

(No Model.)

J. H. NETHERCOTT.
BRAKE HEAD ATTACHMENT.

No. 455,637.

Patented July 7, 1891.

FIG. 1 -

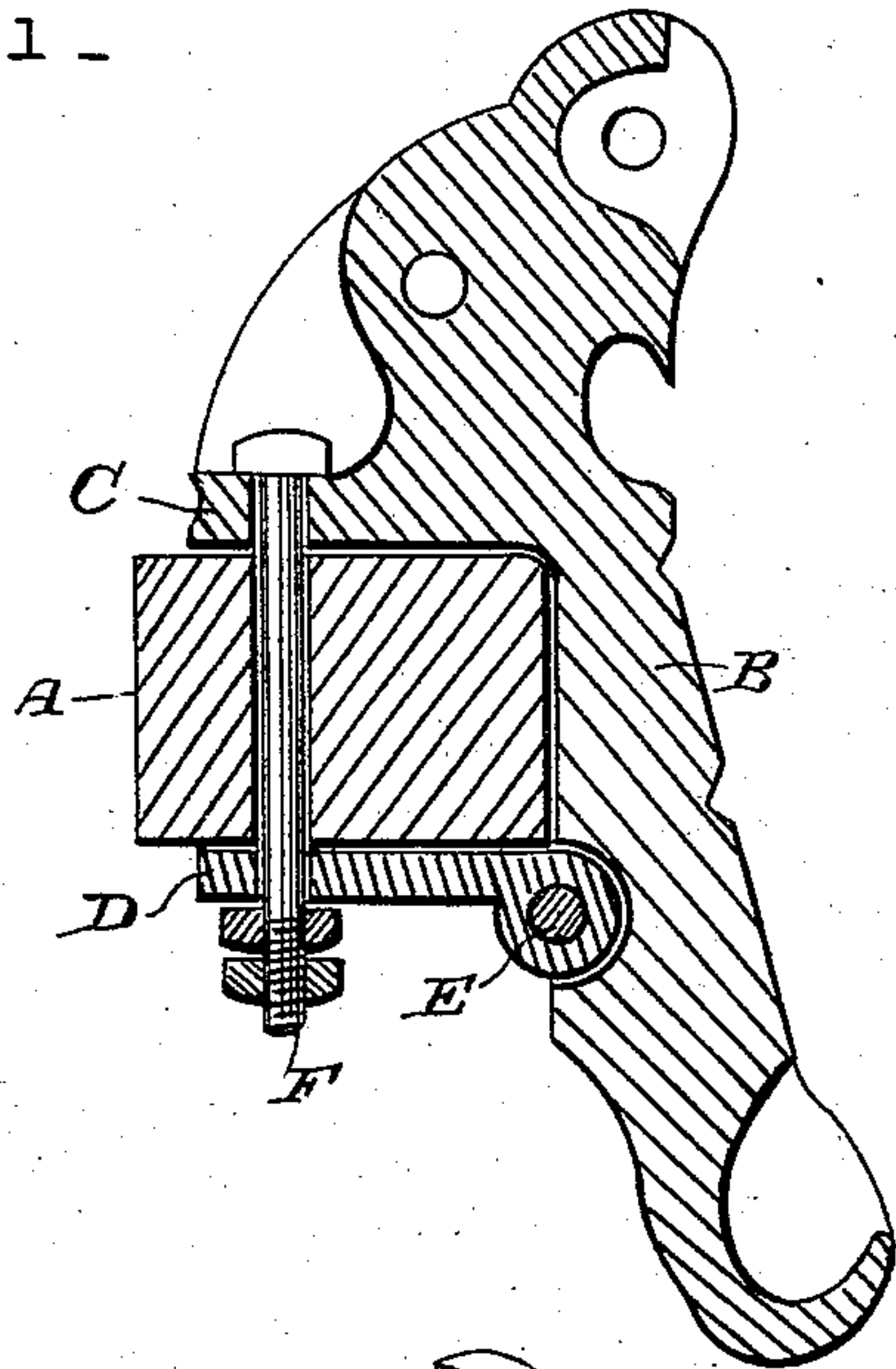
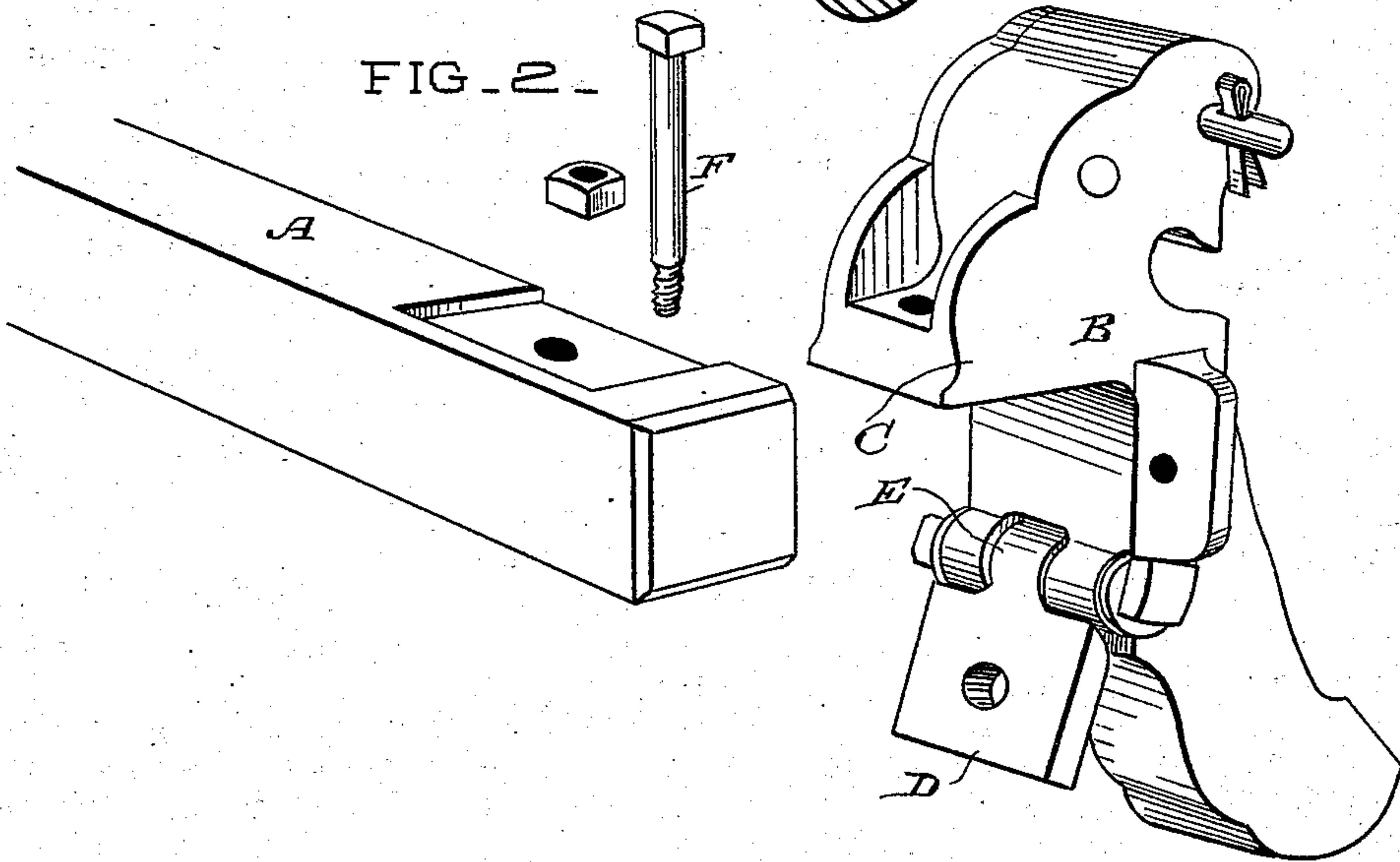


FIG. 2 -



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UNITED STATES PATENT OFFICE.

JOSEPH HENRY NETHERCOTT, OF SAN FRANCISCO, CALIFORNIA.

BRAKE-HEAD ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 455,637, dated July 7, 1891.

Application filed April 16, 1891. Serial No. 389,217. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH HENRY NETHERCOTT, a citizen of the United States, residing in the city and county of San Francisco, State of California, have invented an Improvement in Brake-Head Attachments; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to a device for attaching brake-heads to brake-beams; and it consists, essentially, in the hinging of one of the jaws, so that when the fastening-bolts are removed the brake-head can be easily slipped off from the beam without disturbing other parts.

Referring to the accompanying drawings for a more complete explanation of my invention, Figure 1 is a section view of the invention taken through the brake head and beam. Fig. 2 is a perspective view of one end of the brake-beam and the brake-head, the parts being separated.

A is the brake-beam, which may be of any suitable construction, and B is the brake-head, which carries the brake-shoe, (not here shown,) and is firmly attached to the brake-beam. As usually constructed the brake-head is provided with two rigid jaws which clasp the beam above and below, and it is secured to the beam by bolts passing through the brake-head or flanges, which are formed upon it and the brake-beam. When for any reason the brake-head is to be removed from the beam, it is necessary, on account of the proximity to the wheel of the car, to release the brake-beam from the brake-rods and otherwise detach connecting parts, so as to allow the brake-beam to be moved backward and away from the wheel. It is then necessary to use a pinch-bar or other device to remove the brake-head from the beam, and the latter, if made of wood, is liable to be damaged in the operation. In my device I have shown the brake-head B with the upper jaw C cast rigidly and as a part of the head.

D is the lower jaw, which is hinged to the brake-head, as shown at E, at such a distance from the upper jaw that when closed up it will exactly fit upon the lower side of the brake-beam, to which the head is to be attached. Through the upper and the lower jaw and through the beam holes are made to admit the bolt F, and when the nuts are screwed upon this bolt the head is firmly clamped to the brake-beam. If found desirable or necessary, wings or lugs are cast upon each side of the head, through which bolts pass from front to rear through the beam, thus giving additional security to the attachment.

When it is desired to remove the brake-head for any purpose, it is only necessary to remove the bolts, when the lower jaw may be turned downward, as shown in Fig. 2, and the brake-head can then be easily removed by slipping it over the end of the beam.

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

1. The brake-head having the upper fixed jaw formed therewith and the lower jaw hinged to it, together with the bolt passing through the upper and lower jaws, substantially as herein described.

2. The brake-head having the upper fixed jaw and the lower hinged movable jaw adapted to swing about its hinge-pin, a brake-beam, to the top and bottom of which these jaws are clasped, and a bolt passing through the beam and the top and bottom jaw, whereby the head is clamped upon the beam and secured thereto, substantially as herein described.

In witness whereof I have hereunto set my hand.

JOSEPH HENRY NETHERCOTT.

Witnesses:

S. H. NOURSE,
J. A. BAYLESS.