

(No Model.)

E. K. & J. CLAYTON.
BRAKE HEAD AND SHOE.

No. 440,542.

Patented Nov. 11, 1890.

Fig. 1.

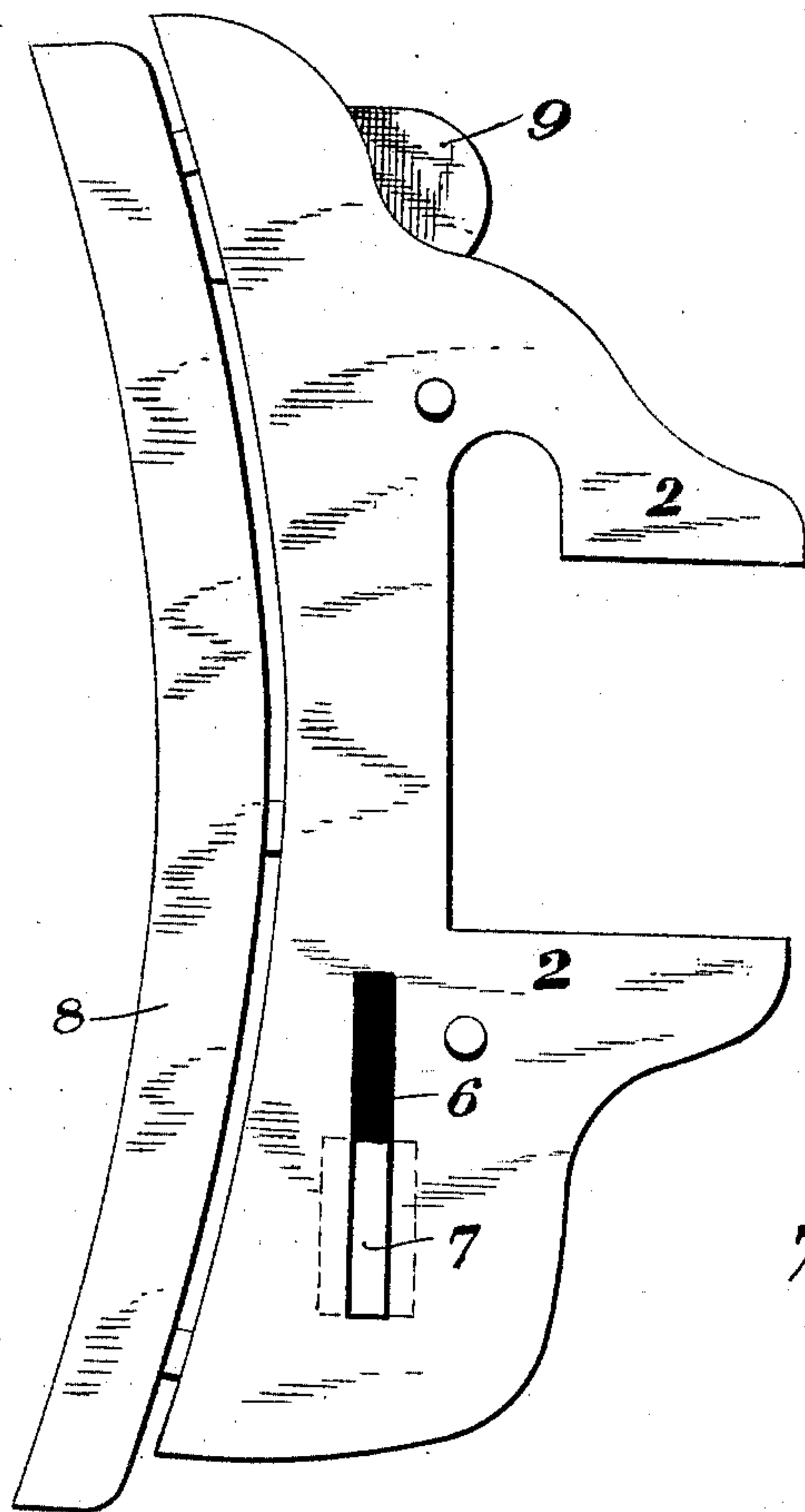


Fig. 2.

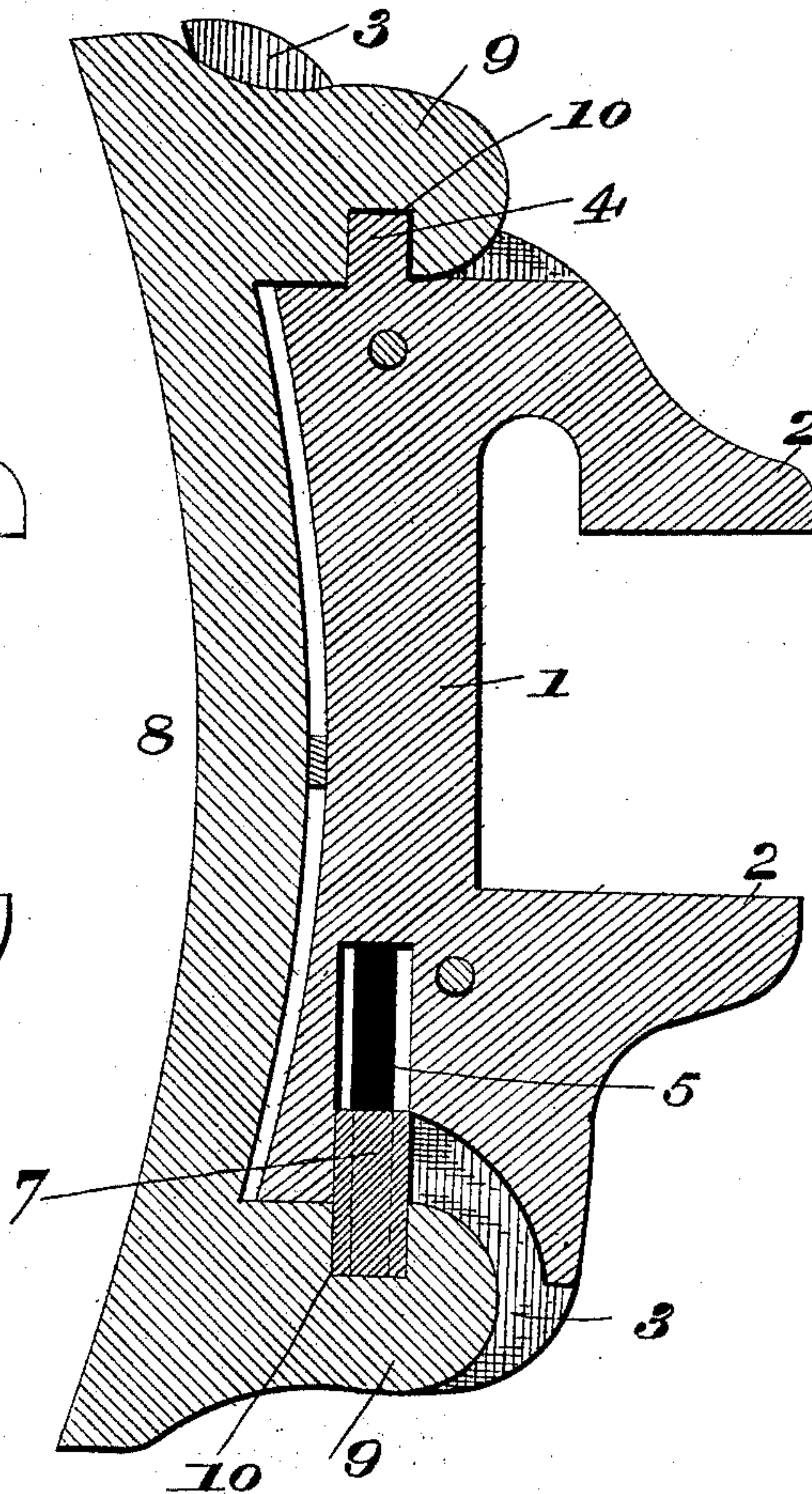
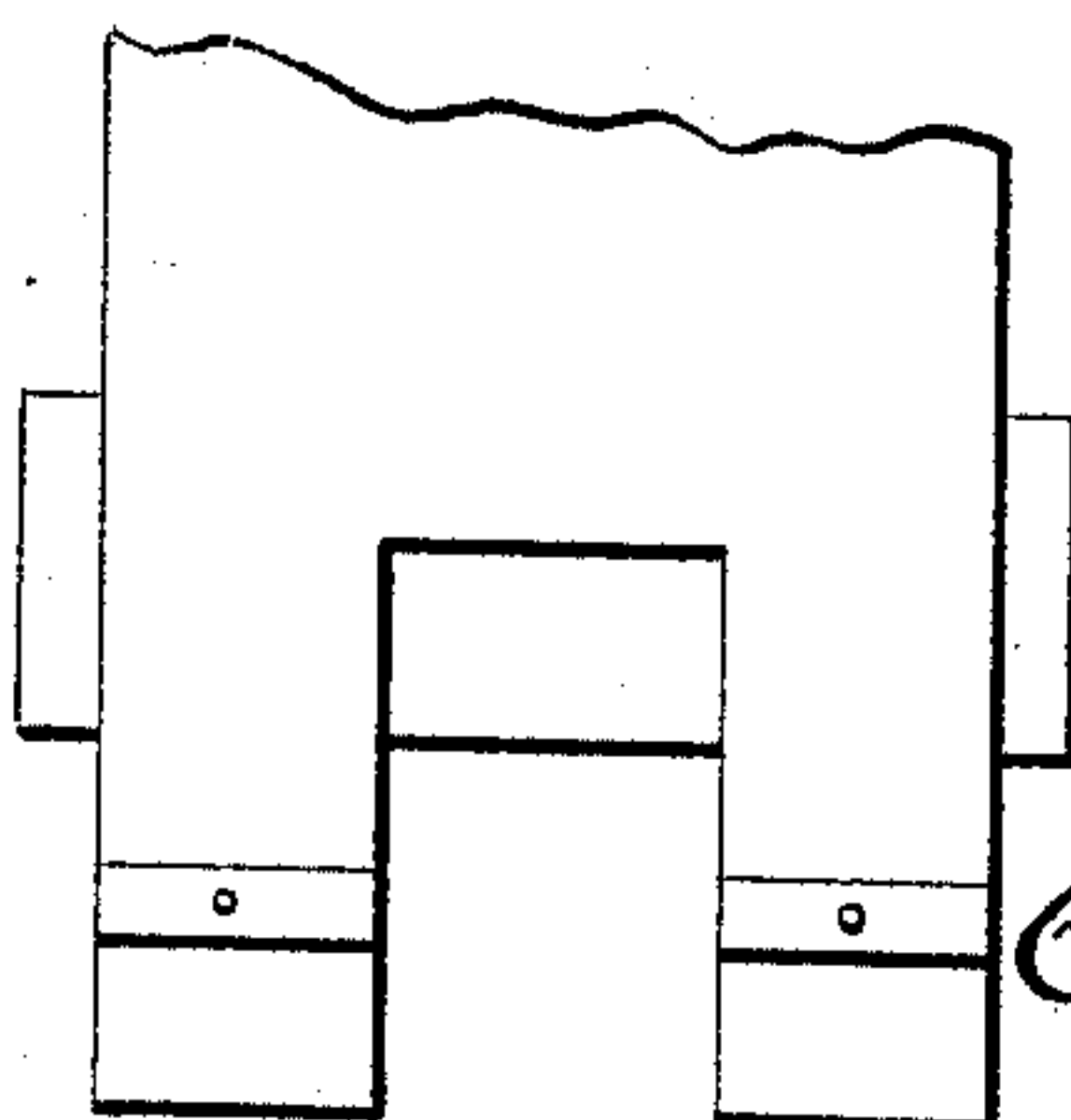


Fig. 3.



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UNITED STATES PATENT OFFICE.

ELIJAH K. CLAYTON AND JOHN CLAYTON, OF HUNTINGTON, INDIANA.

BRAKE HEAD AND SHOE.

SPECIFICATION forming part of Letters Patent No. 440,542, dated November 11, 1890.

Application filed July 29, 1890. Serial No. 360,274. (No model.)

To all whom it may concern:

Be it known that we, ELIJAH K. CLAYTON and JOHN CLAYTON, both residents of Huntington, in the county of Huntington and State of Indiana, have invented certain new and useful Improvements in Brake Heads and Shoes; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Our invention relates to improvements in brake heads and shoes for railroad-cars and other vehicles.

The object of the invention is to provide a simple, economical, and efficient brake head and shoe, the latter of which is reversible, so that when worn at one end it may be reversed, thus greatly increasing the wear of the same. It also contemplates a construction which will enable the shoe to be readily removed and replaced upon the head with ease and facility. There are also other advantages, which will be apparent to those skilled in the art to which the invention pertains and need not be enumerated here.

The invention consists in the novel construction and combination of parts, hereinafter fully described, and specifically pointed out in the claim.

In the accompanying drawings, Figure 1 is a side elevation of a brake head and shoe constructed according to my invention. Fig. 2 is a central sectional view of the same. Fig. 3 is an inner face view of the lower portion of the brake-head.

In the said drawings, the reference-numeral 1 designates a brake-head, having the projecting portions 2, by which it is connected with a brake-beam in the ordinary manner. This head is preferably made of cast-iron and is mounted or curved on its face corresponding with the shape of the shoe. At the top and bottom the head is provided with recesses 3, the upper recess also being provided with a transverse wall 4. At its lower end the head is provided with a vertical recess 5, intersecting with the lower recess 3, and each side of the head is provided with vertical slots 6.

The numeral 7 designates a sliding catch, consisting of a rectangular metal plate cut away at each end, forming short lugs, which play in the slots 6, the catch itself being located in the recess 5 and adapted to fall by gravity and engage with a hook on the shoe. This sliding catch is cast in the head at the time of forming the same, and we do not limit ourselves to the exact construction thereof, but wish to include any sliding catch which is cast with the head in such manner that it cannot become detached therefrom.

The numeral 8 designates the shoe, consisting of a concavo-convex plate of metal adapted to fit the tread of a wheel and provided with two backwardly-projecting lugs 9, located, respectively, at the top and bottom of the shoe. These lugs are each provided upon their inner sides with a recess 10.

The operation will be readily understood. When the shoe is applied to the head, the lugs will enter the recesses 3, and the recess in the upper lug will engage with the transverse wall 4. At the same time the catch 7 will engage with the recess in the lower lug, thus securely holding or connecting the shoe and head. To disconnect the shoe from the head, it is simply necessary to raise or slide the catch upwardly, when the shoe can be readily detached.

Having thus described our invention, what we claim is—

The combination, with a brake-head having top and bottom recesses and the top recess provided with a transverse wall, a vertical recess in the bottom of the head, slotted side walls, and a sliding catch cast in said vertical recess and its ends playing in the slots, of a brake-shoe having projecting top and bottom lugs provided with recesses upon their inner sides, substantially as described.

In testimony that we claim the foregoing as our own we have hereunto affixed our signatures in presence of two witnesses.

ELIJAH K. CLAYTON.
JOHN CLAYTON.

Witnesses:
S. F. DAY,
JOHN BOOS.