(No Model.)

J. G. WHARTON.

BRAKE SHOE.

No. 478,671. Patented July 12, 1892.

Fig. 1.

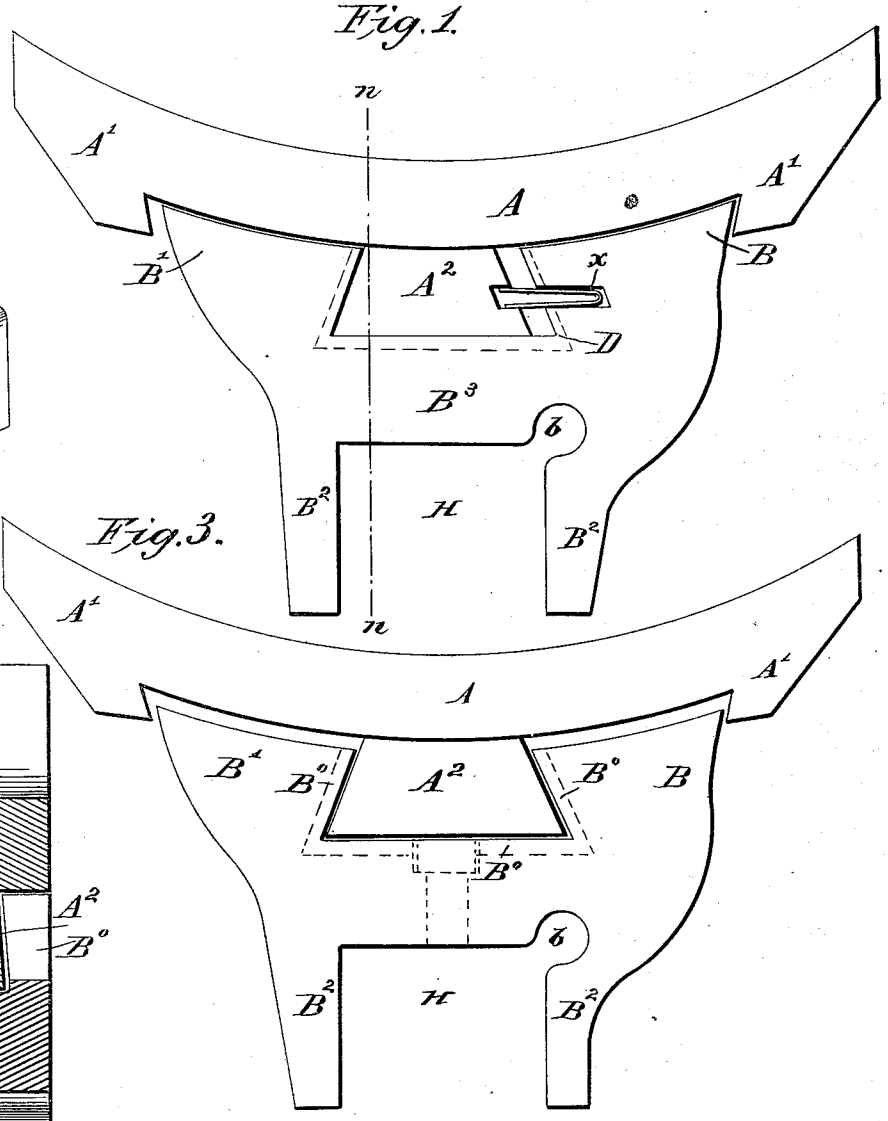


Fig. 4.

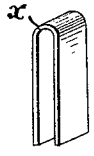
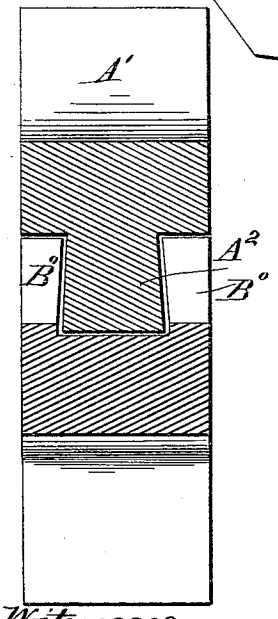


Fig. 3.

Fig. 2.



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UNITED STATES PATENT OFFICE.

JOSEPH G. WHARTON, OF HARRISBURG, PENNSYLVANIA.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 478,671, dated July 12, 1892.

Application filed June 3, 1890. Serial No. 354,418. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH G. WHARTON, a citizen of the United States, residing at Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented a new and useful Brake-Shoe for Railway-Cars, of which the following is a specification.

My invention relates to improvements in brake-shoes in which the sole or liner is reversible and is retained in the shoe or holder by the peculiar dovetail tenons and hooks or devices adapted for engaging the corresponding parts of the shoe and by means of a key inserted in a crevice or recess between the parts. I attain these objects by mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the parts of my invention in the interlocked position with the key inserted as a retainer of the parts; Fig. 2, a corresponding cross-sectional view of the same by a plane passed through the indicated line *n n*, Fig. 1. Fig. 3 is a side elevation of parts of my invention without the retaining-key or the same backed out of the crevice. Fig. 4 is a view of the key detached from it place in the holder.

Similar letters refer to similar parts throughout the several views.

The sole or liner A has its front formed curved to match the circle of car-wheel to be engaged thereby, and its rear side is provided with clutch-hooks A′ near its ends, and has also formed midway on its back the dovetail tenon A^2, as shown, it being less in cross-section directly in rear of the liner than at the rear extremity of said tenon.

The shoe or holder B B′ is formed with curving bearings adapted to bear against the sole evenly or squarely. The hooks A′ are made to fit against the parts B B′ when they are fully advanced or to abut as shown in Fig. 1; but when tenon A^2 is made to appear lower down, as in Fig. 3, the flanges or parts B^0 will allow the tenon A^2 to pass with careful holding in the right position to clear the said flanges. If now the key X be omitted or left out of brake-shoe the shoe or the tenon A^2 can be held to pass the flanges or parts B^0, as shown in Fig. 3.

In securing the parts together the sole A, with its tenon A^2, is first slipped sidewise into the dovetail recess in the shoe, and it will be in the position shown in Fig. 2. The sole can then be pushed down until it rests on the holders B and B′, as shown in Fig. 1, the tenon entering the bottom recess D. The sole is then moved along until the hook A′ catches over the holder B, and the key X is then slipped in, as shown in Fig. 1. The groove or recess D (shown by dotted lines in Fig. 1 and in full lines in Fig. 2) allows the tenon to slide forward, so that the hook A′ can rest against the part B.

The use of the key can be dispensed with or omitted; but there is not the same check against rattling motion or play of the brake-shoe. The use of the key is therefore better than its omission.

The tenon A^2 is an angular dovetail, which is too large to pass the space between the flanges B^0 B^0 until it is advanced by raising it in connection with the liner A, as shown in Fig. 3. This can occur by withdrawal of the key X, when the whole area of the body of the tenon A^2 allows it to pass through the space between flanges B^0 B^0 freely.

I claim—

The sole A, having upon its ends the hooks A′, situated upon the same side as the dovetail tenon A^2 thereon and equidistant therefrom, in combination with the shoe B B′, adapted at its front as a bearing for the sole above to clutch either of said hooks, having centrally thereon the recess D, of a shape to correspond with the cross-section of said tenon, and having also the additional recess between the flanges B^0 B^0, and the locking-key X, substantially as set forth.

JOSEPH G. WHARTON.

Witnesses:
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