

(No Model.)

J. C. LARKIN.  
BRAKE SHOE.

No. 319,731.

Patented June 9, 1885.

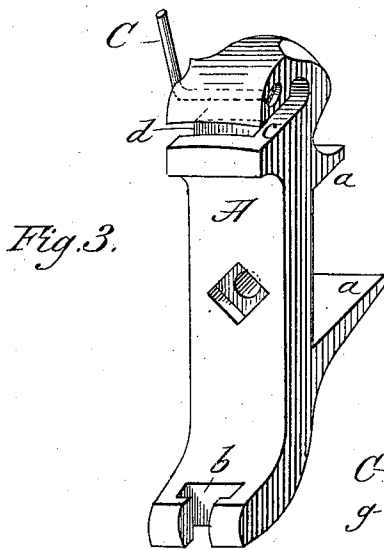
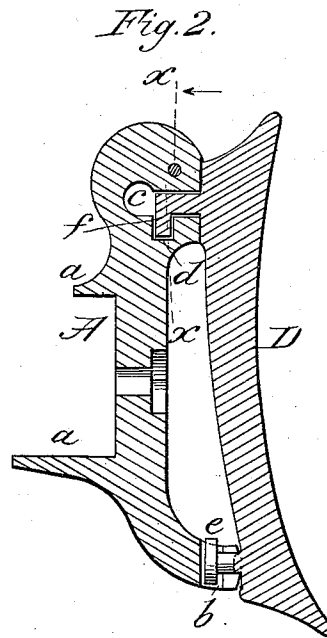
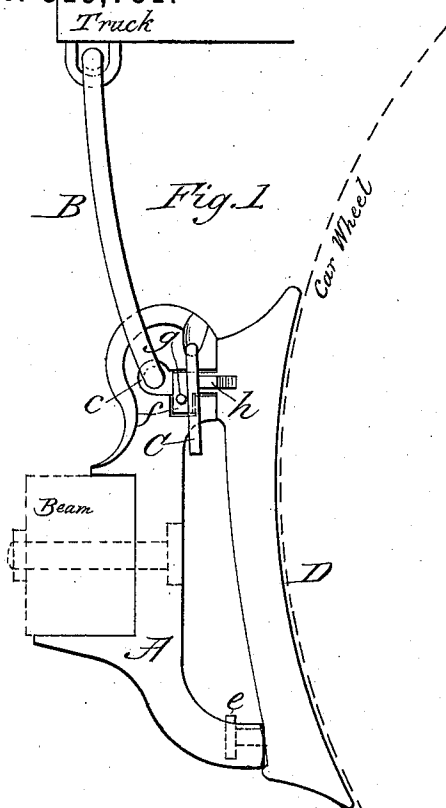


Fig. 4

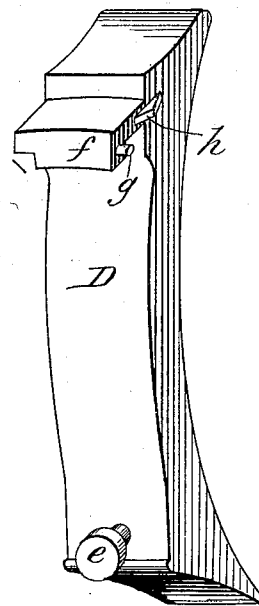
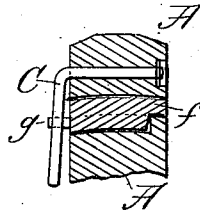


Fig. 5



Attest:

W. H. Schott  
A. R. Brown.

Inventor:

John Cyrille Larkin  
By J. C. Parker atty

# UNITED STATES PATENT OFFICE.

JOHN CYRILLE LARKIN, OF WHITEFIELD, NEW HAMPSHIRE, ASSIGNOR OF ONE-THIRD TO THOMAS C. GREY, OF SAME PLACE.

## BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 319,731, dated June 9, 1885.

Application filed November 15, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN CYRILLE LARKIN, a citizen of the Dominion of Canada, residing at Whitefield, in the county of Coos and State of New Hampshire, have invented certain new and useful Improvements in Brake Heads and Shoes for Railroad-Cars; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to an improved brake head and shoe for railroad-cars; and it consists in the construction, arrangement, and combination of parts, as hereinafter more specifically described and claimed.

In the annexed drawings, illustrating the invention, Figure 1 is a side view of my improved brake head and shoe in position. Fig. 2 is a longitudinal section of the same. Fig. 3 is a perspective view of the brake-head. Fig. 4 is a perspective view of the brake-shoe, and Fig. 5 is a section on the line *xx* of Fig. 2.

Like letters of reference designate like parts in the several views.

The outer side of the brake-head A is provided with jaws *aa* for receiving the brake-beam, as shown by dotted lines in Fig. 1, a central perforation being formed in said brake-head midway between the jaws, for the passage of the retaining-bolt by which the brake-beam is secured. The lower portion of the brake-head is curved forward and is provided at its end with a T-shaped slot or opening, *b*, Fig. 3, for the reception of a lug on the lower portion of the brake-shoe. The upper end of the brake-head is enlarged, and is provided with a horizontal open-ended slot, *c*, the closed end of which is slightly enlarged for receiving the hangers B, by which the brake-head and attached parts are suspended from the car. In the lower part of the slot *c* is a rectangular depression or recess, *d*, arranged transversely, one end of said recess being open and the other end closed, as shown in Fig. 3.

Above the slot *c* is pivoted a turn-buckle, C,

for securing the brake-shoe after the same has been placed in position.

The brake-shoe D is curved in the usual manner from end to end, as shown in Figs. 1, 2, and 4. Near its lower end on the rear side is a stud, *e*, having a disk-like head that enters the T-shaped opening *b* in the lower end of the brake-head, as before mentioned. The upper portion of the brake-shoe on its rear side is nearly straight-faced, and is provided with an L-shaped or rectangular-flanged lug, *f*, that enters the slot *c* and recess *d* in the upper end of the brake-head. It will be observed that the vertically-flanged portion of this lug is cut away at one end, (see Fig. 4,) so as to fit accurately within the recess *d*, while the horizontal portion of the lug covers the closed end of said recess when the parts are connected.

On the outer end of the lug *f* is a pin or stud, *g*, and a beveled projection or double incline, *h*, said pin and double-inclined projection serving to retain the turn-buckle C in place when the latter is turned down to secure the brake-shoe.

In Figs. 1 and 2 the connection of the brake head and shoe is clearly shown. Fig. 1 also shows the manner of suspending the parts from the car-body.

It will be seen that in order to connect the brake-shoe to the head or block A, it is only necessary to slip the disk-headed stud *e* into the T-shaped slot *b* at the lower end of the brake-head, and then slip the lug *f* at the upper end of the shoe sidewise into the slot *c* and recess *d* at the upper end of the brake-head. The parts are now secured by dropping the turn-buckle C and forcing it over the double incline *h* until it hangs between the latter and the pin *g*, said pin and incline preventing the turn-buckle from becoming displaced by the jarring motion of the car.

To disconnect the parts, the turn-buckle C is forced back over the double-inclined projection *h*, and the upper end of the brake-shoe D is then swung sidewise out of engagement with the brake-head. The parts can thus be readily detached and replaced with great facility and without requiring the use of any special tool. It is also obvious that owing to

the mode of connection, as described, the shoe cannot become fixed by dust packing into the cavities or recesses at the points of connection with the brake-head.

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

10 1. The combination of the brake-head A, having T-shaped slot *b*, horizontal slot *c*, and recess *d*, the brake-shoe D, having a headed stud, *e*, and a flanged lug, *f*, provided with pin *g* and double incline *h*, and the turn-buckle C, pivoted in the upper end of the brake-head, substantially as shown and described.

2. The combination of the brake-head A, 15 having jaws *a a* for attachment to the brake-beam, and provided with slots *b c* and recess *d*, the brake-shoe D, having stud *e*, and flanged lug *f*, provided with pin *g* and incline *h*, the turn-buckle C, and the hanger B, substantially 20 as shown and described.

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

JOHN CYRILLE LARKIN.

Witnesses:

OSCAR A. BROWN,  
JAMES C. TRICKEY.