

(No Model.)

C. HERRON.
BRAKE SHOE.

No. 428,305.

Patented May 20, 1890.

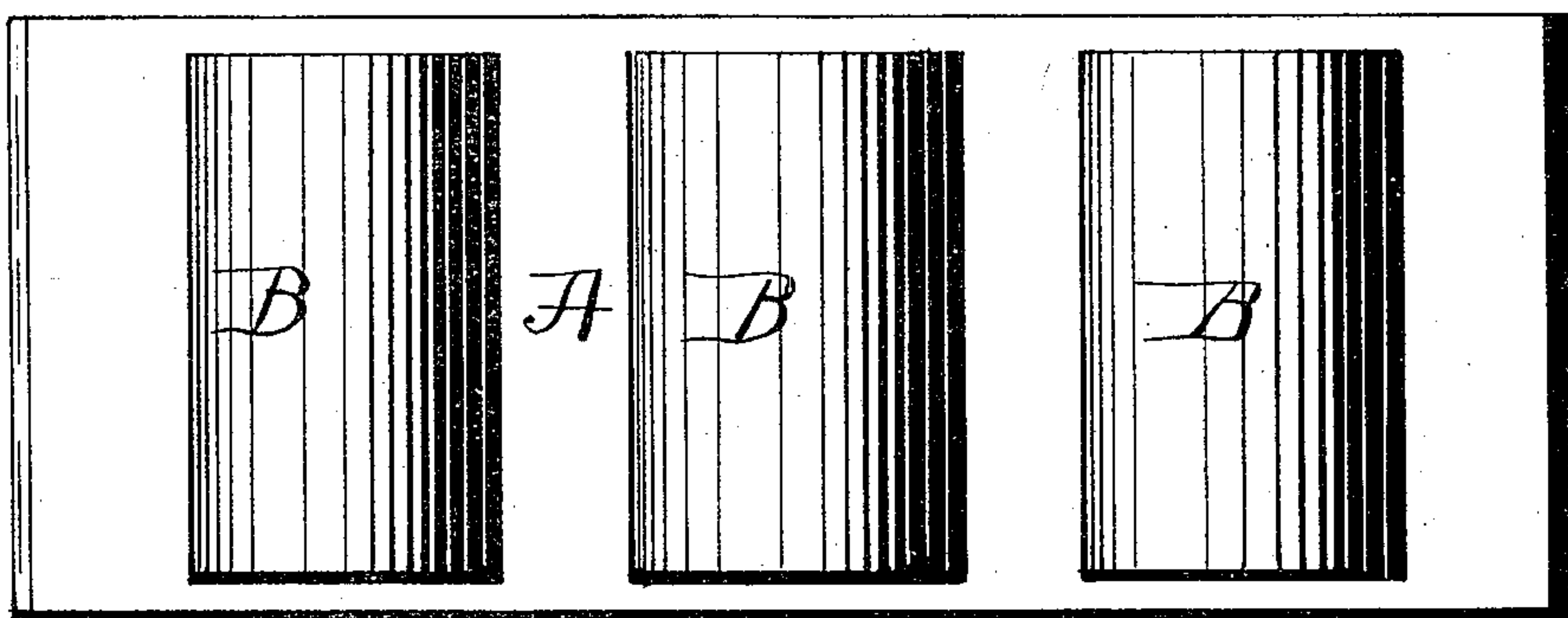


Fig. 1.

A

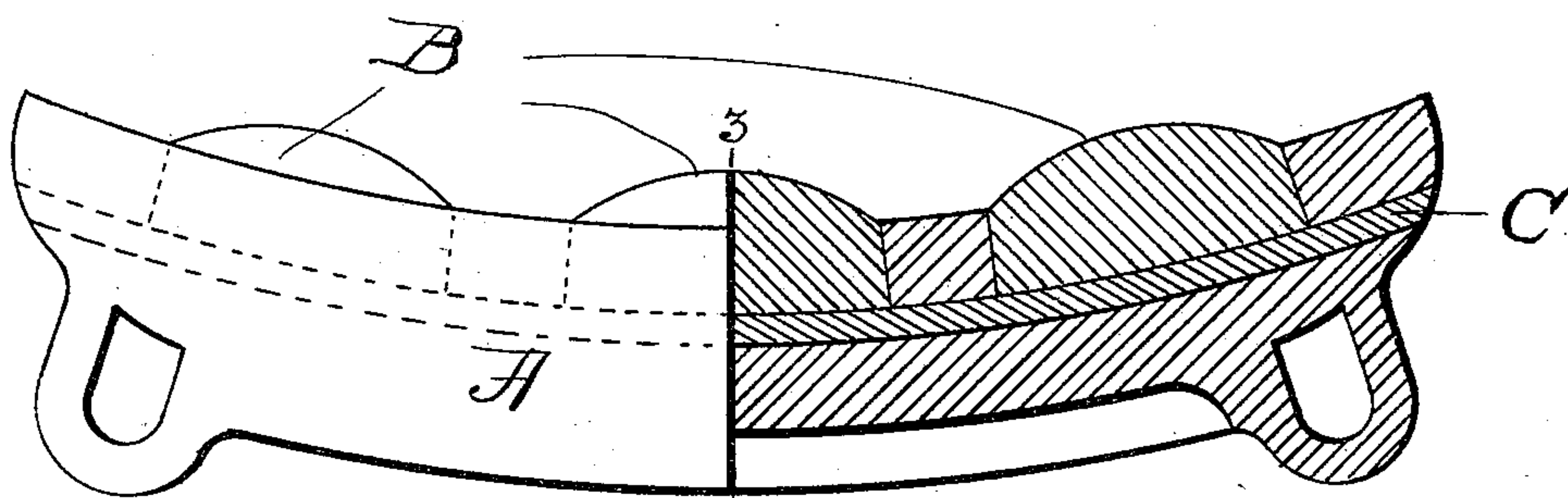
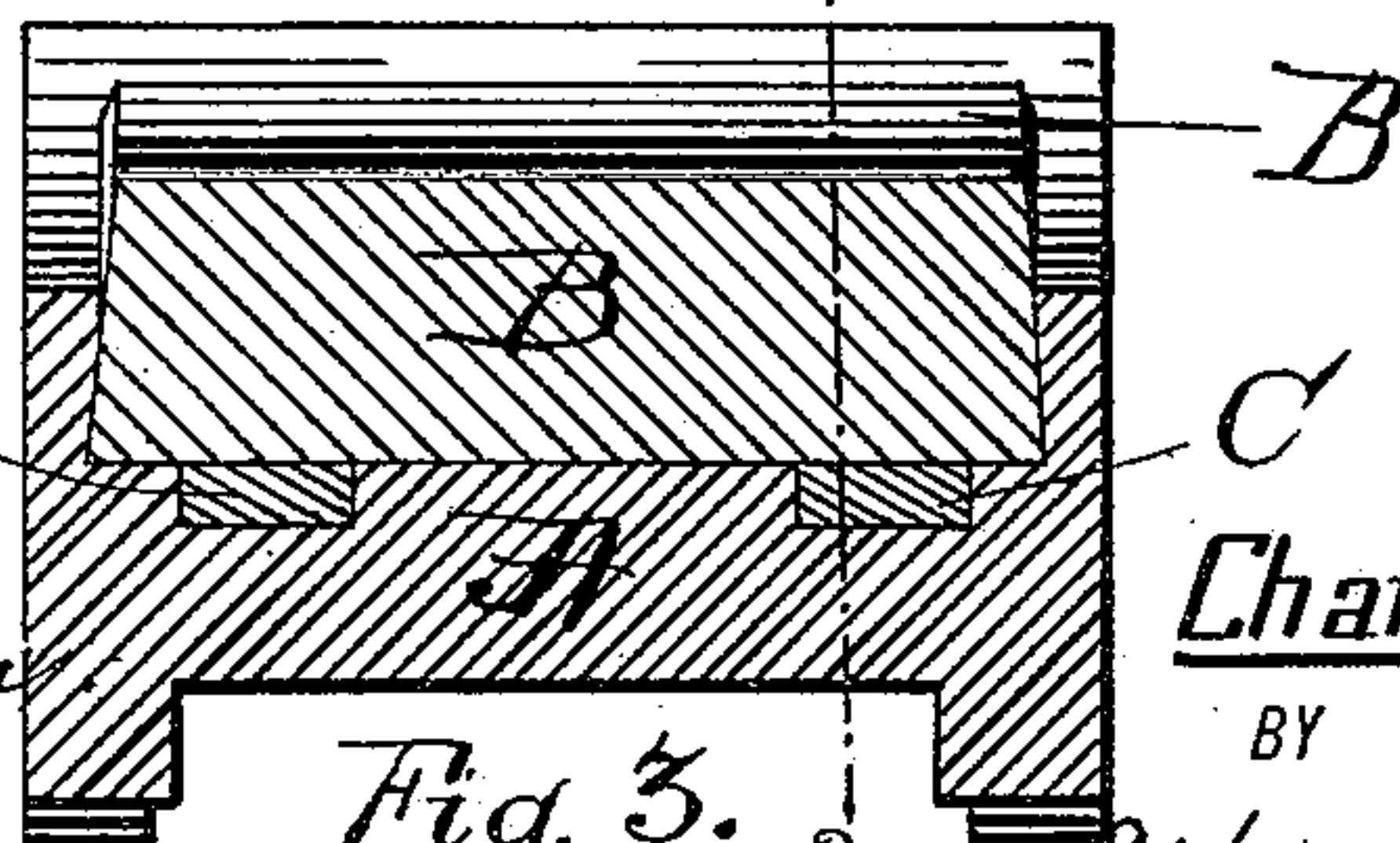


Fig. 2.



WITNESSES:

Luke P. Hayden

A. P. Wood

INVENTOR

Charles Herron

BY

Albert A. Wood

ATTORNEY.

UNITED STATES PATENT OFFICE.

CHARLES HERRON, OF CHATTANOOGA, TENNESSEE.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 428,305, dated May 20, 1890.

Application filed December 16, 1889. Serial No. 333,957. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HERRON, of Chattanooga, in the county of Hamilton and State of Tennessee, have invented certain new and useful Improvements in Brake-Shoes; and I 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to the improvement of the shoes used in the brakes of railway-train running-gear, relating more especially to the improvement of the bearing-face of the said brake-shoes at the points where it comes into contact with the tire of the wheel, the object being to so improve the face that it will adjust itself to the face of the wheel more quickly and will wear as well after being so adjusted as any shoe in existence. The details of construction whereby this end is obtained are hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a face view of the device, showing the parts as seen from such point. Fig. 2 is an edge view, partly in section, showing the main body of the shoe and the inserted contact-pieces, the sectional parts more clearly showing their mode of insertion into the face of the shoe. Fig. 3 is a central cross-section of the shoe, showing the form of the parts.

In the figures like reference-marks indicate corresponding parts in the several views. A is the shoe, and B indicates the fitting and wearing pieces.

The shoe A may be made of any form which is capable of holding the pieces B, and there may be any suitable means for the attachment of the shoe to the links connecting it to the hangers. This shoe A is of cast-iron; but any suitable material may be used.

Inserted in the face of the shoe A, preferably being cast therein in casting the shoe, are the pieces B, preferably of wrought-iron, which are rounded on their face for the purpose hereinafter described, and are dovetailed on their sides, the said dovetail being an extension of the round or oval shape of their faces, and may be, if desired, dovetailed also on their ends for the purpose of

securing them into the face of the shoe so surely as to obviate all possibility of slipping out. These pieces B, besides engaging with the periphery of the wheel in a more effective manner than would an ordinary shoe, will, by reason of their being rounded or oval on their faces, wear down to conform to the shape of the said periphery both laterally and circumferentially, and can be for this reason applied to an old wheel and be effective in their operation. This wearing down to a fit will take place without deducting from their frictional efficiency, and the wear will be reduced to their length of circumferential contact with the wheel, and the wearing be reduced to a minimum as soon as a perfect operative fit shall be obtained. As many as are required of these pieces B may be set in the face of the shoe, and they may be placed as close together as practicable, the applicant not confining himself to the specific number or proportions shown.

The strips C, of wrought-iron or other suitable material, are cast in the body A of the shoe, preferably just back of the fitting-block B, thereby strengthening the whole structure. These strips may be in any number desired and of a size which shall be found most efficient for the purpose.

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

1. In a brake-shoe, the shoe A, having the pieces B set in the face, said pieces being rounded, as shown, and having their adjoining sides dovetailed, and their ends also beveled to form dovetails thereon, and the strips C, cast longitudinally into the body of the shoe, as specified.

2. In a brake-shoe, the shoe A, of suitable form, having set in its face the pieces B, for the purpose specified, oval or rounded on their faces and projecting above the surface of the said shoe A, where it contacts with the wheel, and the strips C, cast longitudinally into the body of the shoe, substantially as specified.

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

CHAS. HERRON.

Witnesses:

A. P. WOOD,
S. M. WOOD.