

J. H. SHELDON.  
 REFILLABLE BRAKE BLOCK.  
 APPLICATION FILED NOV. 29, 1910.

997,863.

Patented July 11, 1911.

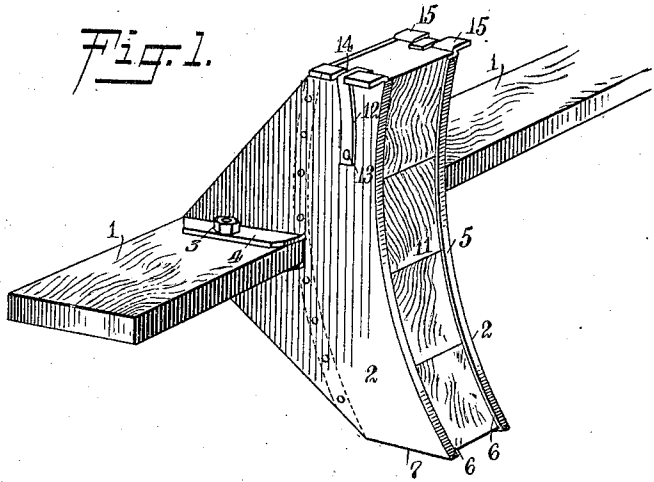


Fig. 4.

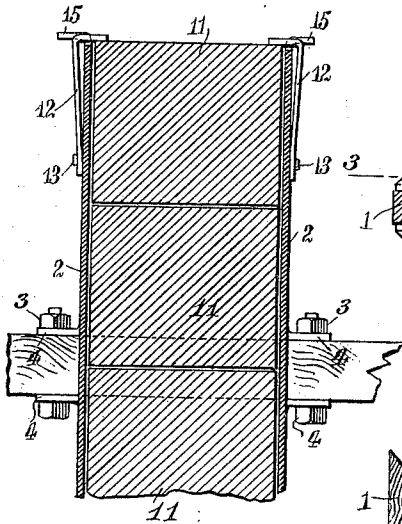


Fig. 2.

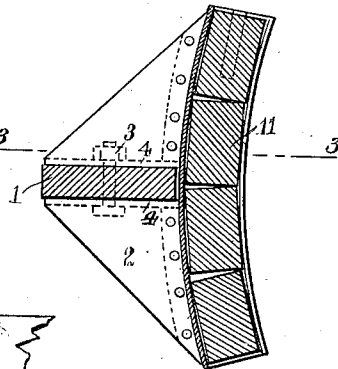


Fig. 5.

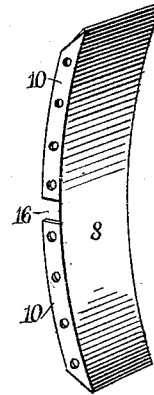
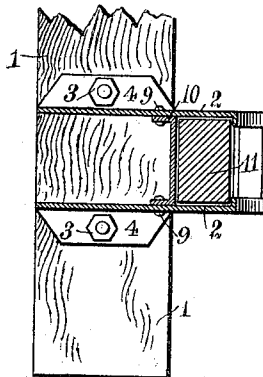


Fig. 3.



WITNESSES  
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# UNITED STATES PATENT OFFICE.

JAMES HENRY SHELDON, OF SPOKANE, WASHINGTON.

## REFILLABLE BRAKE-BLOCK.

997,863.

Specification of Letters Patent.

Patented July 11, 1911.

Application filed November 29, 1910. Serial No. 594,629.

*To all whom it may concern:*

Be it known that I, JAMES H. SHELDON, a citizen of the United States, and a resident or Spokane, in the county of Spokane and State of Washington, have invented a new and Improved Refillable Brake-Block, of which the following is a full, clear, and exact description.

This invention relates to hollow or refillable brake blocks for use on wagons, or in places where a brake is customarily used.

An objection to the brake blocks in common use at present is that the parts, due to the heavy wear and tear, very soon wear away and become useless in a short time.

The object of my invention is to provide a simple cheaply-constructed and efficient brake block whereby the wearing surfaces may be replaced from time to time as they wear down. I attain this object by positioning in a hollow frame or shell, wooden blocks which may be replaced from time to time, as is needed.

With the above and other objects in view, as will more fully hereinafter appear, the present invention consists in certain novel details of construction and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and more particularly pointed out in the appended claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view, showing a preferred embodiment of my invention; Fig. 2 is a transverse cross-sectional view through the center of my device; Fig. 3 is a transverse sectional view taken on the line 3-3 of Fig. 2; Fig. 4 is a detailed elevation, showing the upper end of my improved brake block, and showing the spring means by which the blocks are held in position; and Fig. 5 is a perspective view of the back plate.

On the beam 1 is formed a shell comprising side plates 2 spaced apart and held to the beam by bolts 3 passing through flanges 4 projecting outwardly from the sides 2 and through the beam 1. These side plates project in front of the edge of the beam 1 in order to offset the shell from the brake beam. The outer ends 5 of these side plates

are curved and conform substantially to the outer periphery of the wheel and have inwardly-bent flanges 6 extending from each of the sides toward each other, leaving a relatively wide open space in front. The lower end of each of these side plates also has an inwardly-bent flange in order to form a rest for the filling members hereinafter described. The side members 2 are connected at the back by means of a curved back plate 8, which plate is fastened to the side members 2 by means of bolts 9 passing through a flange 10 on the back plate 8, and through the sides 2 of the shell. This flange 10 is recessed at 16 in order to receive the beam 1, inserted therein. This construction forms a hollow curved compartment opened at the top, into which are inserted wooden blocks 11. These blocks are held in position by means of the flat L-shaped spring 12, attached by means of the rivet 13, to the upper ends of the sides, and projecting through a slot 14 formed by the outwardly-bent lugs 15 at the top of the sides 2. In order to fill this compartment, blocks may be sawed of a length a little less than the distance between the opposite sides, and by forcing the springs 12 out of the line of the passage, these blocks, or any other preferred filling members, may be inserted one after the other into this compartment, and are held in position by the ends of the springs 12 engaging the topmost block. When these blocks have worn down by friction upon their faces, they may be pried out and new blocks inserted therein.

As many changes could be made in the above construction and many apparently widely different embodiments of this invention could be made without departing from the scope thereof, it is intended that all matters contained herein in the above description or shown in the accompanying drawing shall be interpreted as illustrative and not in a limiting sense. It is also to be understood that the language used in the following claims is merely intended to cover all the generic and specific features of the invention herein described and all statements of the scope of the invention, which as a matter of language, might be said to fall therebetween and that materials, sizes and relativities of parts are non-essential, except as called for in the claims.

Having thus described my invention, I

claim as new and desire to secure by Letters Patent:

1. In a refillable block, side plates spaced apart to form a compartment having a curved inner face to conform to the curve of the wheel, filling blocks inserted in said compartment and fitting against said face, thereby forming a refillable curved block surface, and spring means extending from said plates over said blocks to retain the same in position.

2. In a refillable brake block, comprising side plates spaced apart on said beam and projecting above, below and in front of the front edge of said beam, said side plates being affixed to said beam by integral out-

turned flanges bolted to the upper and lower surfaces of said beam, a back plate positioned in front of the front edge of said beam having rearwardly-turned flanges bolted to opposite inner faces of said side plates, a series of blocks positioned between said rear flanges and the front edge of said side plates, and means releasably holding said blocks in position.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES HENRY SHELDON.

Witnesses:

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ADOLPH T. MURTER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."