

I. COULOMBE.  
BRAKE BELT LINK.  
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1,062,442.

Patented May 20, 1913.

Fig. 1.

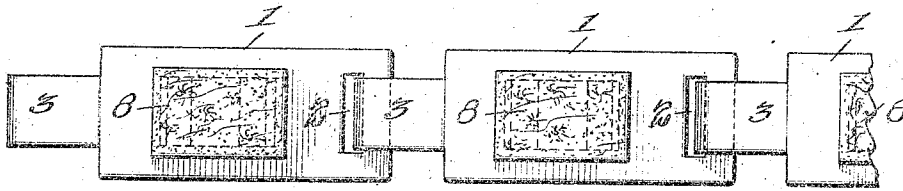


Fig. 2.

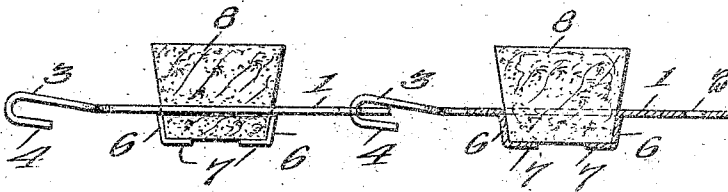
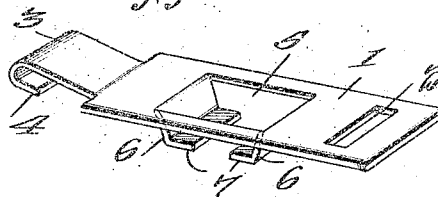


Fig. 3.



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# UNITED STATES PATENT OFFICE.

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## BRAKE-BELT LINK.

1,062,442.

Specification of Letters Patent.

Patented May 20, 1913.

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*To all whom it may concern:*

Be it known that I, IGNACE COULOMBE, a citizen of the United States, and a resident of Fall River, in the county of Bristol and State of Massachusetts, have invented certain new and useful Improvements in Brake-Belt Links, of which the following is a specification.

My invention is an improvement in brake belt links, and has for its object, the provision of a simple, inexpensive device of the character specified, composed of a series of interchanging links, each of which carries an inset of cork, extending beyond one face of the link.

In the drawings: Figure 1 is a plan view of the improved belt; Fig. 2 is a side view, with one link in section; and, Fig. 3 is a perspective view of a single link.

The present embodiment of the invention is composed of a series of interengaging links, forming an endless band or belt, and each link is provided with an inset of cork or like material having a high coefficient of friction. Each of the links 1 is of sheet metal, stamped cut or cast to shape, and provided at one end with a transverse slot 2. The opposite end of the link is reduced to form an outwardly extending lug 3, and the free end 4 of the lug is bent back upon the body of the lug to form a hook for engaging the slot 2 of the succeeding link. Each of the links is also provided with a central opening 5, approximately rectangular in shape, and at each end of the said opening the link is provided with a laterally extending lug 6, having at its free end an inwardly extending flange 7. The flanges 7 are in the same plane and extend toward each other, while the lugs 6 are inclined inwardly toward their outer ends. A block or plug 8 of cork or like fibrous material, having a high coefficient of friction, is held in the opening of each link, the end of the block resting on the flanges 7. Each of the blocks 8 is rectangular in cross section and gradually decreases in cross section, from one end to the other. The small end of the block is received in the opening; and the

lugs 6 are inclined to fit the sides of the block. The greater portion of the block is on the side of the link remote from the flanges, and the large ends of the blocks are designed to engage the brake wheel, or the like, upon which the belt is used. The faces of the blocks at the large ends are in approximately the same plane, and if not at first they will soon wear even.

In the present embodiment of the invention, the opening 5 is formed by an H-shaped cut, that is by slitting the link with two parallel longitudinal cuts, one near each side edge, and connecting the cuts at their center by a transverse slit. The portions of the link between the cut are then bent to form the lugs 6 and flanges 7. This is the preferable construction on account of the economy in metal and labor, but it is obvious that the link might be formed in other manners.

The belt may be used until the blocks are worn to the face of the link, and after this occurs new blocks may be inserted.

I claim:

1. A brake belt composed of a plurality of interengaging detachable links, each link having a transverse slot at one end and a hook at the other for engaging the slot of the adjacent link, said link having a central opening, and a laterally extending lug at each end of the opening, each lug having an inwardly extending flange at its free end and a block of cork seated in the opening and engaging the flanges at one of its ends.

2. In a brake belt, a link formed from sheet material having at one end a slot and at the other a hook and having a central opening, said link having inwardly extending holding flanges at each end of the opening and offset laterally from the plane of the link and connected to the link, and a block of cork in the said opening and engaging the flanges.

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Witnesses:

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