

(No Model.)

G. W. STEVENS.
BRAKE SHOE.

No. 568,809.

Patented Oct. 6, 1896.

Fig. 1.

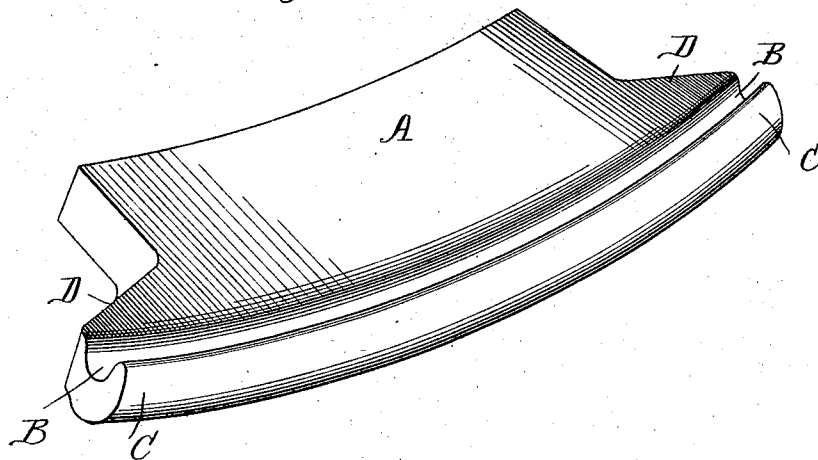
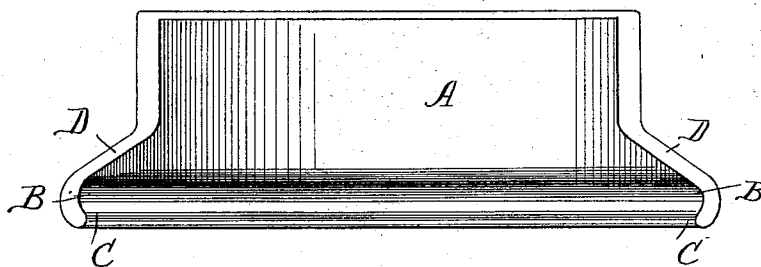


Fig. 2.



Witnesses.

Wm. M. Rheun.

Wm. O. Bell

Inventor.

George W. Stevens

by

Raymond H. Quohndro

Att'y's

UNITED STATES PATENT OFFICE.

GEORGE W. STEVENS, OF ELYRIA, OHIO.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 568,809, dated October 6, 1896.

Application filed January 28, 1896. Serial No. 577,111. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. STEVENS, a citizen of the United States, residing at Elyria, in the county of Lorain and State of Ohio, have invented certain new and useful Improvements in Brake-Shoes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

My invention relates to certain new and useful improvements in brake-shoes of that kind which are adapted to provide for a uniform dressing of the wheel.

The primary object of the invention is to provide a brake-shoe with a working or operating face of peculiar form and construction, which is adapted to maintain a uniform dressing of the wheel.

A further object of the invention is to provide a brake-shoe of great strength and durability, in which that part which is adapted to dress the flanged portion of the wheel is longer than the other part, which dresses and contacts with the tread of the wheel.

With these and other ends in view the invention consists in providing longitudinal extensions at each end of the brake-shoe on that part thereof which contacts with and dresses the flanged portion of the wheel.

In the accompanying drawings, Figure 1 is a perspective view showing my invention embodied in a solid brake-shoe, and Fig. 2 is a plan view.

Referring to the drawings, in which like letters of reference denote corresponding parts in all the figures, A designates that portion of my improved shoe which is arranged to contact with and dress, to a more or less extent, the tread of the wheel. This shoe is provided with a groove B, which extends throughout its length and is adapted to receive the flange of the wheel. This general form of brake-shoe or flanged wheel being well known in the art, I have considered it unnecessary to illustrate the wheel itself, but it will be understood that my invention may be embodied in brake-shoes of a different character than that shown in the drawings, as these drawings simply illustrate a simple and general embodiment of my invention.

It is well known that the wear upon the wheel is at that portion thereof which contacts with the rail, and this portion is adjacent to the flange. It is my object to provide dressing means for the flange of the wheel which will cause it to be worn to correspond with the wear upon the other portions of the wheel. To this end I provide an extension C, of greater or less length, upon one or both ends of the brake-shoe, as desired, which are arranged in continuation of that portion of the brake-shoe which is adapted to dress the flange on the wheel. I prefer to have these extensions at both ends of the shoe, but in some instances it may be found sufficient to provide but one extension, or the same result may be accomplished by decreasing the length of the extensions at both ends, both of which constructions are of course merely obvious modifications of my invention within the skill and knowledge of those familiar with the art.

The particular form and configuration of the extension may be varied, but I prefer to have it graduated from its juncture with the body portion, so that the outer end of each extension will be more or less narrow than that part thereof which is joined to the body portion. This is effected by means of the inclined side D, but it will be understood that the particular incline of this side may be varied as desired. By this construction of the extensions it will be observed that the dressing effect of this part of the brake-shoe is graduated and adjusted to the wear upon the flanged portion of the wheel, whereby that portion of the flange of the wheel which does not come in contact with the rail in actual practice is dressed by the greatest length of my improved brake-shoe, and that portion of the wear of the wheel between the point of greatest wear and the point on the flange where the wear is little is dressed proportionately by that part of the body portion and the gradually-decreasing part of the extension which is afforded by the inclined side. Thus all parts of the wheel are dressed proportionately and uniformly.

It will be understood in this specification that I refer by the words "body portion" to that part of the brake-shoe which does not

include the extensions, and, further, that this part of the brake-shoe may be constructed in any preferred manner.

I am aware that changes and variations in the particular form and proportion of the different parts of my improved brake-shoe may be made without departing in any way from the spirit of my invention, and I would therefore have it distinctly understood that I reserve the right to make all such changes as fairly fall within the scope of the invention.

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

1. A brake-shoe, having a flange-dressing portion of greater length than the body of the shoe, substantially as described.

2. A brake-shoe, comprising a body portion adapted to engage the flange and tread of a car-wheel and having an extension at one or both of its ends to prolong the flange-dressing side of the brake-shoe, substantially as described.

3. A brake-shoe comprising a body portion having on one or both ends thereof an extension of gradually-decreasing width, substantially as described.

4. A brake-shoe comprising a body portion having on one or both of its ends, and at one side thereof, an extension of gradually-decreasing width, substantially as described.

5. A brake-shoe comprising a body portion provided on one or both of its ends with an extension having one inclined side and one straight side, substantially as described.

6. A brake-shoe comprising a body portion provided with a groove adapted to receive the flange of a wheel, and an extension at one or both ends of said body portion on that part of the brake-shoe containing said groove and in continuation thereof, substantially as described.

7. A brake-shoe comprising a body portion with a groove on one side thereof adapted to receive the flange of a wheel, an extension on one or both ends of said body portion in continuation of that part thereof containing said groove, said extension having one straight side and one inclined side, substantially as described.

GEORGE W. STEVENS.

Witnesses:

WM. O. BELT,
M. E. SHIELDS.