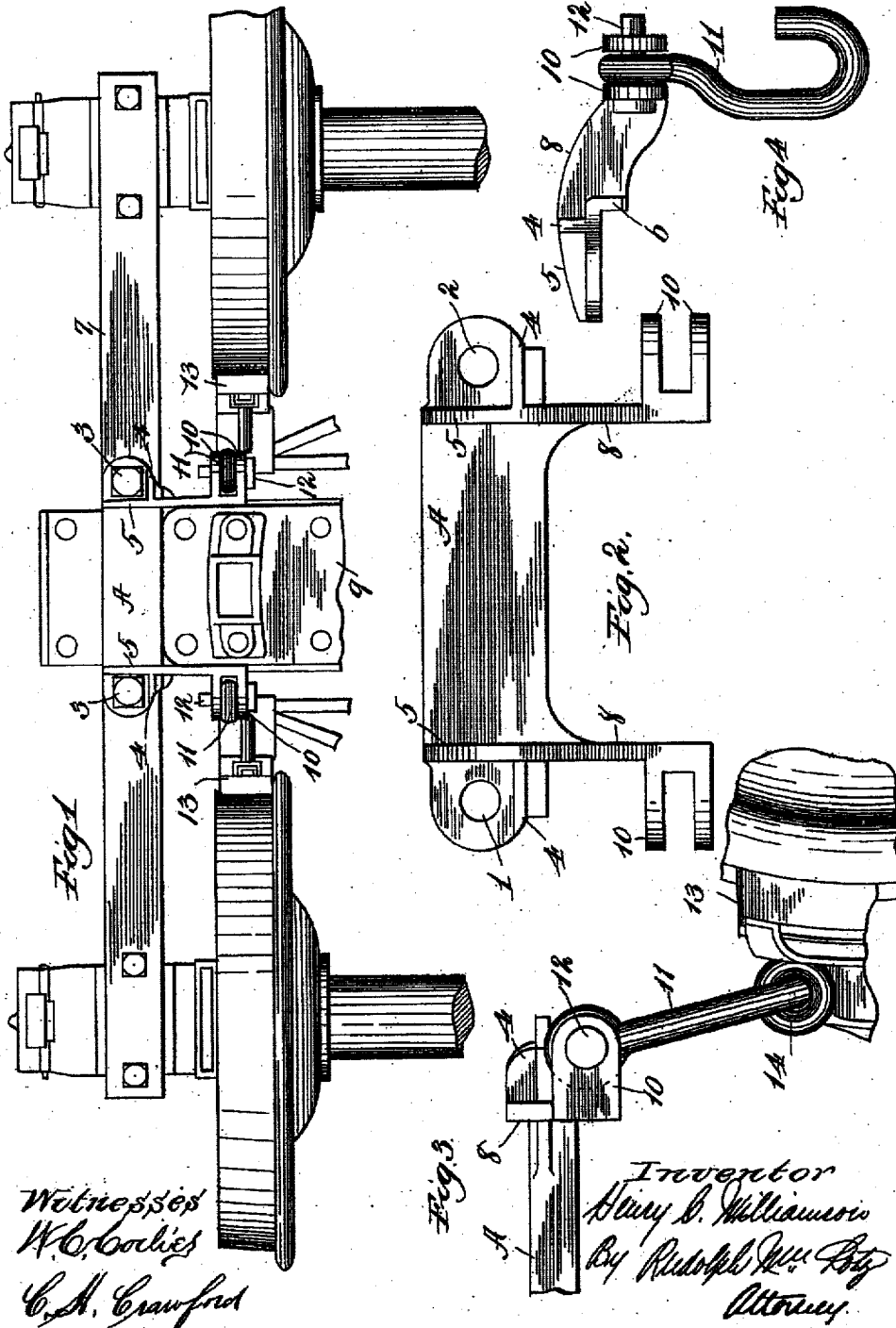


(No Model.)

H. C. WILLIAMSON.
BRAKE SHOE ANCHOR.

No. 567,429.

Patented Sept. 8, 1896.



Witnesses
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UNITED STATES PATENT OFFICE.

HENRY C. WILLIAMSON, OF MICHIGAN CITY, INDIANA.

BRAKE-SHOE ANCHOR.

SPECIFICATION forming part of Letters Patent No. 567,429, dated September 8, 1896.

Application filed June 29, 1896. Serial No. 597,507. (No model.)

To all whom it may concern:

Be it known that I, HENRY C. WILLIAMSON, a citizen of the United States, residing at Michigan City, in the county of La Porte and State of Indiana, have invented certain new and useful Improvements in Brake-Shoe Anchors; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to a novel construction in what I term a "brake-shoe anchor" for car-trucks, the object being to provide a device of this description from which the brake-shoes depend, which is secured to a part of the truck which is practically immovable with relation to the wheels; and it consists in the features of construction hereinafter fully described and claimed.

In the accompanying drawings, illustrating my invention, Figure 1 is a top plan view of one side of a truck provided with a brake-shoe anchor constructed in accordance with my invention. Fig. 2 is a detail top plan view of a brake-shoe anchor constructed in accordance with my invention. Fig. 3 is an end elevation of the same. Fig. 4 is a side elevation of the same.

In car-trucks it is desirable that the brake-shoes should always retain their positions with relation to the truck and wheels, so that no matter how many jolts the wheels are subjected to the same will be communicated to the brake-shoes and prevent them from engaging the treads of the wheels higher or lower, according to the load or unevenness in the rails. To this end, therefore, I provide what I term a "brake-shoe anchor," consisting of a plate A, provided with openings 1 and 2 at its ends, through which the column or transom-casting bolts 3 are adapted to pass, by means of which said anchor is preferably secured to the truck at its middle portion. Said plate A is provided with longitudinal ribs or flanges 4 and transverse flanges 5, adjacent said openings 1 and 2, between which the heads of the column-bolts 3 are held against rotation when said plate is secured

by means thereof. Said plate A is also provided with a downwardly-extending flange 6 on its inner edge, which is adapted to engage the inner edge of the upper arch-bar 7. Said flanges 5 are continued inwardly from said plate A and flange 6 and form parallel arms 8, which extend downwardly on each side of the bolster 9 and are provided at their ends with parallel outwardly-extending projections 10, between which the brake-shoe hangers 11 are pivoted by means of bolts 12, passing through openings in said projections 10 and through the eyes of said brake-shoe hangers 11. The brake-shoes 13 are mounted upon the hooks of the brake-shoe hangers 11 by means of eyes 14 on the brake-heads, to which said brake-shoes are removably secured.

Owing to the fact that the arch-bars of the truck are rigid with the car-axle boxes, it will be obvious that any vertical movements of the wheels will be communicated to the brake-shoes in the same degree and thus hold said parts vertically rigid with relation to each other. In consequence of the relative vertical rigidity of the wheels and brake-shoes I am enabled to so operate the latter that their contact-faces will always remain parallel with relation to the treads of the wheels they engage.

My construction is also cheap, simple, and durable and easily repaired.

I claim as my invention—

1. A brake-shoe anchor comprising a plate adapted to be secured to the upper arch-bar of the car-truck, and provided with inwardly-extending arms having means at their ends for securing the brake-shoe hangers thereto.

2. A brake-shoe anchor comprising a plate provided with openings to receive column or transom-casting bolts by means of which it is secured to the car-truck, a downwardly-extending flange on said plate adapted to engage the edge of the upper arch-bar of the truck, arms on said plate, and projections on the ends of said arms to which the brake-shoe hangers are pivoted.

3. A brake-shoe anchor comprising a plate provided with openings to receive column or transom-casting bolts by means of which it is

secured to the car-truck, flanges adjacent the column or transom-casting bolt openings and adapted to engage the heads of the column or transom-casting bolts, and inwardly-extending arms on said plate carrying projections at their ends to which the brake-shoe hangers are pivoted.

In testimony whereof I affix my signature in presence of two witnesses.

HENRY C. WILLIAMSON.

Witnesses:

CHARLES PORTER,
RUDOLPH WM. LOTZ.