(Model.)

D. SHELTON.

VEHICLE BRAKE.

No. 264,201. Patented Sept. 12, 1882.

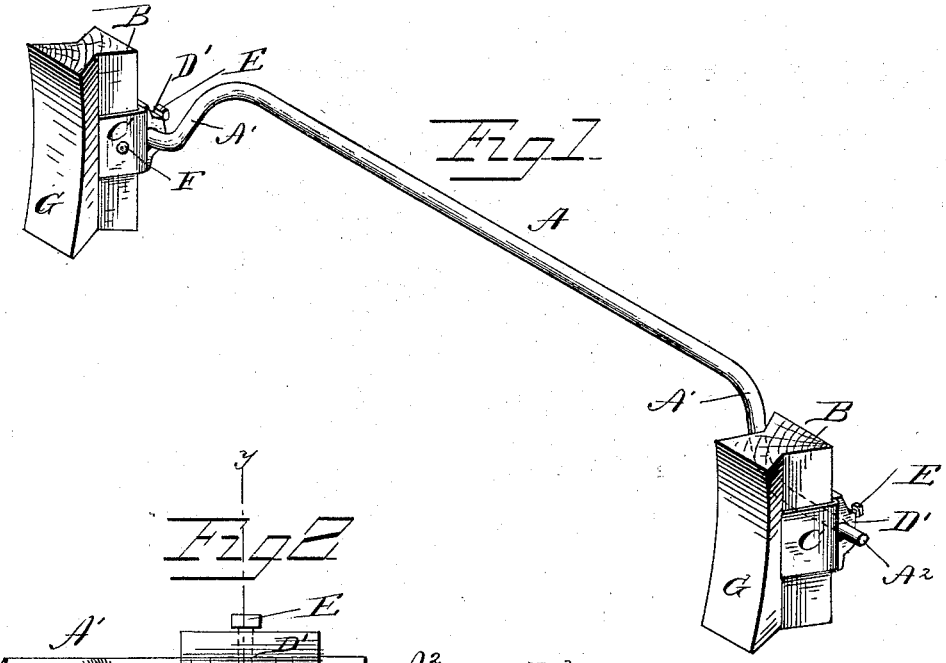

Fig 1.

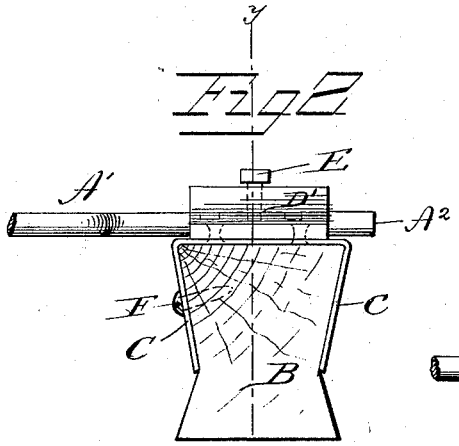

Fig 2.

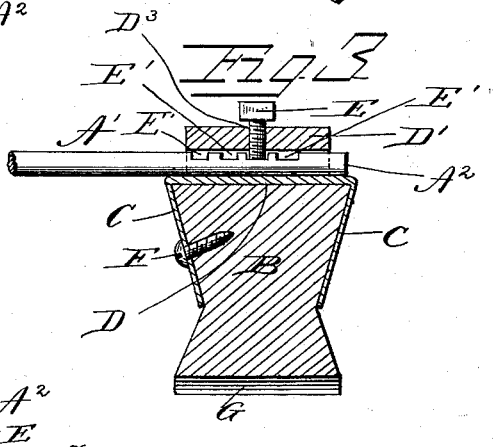

Fig 3.

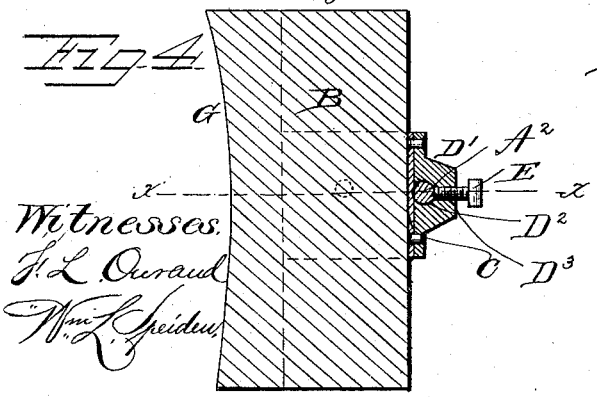

Fig 4.

Witnesses.
F. L. Ouraud
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UNITED STATES PATENT OFFICE.

DYAS SHELTON, OF SANTA ROSA, CALIFORNIA.

VEHICLE-BRAKE.

SPECIFICATION forming part of Letters Patent No. 264,201, dated September 12, 1882.

Application filed June 19, 1882. (Model.)

To all whom it may concern:

Be it known that I, DYAS SHELTON, a citizen of the United States of America, residing at Santa Rosa, in the county of Sonoma and State of California, have invented certain new and useful Improvements in Vehicle-Brakes, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to vehicle-brakes; and it consists in parts which will be hereinafter described, and pointed out in the claim. The elements I employ are a transverse roller-bar having right-angled projections extending downward. On the end of each projection, extending outward on a parallel line with the bar, is an arm having a series of depressions on its rear side. These depressions present a flat vertical surface. The shoe consists in a flat vertical back, having two wings formed thereon that project forward and incline inward. To the back of the shoe is riveted a strip provided with a transverse slot running through. The strip is also provided with a threaded slot in its back, which passes inward at right angles from the transverse slot, the two slots thereby communicating. The arm of the roller-bar fits into the transverse slot, and is secured thereto by means of a threaded set-screw that works in the rear threaded slot of the strip, the point of the set-screw being flat, so as to correspond with the flat face of the depressions in the arm. The flat point of the set-screw and smooth face of the depressions with which said point may be placed in contact rigidly unite the block to the arm. By loosening the set-screw the block is permitted to slide freely on the arm. The point of the set-screw can engage and be fixed in any of the depressions, and the block thereby rendered adjustable laterally on the arm.

The object of my invention is to produce a simple and substantial brake, and at the same time render it an easy matter to adjust the block and shoe to the variable position of the tire caused by dishing the wheel. It is a well-known fact that various causes conspire to dish a vehicle-wheel, the principle cause being tire-setting. The necessity, therefore, for a simple and reliable block with easy means of adjustment is quite apparent.

The brake-blocks analogous to mine with which I am familiar are secured to the arms on the ends of the bar by means of a shoulder and nut, the arms each having an inner shoulder for the blocks to rest against, and a thread on the end for the reception of a nut, the nut pressing the block against the shoulder, and thereby securing it. I have found that such a manner of attaching the block to the arm is unreliable, and that the instant the nut works loose the top of the block will turn inwardly and cause the top of the shoe to come in contact with the tire and wear at that point, to the exclusion of the other parts on the face of the shoe, and that at times the block and shoe will turn completely over. I obviate these defects by the parts illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a roller-bar, block, shoe, and connecting means. Fig. 2 is a plan view of the device secured to the arm on the end of the roller-bar. Fig. 3 is a section through the line *x x* of Fig. 4, and Fig. 4 is a section through the line *y y* of Fig. 2.

The letter A in the drawings represents the roller-bar, and A′ are the right-angled projections thereon. A^2 are the horizontal arms on the projections A′.

B is the brake-shoe, and C C are the wings or clamps aiding to secure the same.

D is the back piece or block proper, to which the clamps C C are rigidly united.

D′ is the strip, riveted to D. D^2 is the cross-slot therein, and D^3 is the threaded rear slot.

E is the set-screw, having a threaded shank that works in rear slot, D^3.

E′ E′ are depressions in arm A^2. By means of the depressions E′ E′ and the threaded set-screw E, working in the threaded slot D^3, the block provided with the shoe is rendered adjustable laterally on the arm A^2.

F is a screw that passes through a slot in the clamp C, and thence into the side of the shoe to aid in firmly uniting the shoe to the clamps, and G indicates the face of the shoe.

In the drawings I have shown a shoe flaring outwardly from the ends of the clamps. It is obvious that the face of the shoe may be given any other suitable form without departing from the principle of my invention.

Having thus described my invention and

set forth its advantages, I claim as new and desire to secure by Letters Patent—

In a vehicle-brake, the combination of the arm A^2, provided with depressions E′, the back piece, D, clamps C C, block D′, provided with smooth slot D^2, and intersecting threaded opening D^3 for the reception of set-screw E, the block B, and screw F, the several parts being united and operated in the manner and for the purposes specified.

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

DYAS SHELTON.

Witnesses:

ALBERT G. SHANNON,

D. C. ALLEN.