brake-rod and thrusting the brake on the wheels as far as possible, and then engage the ratchet with the flange *e* or *a*, as may be most convenient, to retain the levers in position and the brakes on the wheels.

To release the brakes, disengage the levers from the ratchet and press the top of lever D against C, thus releasing hook *d* from the edge of lever C, and enabling it to pass over it, so that lever D will occupy the position shown in Fig. 1, and thus release the brakes from the wheels.

The advantage of this arrangement of levers is, that I harmonize the power and motion of the levers.

With the brake-rod attached at a point midway between the pivot and the fulcrum of the large lever, I obtain the proper effect on the brakes with less motion than in the ordinary construction.

By increasing the motion of the lever D, which is solely for the purpose of taking up the slack in the brake attachments, the lever C is enabled to do its work of applying the brakes to the wheels with considerable less motion than when the action is direct.

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

1. As an improvement in wagon-brake levers, the lever C, fulcrumed to the wagon-frame, in combination with lever D, fulcrumed to lever C, and having a hook, *d*, and brake-

rod E, pivoted to lever D, whereby lever D can be used to take up the slack in the brake attachments, and secured to lever C, by which the brakes can be applied and secured against the wheels, substantially as described.

2. The levers C D, bent away from each other above the fulcrum *b*, in combination with spring-washer *c* and hook *d*, whereby the lever D can be drawn toward lever C, to throw the lower end out and release the hook *d* from lever C, substantially as described.

JOHN H. JENNER.

Witnesses:
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HENRY H. SETSER.