

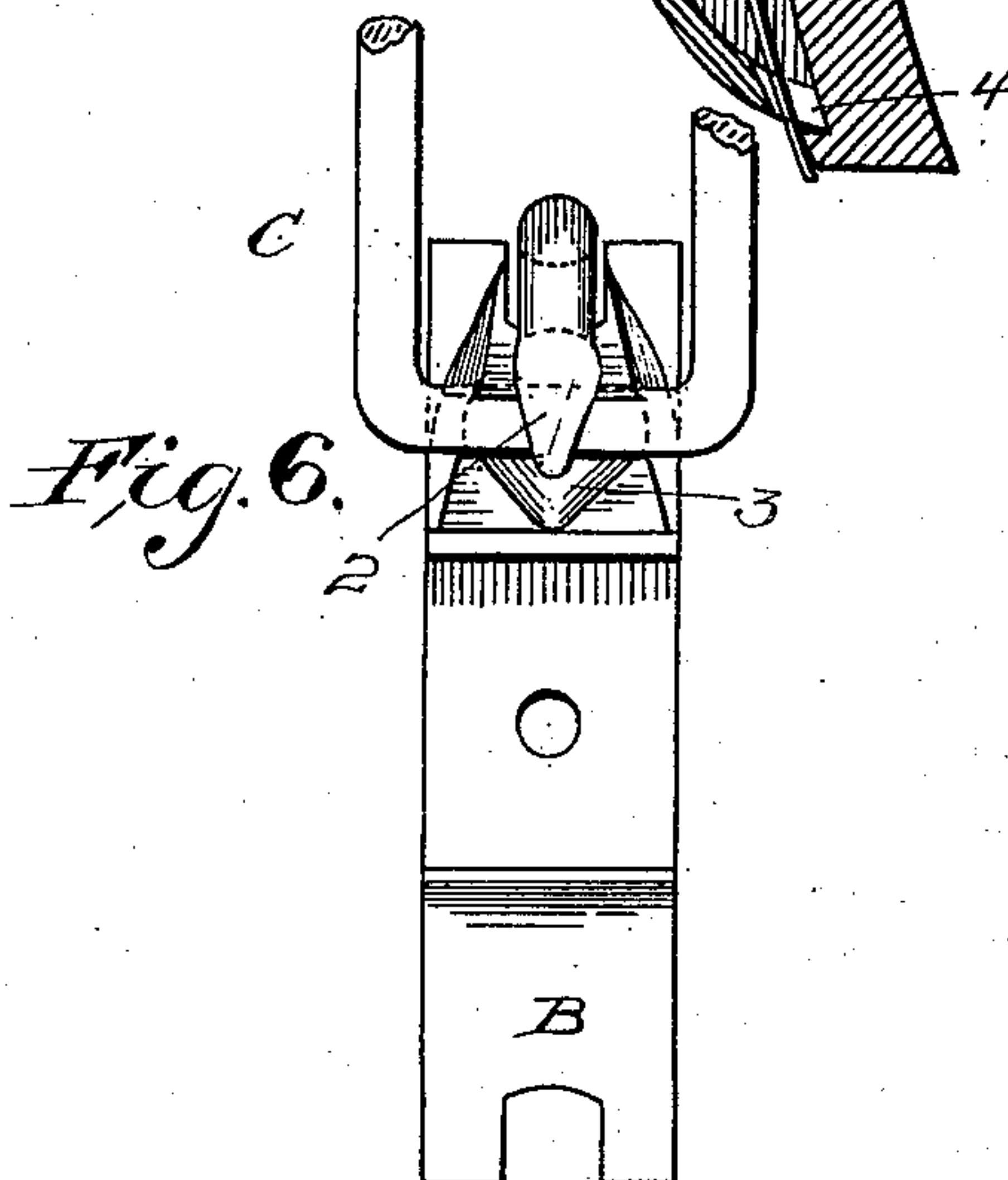
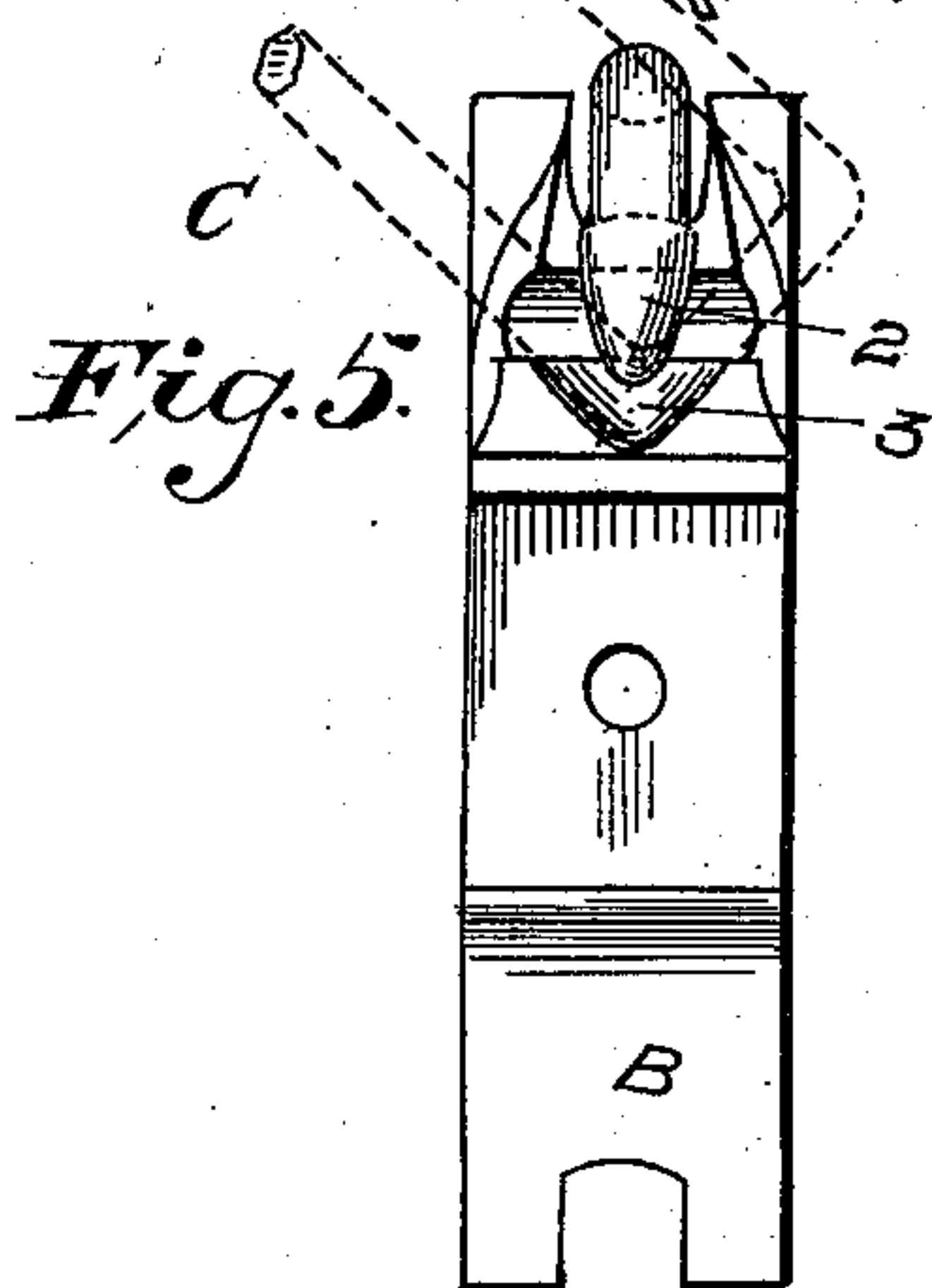
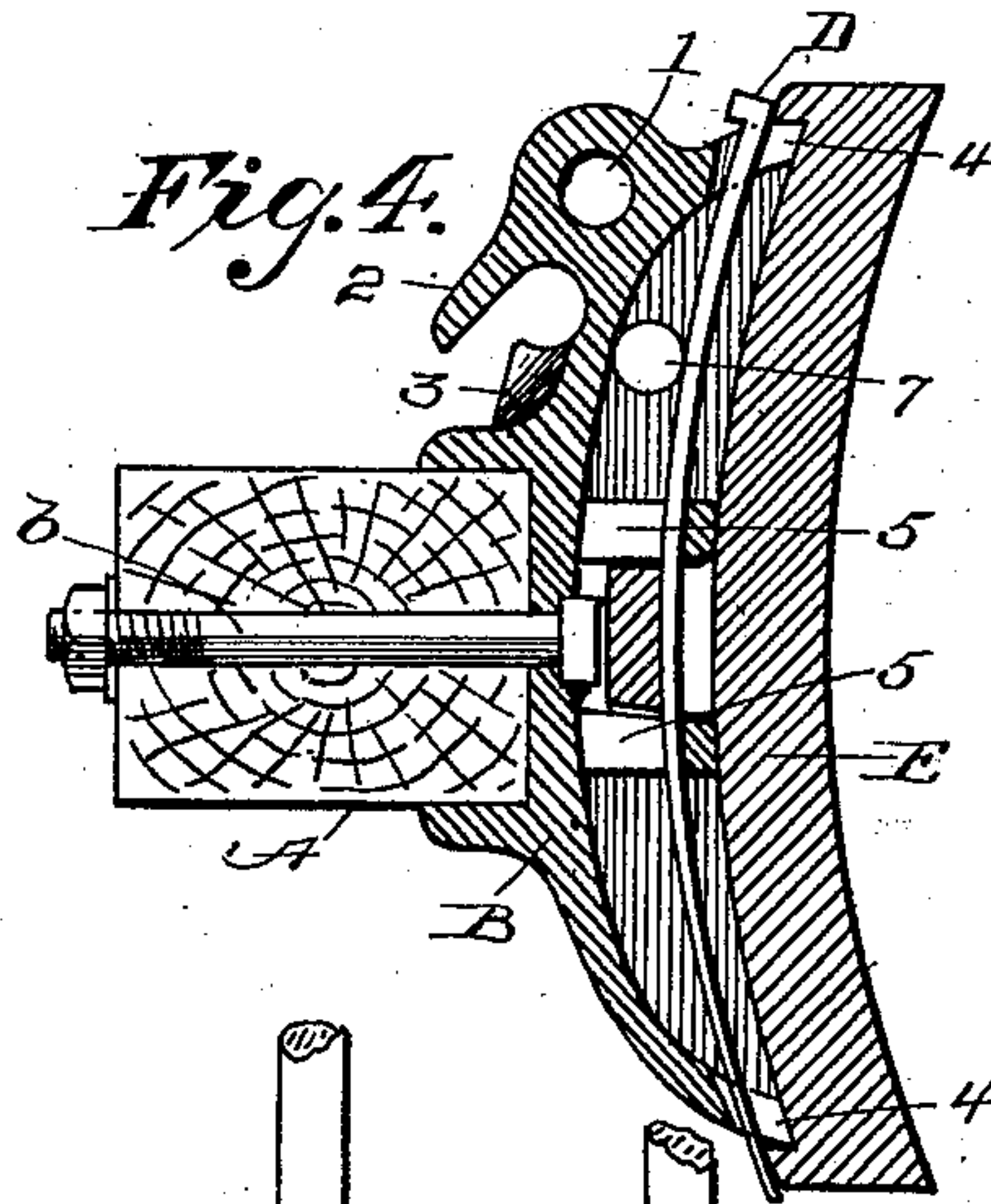
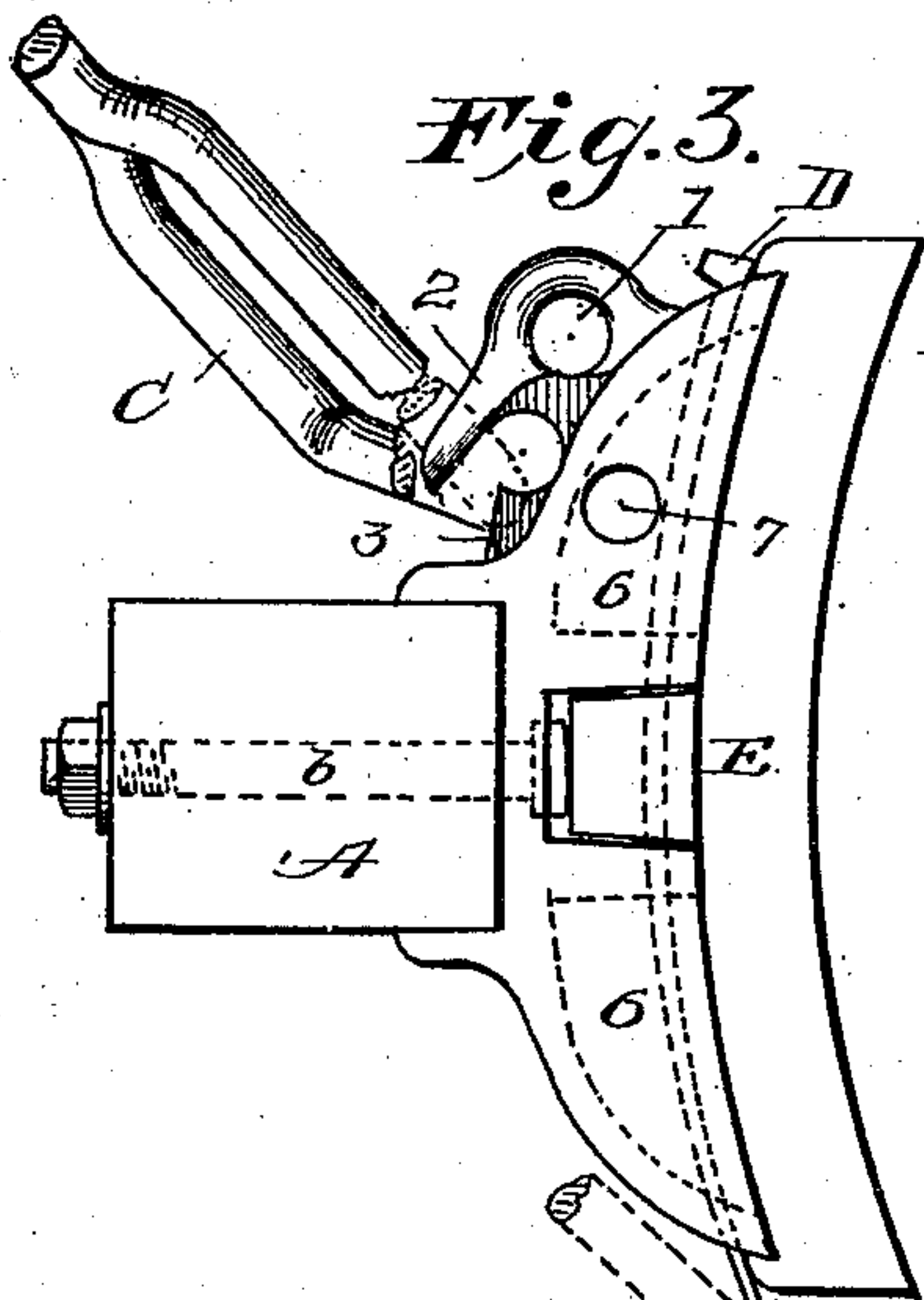
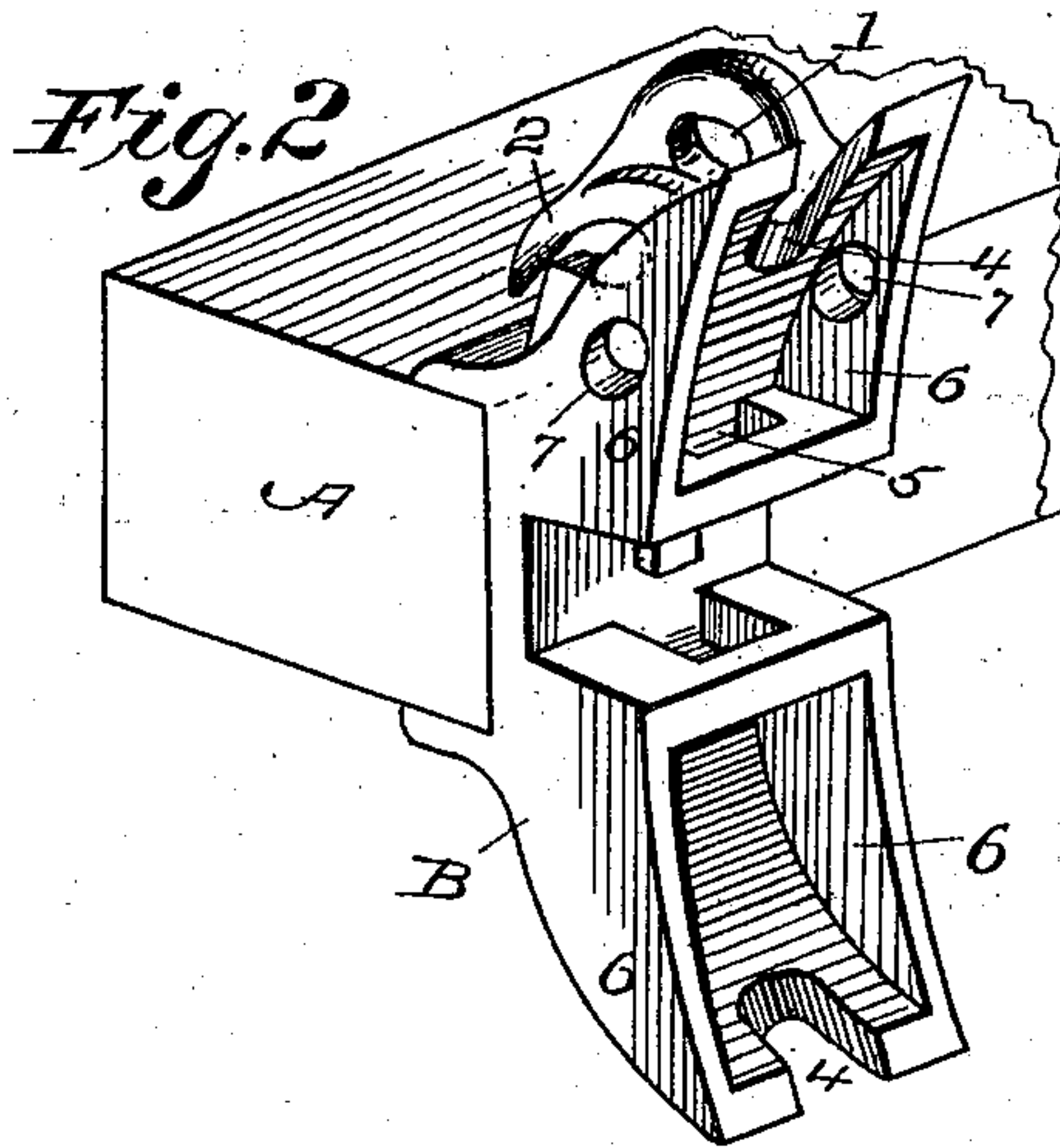
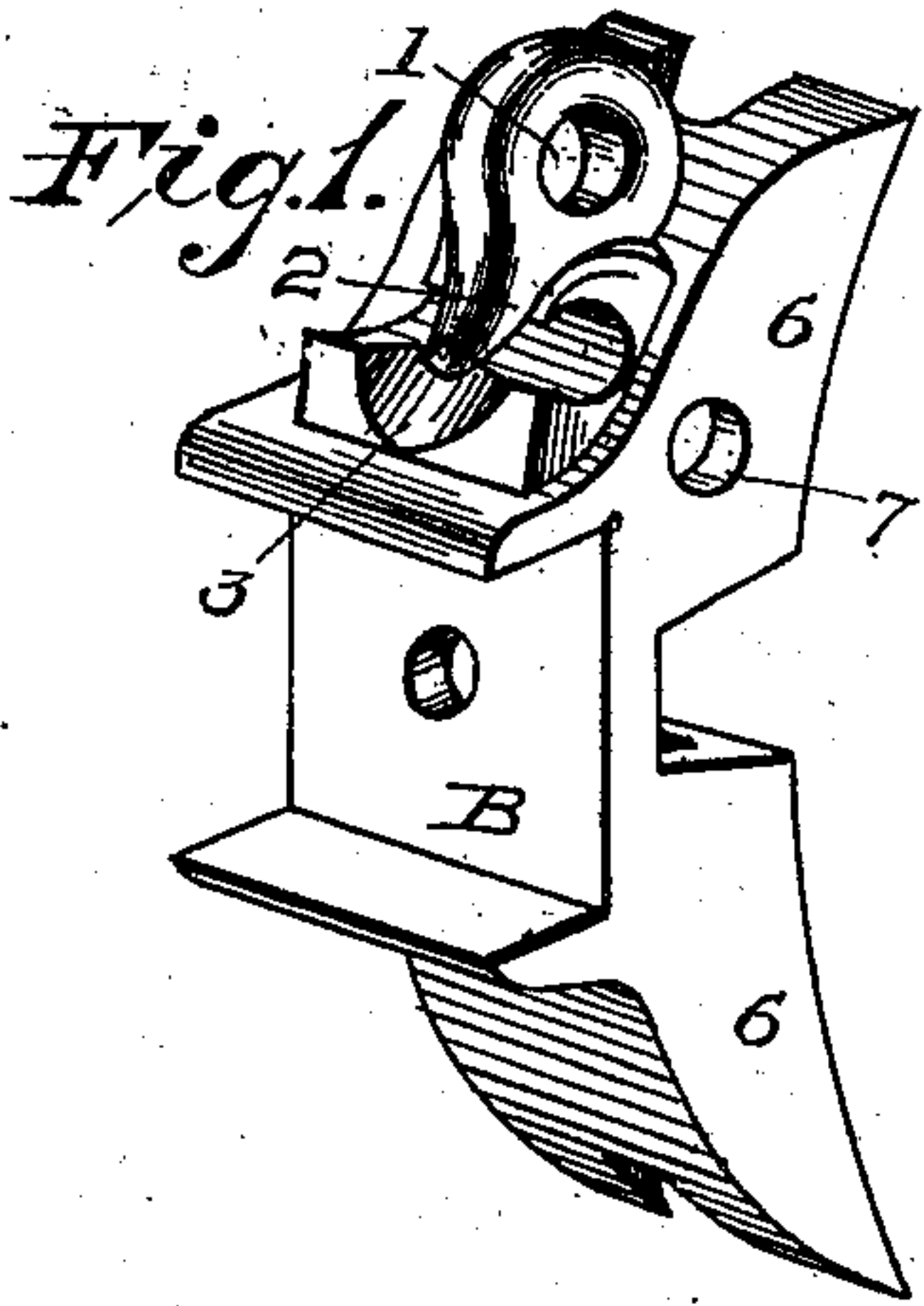
No. 695,547.

Patented Mar. 18, 1902.

J. FARLEY.  
BRAKE HEAD.

(Application filed Oct. 9, 1901.)

(No Model.)



Witnesses:

G. P. Ritter  
Wm. D. Dyer

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# UNITED STATES PATENT OFFICE.

JAMES FARLEY, OF WAUKESHA, WISCONSIN, ASSIGNOR TO CHICAGO RAILWAY EQUIPMENT COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

## BRAKE-HEAD.

SPECIFICATION forming part of Letters Patent No. 695,547, dated March 18, 1902.

Application filed October 9, 1901. Serial No. 78,090. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES FARLEY, a citizen of the United States, residing at Waukesha, county of Waukesha, State of Wisconsin, have invented certain new and useful Improvements in Brake-Heads; and I hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, in which—

Figure 1 is a rear perspective view of a brake-head embodying my invention. Fig. 2 is a front perspective view of the same, showing also the end of a brake-beam. Fig. 3 is a side elevation of the brake-head with brake-shoe attached and view of end of brake-beam. Fig. 4 is a vertical central section of the brake-beam, brake-head, and brake-shoe shown in Fig. 3. Fig. 5 is a rear view in elevation of the brake-head, showing the manner of applying the hanger thereto; and Fig. 6 is a similar view showing the relation of hanger and brake-head when the hanger is in its final or working position.

Like symbols refer to like parts wherever they occur.

My invention relates to the construction of brake-heads in general, but has been especially devised for railway-service and is applicable to all brake-heads, and particularly to what are known as the "Christy" head, the "Collins" head, or the "S" (or hook) head.

The principal objects of my invention are first such a provision for securing a loop or stirrup hanger to the brake-head as to preclude the possibility of accidental separation thereof when in position on the car or in service; and to this end one feature of my invention embraces the providing of a brake-head with a beak or hanger-hook and a link or loop channel relatively arranged, so that the hanger can only be inserted or withdrawn when canted from its normal or operative position.

A second object of my invention is the provision of means to support the brake-shoe laterally and to prevent end wear of the brake-head in the case of loss or destruction of the brake-shoe while in service; and to this end a second feature of my invention resides

in providing the face of a brake-head with lateral flanges or their equivalents.

There are other minor features of invention, all as will hereinafter more fully appear.

I will now proceed to describe my invention more fully, so that others skilled in the art may apply the same.

In the drawings, A indicates the end of a brake-beam, and B the brake-head, secured thereto by the usual bolt *b* or in other suitable manner.

For the purpose of this specification I have illustrated the brake-head as of the Christy type and the brake-beam as of the common form of wooden beam; but it is to be understood that the brake-head can be by means well known to the skilled mechanic adapted to any of the well-known forms of tubular or solid metal beams without departing from the spirit of my invention as hereinafter set forth and claimed. This brake-head B may have at its upper end an eye or perforated lug 1 for the reception of the usual "S" or "pot-hook" hanger or for the well-known double-link and bolt hanger, and for the latter hanger other and further means of attachment can be provided, as will hereinafter appear.

2 indicates a curved hook, beak, or equivalent projection which is formed on the upper end of the brake-head for the reception of a loop or stirrup hanger C and is preferably a projection from the perforated lug or eye 1, provided for the "pot-hook" hanger. This hook or projection extends downward and backward, and in line therewith and beneath the same is a groove 3, so positioned with relation to the hook or beak 1 that a loop channel or passage is formed between said beak or hook and the brake-head of such form as will permit the insertion and removal of the hanger (see Fig. 5) only when the hanger is canted and its angle presented thereto, the beak or hook and the walls of the groove thereafter forming a bar to the withdrawal of the loop-hanger (see Fig. 6) when the hanger has been righted or turned to its normal or operative position. It will be noted that the side walls of the groove 3 extend up toward the



lower end of the hook or beak 2 sufficiently far to perform the functions of a keeper when the loop has been inserted and righted.

4 4 and 5 5 indicate the usual notches and eyes on the face of the brake-head for the reception of the key D, by which the brake-shoe E is secured to the brake-head B.

In addition thereto I provide the brake-head with longitudinally-disposed lateral flanges 6 6, preferably flush with the sides of the brake-head and extending forward sufficiently to afford seats and lateral supports for the brake-shoe E, which flanges not only reinforce the brake-head, but also support and protect the brake-shoe against breaking when worn very thin and in case of the destruction or loss of the brake-shoe prevent the tilting and end wear of the brake-head. The lateral flanges 6 6 may be perforated, as at 7, to permit the passage of the bolt or bar of the usual double-link hanger, and it will be noted that if constructed in accordance with my invention a brake-head may thus be provided with a plurality of means for attaching hangers thereto of several forms and at different heights.

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

1. A brake-head provided with a backwardly-projecting hanger-hook or beak, and means for confining the hanger within the hook or beak, substantially as and for the purposes specified. 30

2. A brake-head provided with a backwardly-projecting hanger-hook or beak, and having a channel or groove in line with and beneath the beak, substantially as and for the purposes specified. 35

3. A brake-head provided with longitudinal flanges and transversely-disposed ribs arranged to support the shoe at its lateral margins and intermediately of its ends, substantially as and for the purposes specified. 40

4. A brake-head having at its upper end a backwardly and downwardly extending beak or hanger-hook and provided with a hanger-hole in said beak; substantially as and for the purposes specified. 45

In testimony whereof I affix my signature, in presence of two witnesses, this 5th day of October, 1901. 50

JAMES FARLEY.

Witnesses:

H. E. BLAIR,  
E. R. ESTBERG.