

(No Model.)

E. H. KINNAMAN.
BRAKE SHOE CLAMP.

No. 527,862.

Patented Oct. 23, 1894.

Fig. 2.

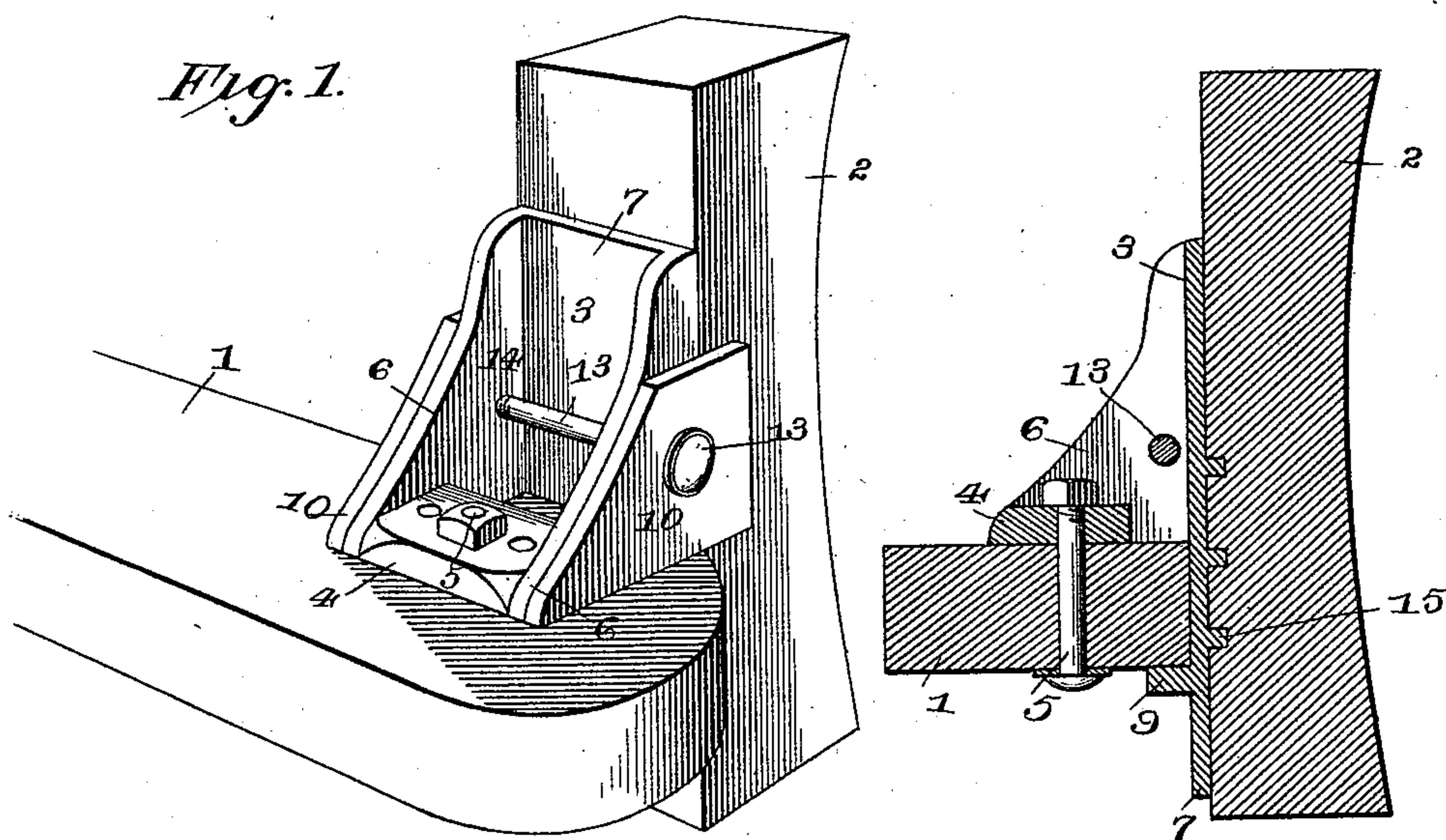


Fig. 3.

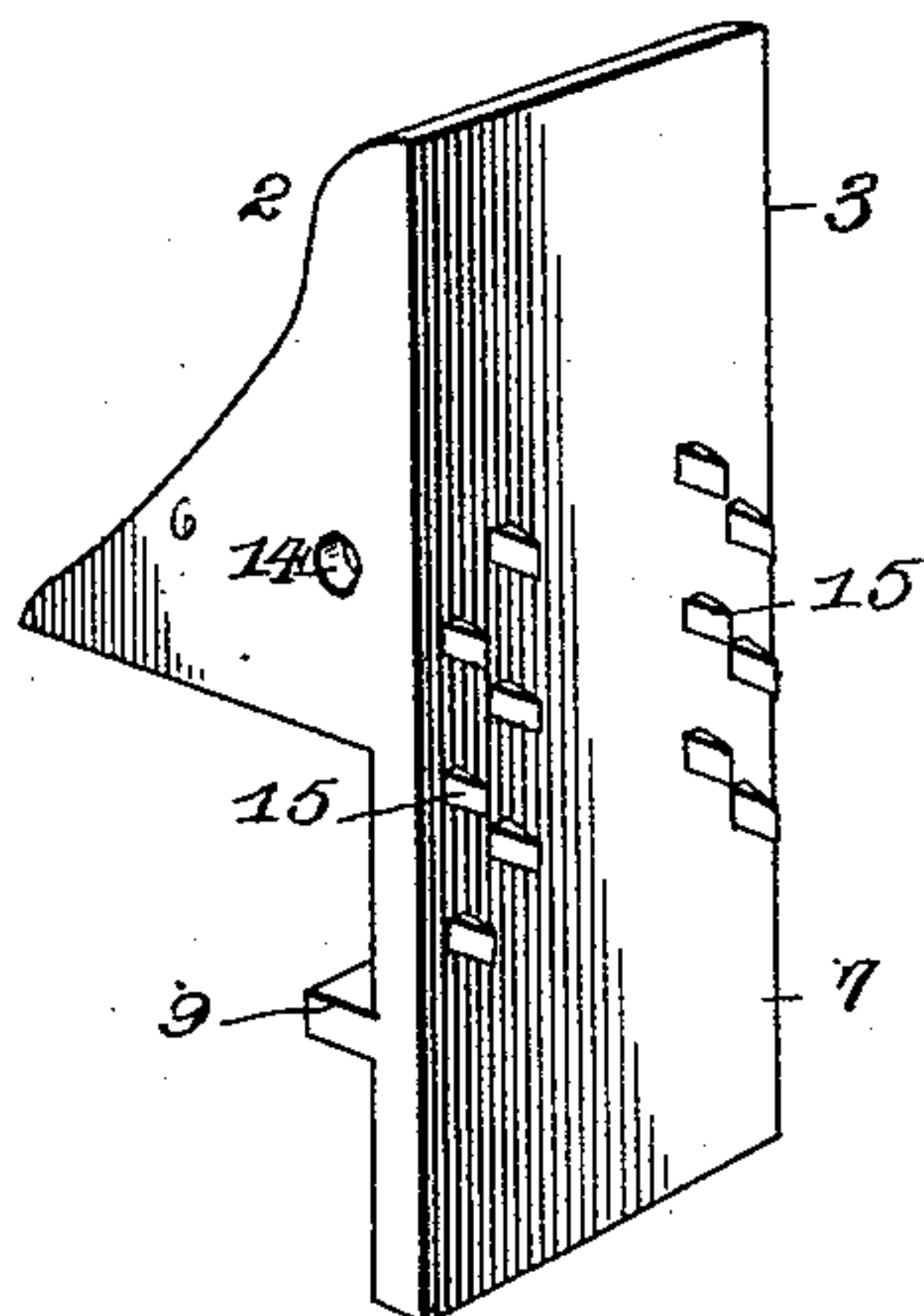
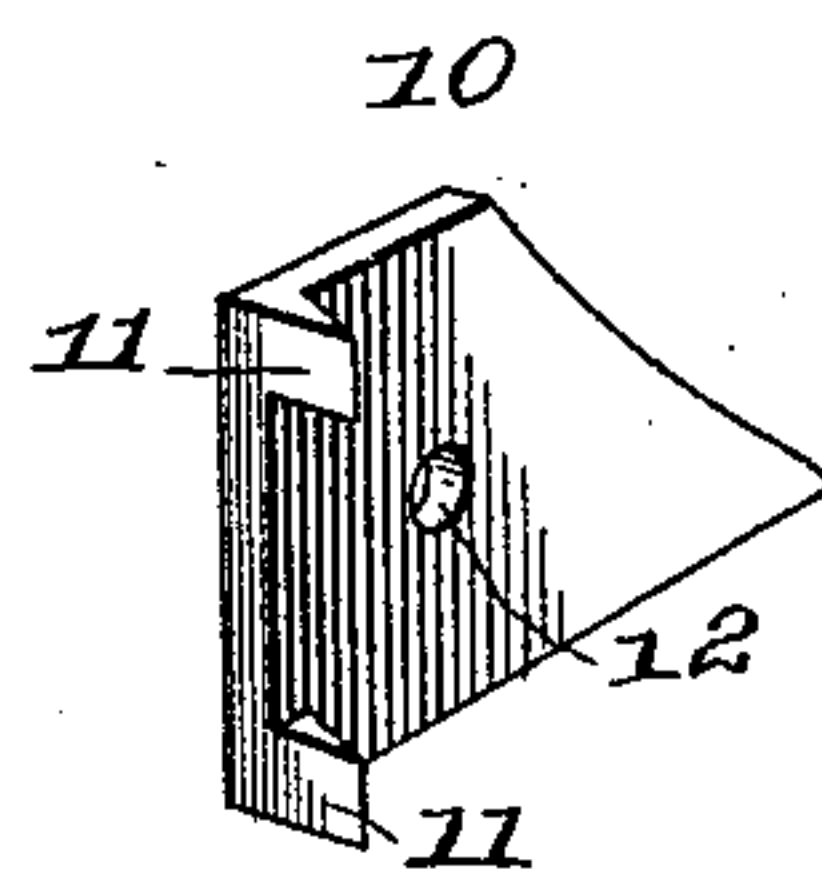


Fig. 4.



Inventor

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Witnesses

Chas. A. Ford.

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By his Attorneys,

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UNITED STATES PATENT OFFICE.

EDWARD H. KINNAMAN, OF BELLVUE, COLORADO, ASSIGNOR OF ONE-HALF
TO BENJAMIN F. FLOWERS, OF SAME PLACE.

BRAKE-SHOE CLAMP.

SPECIFICATION forming part of Letters Patent No. 527,862, dated October 23, 1894.

Application filed March 31, 1894. Serial No. 505,934. (No model.)

To all whom it may concern:

Be it known that I, EDWARD H. KINNAMAN, a citizen of the United States, residing at Bellvue, in the county of Larimer and State of Colorado, have invented a new and useful Brake-Shoe Clamp, of which the following is a specification.

The invention relates to an improvement in those brake shoe clamps, which consist of two or more clamps, secured to the beam and adapted to be clamped against the shoe; and the principal feature lies in certain herein-after described improvements in the construction of the clamps whereby they are made to operate with more ease and effect than ordinarily.

In the accompanying drawings:—Figure 1 represents a perspective view of a brake shoe clamp constructed after my invention and shown in use. Fig. 2 is a vertical section of the same. Fig. 3 is a detail perspective view of the clamp for direct connection with the brake beam. Fig. 4 is a similar view of one of the side plates whereby the block is secured to the beam section of the clamp.

The reference numeral 1, indicates the brake beam and 2 the block or shoe, both of which may be of any preferred construction.

3, indicates the beam clamp-section and this consists of a horizontal portion 4, adapted to lie on the upper side of the beam 1 and to be secured thereto by the bolts 5 passing through it and the beam. Formed integral with the horizontal part 4, are the triangular side pieces 6, which extend from the sides of the section 4, upwardly, and their rear edges taper forwardly until the perpendicular front faces are reached, thus forming the parts 6, triangular, as stated.

Formed integral with the perpendicular side pieces 6, and extending from their upper ends, down to a point below the beam 1, is the face or frontal plate 7, which is connected to the front edges of the portions 6, and serves to have the block or shoe 2, secured directly thereto. This plate, 7, is of a width equal to that of the plate 4, and the whole device, composed of plates 4, 6 and 7, is cast integral. The plate 7, has formed integral with its rear face, below the plate 4, and so as to closely engage the under side of the beam 1, the hori-

zontally extending rib 9, which is adapted to engage the under side of the beam 1, and to assist in preventing upward movement of the clamp section, 3.

10, indicates the block or shoe sections of the clamp, and these are two in number and consist of substantially triangular cast metal devices, having inclined rear edges, adapted to lie flush with the corresponding edges of the side plates 6, of section 3, while their front faces extend perpendicularly and forward of the plate 7, for a slight distance. Formed at the upper and lower ends of the front edges of sections 10, are the inwardly projecting spurs 11, and these are four in number, two for each section, and are adapted to pass into the sides of the brake shoes or blocks 2.

Each of the sections 10, has formed therein at about its center the openings 12, which are adapted for the passage of the bolt 13. This bolt 13, is adapted to hold sections 10, in close engagement with section 3, and to effect this it is passed through the openings 14, in the plates 6, of such section. Openings 14 and 12, are all in transverse alignment, so as to permit the passage of the bolt. The frontal plate 7 is formed with the forwardly projecting studs or spurs 15, thereon, which may be of any convenient number and which are of a length equal to about the thickness of the plate. The function of these lugs is to pass into the rear face of the block or shoe 2, and to assist in holding it secure.

To use my improvements, the section 3, is placed on the beam 1, with the plate 4, resting on its upper side, and with the rib 9, of plate 7, in engagement with the under side of the beam. The side clamps 10, are then released or partially released so as to permit the passage of block past the lugs or spurs 11, and into engagement with the spurs 15, after which the beam 1, is moved to clamp the block against the periphery of the wheel. This will cause spurs 15 to enter the rear face of the block 2 and when this has taken place the sections 10, are clamped, by bolt 13, against the block, which will cause the spurs 15, to pass into the sides of the block. Thus it will be seen that the block 2, is secured to the beam 1, in a way which will be as secure as possible, and that when worn out the block

may be easily removed and its duplicate placed in position. It will also be seen that it is quite impossible for the block to be forced upward, since the rib 9, will operate, 5 with the bolts 5, to prevent such operation.

The bolts 5 may be passed through any of the series of holes in the plate 4, and thereby adjust the block to the lateral position of the wheel. I desire it understood that the studs 10 11, are not necessarily four in number since this could be variously changed to suit the exigencies of the occasion.

Having thus described the invention, what is claimed, and desired to be secured by Letters Patent, is—

1. In a clamp for brake blocks, the combination of a main section adapted to be rigidly secured to the brake beam and having a perpendicular and studded front face against 20 which the brake block is adapted to lie, and two plates provided with inwardly-projecting studs and respectively adapted to lie on each side of the main section, and means for clamping the said plates against the main section,

whereby the studs of the former are forced 25 into the brake block, substantially as described.

2. In a brake-block clamp, the combination of a main section provided with a perpendicular and studded front face and with two 30 rearwardly-extending brackets or projections adapted to respectively lie on the upper and lower sides of the brake beam and to be secured thereto by a bolt passing through one of the brackets, and two plates each provided 35 with inwardly-projecting studs adapted to engage with the brake block, the said plates being respectively secured to each side of the main section and adjacent to the upper bracket thereof, substantially as described. 40

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

EDWARD H. KINNAMAN.

Witnesses:

E. LOVE,

T. M. ROBINSON.