

(No Model.)

A. B. TODD.

BRAKE SHOE.

No. 283,438.

Patented Aug. 21, 1883.

Fig. 1.

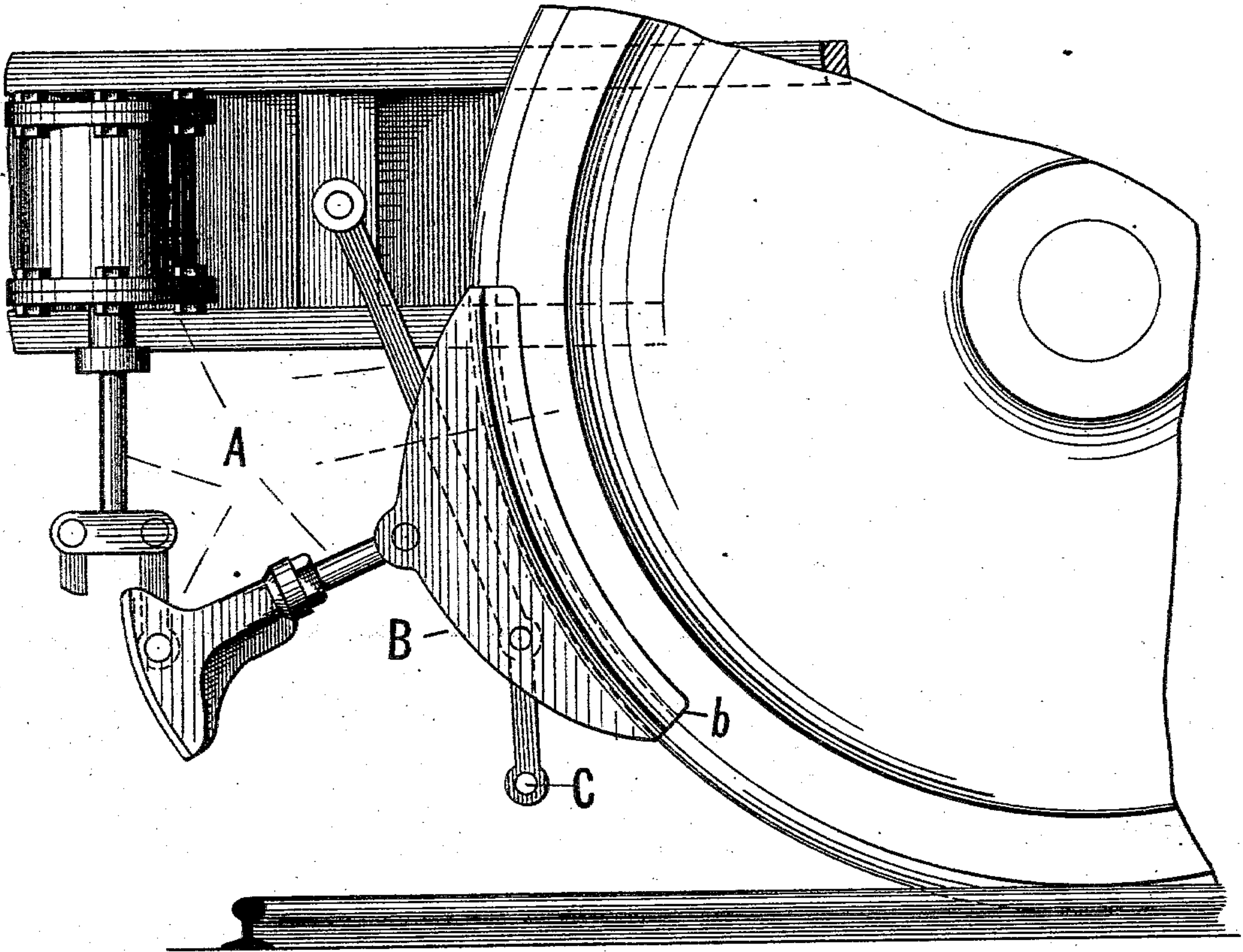


Fig. 2.

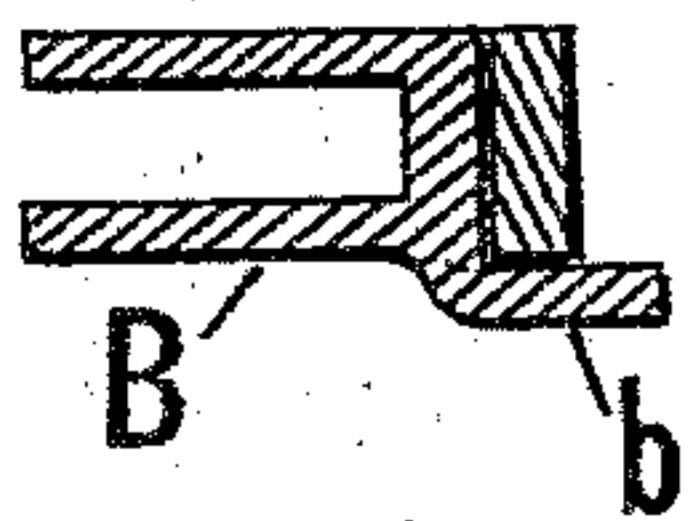


Fig. 3.

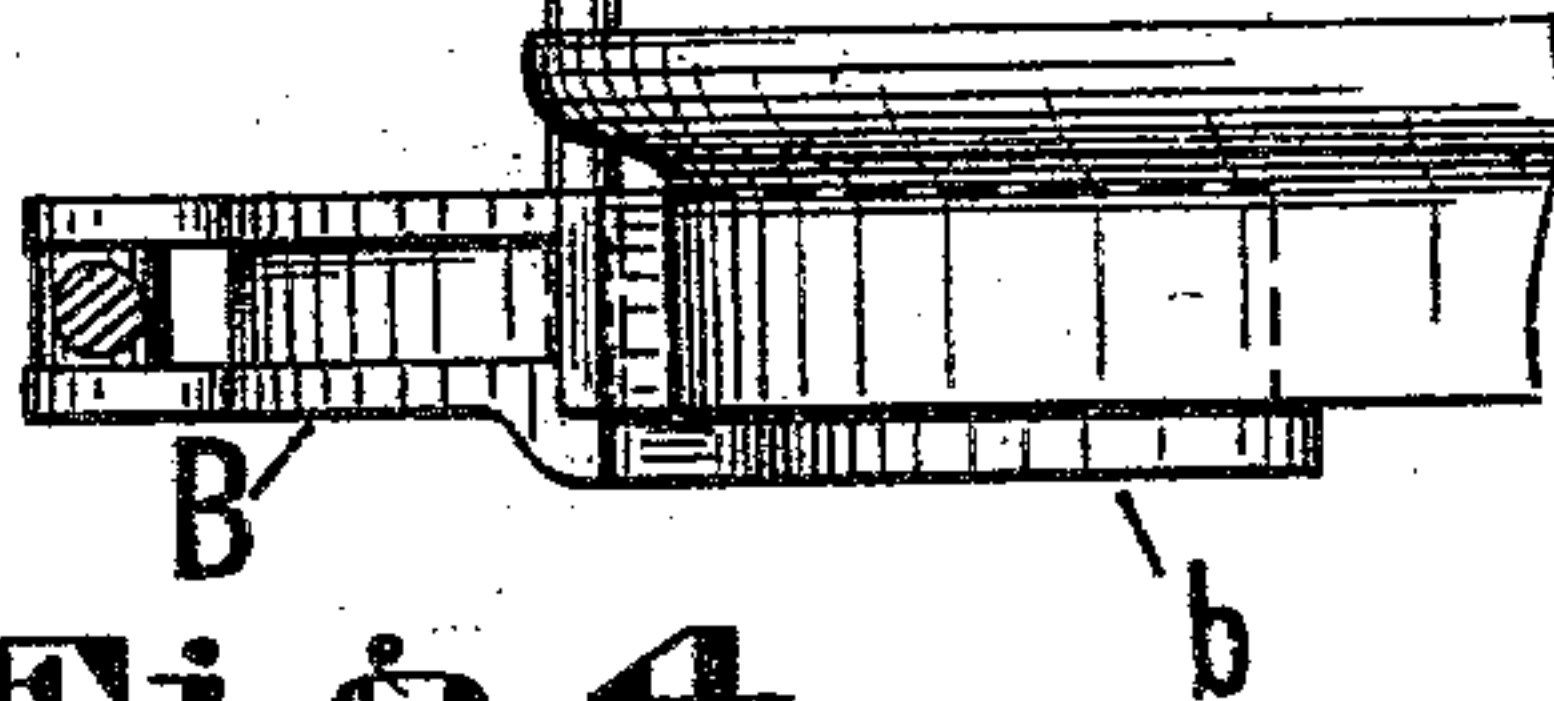
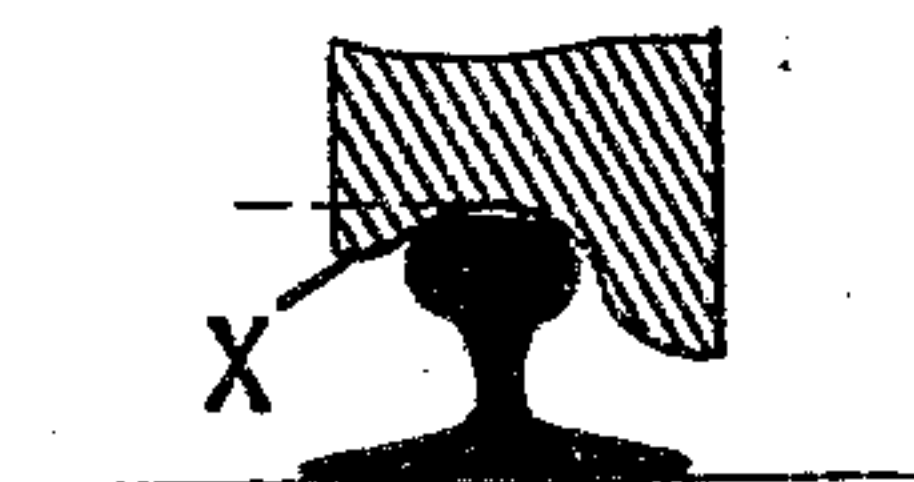


Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ALEXANDER B. TODD, OF PHILADELPHIA, PENNSYLVANIA.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 283,438, dated August 21, 1883.

Application filed June 6, 1883. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER B. TODD, of West Philadelphia, county of Philadelphia, and State of Pennsylvania, have invented new and useful Improvements in Brake-Shoes; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

10 This invention consists, mainly, in providing a brake-shoe, of any proper construction, upon its outer edge, with a right-angled flange adapted to overhang the outer edge of the wheel, as will be fully described hereinafter.

15 In the drawings, Figure 1 represents a side view of the brake-shoe of a driver-wheel to which my invention has been applied; Figs. 2 and 3, edge views of the same; and Fig. 4 a sectional view, showing a worn wheel.

20 To enable others skilled in the art to make my improved brake-shoe, I will proceed to describe fully the construction of the same.

A represents an air-brake mechanism of the usual well-known construction.

25 B represents the brake-shoe, which is provided upon its outer edge with the right-angled flange *b*, adapted to overhang the outer edge of the wheel.

30 C C represent stretcher-rods, by means of which the brake-shoe on each side of the engine are united together.

By means of the described construction the brake-shoes are always retained in their prop-

er position relatively to the wheel, and hence the tendency of the same, when without a flange, 35 to lie in the hollow of a worn wheel and increase the wear is avoided. By means of this construction, also, the tendency of the shoe is to wear off the outer projection, *x*, Fig. 4, resulting from the wear of the wheel, and restore 40 the same to its normal condition.

The shoe is shown applied to the driver-wheel of an engine; but it may be applied to any wheel.

I am aware that it is not new to apply a flange 45 to a brake-shoe in such manner as to overhang the inner edge of the wheel. Such a construction does not accomplish the end desired by me.

Having thus fully described my invention, 50 what I claim as new, and desire to secure by Letters Patent, is—

1. A brake-shoe having a right-angled flange adapted to overhang the outer edge of the wheel, as and for the purpose set forth. 55

2. In combination with a brake-shoe having a right-angled flange adapted to overhang the outer edge of the wheel, the stretcher-rods C C, as and for the purpose described.

This specification signed and witnessed this 60 4th day of June, 1883.

ALEX. B. TODD.

Witnesses:

I. H. MURPHY,
I. H. WOOD.