

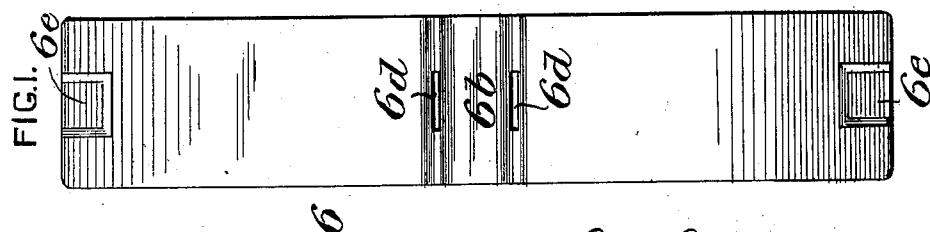
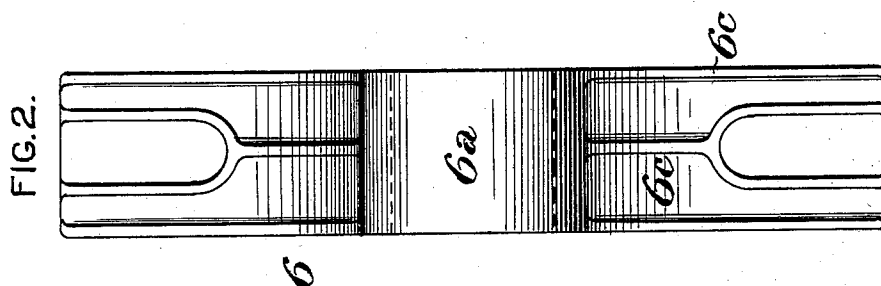
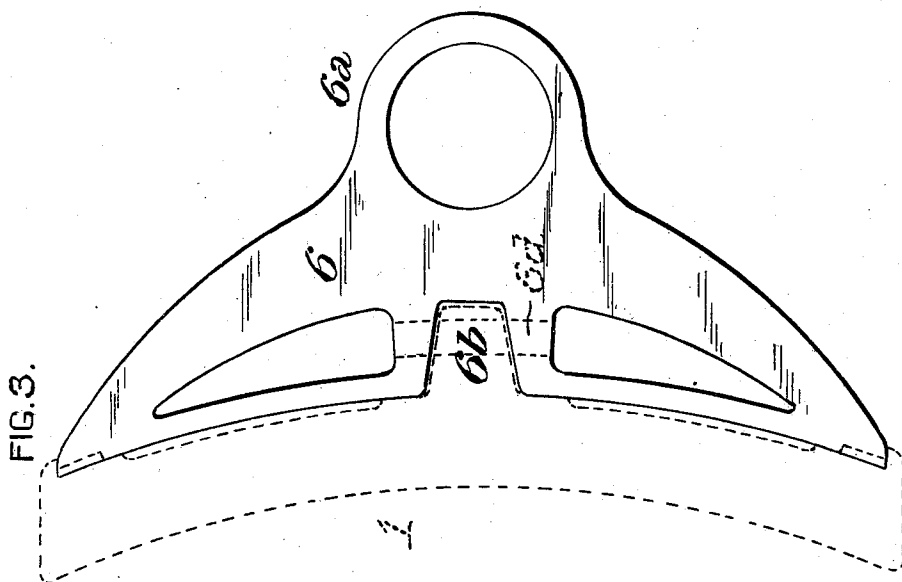
No. 734,568.

PATENTED JULY 28, 1903.

J. J. KINZER.
BRAKE HEAD.

APPLICATION FILED FEB. 27, 1903.

NO MODEL.



WITNESSES

James C. Heron.
S. R. Bell.

INVENTOR

J. J. Kinzer.
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Att'y.

UNITED STATES PATENT OFFICE.

JOHN J. KINZER, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR TO PITTSBURGH BRAKE SHOE COMPANY, OF PITTSBURG, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

BRAKE-HEAD.

SPECIFICATION forming part of Letters Patent No. 734,568, dated July 28, 1903.

Application filed February 27, 1903. Serial No. 145,325. (No model.)

To all whom it may concern:

Be it known that I, JOHN J. KINZER, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a certain new and useful Improvement in Brake-Heads, of which improvement the following is a specification.

The object of my invention is to provide a brake-head or brake-block of such construction as will strengthen an attached brake-shoe and enable it to be worn substantially completely away in service.

The improvement claimed is hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a face view of a brake-head embodying my invention; Fig. 2, a back view, and Fig. 3 a side view in elevation, of the same.

In the practice of my invention I provide a brake head or block 6, which is preferably formed of cast or malleable iron or steel, with its body extending so as to present a substantially continuous bearing from one end to the other for a brake-shoe and its face inwardly curved in conformity with the curvature of the back of a brake-shoe and provided with a central recess 6^b to receive the lug of a brake-shoe. A lug 6^a, having an opening of proper form to fit on a brake-beam of any desired pattern—as, in the instance shown, a cylindrical beam—is formed on the back of the brake-head, and the head is stiffened and strengthened by longitudinal central and side ribs 6^c, extending along its body from the walls of the central recess 6^b to its ends. Slots 6^d are formed in the walls of the central re-

cess 6^b for the passage of a key by which the brake-shoe is detachably connected to the brake-head, and end bearings 6^e are formed on the brake-head, against which the raised end bearings of the brake-shoe abut.

The face of the brake-head is designed to abut against the back of the brake-shoe substantially throughout its entire length, and when used in connection with a brake-shoe of the Master Mechanics' Association standard type, for which it is specially adapted, its face is preferably stepped to fit the special form of the back of said shoe 1, as indicated in dotted lines in Fig. 3. The brake-head may also be employed in connection with the independent and detachable shoe-back which is set forth in a separate application filed by me of even date herewith, Serial No. 145,323, said independent back being interposed between the brake-shoe and brake-head and abutting against the face of the latter.

I claim as my invention and desire to secure by Letters Patent—

A brake-head having a curved body and face presenting a bearing for a brake-shoe which is substantially continuous throughout the length of the body, a lug provided with an opening to receive a brake-beam, and longitudinal ribs extending along its back from said lug toward its ends.

JOHN J. KINZER.

Witnesses:

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