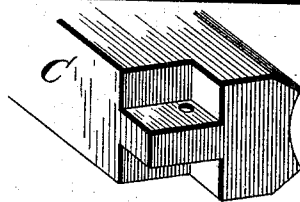
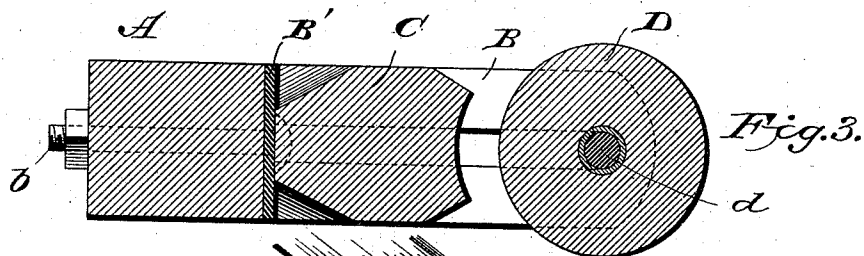
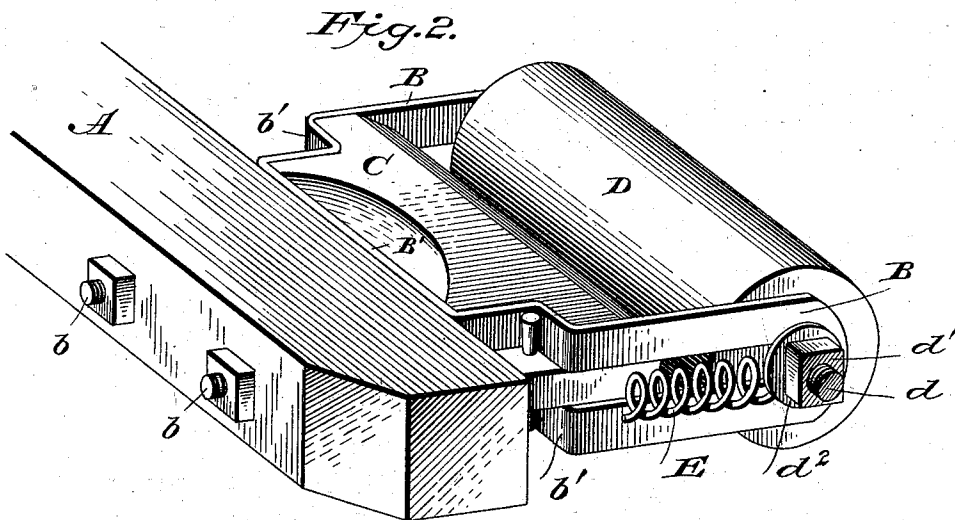
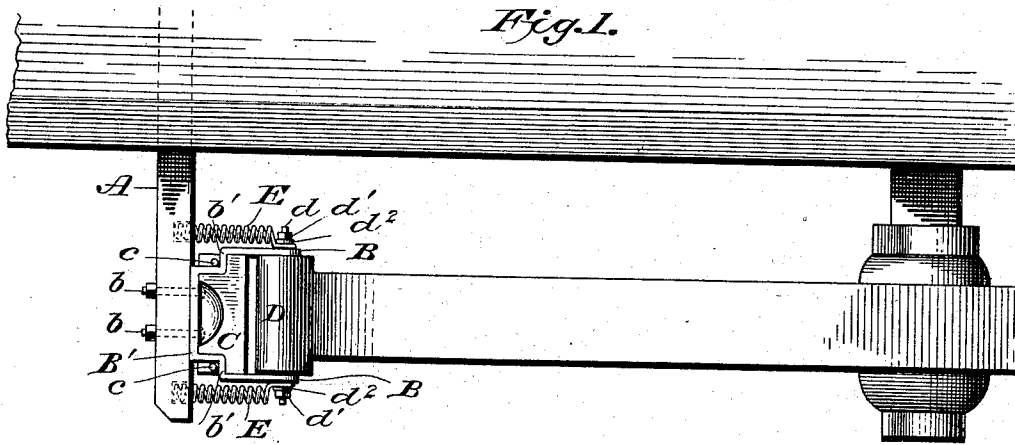


(No Model.)

L. C. LAMBERT.
BRAKE BLOCK.

No. 559,294.

Patented Apr. 28, 1896.



WITNESSES
L. S. Elliott.
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UNITED STATES PATENT OFFICE.

LEWIS C. LAMBERT, OF LAMBERTSVILLE, PENNSYLVANIA.

BRAKE-BLOCK.

SPECIFICATION forming part of Letters Patent No. 559,294, dated April 28, 1896.

Application filed November 30, 1895. Serial No. 570,723. (No model.)

To all whom it may concern:

Be it known that I, LEWIS C. LAMBERT, a citizen of the United States of America, residing at Lambertsville, in the county of Somerset and State of Pennsylvania, have invented certain new and useful Improvements in Brake-Blocks; 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 letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide an improved brake-block having a roller which when brought moderately in contact with the tire of the wheel will rotate by frictional contact therewith, and when greater pressure is applied will be held rigid against a supplemental block.

The invention consists in the construction and combination of the parts, as will be hereinafter fully set forth, and particularly pointed out in the claim.

In the accompanying drawings, forming part of this specification, Figure 1 is a plan view showing the application of my invention. Fig. 2 is a perspective view of the brake-block. Fig. 3 is a vertical sectional view, and Fig. 4 is a detail perspective view.

A designates the brake-beam, which is connected to the vehicle and is operated in the usual manner. To the end of this beam is bolted a frame consisting of side members B B and a connecting portion B', the bolts *b* passing through said connecting portion, as shown in the drawings. The side members B B of the frame are each bent to present a shoulder *b'* and are slotted longitudinally for the purpose hereinafter set forth. Within the frame is placed a block C, the ends of which are cut away at each side, as shown in Fig. 4, to receive the bent portions of the side members B B of the frame, the part of the block C between the cut-away portions extending through the slot in the side members, and is apertured to receive a locking-pin *c*, which bears against the shoulders *b'* and retains the block in place. The rear end of the

block C is cut away to overlie the heads of the bolts *b*, while the forward or outer end is beveled at its edges and is concave transversely, as shown in Fig. 3.

The slots in the side members B B of the frame extend to near the outer ends thereof, and within said slots is supported a transverse shaft *d*, upon which a roller D is mounted. The ends of the shaft *d* extend beyond the slots and are threaded to receive nuts *d'*. By this arrangement the roller D is allowed to slide back and forward in the frame, and in its backward movement will contact with the concave surface of the block C. In order to provide a spring-pressure against the backward movement of the roller D, helical springs E E are interposed between the outer ends of the shaft *d* and the brake-beam A, the springs being bent upon the shaft and held in engagement therewith by washers *d''* and the nuts *d'*, while their inner ends lie in recesses or sockets in the brake-beam.

The brake-block herein shown and described is cheap, simple, and effective, and in operation when it is applied to the rim of a wheel a moderate pressure will allow the roller D to turn, while the springs force said roller against the wheel to impede its rotation. A greater pressure of the brake-block will cause the roller to move back and in contact with the concave surface of the block C, and thereby stop the rotation of both the roller and wheel.

By providing the roller D the wear upon the brake-block will be reduced considerably, as said roller will rotate in use to present new surfaces to the rim of the wheel, and the turning of the roller will prevent dirt collecting upon the brake-block.

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

In a vehicle-brake, the combination with the beam A, of a frame presenting slotted side members B B having bends to present shoulders *b'*; a block C cut away at its ends to receive the bent portions of the side pieces, the part of the block between the cut-away portions being apertured to receive pins *c* which bear against the shoulders *b'* and hold the

block in place; together with a roller D
mounted on a shaft bearing in the slots in
the side members of the frame, and springs
E interposed between the shaft and beam A,
5 the parts being combined and organized sub-
stantially as shown and for the purpose set
forth.

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

LEWIS C. LAMBERT.

Witnesses:

H. E. YINKEY,
JAS. LEVY.