

(No Model.)

R. S. C. HERRMAN.
BRAKE BLOCK.

No. 332,693.

Patented Dec. 15, 1885.

Fig. 2.

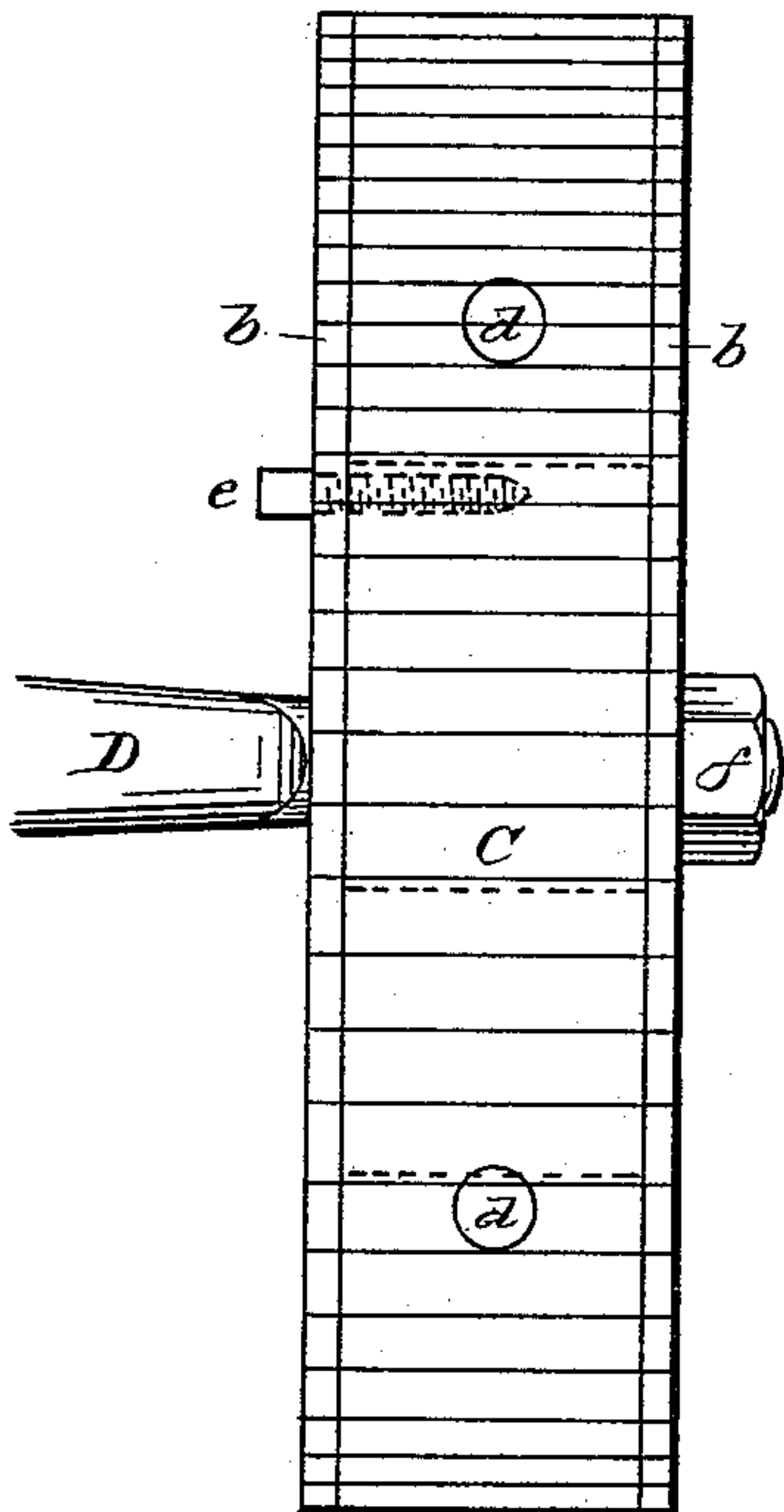


Fig. 1.

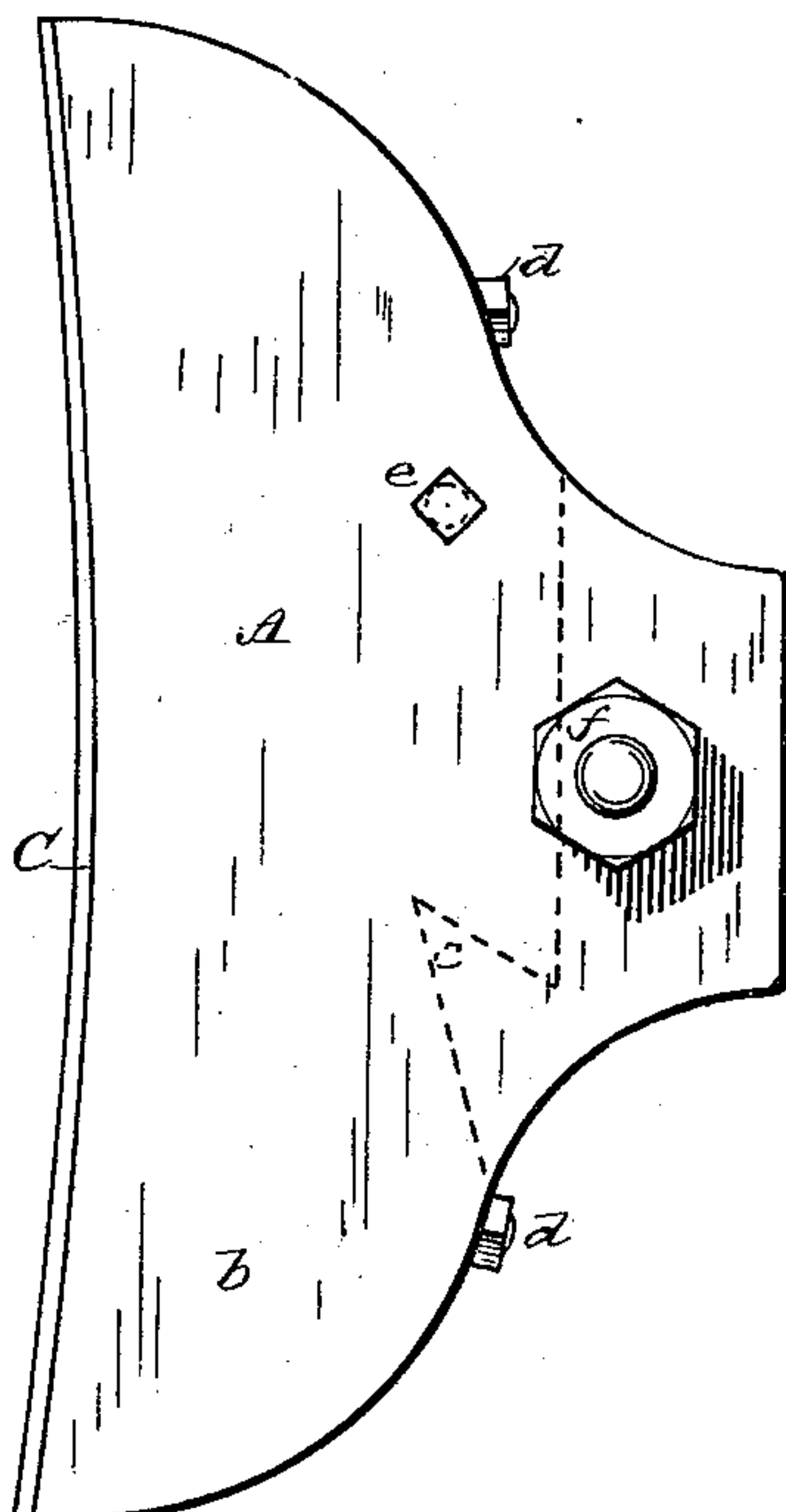


Fig. 3.

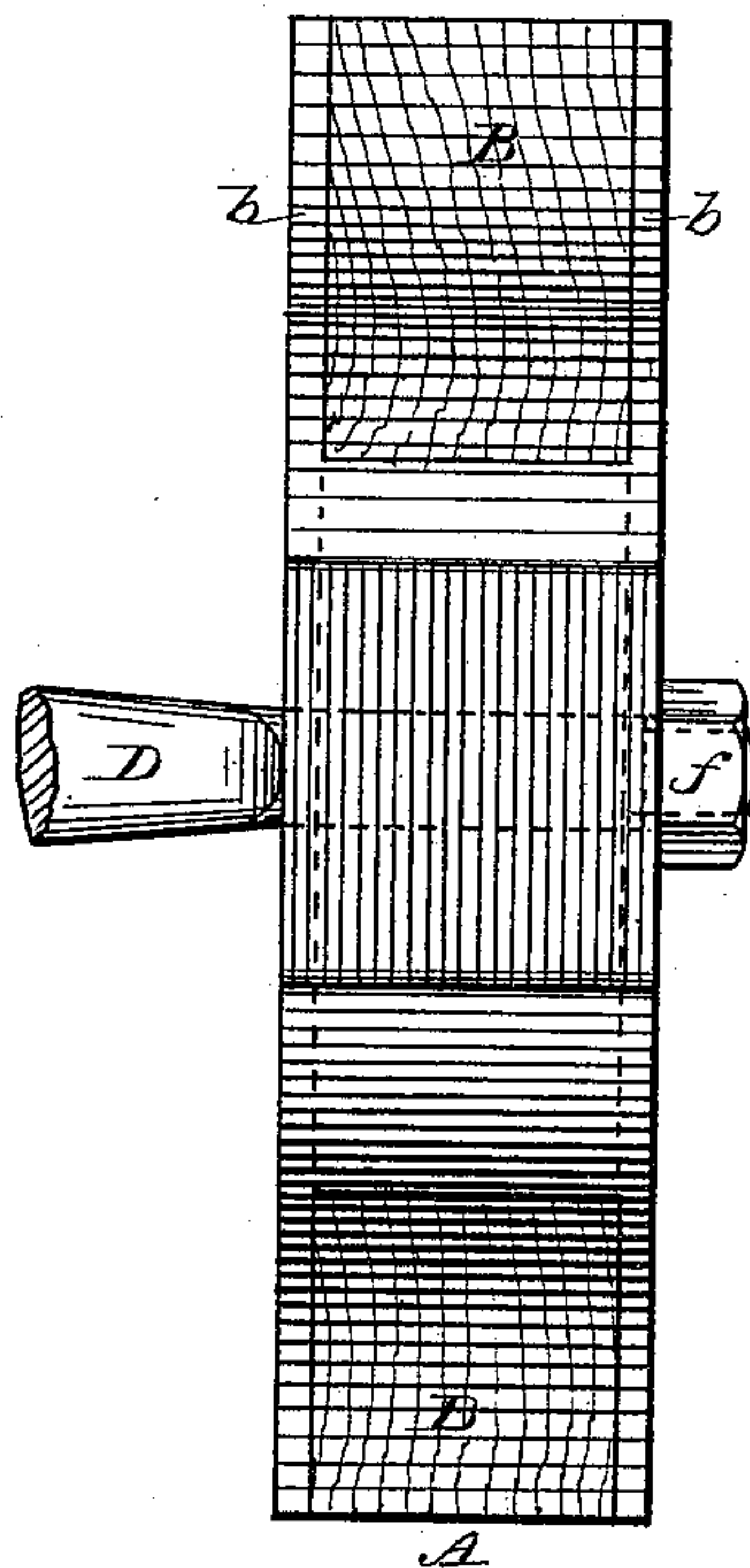


Fig. 4.

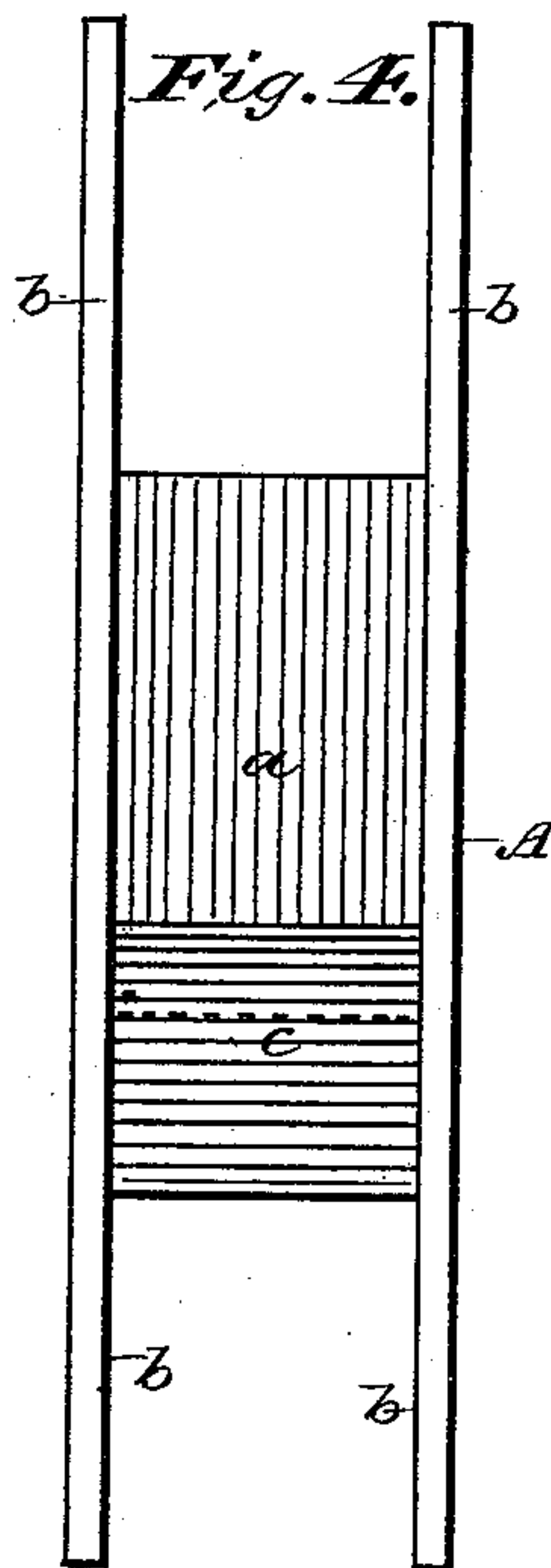


Fig. 5.

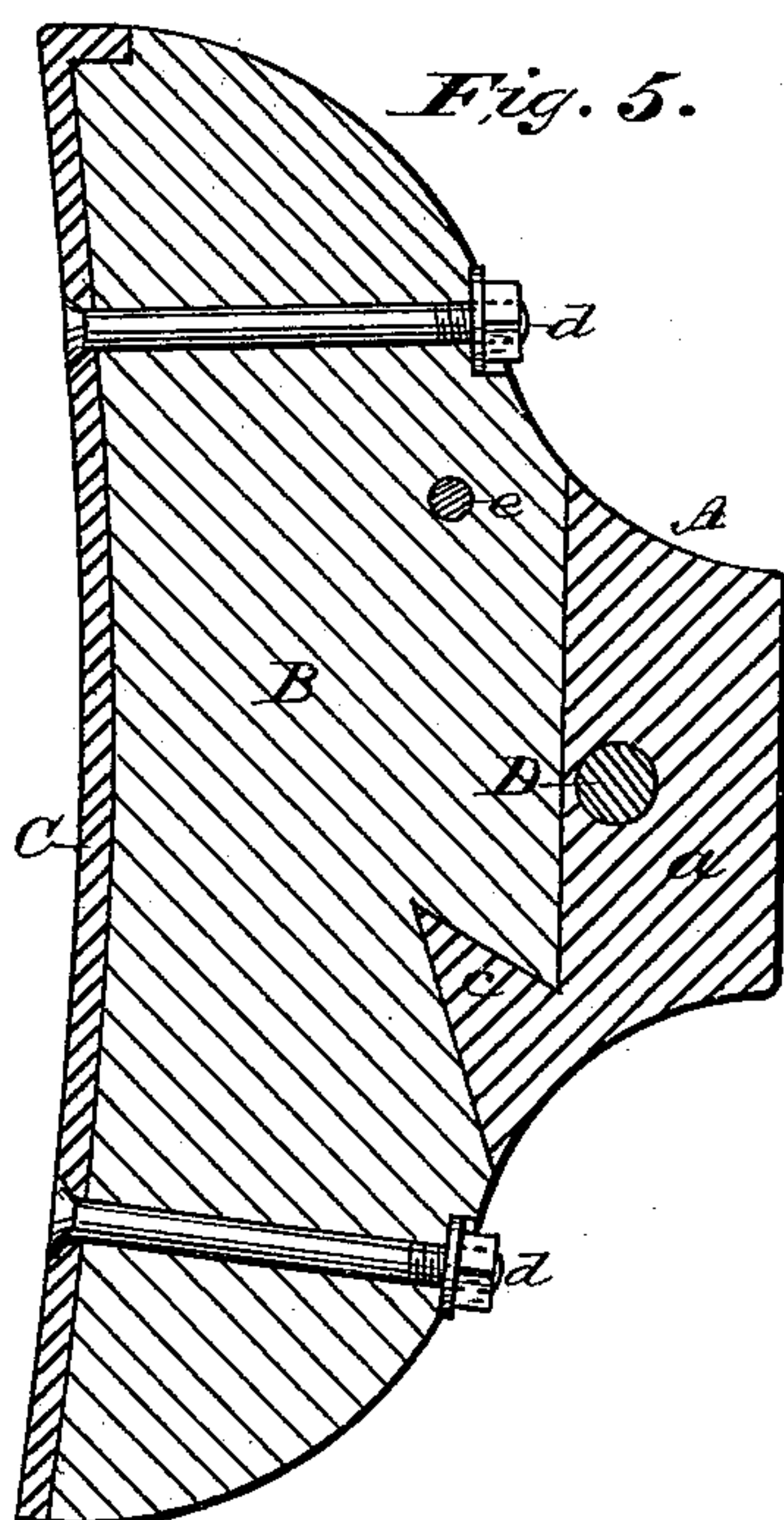
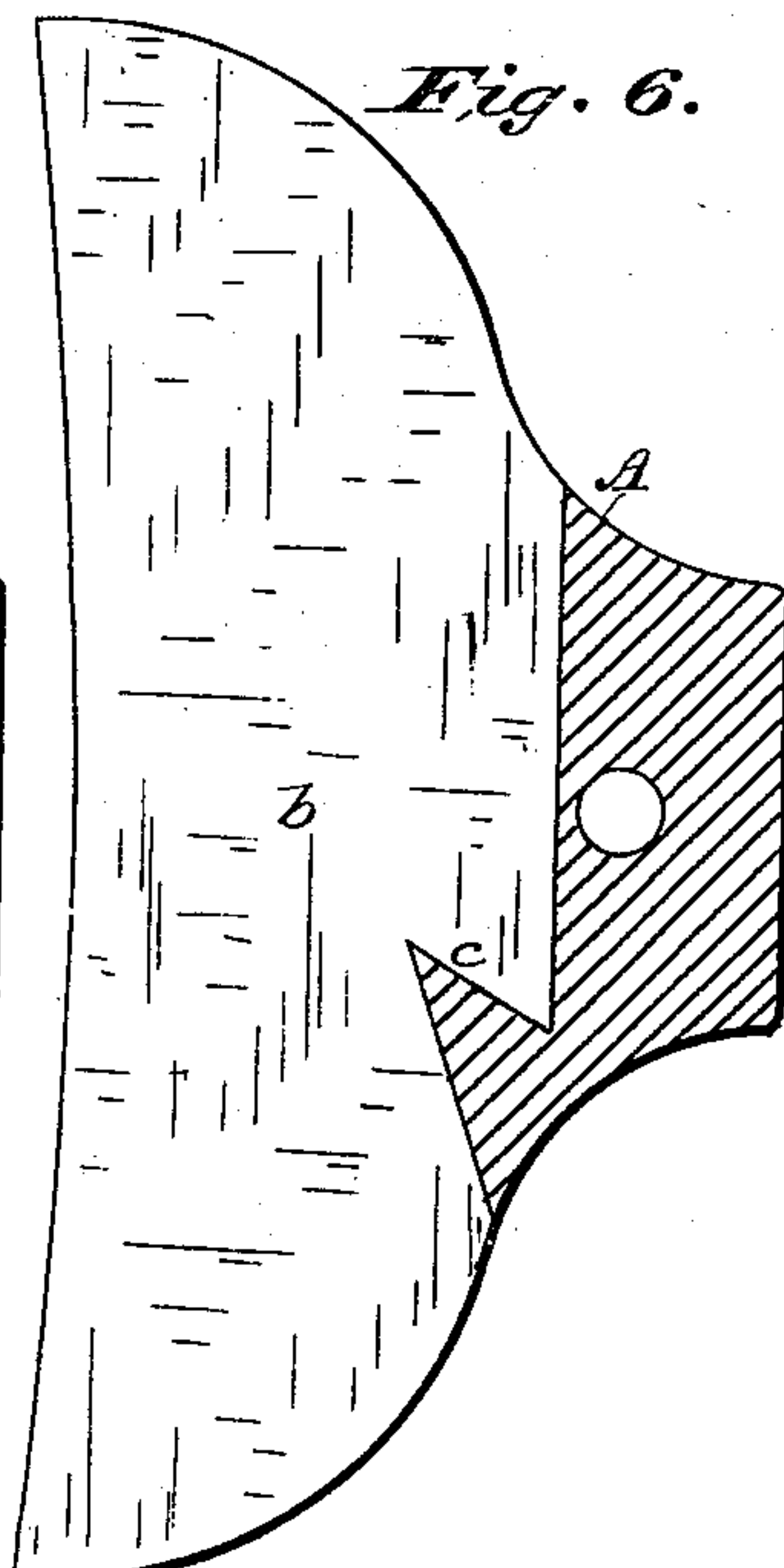


Fig. 6.



Witnesses:
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UNITED STATES PATENT OFFICE.

ROBERT S. C. HERRMAN, OF GARDENVILLE, MARYLAND.

BRAKE-BLOCK.

SPECIFICATION forming part of Letters Patent No. 332,693, dated December 15, 1885.

Application filed May 10, 1884. Renewed May 19, 1885. Serial No. 166,011. (No model.)

To all whom it may concern:

Be it known that I, ROBERT S. C. HERRMAN, a citizen of the United States, residing at Gardenville, in the county of Baltimore and State of Maryland, 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.

My invention relates to improvements in brake-blocks for wagons, carriages, and other kinds of vehicles; and the object is to produce a brake block that is very simple in its construction, that can be easily applied to old as well as new vehicles, is not liable to get out of order, that has a neat appearance, and yet by it great power can be exerted, as it is very strong and not liable to break, and in which the wooden filling-piece can be easily removed when worn out.

The invention consists in the construction and arrangement of parts, as will be more fully described hereinafter, and more specifically pointed out in the claims, reference being had to the accompanying drawings and the letters of reference marked thereon.

Like letters indicate similar parts in the different figures of the drawings, in which—

Figure 1 represents a side elevation of my improved brake-block. Fig. 2 is a face view of the same. Fig. 3 is a rear view of the same. Fig. 4 is a front view of the iron brake-shoe with the wooden filler removed. Fig. 5 is a vertical cross-section of the brake-block. Fig. 6 is a vertical cross-section of the brake-shoe.

In the drawings, A represents a brake-shoe, made of cast-iron or other suitable material, and consists of rear part, *a*, to which the flanges or ears *b* are cast or otherwise firmly secured. The part *a* has a transverse angular projection, *c*, upon which the wooden filling-piece B is supported. This filling-piece snugly fits onto said projection and fills up the space between the ears. It is faced with a facing-piece, C,

that is secured to the filler by the bolts *d*. This facing-piece may be made of metal, leather, rubber, or any other suitable material, and can be readily replaced by a new piece when worn out. The filling-piece B is held in place by a set-screw, *e*, which passes through one of the ears, as seen in Fig. 2. The brake-block is secured to the ordinary brake-bar, D, the ends of which pass through the rear part, *a*, and is held in place by a nut, *f*. One end only of the brake-bar is shown in the drawings.

When it is desired to remove the wooden filling-piece, it is only necessary to take out the set-screw *e*, and by slightly tapping the piece B on its lower end it can be removed from the projection *c* and taken out for repairs or for substituting for it a new one.

The facing-piece can be readily taken off by removing the bolts *d*, and replaced by a new one when worn out.

It will be readily seen that the ears of the brake-shoe protect the sides of the filling-piece, and it cannot split, and even if it should split it cannot become lost.

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

1. A brake-block consisting of a brake-shoe having ears *b*, which protect the sides of the rubber B, provided with a facing-piece, and said rubber held in place by a set-screw and supported on a projection, *c*, which also receives the thrust, all constructed and arranged substantially as specified.

2. The combination of a brake-shoe, A, having ears *b* and angular projection *c*, with a rubber, B, having facing-piece C, and held in place by a set-screw, *e*, and attached to the brake-bar D, all constructed and arranged substantially as and for the purpose set forth.

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

ROBERT S. C. HERRMAN.

Witnesses:

JOHN M. HERRMAN,
GUY L. DE MOTTE.