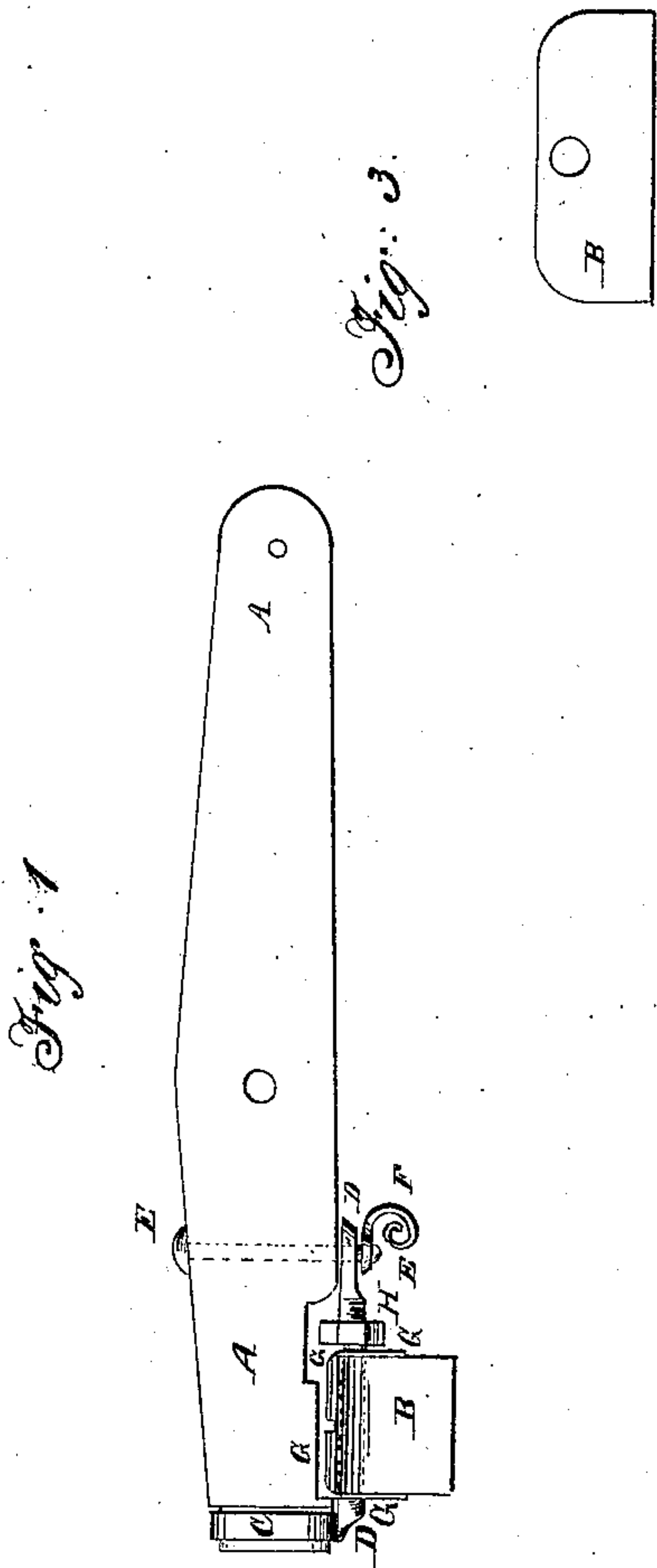


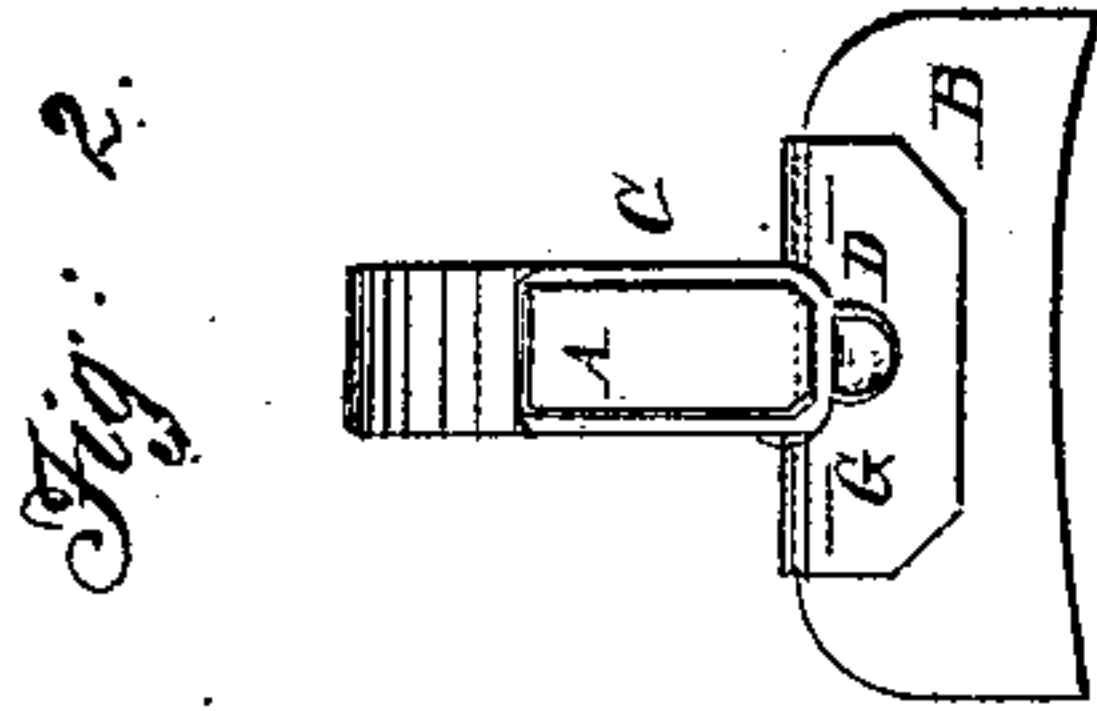
T. SMITH.
Wagon-Brake.

No. 70,639.

Patented Nov 5, 1867



Witnesses:
Thos. Smoche
Wm. Grewin



Inventor
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United States Patent Office.

THOMAS SMITH, OF CALIFORNIA, MISSOURI.

Letters Patent No. 70,639, dated November 5, 1867.

IMPROVEMENT IN WAGON-BRAKE.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, THOMAS SMITH, of California, in the county of Moniteau, and State of Missouri, have invented a new and useful Improvement in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a top view of my improved brake.

Figure 2 is an end view of the same.

Figure 3 is a detail view of a modification of the brake-block or rubber.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved manner of attaching the brake-block to the brake-bar, which shall be cheap, simple, durable, and effective; and it consists in the band and bolt by which the brake-block is attached to the brake-bar, and in the combination of the removable jaws with the band and bolt, the whole being constructed and arranged as hereinafter more fully described.

A is the brake-bar, which is formed and operated in the ordinary manner. B is the brake-block or shoe, the face of which may be made concave, to correspond with the convexity of the wheel, as shown in fig. 2, or flat, as shown in fig. 3. The rear part of the block B has a channel formed in it, to receive the bolt by which it is connected to the brake-bar A. In case the clamps are not used, the block B must have a hole formed through its rear part for the reception of the said bolt. C is a band, so formed as to fit upon the end of the brake-bar A. D is a rod or bolt, one end of which is welded or otherwise securely attached to the band C, and through its other end is formed a hole for the passage of the bolt E, which passes through the brake-bar A, and to which the said rod or bolt D is secured by the hand-nut F, which screws upon the end of the bolt E, as shown in fig. 1. This construction allows the block or shoe B to be easily removed and reversed, when one side has become worn, or to be replaced by a new block when worn out. G are metal clamps, so formed as to fit upon the side edges of the rear side of the block B, overlapping the sides and the rear side of said block, as shown in figs. 1 and 2. The clamps G have holes formed through them for the passage of the bolt or rod D, and are secured in place, clamping the block B between them by the nut H working upon a screw-thread cut upon the forward part of the rod or bolt D, as shown in fig. 1. By this construction the block, when formed with a groove in its rear side, for the reception of the bolt or rod D, can easily and quickly be reversed or replaced by simply loosening the nut H.

I claim as new, and desire to secure by Letters Patent—

1. The band C and bolt D, constructed and secured to the brake-bar A, substantially in the manner herein shown and described and for the purpose set forth.

2. The clamps G, constructed as described, in combination with the rod or bolt D and band C, substantially as and for the purpose herein set forth.

THOMAS SMITH.

Witnesses:

JAMES JORDAN,

A. B. TURNER.