

No. 679,787.

Patented Aug. 6, 1901.

J. SHEEHAN.
BRAKE SHOE.

(Application filed May 28, 1901.)

(No Model.)

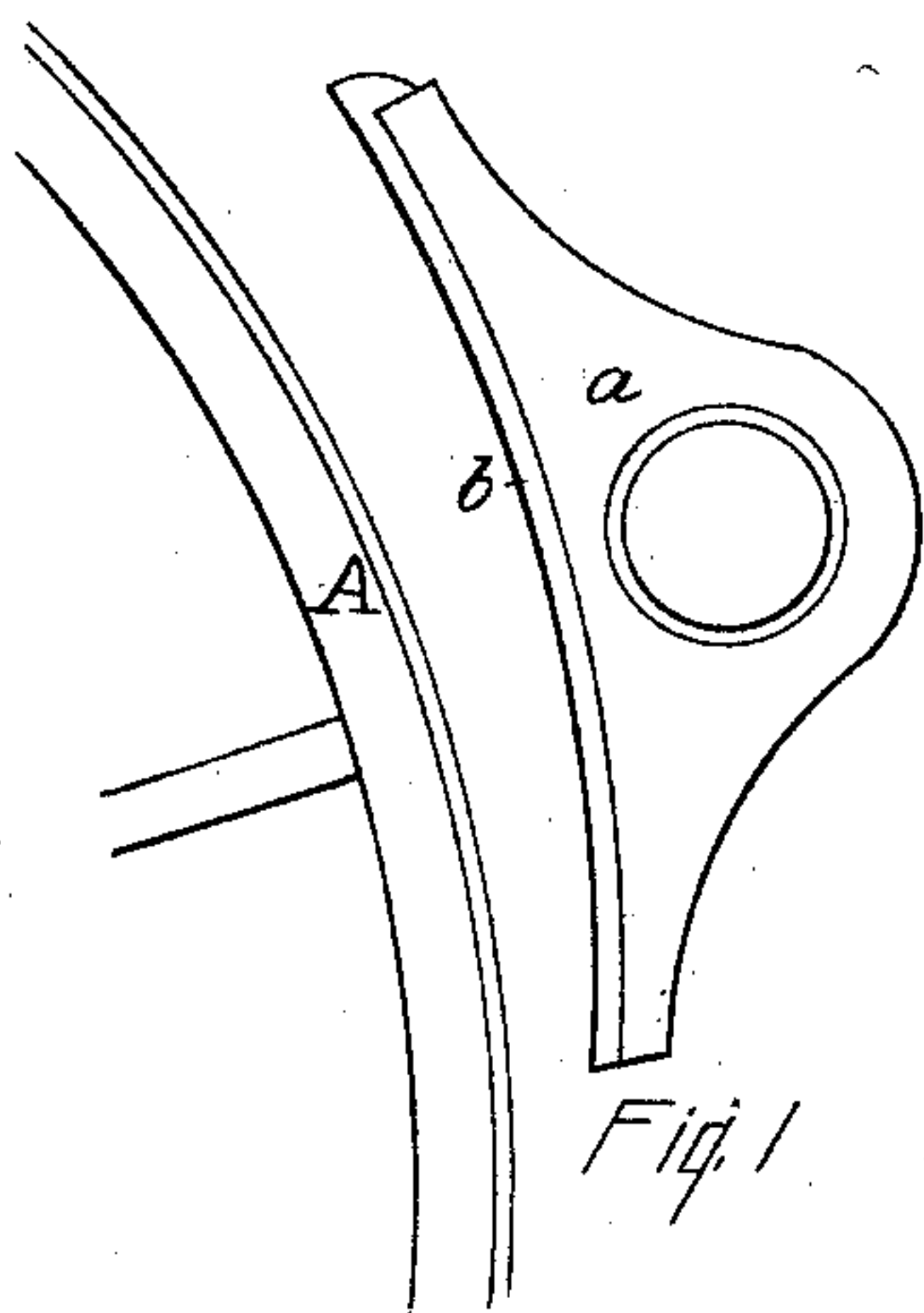


Fig. I

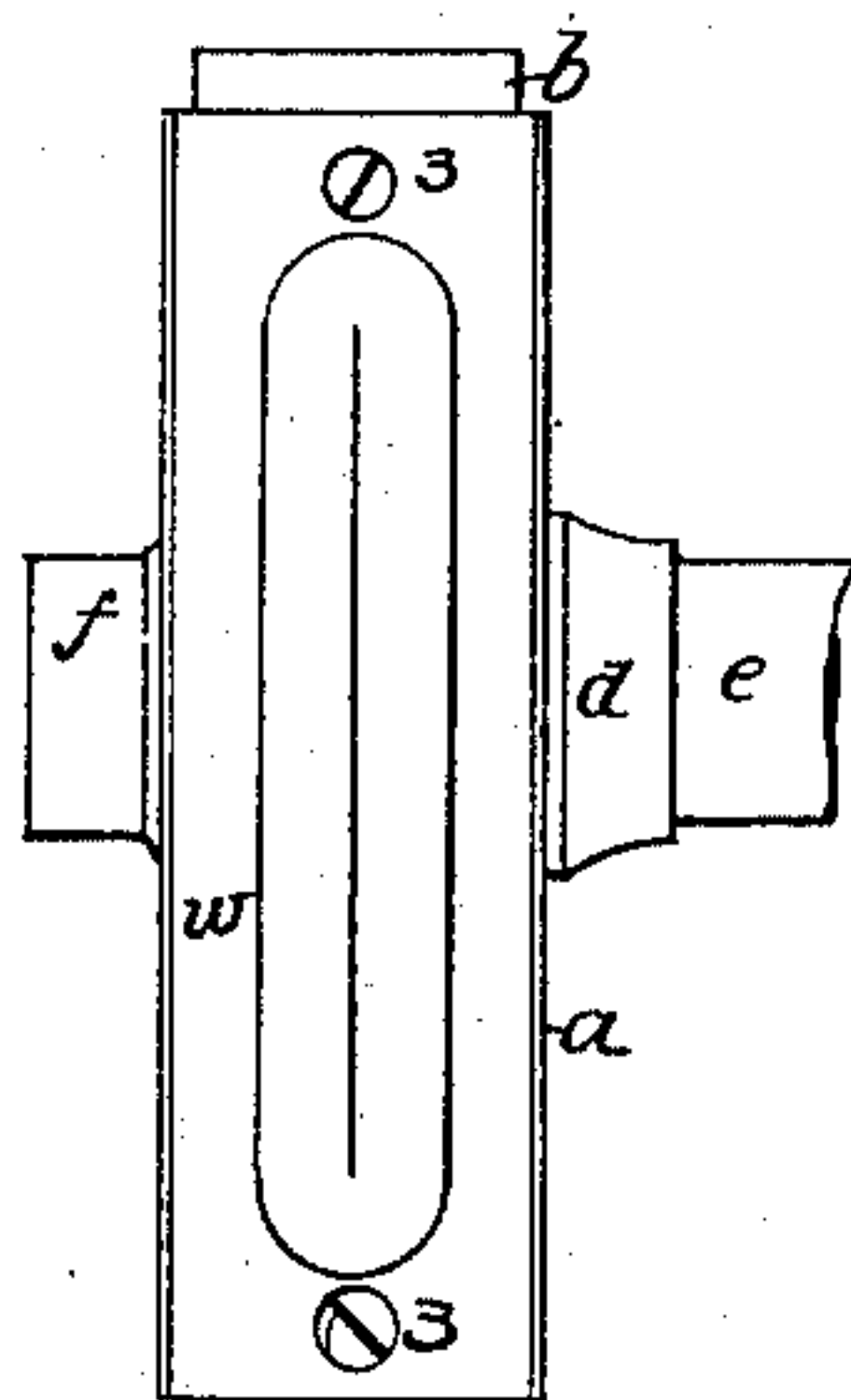


Fig. II

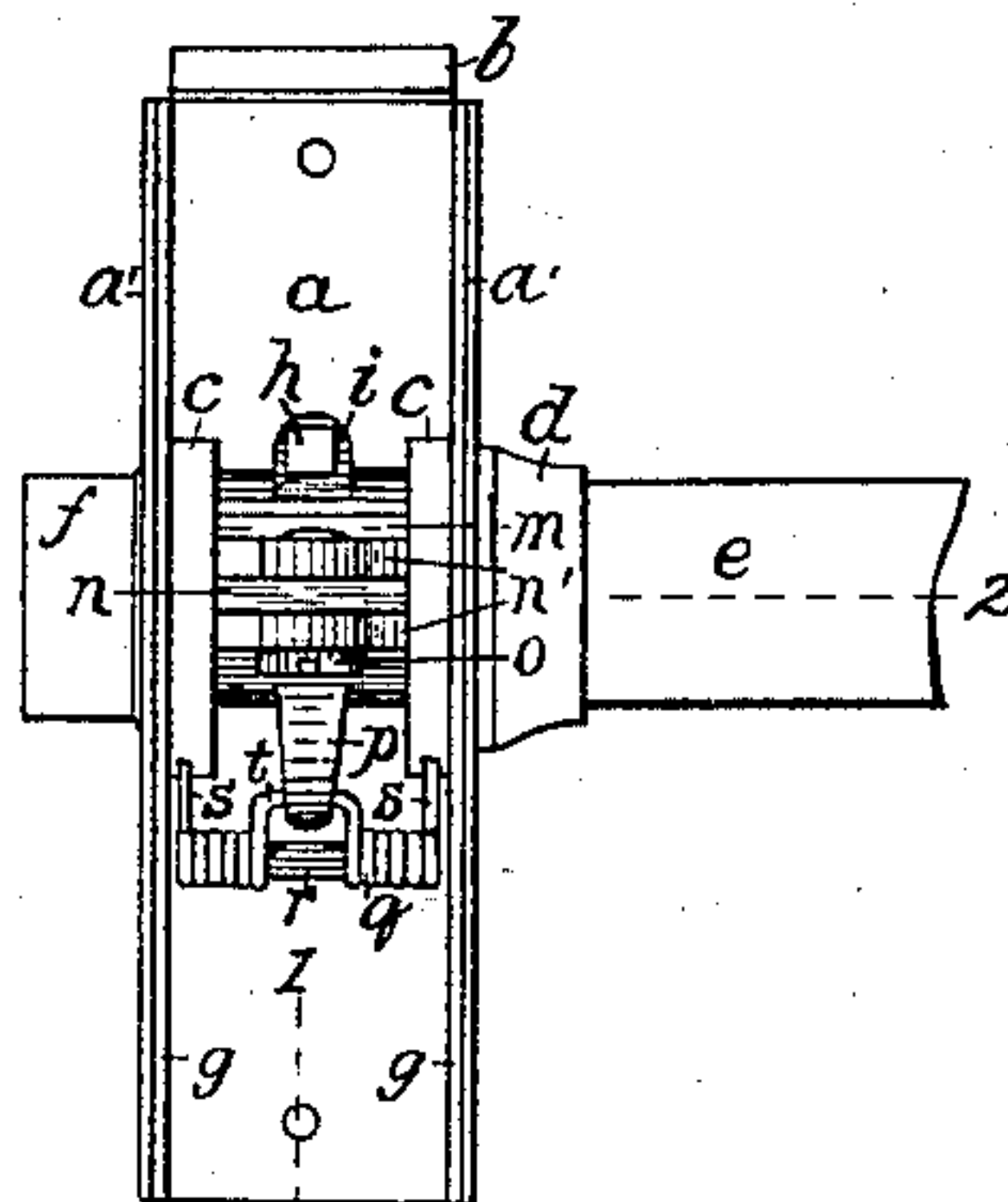


Fig. III

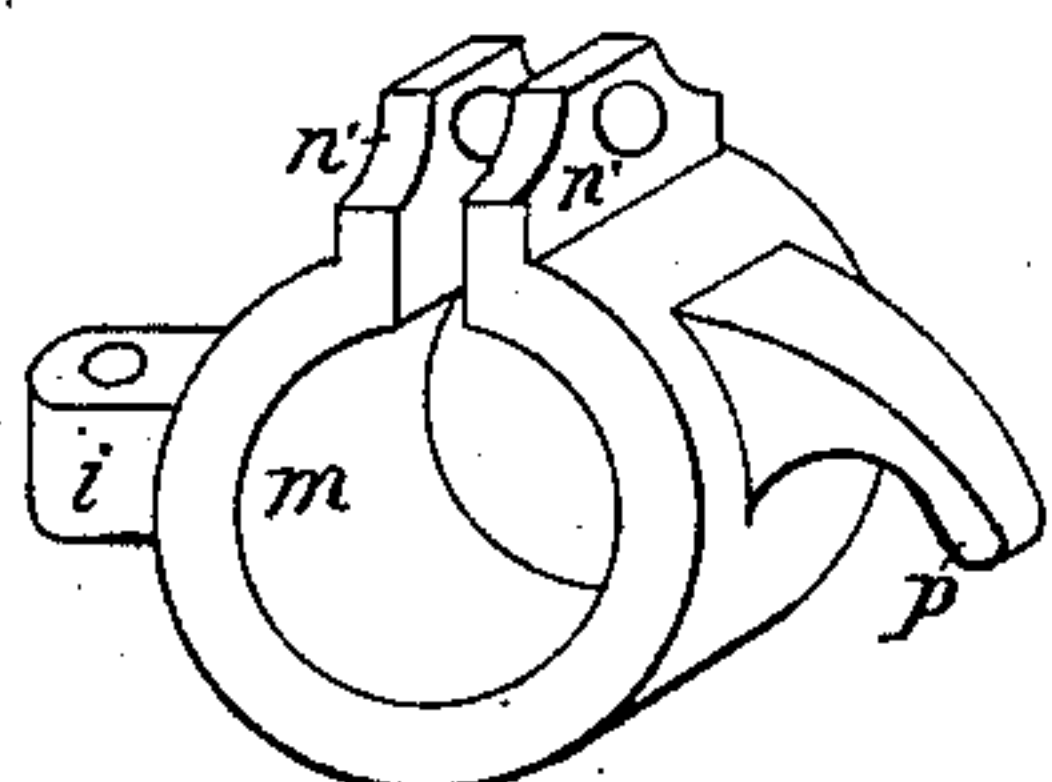


Fig. IV

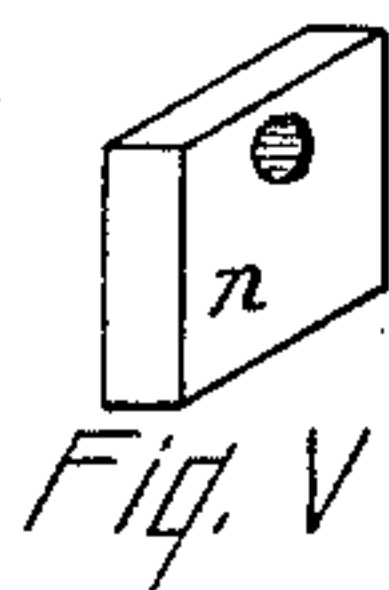


Fig. V

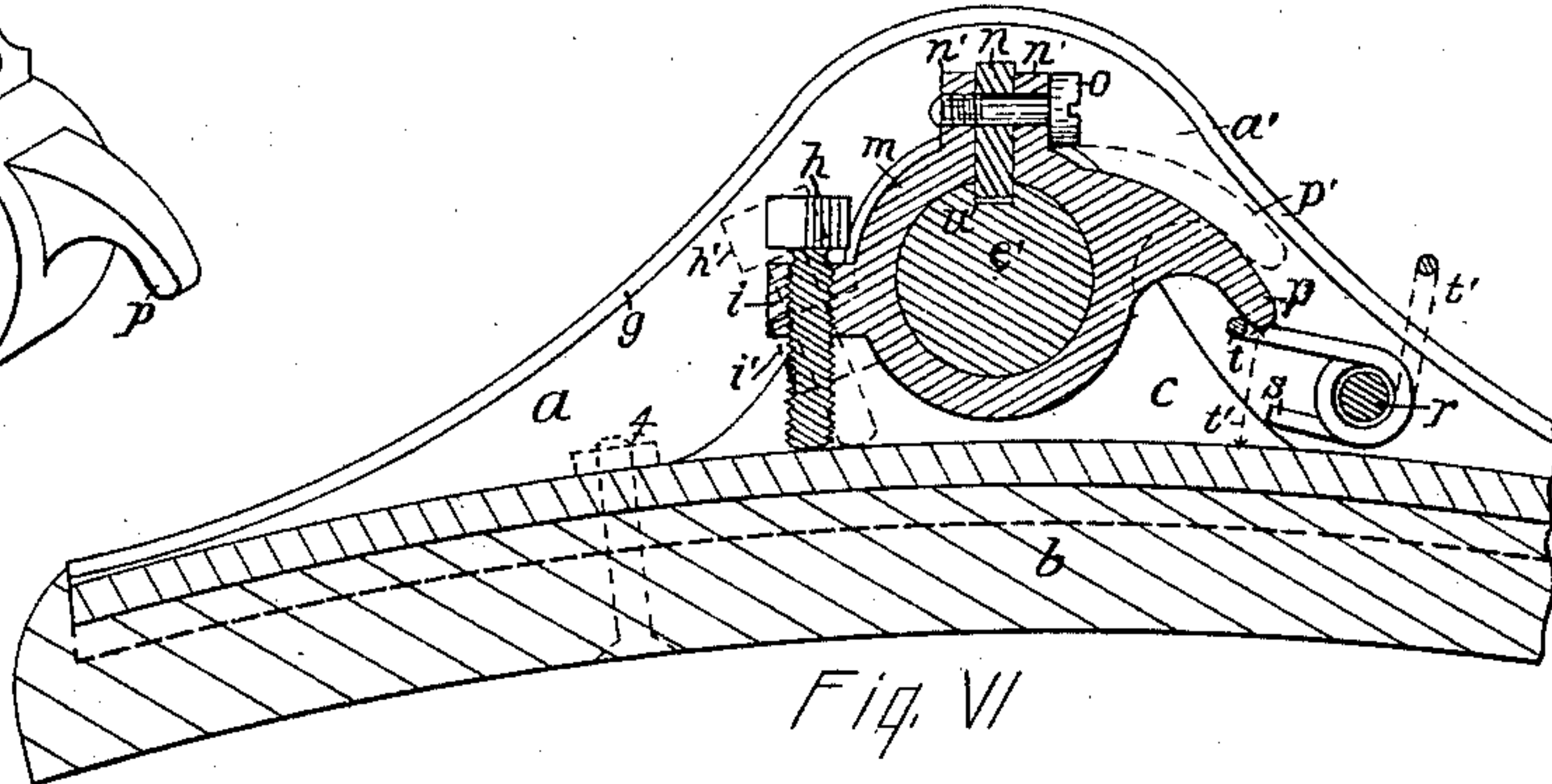


Fig. VI

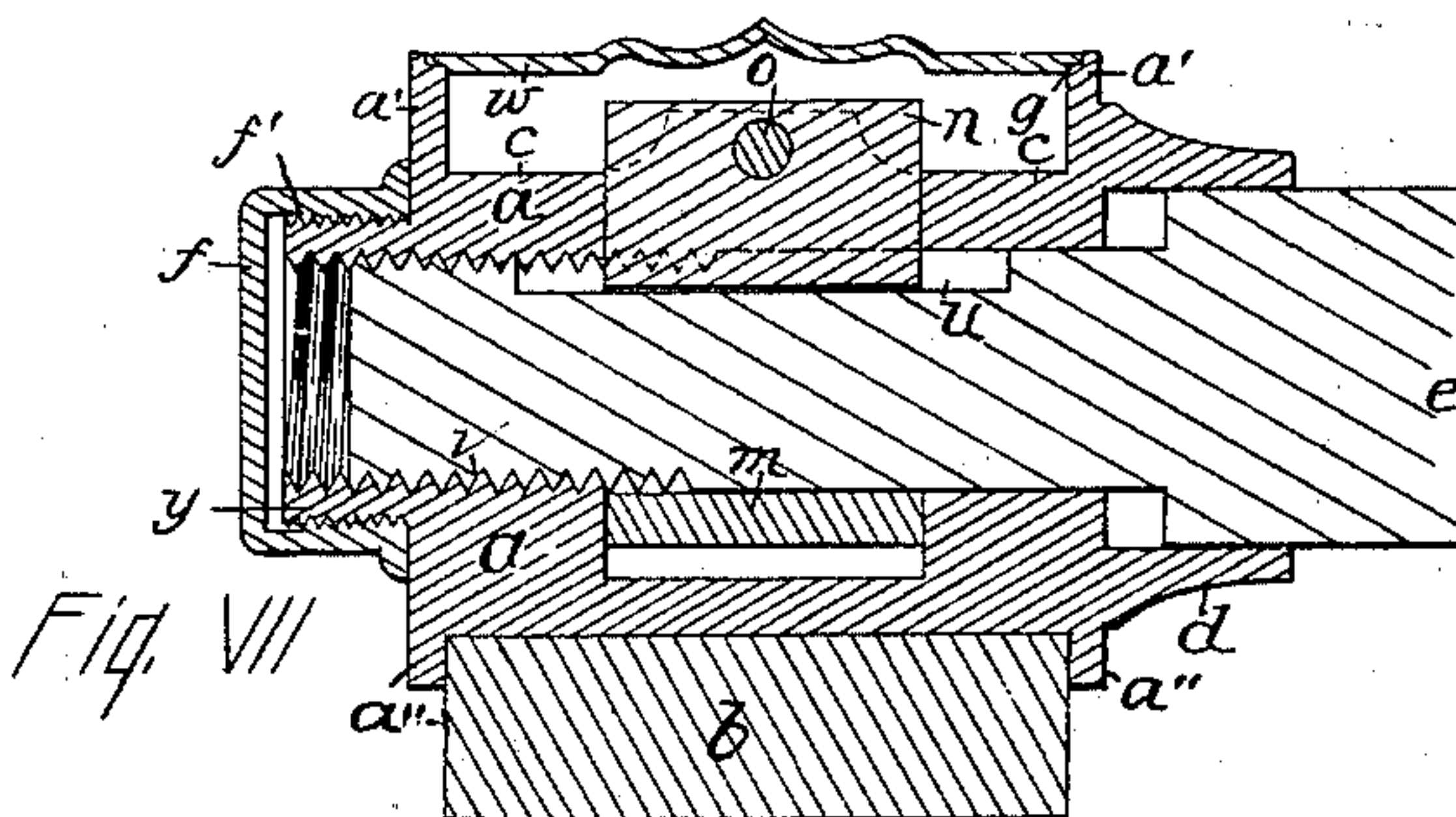


Fig. VII

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JOHN SHEEHAN, OF OSSINING, NEW YORK.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 679,787, dated August 6, 1901.

Application filed May 28, 1901. Serial No. 62,257. (No model.)

To all whom it may concern:

Be it known that I, JOHN SHEEHAN, a citizen of the United States, and a resident of Ossining, in the county of Westchester and State of New York, have invented a certain new and useful Brake-Shoe, of which the following is a specification.

This invention relates to wagon-brakes; and its objects are to provide a brake-shoe that will be elastic in its bearing upon the wheel and of easy adjustment to the wheel laterally and at the same time so constructed as to be simple and inexpensive to manufacture and susceptible of all its adjustments by any one using it. These objects are attained by the means set forth in this specification and the accompanying drawings.

Explanation will first be made of the figures of the drawings, in which like letters and digits refer to similar parts throughout the several views.

Figure I shows the brake-shoe in its relation to a wheel when not in use. Fig. II is a back view of the shoe. Fig. III is a back view of the shoe with its outer casing removed. Fig. IV is a perspective view of a clamping and locking collar. Fig. V is a perspective view of a locking-piece. Fig. VI is a sectional view through line 1 of Fig. III. Fig. VII is a sectional view through line 2 of Fig. III.

The shoe consists of a casting *a*, Figs. I, II, III, VI, and VII, having a removable wearing-piece *b*, supported by side flanges *a'*, Fig. VII. A single bolt 4, Fig. VI, is sufficient to retain the piece *b*. On the reverse side from the piece *b* the part *a* has flanges *a' a'*, Figs. III, VI, and VII, between which and supported by them are bearing-hubs *c c*. The inner hub is bored to receive the brake-rod *e*, while the outer hub is threaded to receive a screw cut upon the outer end of the brake-rod, as shown in Fig. VI. By means of this screw the lateral adjustment of the shoe on the brake-rod is obtained, the shoe being turned bodily until its proper location on the rod is secured.

A clamping-collar *m*, Fig. IV, is bored to fit the part of the brake-rod passing through the shoe and occupies a place on the brake-rod between the hubs *c c*, as in Figs. III, VI, and VII. The collar is split on one side and

is provided with flanges *n' n'*. A steel block *n*, Fig. V, is inserted between these flanges, as in Figs. III, VI, and VII, and drops into a groove *u*, Figs. VI and VII, that is cut in the brake-rod. When this block is in place and is secured by the screw *o*, the collar cannot be turned on the brake-rod. A projection *i* is added to one side of the collar and has through it a set-screw *h*, Figs. III and VI. Upon the collar opposite the set-screw is another projection *p*, which is engaged with a spring *q*. The spring is preferably a double spiral having a central loop *t*, the ends *s s* serving as stops. The spring is supported on a pintle *r*.

When assembled, the positions of the parts are as shown in Fig. VI. The collar is locked upon the brake-rod by means of the screw *o* and locking-piece *n*, and the spring under the arm *p* throws the inner bottom of the shoe and the point of the set-screw together. The shoe is revoluble to the right upon the brake-rod within the limit of the distance between the end of the arm *p* and the inner bottom of the shoe, as shown by the line *t'*.

By backing the set-screw out of the lug *i* the spring will cause the collar to assume the position in relation to the shoe as indicated by the broken lines *h' i' p'*, and the spring will be released, as indicated by lines *t'*. Then if the locking-piece *n* be removed the shoe may be turned on the brake-rod *e*, and thus be laterally adjusted. To protect this mechanism from dust, the flanges *a' a'* are recessed, as at *g g*, Figs. III, VI, and VII, to receive a covering-plate *w*, which is secured by screws 3 3, as in Figs. II and VII.

To protect the threaded ends of the shoe and brake-rod from dust, the outer hub *y* on the shoe is provided with a thread *f'*, Fig. VII, and a cap *f* is screwed thereon.

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

1. In a brake-shoe the combination of a brake-rod threaded at the end, a shoe having a double hub one fitting the brake-rod and one threaded to receive the screw end of the brake-rod, a collar on the rod and between the said hubs the collar holding a locking-pin, a locking-pin to engage with a groove in the brake-rod, a lug on the collar, an adjust-

ing set-screw in said lug, a lug on the opposite side of said collar to engage with a spring, and a spring supported on a pintle in the flanges of the shoe, a cover over the mechanism of the shoe, and a cap over the end of the threaded ends of the shoe and brake-rod, substantially as set forth.

2. A brake-shoe laterally adjustable on the brake-rod by means of screw-threads on the rod and in the shoe as described, a collar upon the rod between the hubs on the shoe with a lug and adjusting set-screw upon one side and a lug on the opposite side acted upon by a spring fast to the shoe, and a locking-piece clamped by said collar and extending into a groove in the rod substantially as and for the purposes set forth.

3. In a brake-shoe the combination of a

brake-rod screw-threaded at the end, a shoe having a double hub one fitting the brake-rod and one threaded to receive the screw end of the rod, a collar on the rod between the said hubs holding a locking-piece, a locking-piece to engage with a groove in the rod, a lug on the collar, an adjusting-screw in said lug, a lug on the opposite side of said collar to engage with a spring fast to the shoe, substantially as and for the purposes set forth.

Signed at Ossining, in the county of Westchester and State of New York, this 17th day of May, A. D. 1901.

JOHN SHEEHAN.

Witnesses:

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