

(No Model.)

N. K. PEARSON.
BRAKE SHOE.

No. 424,348.

Patented Mar. 25, 1890.

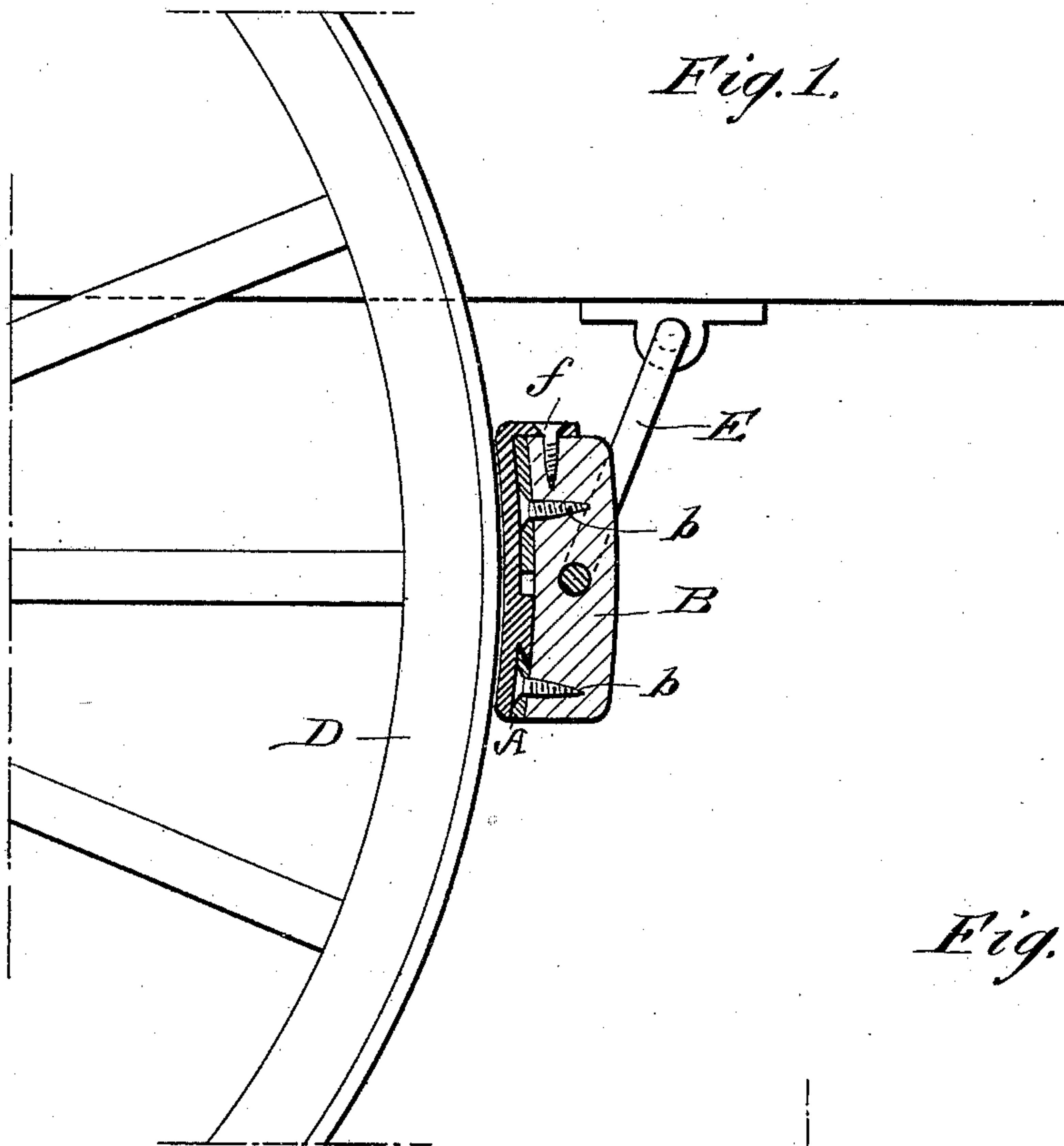


Fig. 2.

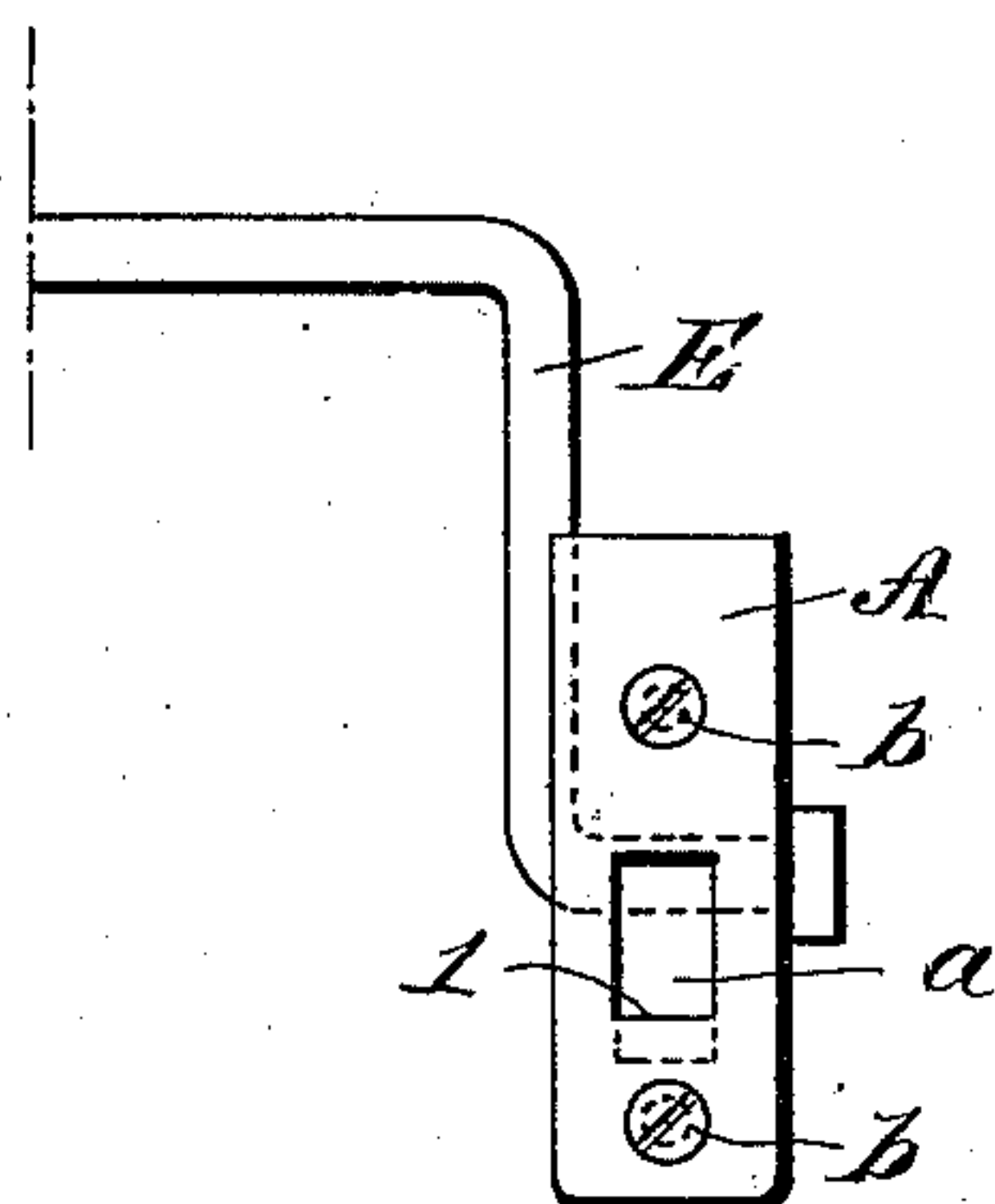
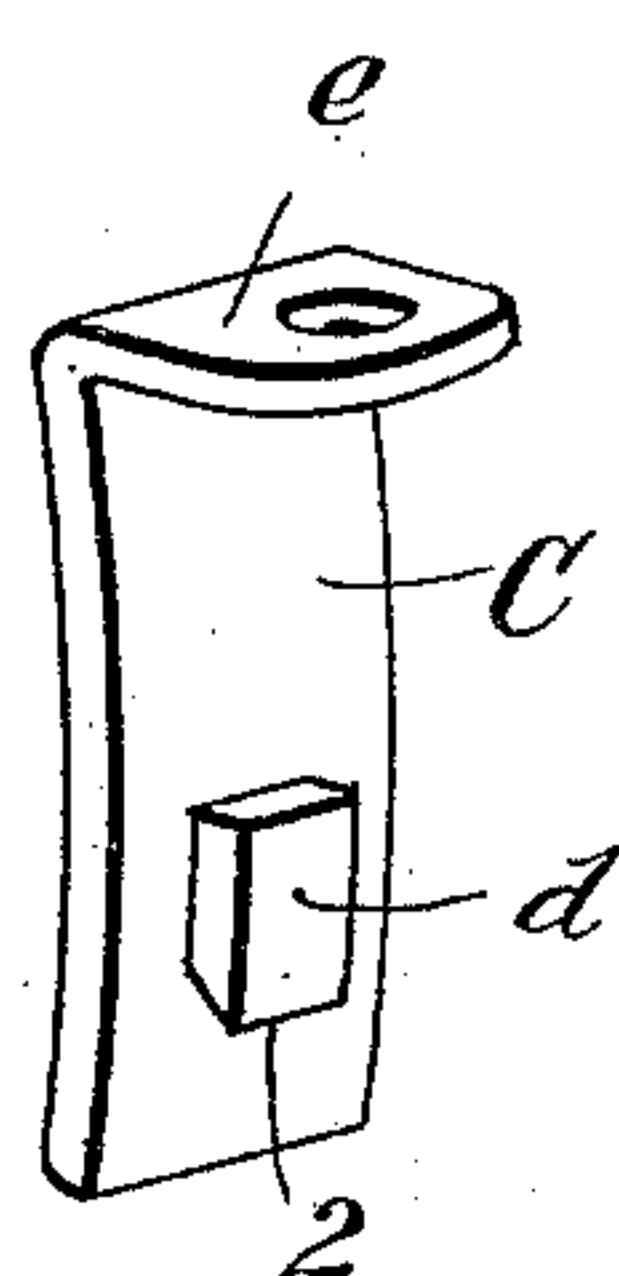


Fig. 3.



WITNESSES:

Donn Twitchell
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INVENTOR:

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UNITED STATES PATENT OFFICE.

NELS K. PEARSON, OF SAN FRANCISCO, CALIFORNIA.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 424,348, dated March 25, 1890.

Application filed November 26, 1889. Serial No. 331,685. (No model.)

To all whom it may concern:

Be it known that I, NELS K. PEARSON, of San Francisco, in the county of San Francisco and State of California, have invented a new and Improved Brake-Shoe, of which the following is a full, clear, and exact description.

My invention relates especially to that class of brakes which are used upon carriage or wagon wheels; but it may be used upon any kind of a vehicle-wheel with good effect.

The object of my invention is to provide a cheap, durable, and efficient brake-shoe, one that will not quickly wear out, but when worn can be quickly and easily replaced by a new one.

To this end my invention consists in the construction and arrangement of parts hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters and figures of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a section of a wagon-wheel with a brake embodying my invention applied thereto, the brake and shoe being in section; Fig. 2, a front elevation of the inside plate as attached to a brake-block, and Fig. 3 a detail perspective view of the outside plate and the shoulder or catch attached thereto.

The inside plate A has a rectangular slot or opening *a*, which extends entirely through the plate, and the lower wall of the slot *a* is beveled, so that said lower wall shall present a sharp edge at the point 1, the bevel from said edge extending inward and downward, as indicated by the dotted lines in Fig. 2.

The plate A should be of the same size as the face of the brake-block B, to which it is securely attached by screws *b*.

The outside plate C is provided on the side next the plate A with a projecting shoulder *d*, which just fits the slot *a* in the inside plate A. The shoulder *d* is provided with a downwardly-extending edge 2, which fits the bevel in the inner plate below the point 1, so that when the shoulder *d* is slipped into the slot *a* the plates A and C are securely dovetailed together.

The outside plate C is made a little longer than the inside plate A and is provided at the top with a cap *e*, which overlaps the top of the plate A and the top of the brake-block B, to which it is attached by a screw *f*, which extends through said cap and into the brake-block.

The plates A and C should be made of durable metal, and when the outside plate becomes worn it may be instantly removed by taking out the screw *f* and slipping the shoulder *d* from the slot *a*.

It will be seen that by having the outside plate secured at the top by the cap *e* and screw *f* and near the bottom by the shoulder *d* and slot *a* when the brake is applied to the wheel D the strain will be divided between the cap *e* and shoulder *d*, thus making the shoe strong and durable. The edges of the plates A and C should be flush with each other and with the edges of the brake-block B.

I have shown the brake attached to an ordinary brake-shaft E, which operates in the usual manner and forms no part of my invention.

By having a solid metal covering for the brake-block the brake can be much more quickly applied than when the brake is covered with leather or rubber in the old way, and when the plates A and C are in position they form practically a solid covering.

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

The combination, with a wagon-brake block having on its working-face a metal plate A, provided with an opening *a*, undercut at its lower end, as shown at 1, the plate C, provided with an apertured lip or cap *e* at its upper end, resting on top of the said block, a shoulder *d* on the inner side of the plate C and having its lower end undercut to project under the similarly-formed part 1, and an attaching-screw *f*, substantially as set forth.

NELS K. PEARSON.

Witnesses:

LEWIS B. HARRIS,
WALTER R. CRAIG.