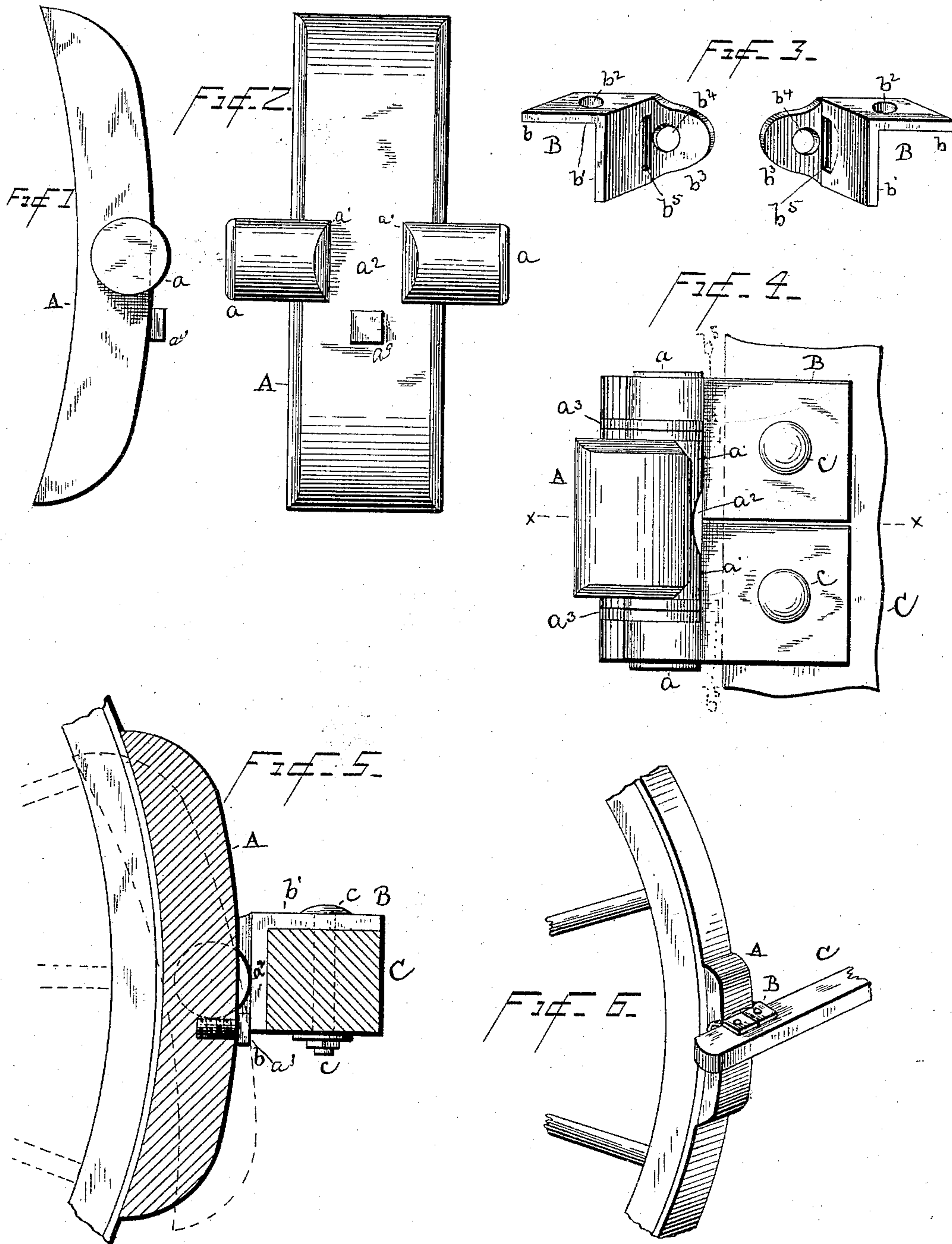


(No Model.)

J. A. JEWELL.
BRAKE BLOCK.

No. 448,720.

Patented Mar. 24, 1891.



Witnesses

Norris A. Clark.

J. B. Harris

John A. Jewell Inventor

UNITED STATES PATENT OFFICE.

JOHN A. JEWELL, OF WASHINGTON, DISTRICT OF COLUMBIA, ASSIGNOR OF
ONE-HALF TO JAMES E. BEARDSLEY, OF SAME PLACE.

BRAKE-BLOCK.

SPECIFICATION forming part of Letters Patent No. 448,720, dated March 24, 1891.

Application filed May 7, 1890. Serial No. 350,903. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. JEWELL, a citizen of the United States, residing at Washington, in the District of Columbia, 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 certain new and useful improvements in brake-blocks; and the nature of my invention consists principally in providing a brake-block with trunnions or pivotal oscillating gudgeons formed integral with it; also, in providing such a brake-block with sectional removable brackets, either one of the sections of which being detached from the brake-bar will allow the ready removal of the block from said bar.

Heretofore it has been found practically impossible to attach oscillating metallic brake-blocks to that large class of wagons built with wooden brake-bars.

Another important feature of this invention is the provision for lateral adjustment of the block when occasion requires.

While my object in this invention is especially to adapt a self-oscillating brake-block or shoe to a wooden brake-bar, I do not confine myself to such a bar.

The description taken in connection with the annexed drawings will enable others skilled in the art to carry my invention into effect.

In the annexed drawings, Figure 1 is a side view of the brake-block. Fig. 2 is a rear view of the same projected from Fig. 1. Fig. 3 shows my two detachable half-brackets in perspective views. Fig. 4 is a top view showing the brake-block applied to a portion of a brake-bar. Fig. 5 is a vertical sectional view taken transversely through a brake-bar and through the brake-block, indicating in the same figure a portion of a wheel in dotted lines, the section being taken in the plane indicated by the dotted line X X on Fig. 4. Fig. 6 is a perspective view showing one of the blocks applied to a portion of a wheel.

Referring to the annexed drawings by letters, A designates a brake-block which is

constructed with trunnions or gudgeons a of cylindrical form protruding from its sides and extended in the shape of re-enforced ribs a' across its back, leaving a vertical notch or mud-clearance space a^2 , as clearly shown in Figs. 2, 4, and 5. This block and its trunnions, gudgeons, or pivotal projections are preferably cast integral.

a^3 designates a screw-regulator by which the pitch of the block can be adapted to high or low brake-bars, and the block made to set parallel with the curved tire.

B B designate what I denominate "half-brackets," each of which is formed of two wings b b' , constituting a rectangular seat adapted to a rectangular brake-bar C, which may be made of wood. The wing b is perforated at b^2 to receive a vertical bolt c , that rigidly secures the half-brackets to the said bar C, as indicated at Fig. 5. Each half-bracket B is also formed of a projecting ear b^3 , which is perforated flush with the wing b' at b^4 to afford a combined journal and rib bearing for one of the trunnions a and rib a' of the brake-block A.

It will be observed by reference to Fig. 4 that when the trunnions a of the brake-block are engaged with the ears b^3 of the half-brackets and these brackets are bolted to the brake-bar C the block is pivotally connected to this brake-bar and substantially held thereto. Now by referring to Fig. 5 it will be seen that a space is left in the channel a^2 between the back of the block and the half-brackets for preventing lodgment of mud, gravel, &c., the natural oscillations of the block acting to keep such space free of any accumulations.

In the lateral adjustment of the block already referred to, which becomes necessary from resetting the tire, the relative position of the periphery of the wheel becomes altered.

I change the position of the washers from one trunnion to the other, as the case may require—thus, for instance, I take the washers from the outer trunnion and place them on the inner to set the block farther out. These washers are clearly shown at a^3 , Fig. 4, and the recesses for them in brackets B B, Fig. 3, are at b^5 . These washers avoid the necessity of changing the position on the

brake-bar, and also, if made of leather or other elastic substance, they will render the block noiseless.

To remove a block formed and attached as I have above described, a bolt *c* is removed and one of the half-brackets *B* is detached, thus setting the brake-block free.

The dotted lines in Fig. 5 show the altered position of the block when not in use.

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

1. A brake-block having its back re-enforced by inwardly-extended pivotal projections and a screw-regulator, as specified.

2. A brake-block constructed with a re-enforced back transverse rib-bearing and pivotal lateral extensions thereof, as specified.

3. The combination, with a brake-block having pivotal projections, of separable or half-bracket bearings therefor, constructed substantially as described.

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

JOHN A. JEWELL.

Witnesses:

ANSON S. TAYLOR,
WM. RAMSAY.