No. 743,794. PATENTED NOV. 10, 1903.

E. L. ADREON, JR.

BRAKE SHOE KEY BOLT.

APPLICATION FILED APR. 7, 1903.

NO MODEL.

Fig. 1.

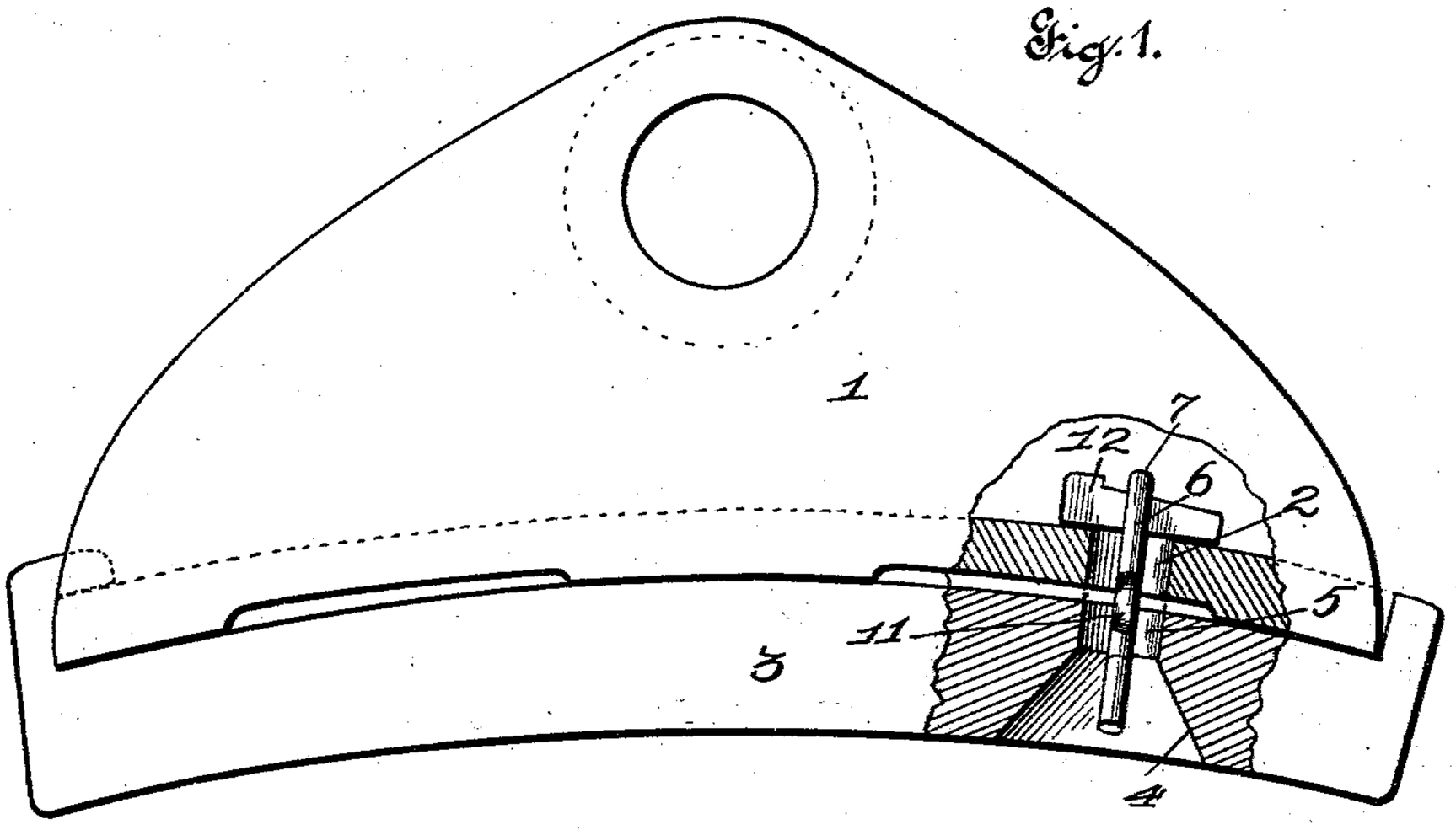


Fig. 2.

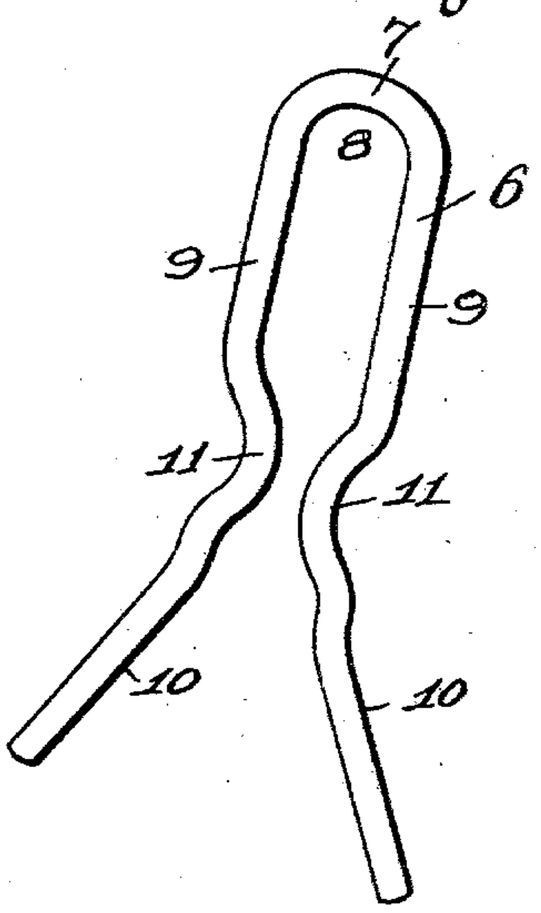


Fig. 3.

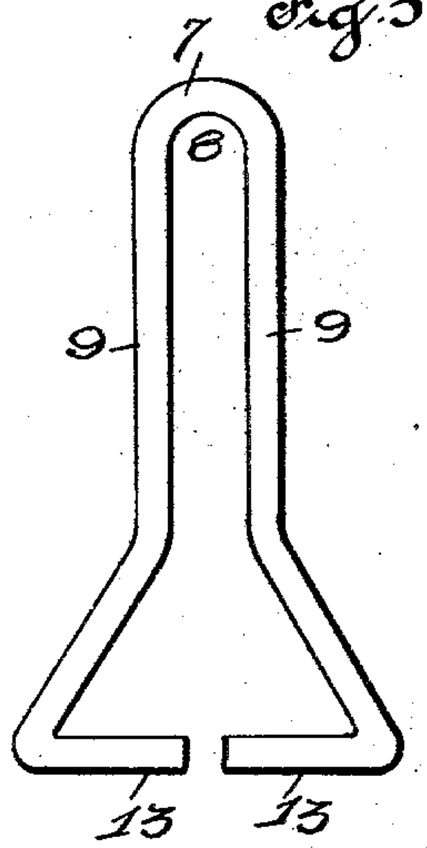
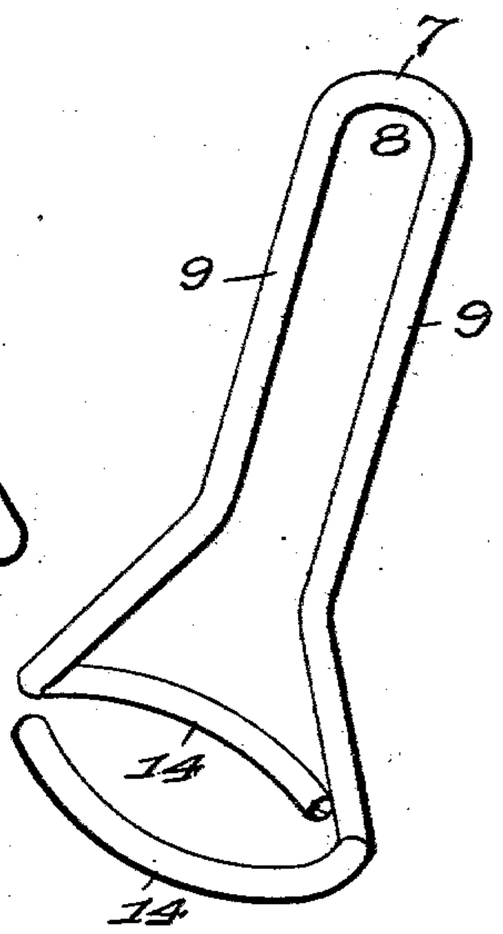


Fig. 4.



Witnesses
Alfred E. Ricker
M. L. Orion

Inventor
Edward L. Adreon Jr.
by Higdon & Langan & Hopkins attys

No. 743,794. Patented November 10, 1903.

UNITED STATES PATENT OFFICE.

EDWARD L. ADREON, JR., OF ST. LOUIS, MISSOURI.

BRAKE-SHOE KEY-BOLT.

SPECIFICATION forming part of Letters Patent No. 743,794, dated November 10, 1903.

Application filed April 7, 1903. Serial No. 151,549. (No model.)

To all whom it may concern:

Be it known that I, EDWARD L. ADREON, Jr., a citizen of the United States, residing at St. Louis, State of Missouri, have invented certain new and useful Improvements in Brake-Shoe Key-Bolts, of which the following is a specification containing a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in brake-shoe key-bolts; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

In the drawings, Figure 1 is a side elevation of a brake-shoe and a brake-shoe head, parts of the same being in section and showing my invention in use. Fig. 2 is a detail perspective view of my invention. Fig. 3 is a view showing a modified form of the head of the key-bolt. Fig. 4 is a perspective view of my invention, showing still another modified form of the head of the bolt.

The object of my invention is to produce a simple and inexpensive brake-shoe key-bolt which is designed to yieldingly connect the brake-shoe of the brake-shoe head.

Referring to the drawings, 1 indicates a brake-shoe head which is provided with the usual key-bolt opening 2.

3 indicates the brake-shoe, which is provided with flaring walled openings 4 and 5 for the key-bolt.

6 indicates my improved key-bolt, which is formed from a single and continuous piece of metal, which is bent intermediate of its length and provided with a bend 7 and opening 8. The bolt 6 is provided with the bend 7, as hereinbefore stated, and with two substantially parallel prongs 9, the said parallel prongs 9 terminating in flaring portions 10. Formed in the material of which the key-bolt is constructed, intermediate of the parallel prongs 9 and the flaring portions 10 of the same, are inwardly-bent portions 11, which are adapted to abut against each other should the prongs 9 be bent far enough toward each other. In other words, the inwardly-bent portions or inward humps 11 limit the inward movement of the prongs 9 and the flaring portions 10. When my invention is applied to use, the flaring portions 10 are located in the flaring walls 4 of the opening in the brake-shoe, the bend 7 projects into and through the opening in the brake-shoe, and the opening 8 answers as a seat for the locking-key 12. In view of the fact that the prongs 9 and the flaring portions 10 are resilient or springy when my key-bolt is applied, as hereinbefore stated, it will be seen that the brake-shoe is yieldingly connected to the brake-shoe head. The inward humps 11 bend to prevent too much compression of the prongs 9 and portions 10 and the consequent withdrawal of the same. The resiliency of the prongs 9 and portions 10 renders the key-bolt virtually adjustable as far as the insertion of the locking-key 12 into the opening 8 is concerned.

In Figs. 3 and 4 I have illustrated the same general idea and construction of key-bolt, but the head of the same is differently constructed. In order to keep the bolt from being withdrawn from or pulled through the opening in the brake-shoe, I provide two horizontal prongs 13, which are adapted to abut against each other, and in Fig. 4 I provide the head with two semicircular portions 14, which are adapted to pass around the flaring walls 4 and abut against each other should too much pressure be brought to bear inwardly upon the bolt.

It will be seen from the foregoing description that the opening 8 or locking-key seat is formed by bending the material out of which the bolt is constructed and that the prongs 9 and portions 10 are resilient, the resiliency in this construction being effected by the resiliency of the prongs 9 and portions 10.

Having fully described my invention, what I claim as new, and desire to have secured to me by the grant of Letters Patent, is—

1. A brake-shoe key-bolt constructed of a single piece of spring metal provided with a locking-key opening, parallel prongs 9, flaring prongs 10 and intermediate inward humps 11, substantially as specified.

2. As an article of manufacture, a brake-shoe key-bolt constructed from a single piece of spring metal, the same bent on itself so as to form a bend 7, and a locking-key opening 8, parallel prongs 9 and means carried by the terminal portions of said prongs 9 to limit the compression of the same, substantially as specified.

3. A brake-shoe key-bolt constructed of a single piece of spring metal provided with a locking-key opening, and resilient parallel prongs and flaring portions, substantially as specified.

4. A brake-shoe key-bolt provided with a locking-key opening and resilient arms or prongs, substantially as specified.

In testimony whereof I have signed my name to this specification in presence of two subscribing witnesses.

EDWARD L. ADREON, JR.

Witnesses:
M. G. IRION,
JOHN C. HIGDON.