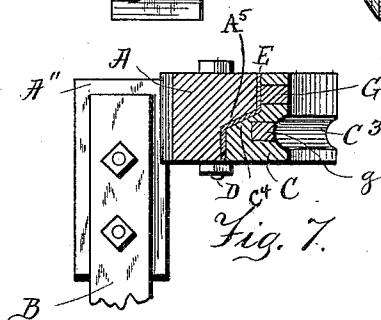
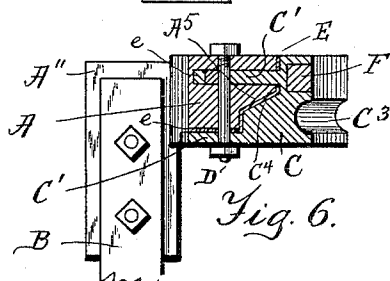
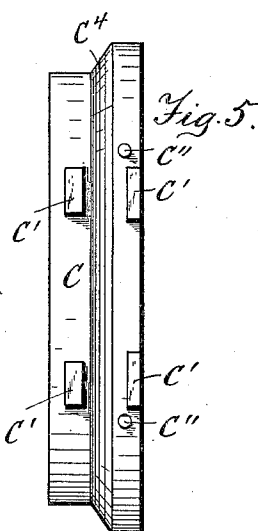
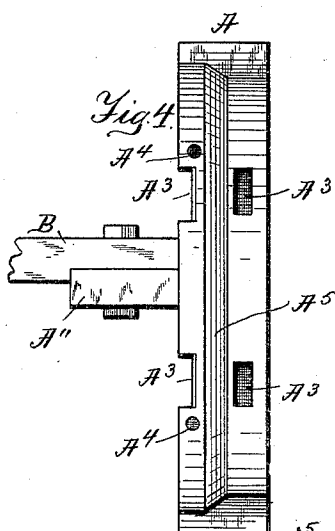
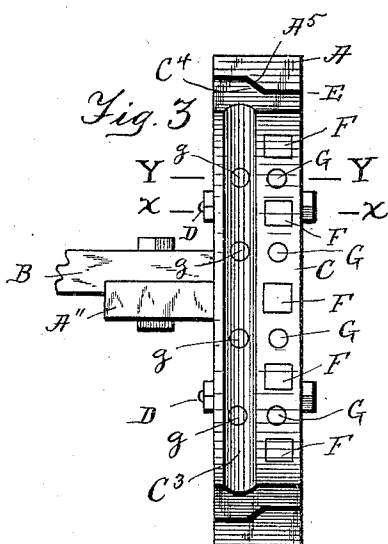
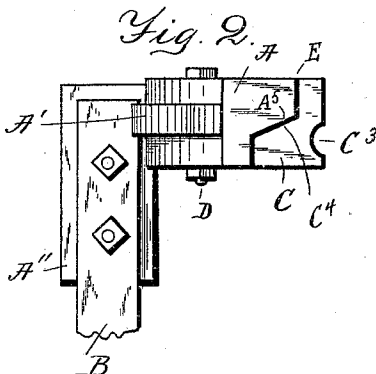
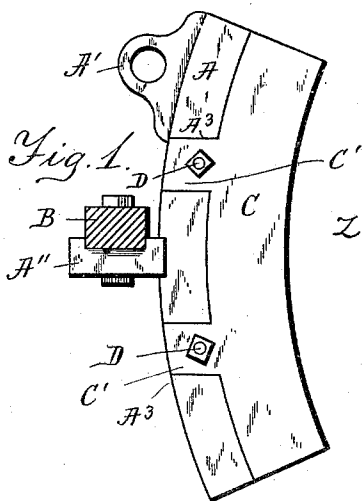


(No Model.)

D. N. COOK.
BRAKE SHOE.

No. 466,655.

Patented Jan. 5, 1892.



WITNESSES
Alvin A. Perkins
George F. Tyler

INVENTOR
David N. Cook
by Elwan Andrew
his ATTY.

UNITED STATES PATENT OFFICE.

DAVID N. COOK, OF SALEM, MASSACHUSETTS.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 466,655, dated January 5, 1892.

Application filed March 28, 1891. Serial No. 386,769. (No model.)

To all whom it may concern:

Be it known that I, DAVID N. COOK, a citizen of the United States, and a resident of Salem, in the county of Essex and State of Massachusetts, have invented new and useful Improvements in Car-Wheel Brakes, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to improvements in car-wheel brakes, and it is carried out as follows, reference being had to the accompanying drawings, wherein—

Figure 1 represents a side elevation of the improved brake. Fig. 2 represents a top plan thereof. Fig. 3 represents an end view as seen from Z in Fig. 1. Fig. 4 represents a similar view showing the brake-shoe removed. Fig. 5 represents an end view of the brake-shoe. Fig. 6 represents a cross-section on the line X X, shown in Fig. 3; and Fig. 7 represents a cross-section on the line Y Y, also shown in Fig. 3.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

A is the brake-head, having a perforated ear A', from which it is hung from the truck, as usual. The said brake-head has an ear or bracket A'', to which the cross-beam B is bolted, said beam being secured in its opposite end to a similar brake-head, as is common in devices of this kind.

C is the brake-shoe, which is detachably secured to the brake-head by means of upper and lower pairs of parallel ears C' C' on said shoe going through corresponding recesses or perforations A³ A³ in the brake-head, as shown.

D D are upper and lower fastening-bolts going through the ears C' C' and brake-head A, by means of which the latter is rigidly secured to the brake-shoe, as shown.

In practice I prefer to provide the shoe C with steady pins or projections C'' C'', adapted to fit into corresponding recesses A⁴ A⁴ in the brake-head for the purpose of still further securing said shoe and head together, so as to prevent wear and rattling when in use.

C³ is the flange-groove on the interior curved portion by the shoe C, adapted to receive the wheel-flange when the brake is put on. For the purpose of obtaining a sufficient amount of stock on the brake-shoe back of the flange-

groove C³, I make at the rear of said shoe a bevel C⁴, adapted to fit against a corresponding bevel-surface A⁵ on the interior of the brake-head A, as shown, and by this arrangement I am able to lighten the shoe, as well as to obtain a strong, durable, and rigid connection between it and its brake-head.

For the purpose of preventing rattling of the shoe I prefer to interpose between it and the brake-head a rubber or other elastic or yielding packing E, as shown in the drawings. Packings e e may also be to advantage located between the ears C' C' on the shoe C and the recesses A³ A³ on the brake-head, as shown in Fig. 6.

For the purpose of increasing the wear-resisting property of the brake-shoe I insert in recesses in its face a series of forged metal plugs F F, preferably made of steel or wrought-iron, as shown in Figs. 3 and 6; and for the purpose of increasing the grip or frictional resistance of the shoe against the car-wheel I insert in recesses in the face of the said shoe a series of wooden plugs G G G, as shown in Figs. 3 and 7. I also prefer to insert in a similar manner a series of wooden plugs g g g in the grooved portion C³ of the brake-shoe, as shown in Figs. 3 and 7. By this construction, as shown and described, the shoe C, when it becomes worn, may easily be removed and a new one put in its place on the brake-head, leaving the latter in its original condition, and I am thus able to repair the brake from time to time as it becomes worn simply by removing the detachable brake-shoe and replacing it with a new one at a very small expense as compared with the cost of an entire brake-head.

By my construction great rigidity is obtained between the head and its shoe, and shaking and rattling are prevented between said parts. The wear-resisting property of the shoe is materially increased, as is also the gripping or frictional qualities.

Having thus fully described the nature, construction, and operation of my invention, I wish to secure by Letters Patent, and claim—

1. The combination, with a brake-head A, having the upper and lower recesses A³, of a detachable brake-shoe having upper and lower pairs of parallel ears C', engaging the upper and lower recesses of the brake-head, and up-

per and lower fastening-bolts D, passing transversely through the brake-head and the ears to rigidly attach the brake-shoe to the brake-head, substantially as described.

5 2. The brake-head having a beveled face combined with a detachable brake-shoe having a corresponding beveled back, and means for securing said parts together, substantially as herein set forth and described.

10 3. The brake-head having a beveled face combined with a detachable brake-shoe and an elastic packing interposed between said beveled surfaces, substantially as and for the purpose set forth.

15 4. The herein-described brake-shoe, having a groove C³ arranged beside the plane surface,

which acts on the tread of the wheel, said plane surface and groove each being provided with inserted wrought-metal and wooden plugs alternating with each other for resisting wear and increasing the grip action of the plane surface and groove, substantially as described. 20

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 26th day of March, A. D. 1891. 25

DAVID N. COOK.

Witnesses:

ALBAN ANDRÉN,
ALICE A. PERKINS.