No. 701,220. Patented May 27, 1902.

J. S. ODGERS.

BRAKE BLOCK.

(Application filed Dec. 28, 1901.)

(No Model.)

Fig. 1.

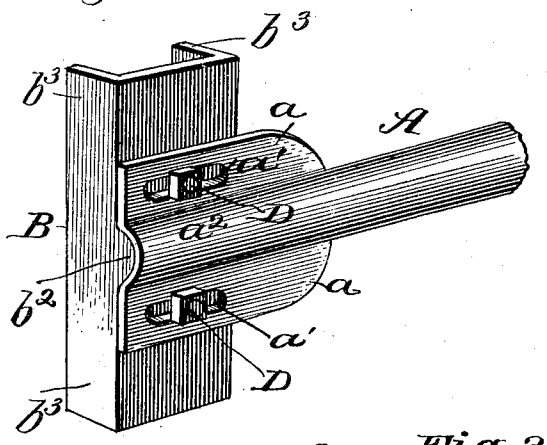


Fig. 2.

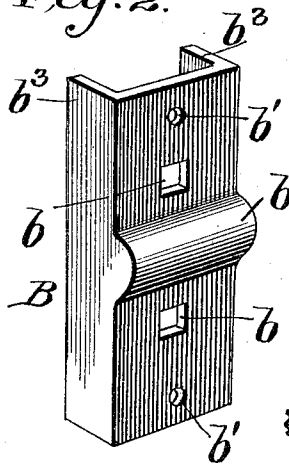
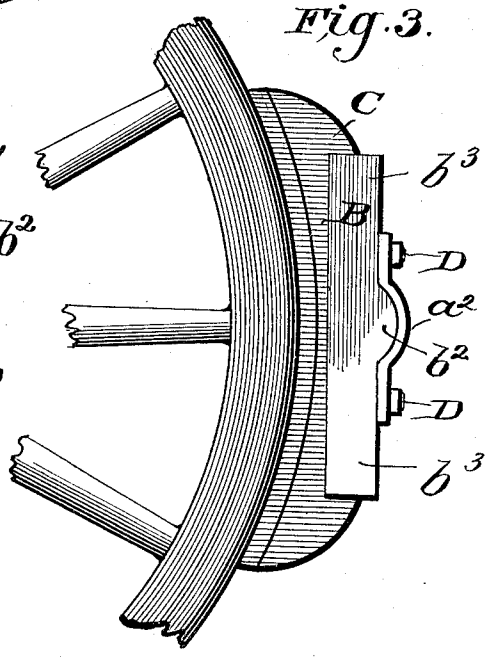


Fig. 3.



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JOHN S. ODGERS, OF CENTRAL CITY, COLORADO.

BRAKE-BLOCK.

SPECIFICATION forming part of Letters Patent No. 701,220, dated May 27, 1902.

Application filed December 28, 1901. Serial No. 87,616. (No model.)

To all whom it may concern:

Be it known that I, JOHN S. ODGERS, of Central City, in the county of Gilpin and State of Colorado, have invented a new and useful Improvement in Brake-Blocks, of which the following is a specification.

My invention is designed to furnish an improved brake-block for buggies, wagons, and all wheeled vehicles which shall provide a stiff and rigid connection for the rub-iron to the operating-bar that carries it, so that the brake-shoe will not become loose and tilt on its point of support, and yet provide a construction which will permit the position of the brake-shoe and rub-iron to be adjusted to the plane of the wheel, whose dish is sometimes changed in adjusting new tires to the wheel; and it consists in the special construction and arrangement of the shoe in relation to the supporting-bar, as will be hereinafter fully described with reference to the drawings, in which—

Figure 1 is a perspective view of the brake-shoe and supporting-bar connected together. Fig. 2 is a perspective view of the brake-shoe alone, and Fig. 3 is a side view of the brake-block complete as applied to the wheel.

In the drawings, A represents the supporting member.

B is the brake-shoe, and C the rub-iron carried by the brake-shoe and arranged to bear against the circumference of the wheel. The brake-shoe has two parallel side flanges b^3 b^3, (see Fig. 2,) between which the rub-iron C is secured by bolts or rivets passing through holes b' b' in the back of the brake-shoe. The back of the brake-shoe is also formed with a transverse ridge b^2 and on each side of it has a square hole b and b. These holes are arranged in vertical alinement and both are in the same vertical plane with the wheel.

The supporting member A is made with a concave part a^2, which connects with a suitable cross-bar connected to the running-gear of the vehicle and capable of being advanced toward the wheel in the usual way. The metal end portion of this supporting member is formed with wings a a, which lie flat against the back of the brake-shoe, and has two elongated slots a' a' arranged transversely to the brake-shoe. When the supporting member A is applied to the brake-shoe, the concave side of the arched portion a^2 fits snugly against and over the transverse ridge b^2 of the brake-shoe, and a bolt or rivet D is passed through the slot a' on each side and also through one of the square holes b in the brake-shoe to connect them firmly together. The heads of the bolts D are countersunk in the brake-shoe and may be secured on the outer side of the wings a by jam-nuts; but for the sake of a rigid connection and to prevent coming loose from vibration a riveted head is preferably employed, as shown. The vertical alinement of the bolt-holes b b and bolts D D braces the shoe and prevents it from rocking loose about the horizontal axis of the supporting-bar A. The square holes b in the brake-shoe prevent the bolts from turning, and the ridge b^2 entering the groove of the part a^2 makes a tight fit and prevents moving in any way. If, however, in putting on new tires for the wheel its dish and the plane of the tire are changed, as sometimes occurs, the shoe B may be loosened slightly from the part A and the bolts D slid in the slots a' and retightened, so as to bring the rub-iron into the plane of the wheel again.

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

1. A brake-block comprising a shoe having a transverse ridge across its back and a bolt-hole on each side of the same, one above and the other below the ridge, and both lying in the plane of the shoe and in a vertical line with each other, and a supporting-bar having a horizontal groove on its face to receive the transverse ridge of the shoe and having also formed on it two slotted wings, and one above and the other below the bar, and bolts passing through the slots of the wings and the vertically-alined holes of the shoe substantially as and for the purpose described.

2. A brake-block comprising a shoe having parallel side flanges b^3 b^3 and a back portion formed with a transverse ridge with pairs of bolt-holes b b', one pair above and the other

below said ridge and both lying in the vertical plane, and a supporting-bar having an arched portion a^2 fitting on the ridge and formed also with rigid slotted wings a a, one above and the other below the arched portion, and bolts D D passing through the slots of the wings and the vertically-alined holes of the brake-shoe substantially as and for the purpose described.

JOHN S. ODGERS.

Witnesses:
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