

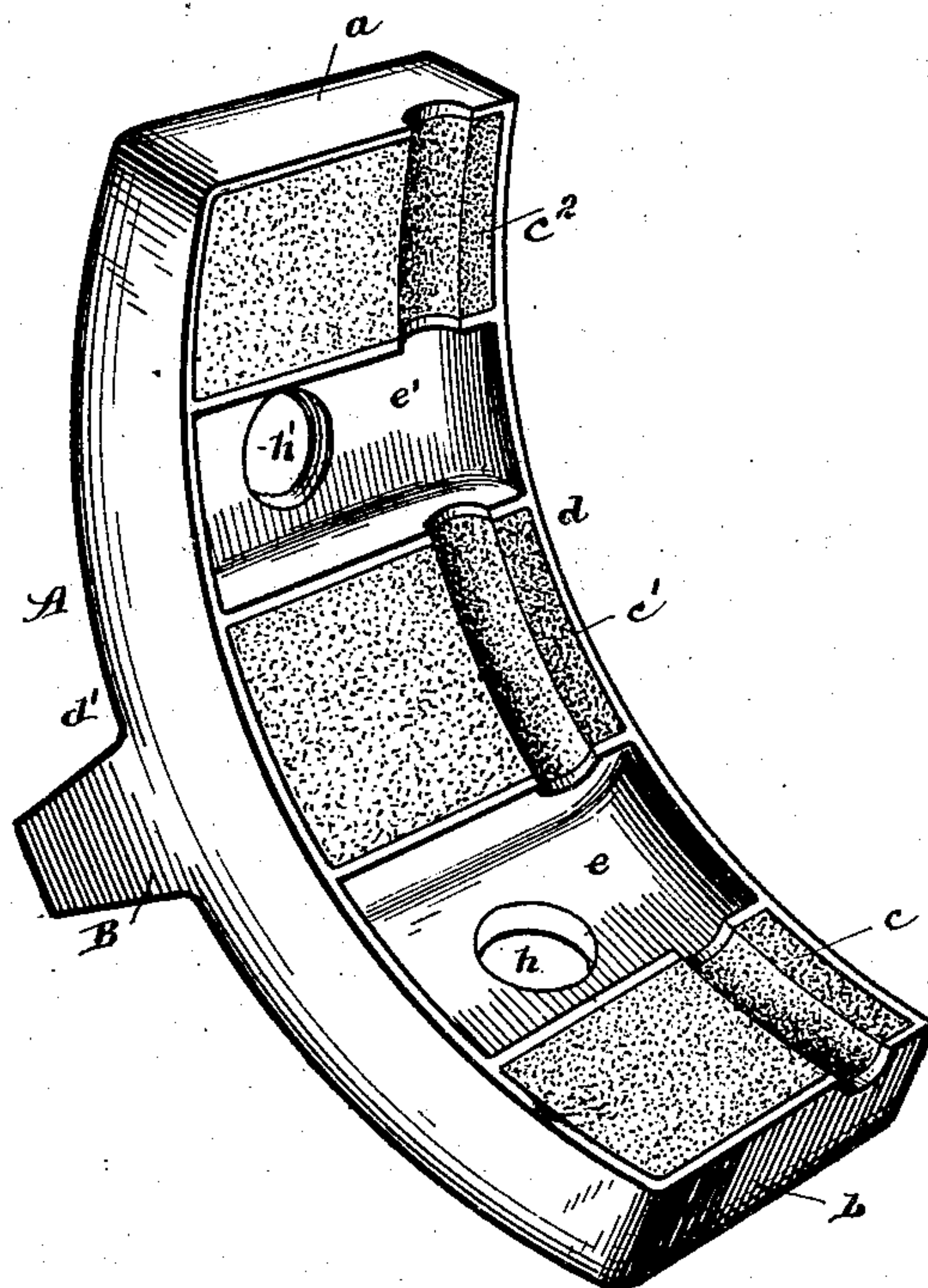
(No Model.)

W. M. HOFFMAN.

ABRADING SHOE FOR TRUING UP CAR WHEELS.

No. 605,056.

Patented May 31, 1898.



WITNESSES

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WILLIAM M. HOFFMAN, OF DETROIT, MICHIGAN, ASSIGNOR TO JUDSON M. GRIFFIN, OF SAME PLACE.

ABRADING-SHOE FOR TRUING UP CAR-WHEELS.

SPECIFICATION forming part of Letters Patent No. 605,056, dated May 31, 1898.

Application filed March 1, 1897. Renewed March 17, 1898. Serial No. 674,262. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM M. HOFFMAN, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Abrading-Shoes for Truing Up Car-Wheels; and I 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 pertains to make and use the same, reference being had to the accompanying drawing, which forms a part of this specification.

This invention relates to grinding-blocks for truing car-wheels, and has for its object an improved form of shoe adapted to be used in connection with a system of levers and rods or adapted to be used in the ordinary brake-head of the brake system employed on cars.

It consists of a casting shaped somewhat like an ordinary brake-shoe, but provided on that side which is intended to lie next adjacent to the wheel with a number of pockets or openings or cavities, into some of which is forced an abrading substance, and the exposed surface of the abrading substance is finished to a shape which in one direction is arched and in the other direction corresponds to the face of the wheel in the form which it is desired the wheel to remain.

The drawing shows the grinding-shoe.

A indicates a shoe arched on its outer or back contour to correspond to the brake-head with which it is to be employed and provided with a lug B, by means of which it may be attached to the ordinary brake-head in the same way that a brake-shoe is attached. This side or face of the shoe may be varied in shape to correspond with the special form of brake-head with which it is to be employed. The inner face, or that face which is intended to be used for grinding, is arched between the ends *a* and *b* and is provided with several cavities, and of these cavities a number, as *c c' c''*, are filled with abrading material packed, pressed, or cemented therein and with the inner face of the abrading material shaped so that a line across the shoe from *d* to *d'* will conform to a line across the wheel. As shown in the drawing, this line would con-

form to a wheel that is adapted to run in what is known as the "grooved rail." One or more of the pockets *e e'* are left vacant or unfilled with abrading material and are preferably provided with holes *h h'*, through which dust or dirt that may gather in the pockets *e e'* can escape freely.

By using a number of pockets filled with abrading material I produce a number of sharp or scraping edges where the wheel engages the edge of the abrading material, and this not only serves to clean the wheel from any dirt that may have gathered upon it, but serves to grind it more rapidly than would a block filled with a single mass of grinding material.

Inasmuch as the abrading material is harder than the shell of the shoe and will wear longer than the shell of the shoe, which is generally of cast-iron and generally soft when compared either with the abrading material or the wheel which is chilled, there is always a sharp scraping edge to the abrading material and to the cross-walls of the section which contain it.

What I claim is—

1. An abrading-shoe adapted to be used for truing up car-wheels, having in combination a metallic shell and a filling of abrading material and provided with clearance-holes, substantially as described.

2. In an abrading-shoe adapted to be used for truing up car-wheels, the combination of a shell provided with a plurality of cavities adapted to be filled with abrading material, blocks of abrading material set therein, cavities intermediate the blocks, provided with openings whereby accumulated material may be discharged, substantially as described.

3. In an abrading-shoe adapted to be used for truing up car-wheels, the combination of a shell, abrading material set therein, and clearance-holes between adjacent portions of the abrading material, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

WILLIAM M. HOFFMAN.

Witnesses:

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