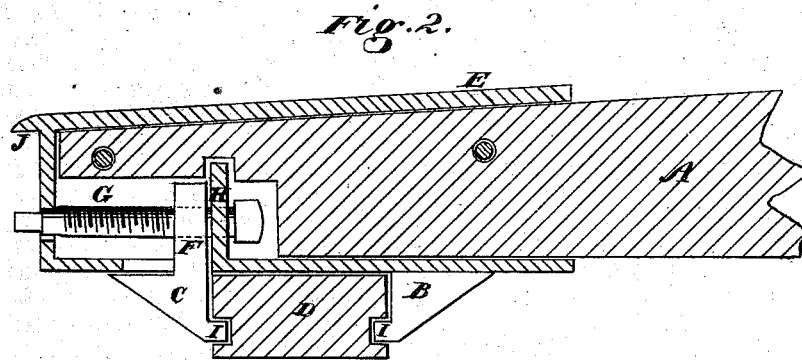
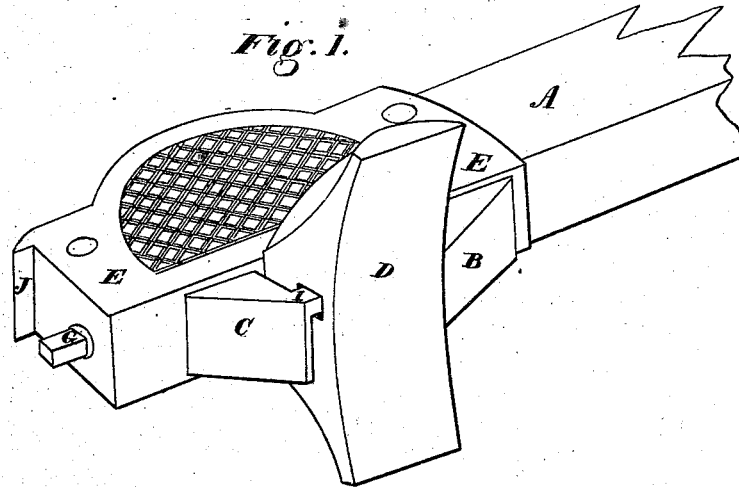


W. HENDRICK.
Wagon-Brake Block.

No. 161,034.

Patented March 23, 1875.



Witnesses
Geo. H. Strong.
J. L. Boone

Inventor
William Hendrick
By his Atty's
Dewey & Co.

UNITED STATES PATENT OFFICE.

WILLIAM HENDRICK, OF MODESTO, CALIFORNIA.

IMPROVEMENT IN WAGON-BRAKE BLOCKS.

Specification forming part of Letters Patent No. **161,034**, dated March 23, 1875; application filed March 1, 1875.

To all whom it may concern:

Be it known that I, WILLIAM HENDRICK, of Modesto, Stanislaus county, State of California, have invented Improvements in Securing Brake-Blocks; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention or improvement without further invention or experiment.

My invention relates to certain improvements in brake-bars and the securing of the independent brake-blocks to these bars, so that the block is firmly held in its place. The brake-bar is not weakened by cutting it away inside of the line of the wheel, and the screw which operates to secure the block is protected from injury from the outside. The block can also be adjusted to accommodate the increasing disk of the wheel by use.

Referring to the accompanying drawing for a more complete explanation of my invention, Figure 1 is a perspective view of my improved device. Fig. 2 is a horizontal section.

A is the end of a brake-bar, which stands opposite to the wheel. B is a fixed and C is a movable jaw for holding the brake-block D. The jaw B is rigidly secured to the inner end of a metal socket or cap, E, which fits over the end of the bar A, and is strongly bolted to it. The movable jaw C has a lug, F, which passes through the face of this cap, a slot being made for this purpose. A screw, G, extends from the end of the cap inward, and passes through the lug F, which serves as a movable nut. The inner end of the screw has a journal formed to turn in the lug H, which projects from the side of the cap; and a head upon the outer end of this screw retains it in its place, so that, when it is turned around, it will move the jaw C inward or outward, as may be desired. By thus forming the fixed jaw B upon the inner end of the cap, I avoid weakening the brake-bar at a point inside the line of the wheel where the pressure comes by cutting it away, as must be done to admit

the operating-screw and the lugs F and H, and, in my brake, these parts are all outside of the point of greatest strain. I also secure a very important advantage in being able to so adjust the block outwardly that, as the wheel grows older and becomes more dished by use, I am able to keep the block always opposite to the face of the wheel, while a brake which has a movable jaw inside the wheel must, after awhile, have a longer bar put in to accommodate the dishing of the wheels.

In order to hold the brake-block D securely and prevent its loss if it should become loosened, I form one or more projecting points or lugs, I, upon the inner faces of the jaws B and C, and a corresponding indentation or hole is made in the block D, so that, when the jaws are drawn together, it will not be possible to remove the block, even if it be somewhat loosened. As the outer end of the screw G must necessarily project somewhat in order to give a hold for a wrench to turn it, it will always be in danger of being bent or broken off, and, to protect it from such collisions, I form the cap E with a projecting flange, J, upon one or both sides, at the outer end, and these flanges will receive any blow, and thus protect the screw. The top of the cap E projects a little upon the front side, and it is formed with a roughened surface to make a safe and convenient step.

Having thus described my invention, I do not claim, broadly, the securing of a brake-block by means of a fixed and movable jaw with an operating-screw, as I am aware that a patent has already been granted; but

What I do claim, and desire to secure by Letters Patent, is—

1. The combination, with cap E, of fixed jaw B, secured to said cap inside of the line of the wheel, movable jaw C, and screw G, outside of the wheel, for the purpose of allowing the brake-block to be adjusted as the wheel becomes more dishing, and to prevent weakening the bar A, all substantially as set forth.

2. The fixed jaw B, in combination with movable jaw C and the brake-block D, the

said jaws being provided with projections I, substantially as and for the purpose set forth.

3. In combination with the brake-bar, the fixed jaw, movable jaw, and the operating-screw, the cap E, having the projecting flanges J J, substantially as and for the purpose set forth.

In witness whereof I hereunto set my hand and seal.

WILLIAM HENDRICK. [L. S.]

Witnesses:

J. J. McCLELLAN,
I. C. BANDS.