

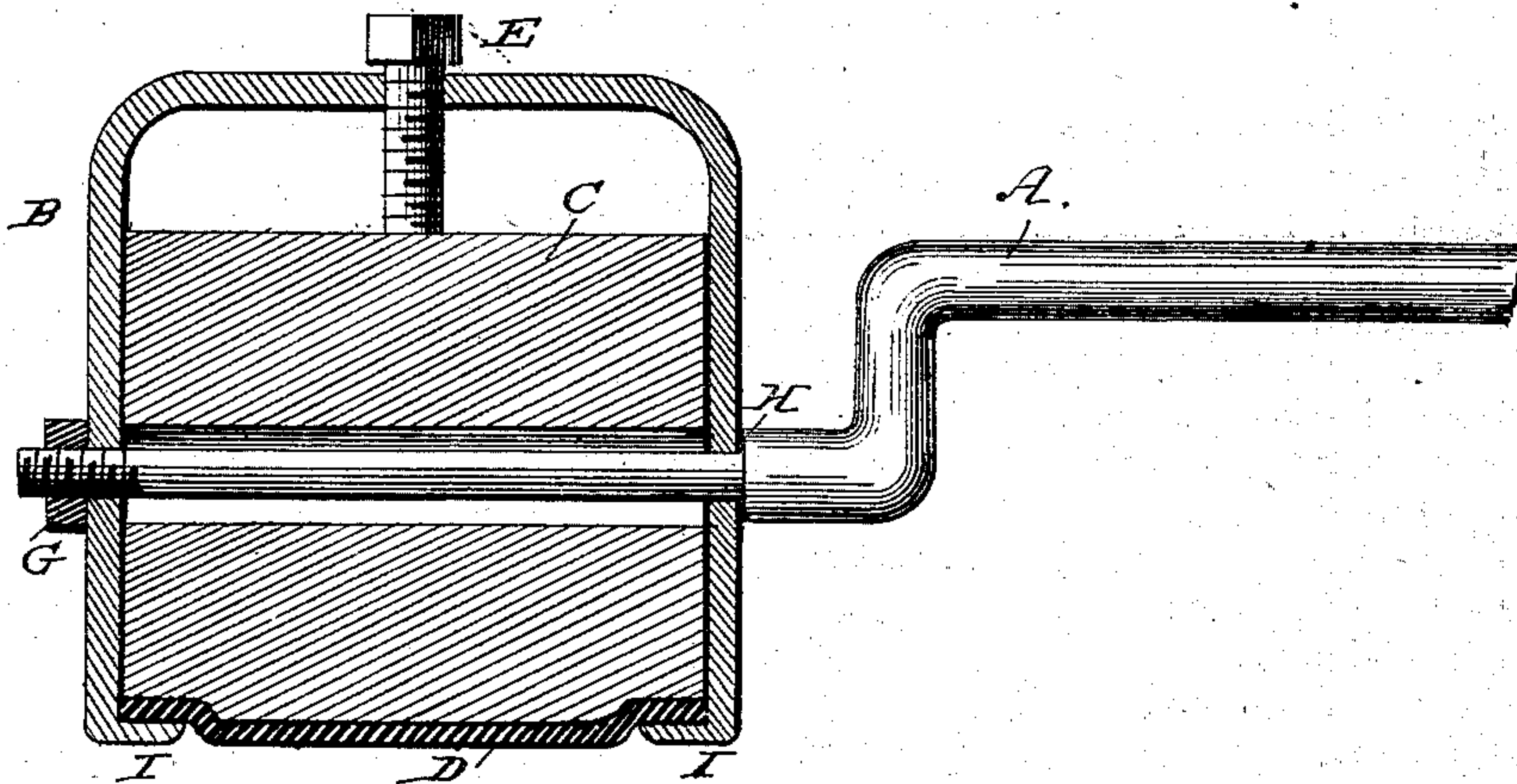
(No Model.)

H. C. NEWTON.

BRAKE BLOCK.

No. 317,177.

Patented May 5, 1885.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

HERBERT C. NEWTON, OF GROTON, NEW YORK.

## BRAKE-BLOCK.

SPECIFICATION forming part of Letters Patent No. 317,177, dated May 5, 1885.

Application filed December 29, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, H. C. NEWTON, of Groton, in the county of Tompkins and State of New York, have invented certain new and useful Improvements in Brake-Blocks for Vehicles; 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 pertains to make and use it, reference being had to the accompanying drawing, which forms part of this specification.

My invention relates to an improvement in brake-blocks for vehicles; and it consists in the combination of a metallic frame, the slotted block or core that is placed therein, the brake-rod which passes through the frame and the core, and a set-screw for adjusting the block, as will be more fully described hereinafter.

The object of my invention is to provide a means for adjusting the block in the frame for the purpose of clamping the leather or rubber in position between the block and the frame.

The accompanying drawing represents a cross-section of a brake-block embodying my invention.

A represents a brake-block, which is preferably made crank-shaped at each end, and which is provided with a shoulder, H, which acts as a stop for the frame, and with a nut, G, upon its end for the purpose of clamping the frame between the nut and the shoulder, and thus securing it in place upon the rod.

The frame B may either be of the shape here shown or any other that may be preferred, and which has formed upon its open side suitable shoulders or flanges, I, for catching against the leather or rubber D.

Inside of the frame B is placed the block or core C, which has a suitable slot made through

it for the end of the rod A to pass through, and which is enough smaller than the frame to allow the block a movement back and forth therein for the purpose of allowing the rubber or leather D to be removed, or replaced, or adjusted at any time. Upon each side of this core or block are formed suitable shoulders to correspond with the shoulders I on the frame B, and in between the shoulders on the block and the shoulders on the frame the edges of the leather or rubber are held.

Passing through the frame B is a set-screw, E, which bears against the inner side of the block B, and which screw serves to hold the block in any desired position. By turning the screw in one direction, the block C can be forced tightly against the shoulders I, and thus clamp the rubber or leather securely in place, and, when turned in the opposite direction, its pressure is withdrawn from the block C, and thus the block can be moved back in the frame, so as to release the rubber or leather D. The block being slotted, as shown, it has a free movement upon the end of the rod A.

Having thus described my invention, I claim—

The combination of the brake-rod with the frame B, the block C, having a suitable slot through it for the end of the rod to pass through, and the set-screw for holding the block in position, the frame B being provided with shoulders I, substantially as described.

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

HERBERT C. NEWTON.

Witnesses:

GEORGE C. FISH,  
HENRY B. NEWTON.