

T. RUSSELL & J. F. SHANK.

CAR-BRAKE PADS.

No. 181,482.

Patented Aug. 22. 1876.

Fig. 1.

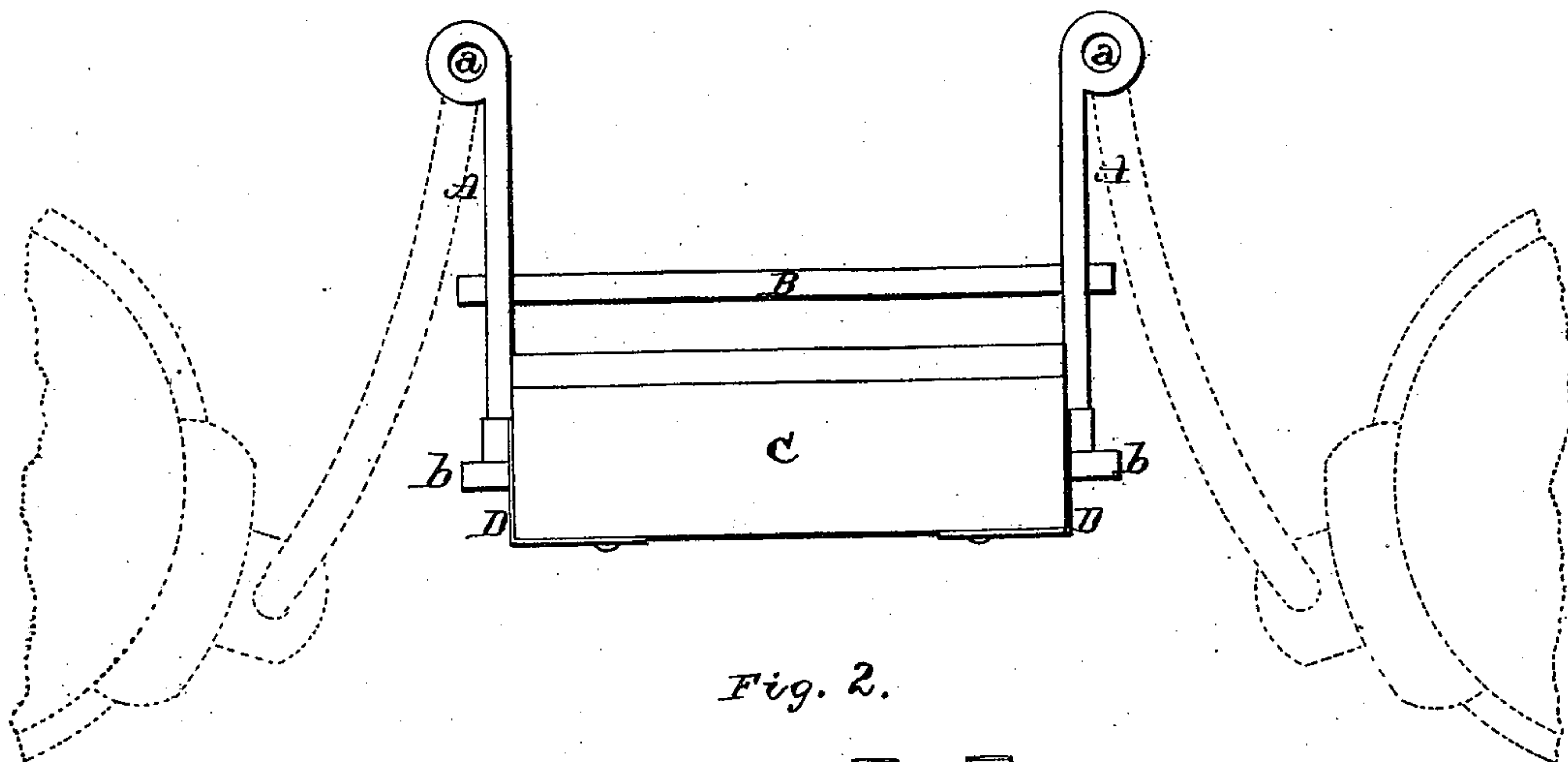


Fig. 2.

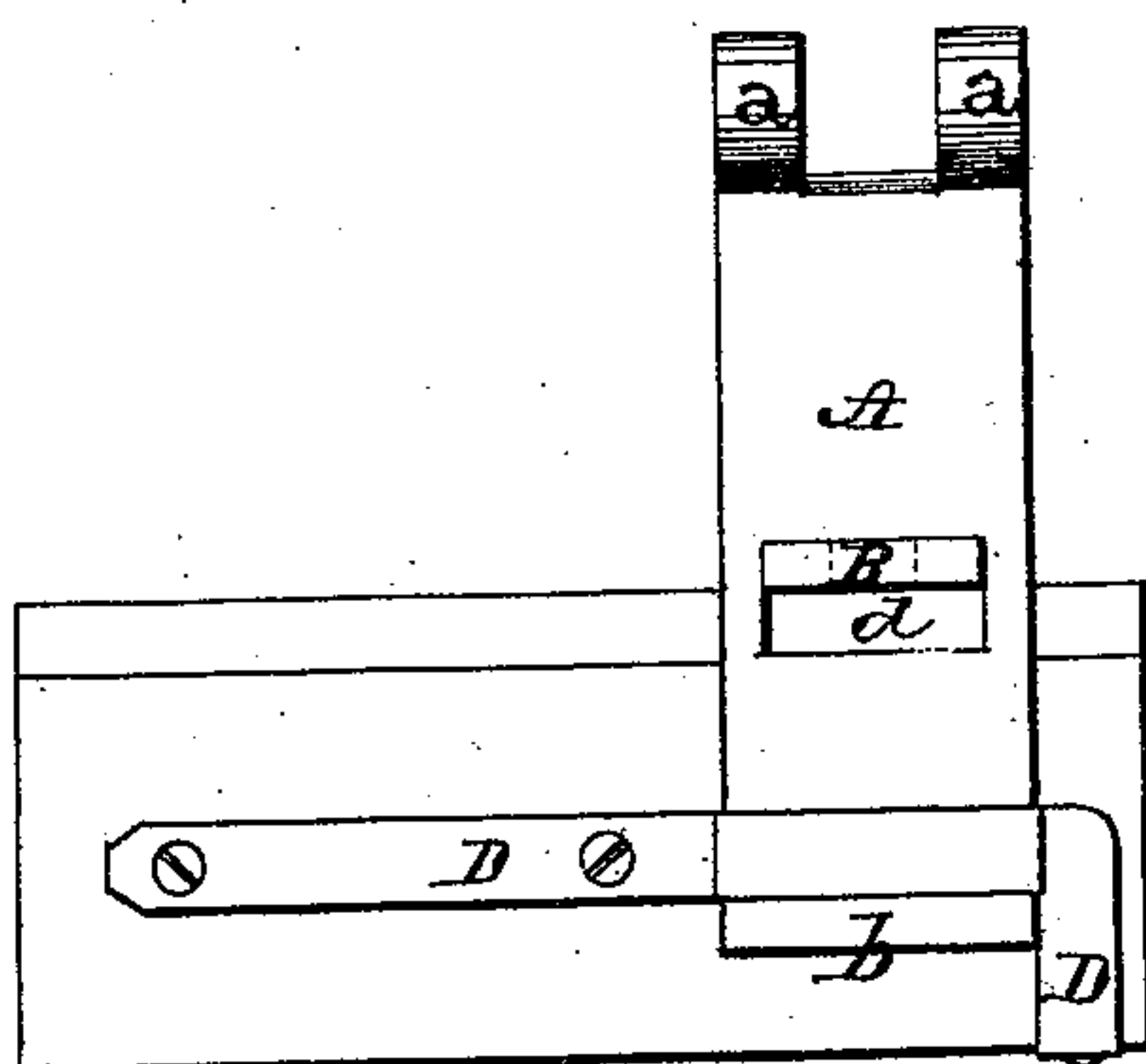


Fig. 3.

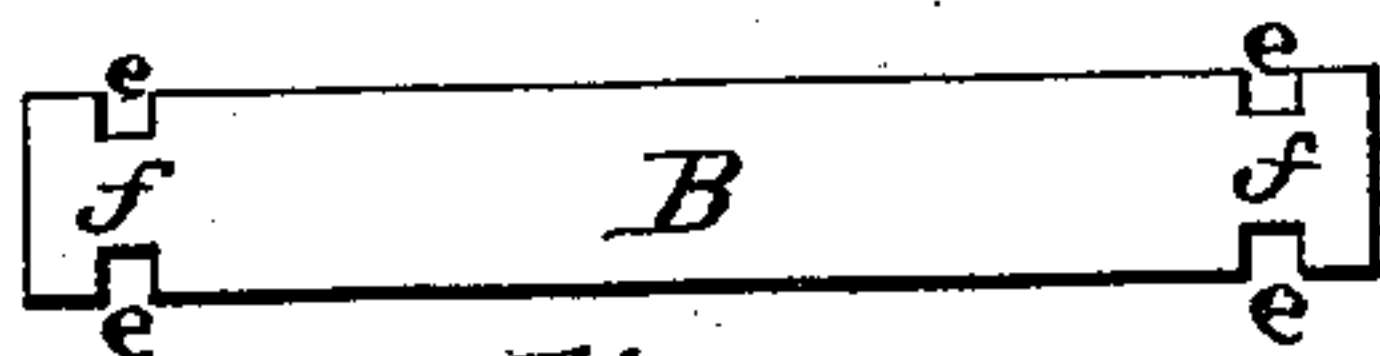
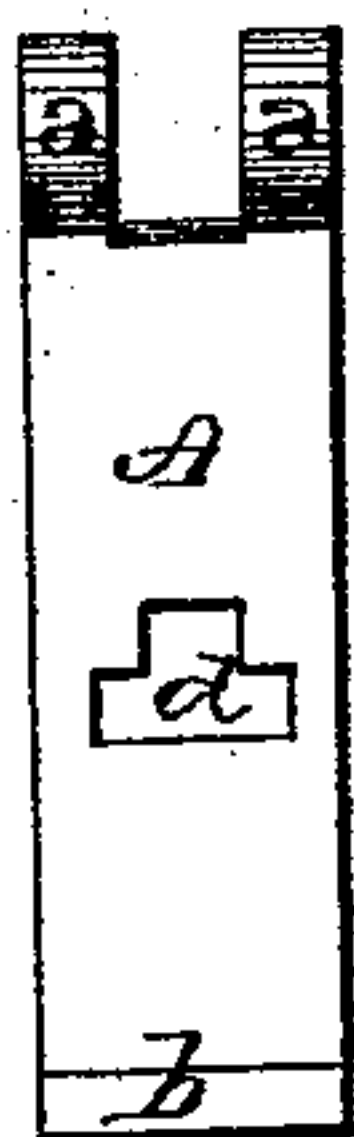


Fig. 4.



WITNESSES:

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INVENTORS.

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per
F. A. Lehmann, Atty.

UNITED STATES PATENT OFFICE.

THOMAS RUSSELL AND JOHN F. SHANK, OF PHILADELPHIA, PA.

IMPROVEMENT IN CAR-BRAKE PADS.

Specification forming part of Letters Patent No. **181,482**, dated August 22, 1876; application filed March 21, 1876.

To all whom it may concern:

Be it known that we, THOMAS RUSSELL and JOHN F. SHANK, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Brake-Pads; and we 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

The nature of our invention consists in the construction and arrangement of a brake-pad to be fastened on the spring-board of a car-truck for attaching the brake-hangers or brake-clevises, as will be hereinafter more fully set forth.

The accompanying drawing fully illustrates our invention.

A A represent the two pads, which consist each of an upright bar formed with two perforated ears, *a a*, at its upper end, and with an outwardly-projecting flange, *b*, along the lower end. The pad is also provided with a slot, *d*, in the form of an inverted T. In connection with these pads we use a bar, B, having a slot, *e*, cut on each side near each end, or in other words, forming a T on each end of the bar. In attaching these pads to the spring-board C of a car-truck, the bar B is laid on top of the board, and a pad, A, placed on each end thereof by letting the slot *d* in the pad pass over the end of the bar, and then pressing

down the pad so that the narrow neck *f* of the bar enters the vertical arm of the slot *d* in the pad. The parts are so proportioned that when thus placed the pads stand in a vertical position close up to and against the sides of the spring-board. An iron strap, D, is then fastened to each side of the spring-board by suitable screws passing horizontally across the pad immediately above and against the flange *b*, and at the front edge of the pad said strap extends downward and under the spring-board, and is further secured on said under side thereof. By this construction the pad can be attached to the spring-board without taking the wheels out of the truck, or taking the truck apart.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

A brake-pad consisting of the two uprights A A, formed with ears *a*, flanges *b*, and T-shaped slots *d*, and the cross-bar B, having T-shaped ends, in combination with strap-irons D, or their equivalent, for holding them to the spring-board, substantially as herein set forth.

In testimony that we claim the foregoing we have hereunto set our hands this 14th day of March, 1876.

THOMAS RUSSELL.
JOHN F. SHANK.

Witnesses:

THOS. RANDALL,
JAMES RHOADS.