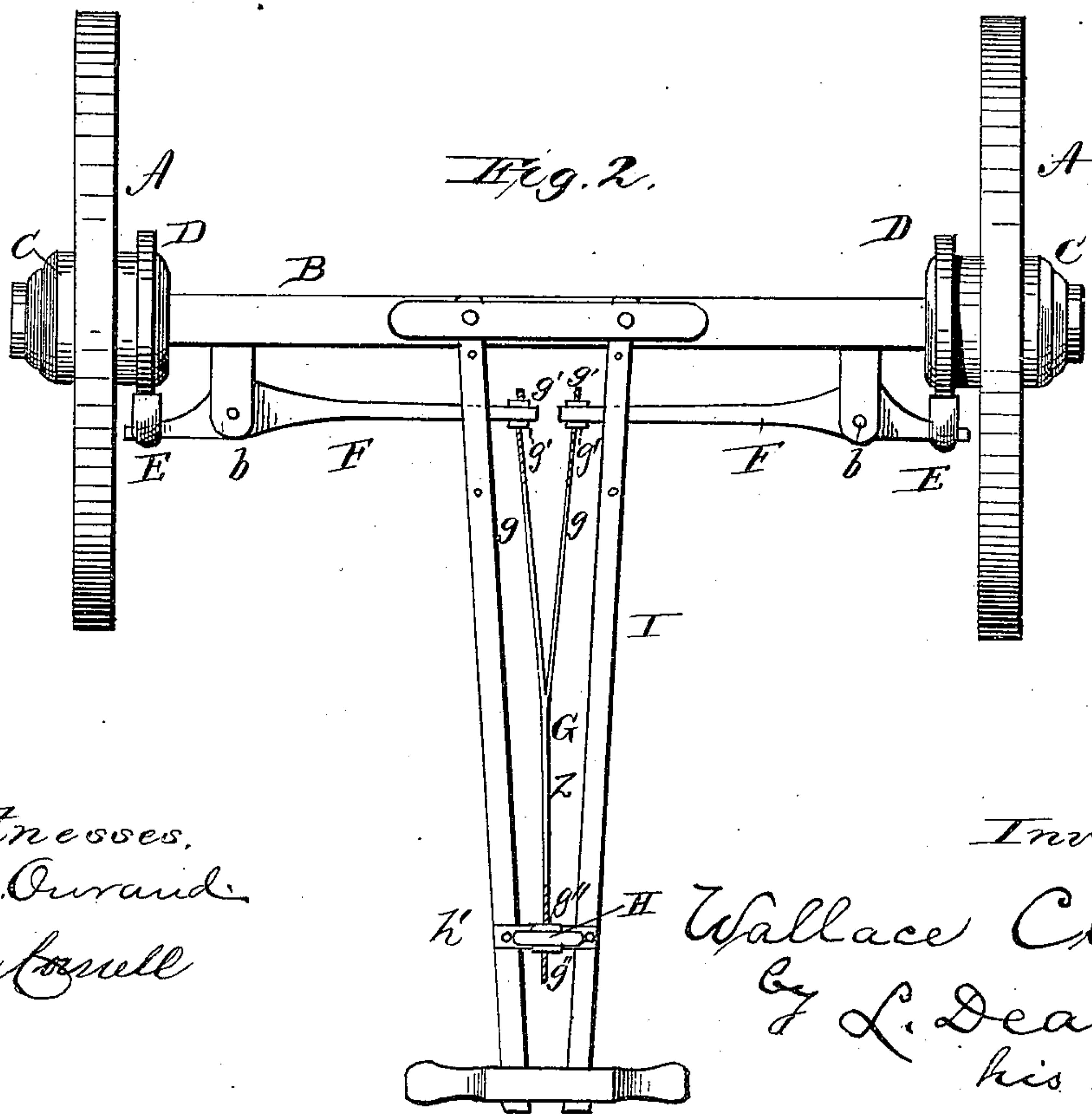
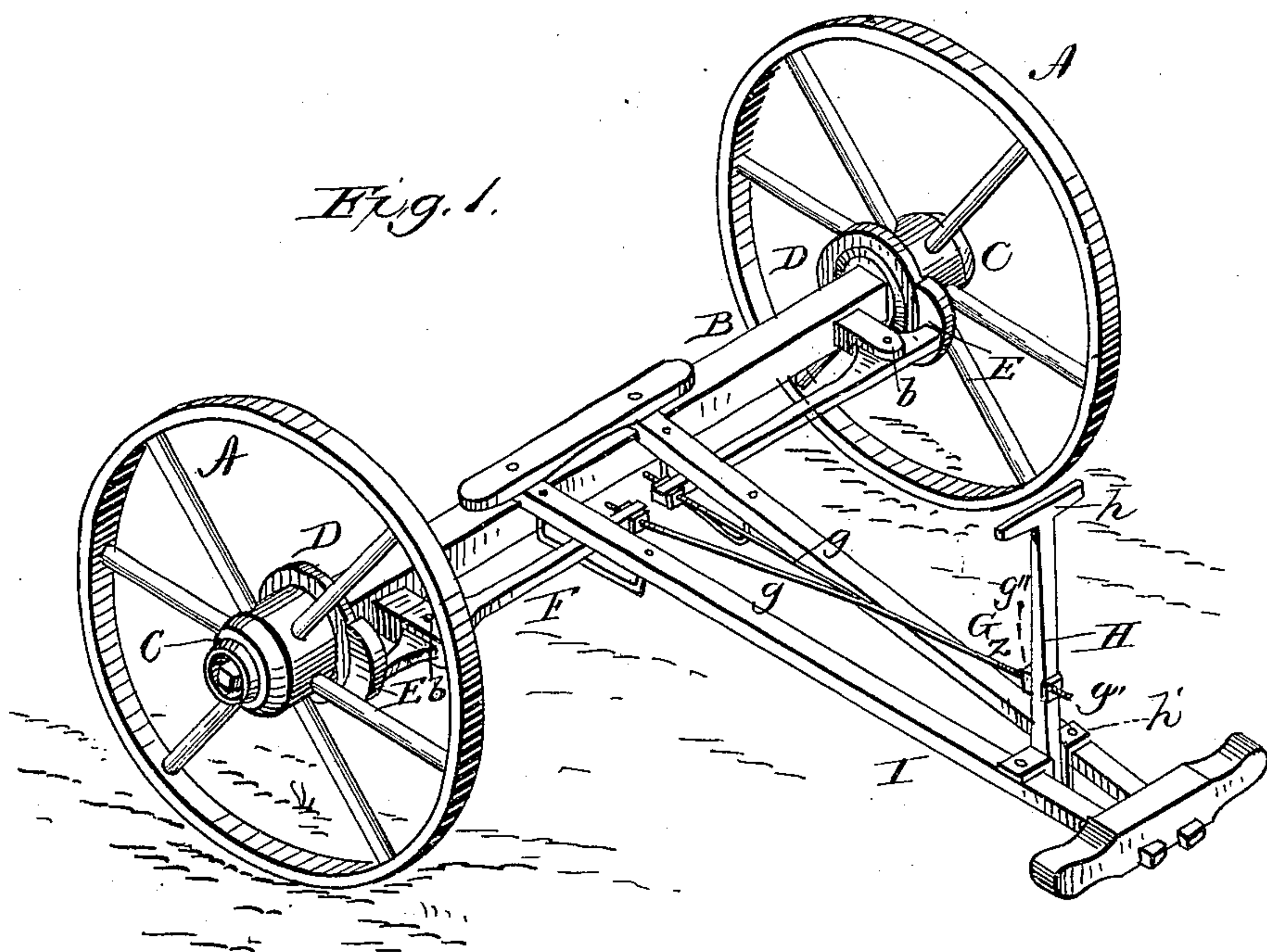


(Model.)

W. CLAYPOOL.
VEHICLE BRAKE.

No. 258,713.

Patented May 30, 1882.



Witnesses,
A. L. Ourand
George Russell

Inventor.

Wallace Claypool
by L. Deane.
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UNITED STATES PATENT OFFICE.

WALLACE CLAYPOOL, OF NORTH BUFFALO, PENNSYLVANIA.

VEHICLE-BRAKE.

SPECIFICATION forming part of Letters Patent No. 258,713, dated May 30, 1882.

Application filed August 9, 1881. (Model.)

To all whom it may concern:

Be it known that I, WALLACE CLAYPOOL, a citizen of the United States, residing at North Buffalo, in the county of Armstrong and State of Pennsylvania, have invented certain new and useful Improvements in Vehicle-Brakes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective showing the present invention as applied in use. Fig. 2 is a plan view of the device represented in Fig. 1.

This invention relates to improvements in vehicle-brakes, and has for its object the production of a device whereby is furnished a simple and efficient means for adjusting either brake-shoe separately or both together, thereby taking up all wear and compensating for irregularity therein.

The invention consists in the construction hereinafter set forth and claimed.

In the annexed drawings, the letters A A represent the rear wheels of a vehicle-gear supported by the axle B, from which extend the bars I I to the bolster, and forming the forked reach. At the front these bars support a hanger, *h'*, to which is pivoted the lower end of the brake-lever H, having the handle *h*, which is to come within convenient reach of the operator.

The letter G represents a forked connecting-rod, consisting of a stem, *z*, and branches *g g*. The front end of the stem *z* passes through the lever H, and is held adjustably thereto by

the nuts *g''*. The rear ends of the branches *g g* pass through the ends of brake-levers F F, and are held adjustably thereto by nuts *g'*. These levers F F are pivoted to fulcrum *b b* on axle B, and carry shoes E, which are adapted to bear against bands D, secured on the inner ends of the hubs of the wheels A. This construction and arrangement furnishes an efficient means of adjustment, for if it be desired to vary the pressure on both wheels alike, or to compensate for similar wear on both shoes or bands, the nuts *g''* are turned and the position of stem *z* varied; but if it be desired only to make the variance at one wheel, one set of nuts, *g'*, is turned. In this way the device can be changed to suit any degree of pressure or wear.

I am aware that brake mechanisms have been patented where there is provision for wear; but, so far as I am aware, there has been no means devised before this for affecting either or both brakes at will.

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

The forked rod G, having stem *z* and branches *g g*, in combination with the hand-lever H, brake-levers F F, and the triple sets of nuts *g' g' g''*, whereby is formed a device for operating the brakes in which either or both brakes can be adjusted at will, all as set forth and described.

In testimony whereof I affix my signature in presence of two witnesses.

WALLACE CLAYPOOL.

Witnesses:

HENRY J. HAYS,
LOUIS GRIEB.