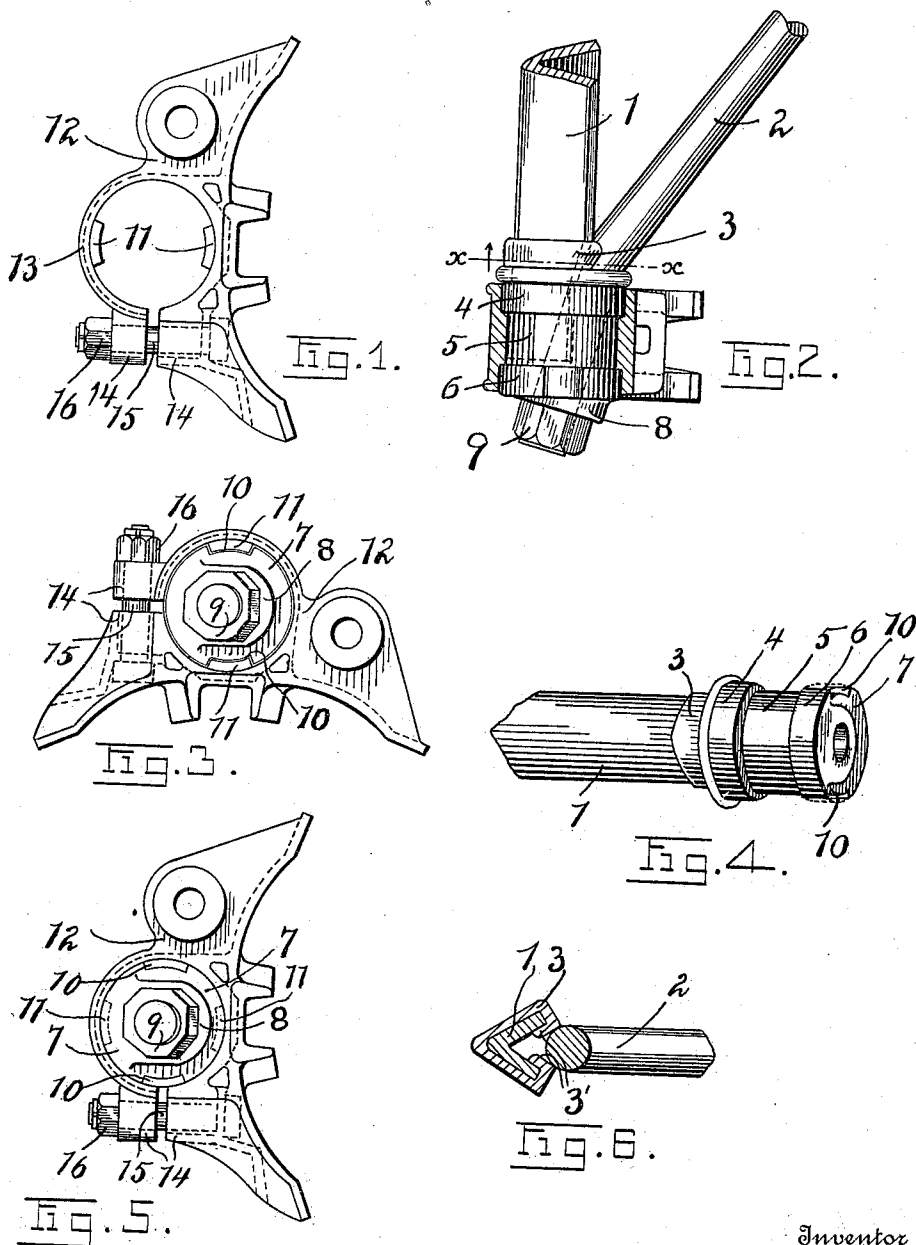


P. T. HANDIGES.
 ADJUSTABLE BRAKE HEAD.
 APPLICATION FILED AUG. 14, 1909.

981,644.

Patented Jan. 17, 1911.



Witnesses

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UNITED STATES PATENT OFFICE.

PHILIP T. HANDIGES, OF CLEVELAND, OHIO, ASSIGNOR TO THE DAMASCUS BRAKE BEAM CO., OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

ADJUSTABLE BRAKE-HEAD.

981,644.

Specification of Letters Patent.

Patented Jan. 17, 1911.

Application filed August 14, 1909. Serial No. 512,889.

To all whom it may concern:

Be it known that I, PHILIP T. HANDIGES, a citizen of the United States, and resident of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Adjustable Brake-Heads, of which the following is a specification.

The present invention relates to adjustable brake heads for railway brakes, and has for its purpose to provide a device of that character with means for removably mounting the head upon the brake beam in a manner to positively hold the same against axial displacement therefrom when in position, and to permit adjustment of the head with respect to the periphery of the car wheel with which it coöperates, to compensate for any wearing of the former and to have available at all times the maximum braking surface of the shoe.

A further purpose of the invention is in providing a type of fitting or interlock between the brake head and sleeve, whereby any wearing upon the former is eliminated and whose structure is such that a brake head may be readily removed from its mounting position when worn and a new brake head substituted therefor, the operation to effect which consists merely in turning the brake head at an angle to its operative position, and then withdrawing the same. In inversely like manner, a new brake head may be applied.

In addition to the above advantages, the present invention has other points of novelty which will be described in the following specification and set forth in the appended claims.

In the accompanying drawing, which illustrates the brake head and fastening means therefor in their preferred construction, Figure 1 is a side elevation of the brake head; Fig. 2 is a transverse sectional view thereof, showing the same in applied position; Fig. 3 illustrates the manner of attaching the brake head to the sleeve; Fig. 4 is a detail view in perspective of the sleeve; Fig. 5 is a side elevation of the brake head in position; and Fig. 6 is a transverse sectional view taken along the line *x-x*, Fig. 2.

Referring to the drawing in further detail, and wherein like reference characters indicate corresponding parts in the different figures shown, the numeral 1 designates the

compression member which comprises a single bar of angle iron, and 2 its coöperating truss rod, said compression member and truss rod being secured by a gauntlet or sleeve 3 in precisely that manner shown in Figs. 2 and 6. The edges 3' of the sleeve 3 are bent about the edges of the angle bar 1 and interposed between said angle bar and the truss rod 2 in the manner shown in Fig. 6, and by this peculiar structure said interturned edges provide a means for holding the sleeve in position, and against any possibility of axial movement. The body portion of the sleeve is substantially cylindrical throughout and is provided with a circumferential groove 5, by reason of which groove a head 6 is formed on the outer end of the sleeve and a like member 4 on the inner end thereof. The outer face 7 of the head 6 is finished with an angularly projecting portion 8, the purpose whereof being to provide a suitable base or seat for the nut 9, which is screw-threaded to the end of the truss rod 2 in that manner shown in Fig. 2. At two points diametrically opposite, the head 6 of the sleeve is cut away or recessed as at 10, whereby the interlocking members 11 of the brake head may find access to the circumferential groove 5, which groove constitutes the complementary engaging element of said interlocking members 11.

The brake head comprises the single casting 12 provided with the cylindrical bearing 13, on the face of the inner wall of which are formed the two oppositely disposed lugs 11, whose dimensions are such as will permit their readily being inserted within the receiving grooves 10 formed on the sleeve head 6. The cylindrical bearing portion of the brake head is of split ring construction, as indicated by 14, whereby the brake head may be loosened for application to or adjustment on the sleeve, said adjustment being rendered secure through the medium of the locking bolt and nut 15 and 16, respectively. The active face of the brake head is designed to receive the brake shoe and the attaching means therefor in the known manner.

From the foregoing description, it will be clear that the brake head may be applied to the sleeve by inserting the same endwise thereon, and thence turn the same to an angle of approximately 90°, or at right angles to its position of application, when it may

be secured in such position through the means of a nut and bolt 15 and 16 in a manner that will be obvious. It will also be seen that, by reason of this peculiar manner of
5 securing the brake head to the sleeve, the active surface of the brake shoe may be adjusted with respect to the periphery of the car wheel with which it coöperates, thus permitting the maximum effective or brak-
10 ing surface of said shoe to be utilized during the life of the same, regardless of its being worn.

Having thus described my invention, what I claim as new therein and desire to secure
15 by Letters Patent is:—

1. A brake comprising a compression and a tension member, a sleeve encircling said members and having its edges interposed between the same whereby to secure said
20 sleeve, said sleeve having an inner and an outer head, and a brake head having means adapted to engage between said heads and provide an interlocking means therewith, said interlocking means preventing axial
25 displacement of the head, but permitting of angular adjustment thereof.

2. In a brake the combination with a compression and a tension member, of a sleeve, comprising a cylindrical body portion encircling said members, one end of said sleeve
30 being split and the edges thereof interposed between the compression and tension members, to securely hold the sleeve in place, and a brake head mounted for angular adjustment on said sleeve and held against
35 axial displacement thereon when in position.

3. In a device of the class described, the combination with a compression and a tension member, of a sleeve comprising a substantially cylindrical body portion encircling said members and a reduced end portion, said reduced end portion being split,
40 the edges thereof being interposed between the compression and tension members, whereby the sleeve is held in place, and a brake
45 head removably carried by said sleeve.

The foregoing specification signed at Cleveland Ohio this 9th day of July, 1909.

P. T. HANDIGES.

In presence of two witnesses:

G. W. CLEMMONS,
W. M. ROGERS.