

R. I. KNAPP.
Wagon-Brake.

No. 160,205.

Patented Feb. 23, 1875.

Fig. 1.

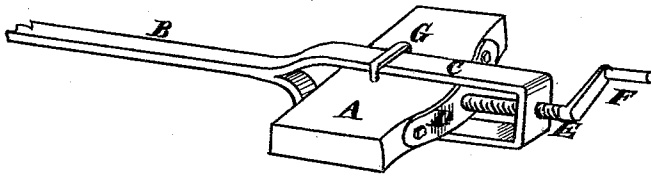
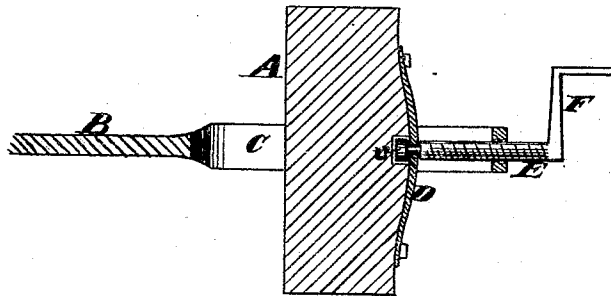


Fig. 2.



Witnesses
John L. Boone
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UNITED STATES PATENT OFFICE.

ROBERT I. KNAPP, OF HALF MOON BAY, CALIFORNIA.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **160,205**, dated February 23, 1875; application filed August 13, 1874.

To all whom it may concern:

Be it known that I, ROBERT I. KNAPP, of Half Moon Bay, San Mateo county, State of California, have invented an Adjusting Device for Brake-Bars; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention without further invention or experiment.

My invention relates to an improvement in wagon-brakes; and it consists in a method of adjusting the brake-bar so that the distance lost by the wear of the brake-shoes can be readily taken up.

Referring to the accompanying drawing, Figure 1 is a perspective view of a part of the brake-bar, showing my device. Fig. 2 is a horizontal section.

A is a section of a brake-bar, which has the brake-blocks and their shoes at each end. These shoes become much worn in time, and as the short arms of the operating-levers have a slight movement as compared with the long arms, it will be seen that when the blocks become worn the lever will drop too far.

In order to remedy this, I make my brake-bar adjustable as follows: The end of the draw-bar B is formed into a stirrup, C, and the bar A passes through this stirrup, so that its middle rests within it. A plate of steel, D, is secured to the back of the brake-bar,

and a screw, E, passes through the rear end of the stirrup, as shown. This screw has a neck turned where it passes through the plate D, and a head, *e*, upon its inner end prevents it from being drawn out, so that when the screw is turned through its nut in the stirrup, it will force the bar either one way or the other. A crank, F, may be used to turn the screw, or it may have a simple head, to be turned by a wrench. In order to guide the bar and prevent it from turning to one side or the other, a staple, G, may be made to clasp one arm of the stirrup, being driven into the bar and secured, as shown.

By turning up the screw E from time to time as the brake-blocks become worn, I am able to maintain the lever always in the same position in relation to the holding-rack.

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

The brake-bar A, provided with the plate D, and fitted to move within the stirrup C, in combination with the screw E, to turn in the nut in the stirrups, and having the head *e*, the whole constructed to operate substantially as and for the purpose described.

In witness whereof I have hereunto set my hand and seal.

ROBERT I. KNAPP. [L. S.]

Witnesses:

JOHN L. BOONE,
C. M. RICHARDSON.