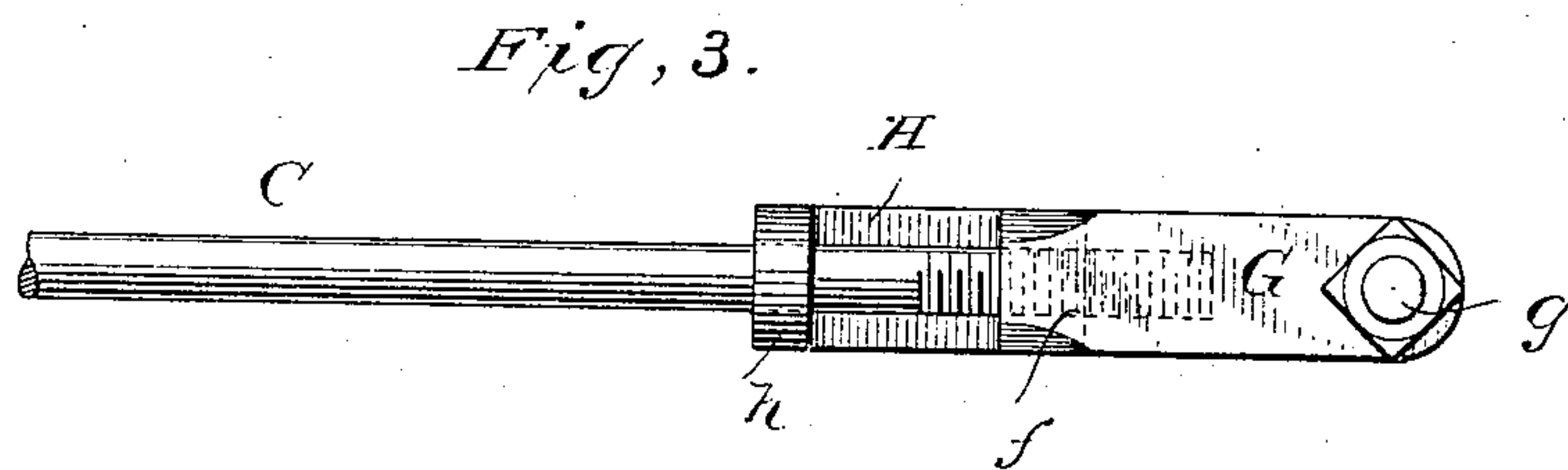
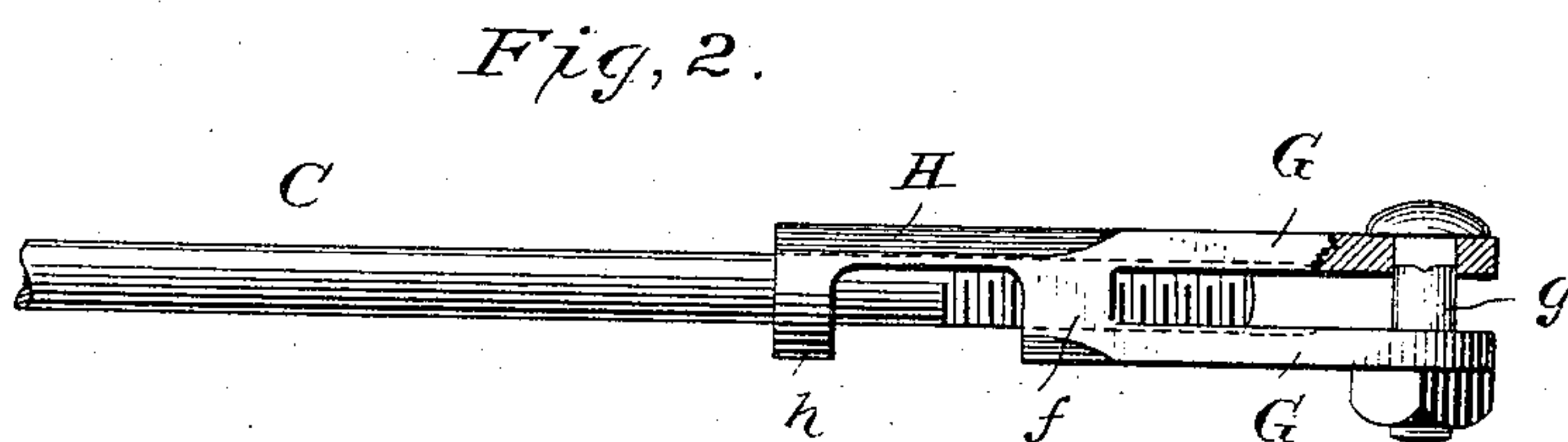
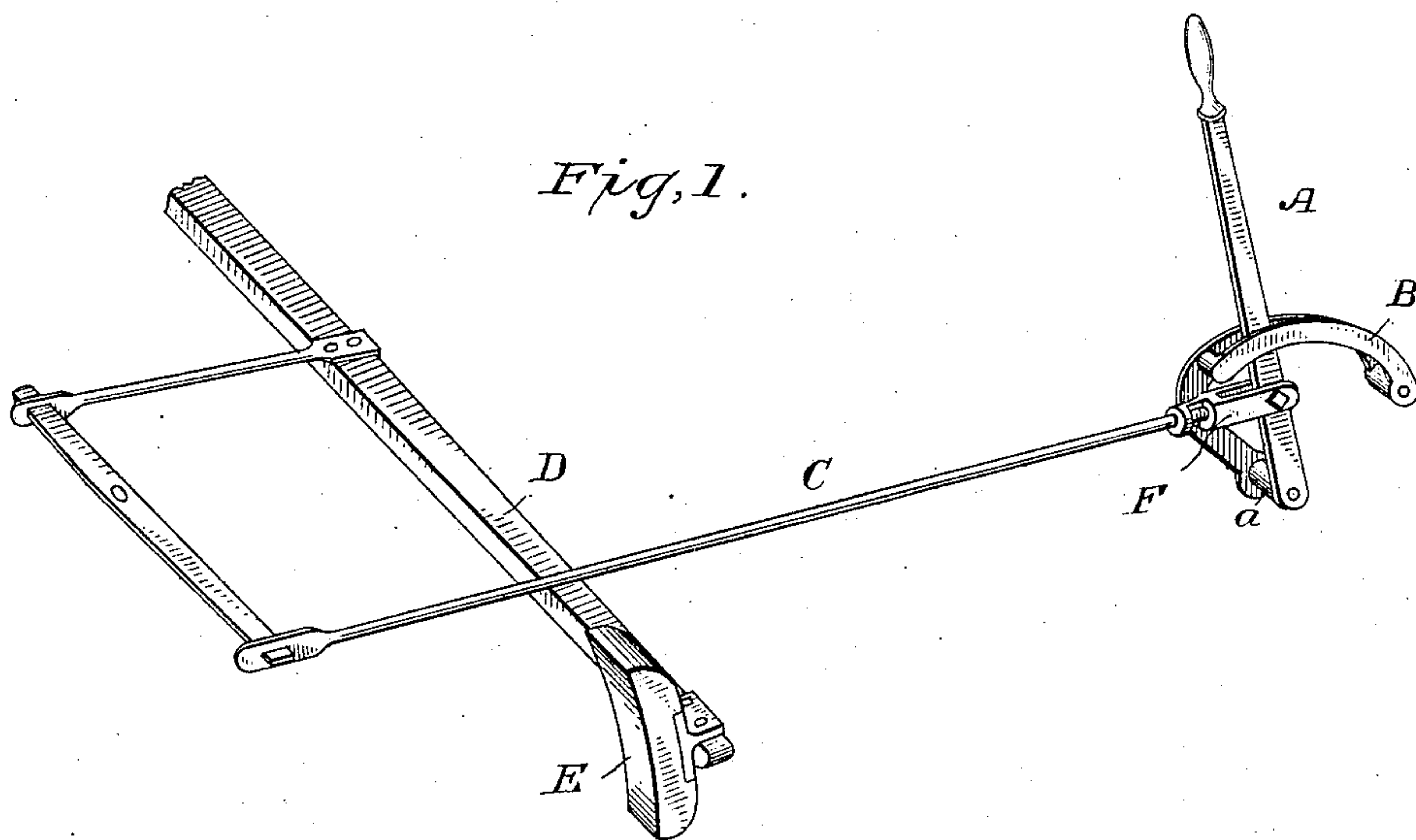


(No Model.)

C. BEHRINGER.
WAGON BRAKE.

No. 321,178.

Patented June 30, 1885.



Witnesses

Geo W. Young.
Henry A. Lamb.

Inventor

Charles Behringer.

By his Attorneys.

Jamies Skinkle.

UNITED STATES PATENT OFFICE.

CHARLES BEHRINGER, OF DEFIANCE, OHIO, ASSIGNOR TO THE TURNBULL
WAGON COMPANY, OF SAME PLACE.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 321,178, dated June 30, 1885.

Application filed May 20, 1885. (No model.)

To all whom it may concern:

Be it known that I, CHARLES BEHRINGER, a citizen of the United States, residing at Defiance, in the county of Defiance and State of Ohio, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to improvements in wagon-brakes; and it consists in providing an improved and adjustable connection between the brake-rod and the hand-lever by which it is operated, the object being to compensate for small differences of construction, and also to take up wear between the rub-blocks and the wheels.

In the accompanying drawings, Figure 1 is a view in perspective showing a portion of the brake mechanism, including my improvement. Fig. 2 is an enlarged detail plan view of the adjusting device. Fig. 3 is a side view of the same, also enlarged.

A is the brake-lever, which is pivoted to the ordinary quadrant-frame, B, at a point, *a*.

C is the draft-rod of the brake mechanism, and it is secured at one end to a suitable lever connected to the brake-beam D, which carries the rub-blocks E.

F is the brake-rod adjuster, which consists of a connecting-piece formed with a threaded sleeve portion, *f*, a pair of lugs, G G, extending endwise therefrom, and suitably apertured near their extremities for the reception of a bolt, *g*, by which the device is pivotally secured to the brake-lever A.

From the opposite extremity of the threaded sleeve *f* extends an arm, H, which is provided at its extremity with an eye, *h*, through which passes the screw-threaded extremity of the draft-rod C, the eye serving as a guide to the threaded sleeve, by means of which the piece F can be adjusted lengthwise on the said brake-rod, as may be desired, and, having been adjusted to the required position, is then to be secured in its operative position to the hand-lever A.

The arm H, which may be longer or shorter, as desired, is for the purpose of carrying the guide-eye *h*, which prevents the screw threaded portion of the draft-rod C from becoming bent or injured, and it is also sometimes used to rest against, and thereby keep the draft-rod away from, that portion of the quadrant-frame or other supporting devices with which it would otherwise come in contact, and in such cases the said arm H will be made long enough to answer that purpose.

To take up wear in the rub-blocks or other parts, or when it is desired to insert larger blocks, the adjuster F is disconnected from the lever A by withdrawing the bolt *g*, when it can be turned either way and the rod lengthened or shortened, as required.

I am aware of the patent to O. A. Kenyon, No. 217,385, and I do not claim the particular device there shown, my invention consisting in the construction and arrangement herein described and claimed.

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

1. A brake-rod adjuster consisting of a threaded sleeve formed with lugs, whereby it can be secured to the brake-lever, and a rearwardly-extending guide-arm provided with an eye, through which the brake-rod is guided to the threaded sleeve, substantially as set forth.

2. The combination, with a brake-lever and a screw-threaded brake-rod, of the adjuster F, consisting of the threaded sleeve *f*, having the lugs G G, and the guide-arm H, provided with the eye *h*, substantially as and for the purpose described.

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

CHARLES BEHRINGER.

Witnesses:

L. B. PEASLE,

KARL A. FLIEKINGER.