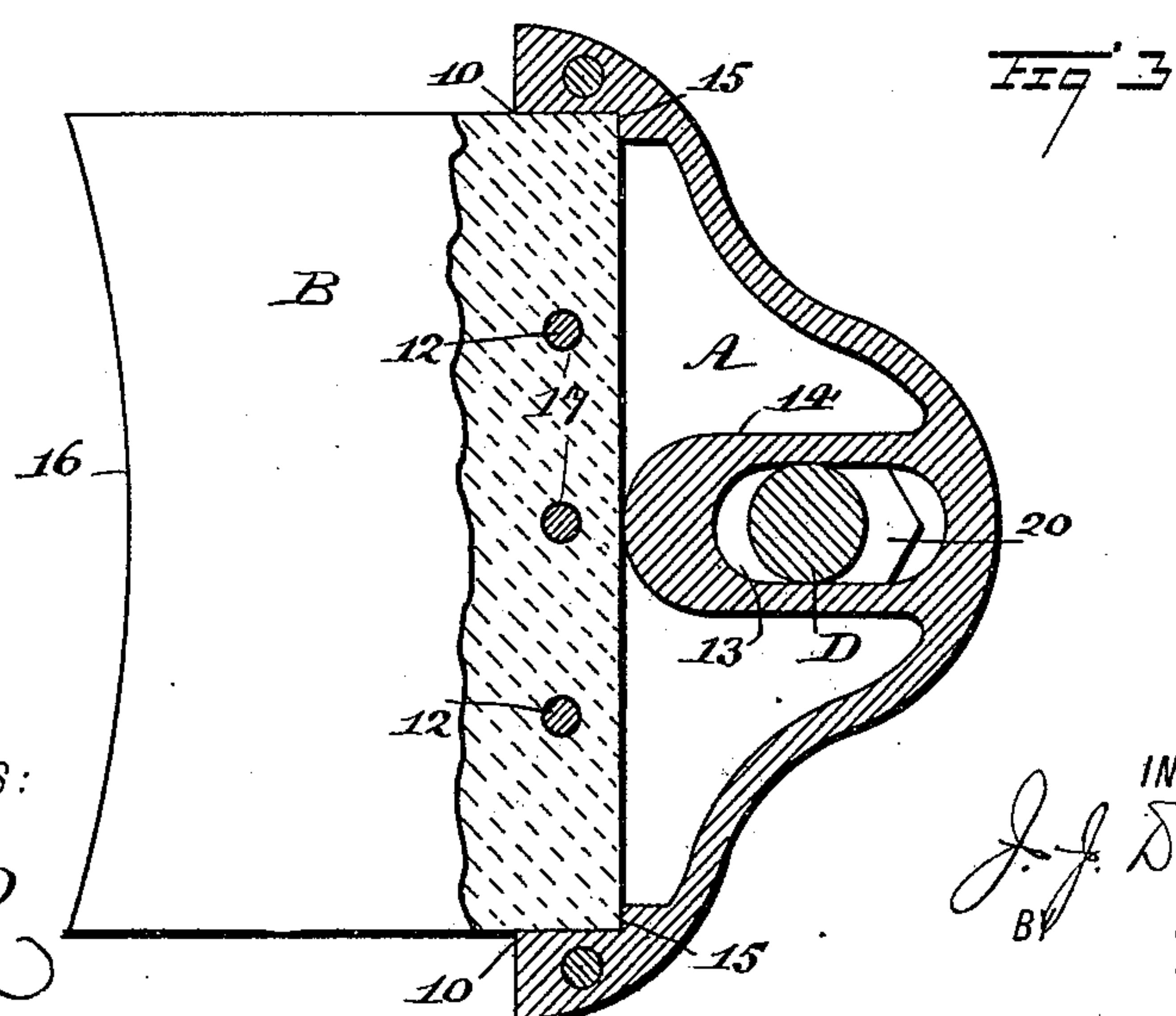
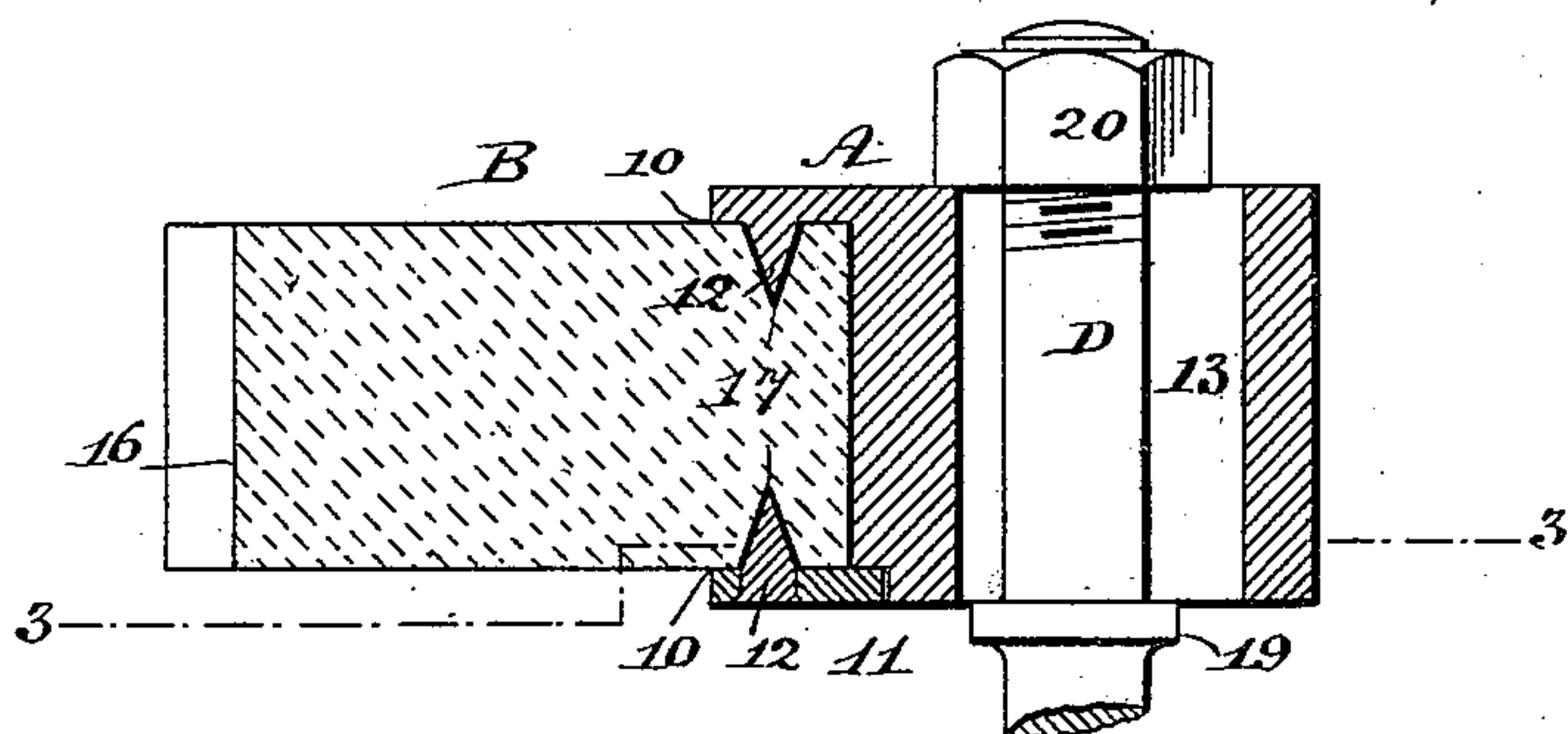
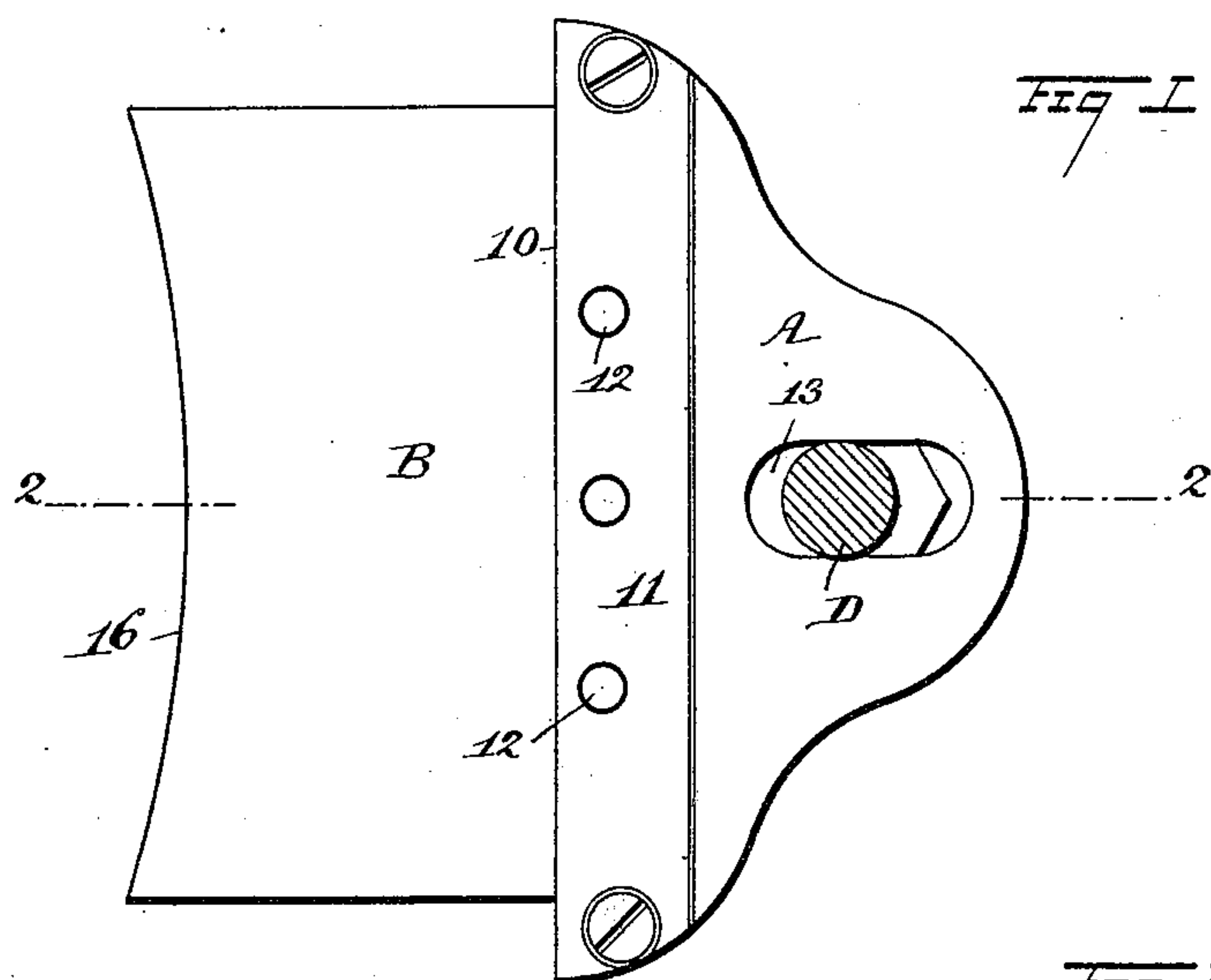


(No Model.)

J. J. DAVENPORT.
BRAKE SHOE.

No. 448,940.

Patented Mar. 24, 1891.



WITNESSES:

H. Walker
C. Sedgwick

INVENTOR:

INVENTOR:
J. J. Davenport

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UNITED STATES PATENT OFFICE.

JOHN JOSEPH DAVENPORT, OF PHILADELPHIA, PENNSYLVANIA.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 448,940, dated March 24, 1891.

Application filed November 13, 1890. Serial No. 371,296. (No model.)

To all whom it may concern:

Be it known that I, JOHN JOSEPH DAVENPORT, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and Improved Brake-Shoe, of which the following is a full, clear, and exact description.

My invention is an improvement in the class of brake-shoes which are so constructed that the wearing-block may be readily removed and another substituted.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

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

Figure 1 is a side elevation of an improved shoe. Fig. 2 is a horizontal section taken practically on the line 2 2 of Fig. 1, and Fig. 3 is a vertical section on line 3 3 of Fig. 2.

The letter A indicates the block-holder, and B the block. The holder or casing is hollow and approximates in general contour the shape of a triangle, the base of the triangle constituting the perpendicular inner face 10, at which the holder is entirely open from top to bottom for the reception of the block B. In other words, the top and bottom and side face 10 of the holder project, as shown, and thus form three sides of the rectangular socket in which the block or friction-shoe B fits. The face 10 has inwardly-projecting spurs 12, and all these parts are constructed integrally with the body of the holder. The fourth side of the holder A is formed by a removable plate 11, which fits in a rabbet formed in the body of the holder and is secured to the block B by means of screws 12. The formation of the holder or casing is completed by producing a central horizontal elongated opening 13 in its side, extending from one edge to the other, the said opening being defined and surrounded by a continuous wall 14, located within the casing, as is best shown in Fig. 3.

The block B may be of any desired material, such as wood, hard rubber, compressed

fiber, or equivalent substance. The width of the block may be increased or diminished from that shown in the drawings, or as in practice may be found advisable; but the length of the block must be such as to permit the outer upright edge to neatly fit into the open inner face of the holder, preferably to an engagement with shoulders 15, formed in the block at top and bottom, said shoulders being adapted to preserve the block in proper position. When the shoe is in place, it also engages at or near its central surface with the wall 14 of the holder, as shown in Fig. 3.

The inner face of the shoe is concaved, as shown at 16, to correspond to the radius of the wheel with which it is to engage, and in the sides of the block a number of indentations or cavities 17 is formed to receive the spurs 12 of the holder.

In connecting the parts of the device the plate 11 is removed from the holder and the block is placed in position within the holder and the spurs upon the side face of the holder enter the cavities in one side of the block. The plate 11 is now screwed in position upon the body of the holder, and as the spurs of the plate also enter cavities in the block the latter is efficiently prevented from moving.

The device is secured upon the brake-beam or lever D by passing one end of the lever through the opening 13 until the inner face of the casing is brought in contact with a collar 19 upon the lever, and an attachment is effected by screwing a nut 20 upon the extremity of the lever against the outer face of the opening 13, as shown in Fig. 2.

It is evident that by loosening the nut 20 the entire device may be carried in direction of the wheel to compensate for loss of shoe-surface. The device is simple, readily applied, and capable of convenient manipulation.

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

1. The improved brake-block holder, constructed with its top and bottom and one perpendicular side face projecting to form three sides of the block-socket, such side face having spurs 12 and all said parts being formed

integrally, as specified, and the removable section 11, fitting in a rabbet of the holder proper, all combined as shown and described.

2. A brake device consisting of a holder
5 having a front opening, a detachable section, spurs projecting inward from the body of the holder and the section, the said holder being also provided with a horizontal elon-

gated opening extending through from side to side, and a block fitted in the opening of 10 the holder and provided with cavities to receive the spurs, substantially as specified.

JOHN J. DAVENPORT.

Witnesses:

GEORGE RANKIN,
JOHN S. HALL.