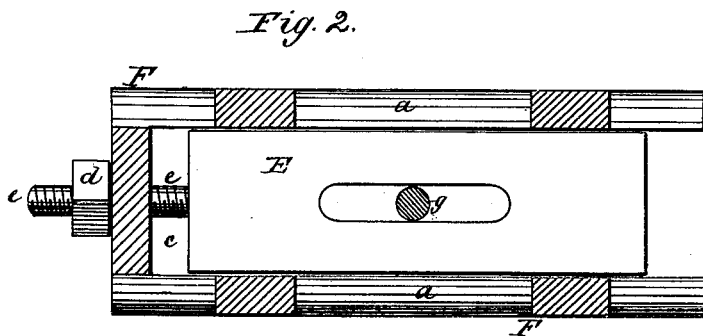
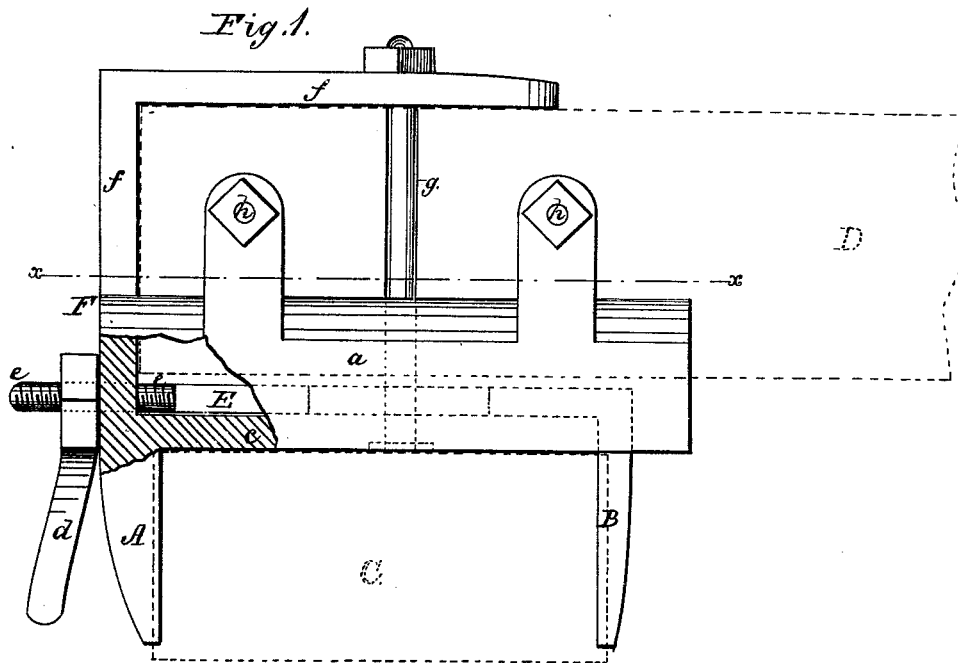


B. E. ATWOOD.  
 Brake-Shoe Holder.

No. 198,331.

Patented Dec. 18, 1877.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

BENJAMIN E. ATWOOD, OF NEWVILLE, CALIFORNIA.

## IMPROVEMENT IN BRAKE-SHOE HOLDERS.

Specification forming part of Letters Patent No. **198,331**, dated December 18, 1877; application filed October 8, 1877.

*To all whom it may concern:*

Be it known that I, BENJAMIN E. ATWOOD, of Newville, in the county of Colusa and State of California, have invented a new and Improved Brake-Shoe Holder for Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same.

The object of my invention is to provide an improvement in the class of clamps for the shoes of wagon-brakes which have an adjustable jaw, to enable the shoe to be inserted or detached and another substituted, when required, with convenience and dispatch.

The device is shown in accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view of the clamp, part being broken out to show the interior construction. Fig. 2 is a longitudinal section on line *x x*, Fig. 1.

A is the fixed jaw, and B the movable jaw, of the clamp, between which the shoe or friction-block C is confined. The jaw A forms a fixed part of the clamp or holder F, which is attached to the end of the horizontal brake-bar D, as hereinafter described. The movable jaw B is made in one piece with, and forms an integral part of, a slotted plate, E, which is arranged to slide between the side plates *a* and in contact with the back plate *c* of the holder F. Said plate E has a cylindrical extension, *e*, which projects through the fixed jaw A, and is screw-threaded to adapt it for the application of a hand-nut, *d*, as shown. By this arrangement I provide for adjustment of the

movable jaw, for the purpose of clamping or releasing the brake-shoe C, the jaw B moving toward or from the jaw A, according as the hand-nut is turned in one direction or the other, as will be readily understood without further description.

This construction enables brake-shoes to be fitted in the holder, or worn out or defective shoes to be detached and their places supplied by new ones, with less labor and loss of time than when the common form of holder is used.

The fixed jaw A has a right-angular arm, *f*, which embraces the end of the brake-bar D. A screw-bolt, *g*, passes through the latter and also through the arm *f* and back-plate *c* of the holder, while shorter screw-bolts *h* also pass in the opposite direction—*i. e.*, transversely through the brake-bar D and through lugs or ears of the side plates *a a*. By these means the holder is firmly yet detachably secured to the brake-bar in such a manner that there is a narrow space between the bar and sliding plate E, so that the bar cannot hinder the free movement of the plate.

What I claim is—

In combination with brake-bar, the holder F, having side plates *a a* and the bolts *g* and *h*, the movable jaw B, and slotted adjustable plate E, formed in one piece, as shown and described.

BENJAMIN E. ATWOOD.

Witnesses:

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