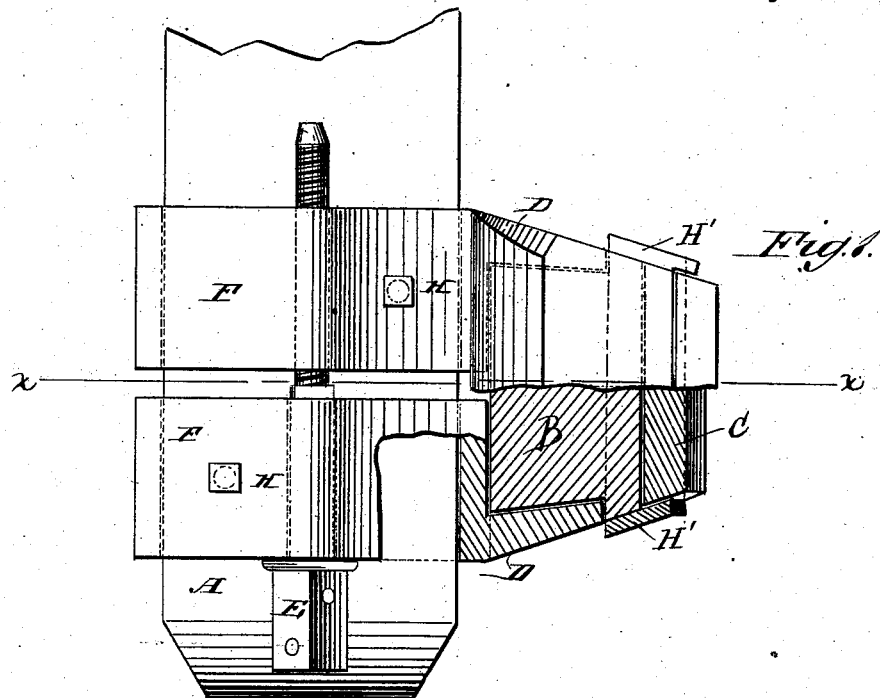


(Model.)

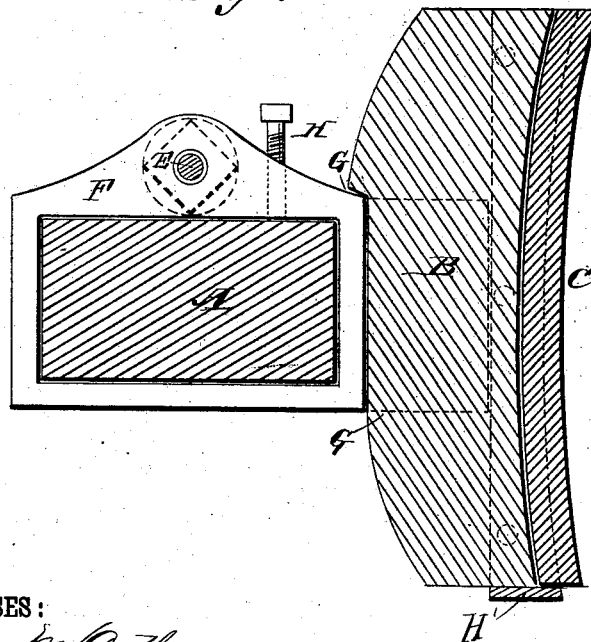
E. S. DAVIS.  
CARRIAGE BRAKE.

No. 260,543.

Patented July 4, 1882.



*Fig. 2*



WITNESSES:

*Francis McArthur*  
*W. Sedgwick*

INVENTOR:

*E. S. Davis*

BY

*Munn & Co.*

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

EDWIN S. DAVIS, OF KELSEYVILLE, CALIFORNIA, ASSIGNOR OF ONE-HALF TO  
WILLIAM P. CLENDENIN AND EDWARD P. CLENDENIN, OF SAME PLACE.

## CARRIAGE-BRAKE.

SPECIFICATION forming part of Letters Patent No. 260,543, dated July 4, 1882.

Application filed April 22, 1882. (Model.)

*To all whom it may concern:*

Be it known that I, EDWIN S. DAVIS, of Kelseyville, in the county of Lake and State of California, have invented a new and Improved  
5 Carriage-Wheel Brake, of which the following is a full, clear, and exact description.

My improvement in brakes consists of a method of attaching the brake-block which supports the shoe to the bar by which the shoe  
10 is operated, whereby it is designed to strengthen the said bar by the attaching devices, instead of weakening it by holes for the connecting-bolts, as in the common way, and at the same time to so connect the blocks that they can be  
15 readily shifted along the bar to adjust them to the wheels readily, which cannot be done when the blocks are bolted on, as in the common way, all as hereinafter described.

Reference is to be had to the accompanying  
20 drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is partly a top view and partly a section of a brake block and shoe, and part of  
25 the bar; and Fig. 2 is a vertical section of the bar, block, and shoe, taken on the line *x x* of Fig. 1.

A represents the bar upon which the block B and the shoe C are to be supported, and to  
30 which the block B is commonly bolted by bolts passing through the bar, by which the bar is weakened to the extent of the wood cut out for the holes, and, besides, the blocks cannot be  
35 shifted along the bar, as is sometimes desirable. I therefore propose to attach the blocks

B by means of a couple of clamping-jaws, D, and a clamp-screw, E, said jaws being formed on a band-clip, F, fitting securely around the bar A, but so as to be shifted along it by the screw E, and also by other means in case it  
40 may be desired to shift the brake on the bar. The screw E turns freely in the hole of one of the bands F and screws in the tapped hole of the other band, so as to draw the jaws D tightly on the block B. The jaws are slightly dove-  
45 tailed to prevent the block from escaping from them, and the block is notched in the sides, at G, to receive the jaws between the shoulders of the notches in such manner that the blocks cannot slip lengthwise in the jaws. The clamp-  
50 jaws are fastened in the desired position along the bar by set-screws H in the bands F.

The brake is adapted for road-wagons, cars, and other carriages.

The brake-shoe C may be of dovetail form, 55 and be secured in a corresponding recess formed over block B by the flange-holding pieces H', as shown, or may be fastened to the brake-block in any other suitable way.

Having thus fully described my invention, 60 I claim as new and desire to secure by Letters Patent—

The combination, with the bars A and blocks B, notched at G, of the clamping-jaws D, bands F, and screws E H, as shown and 65 described.

EDWIN SAMUEL DAVIS.

Witnesses:

W. P. CLENDENIN,  
J. B. JAMISON.