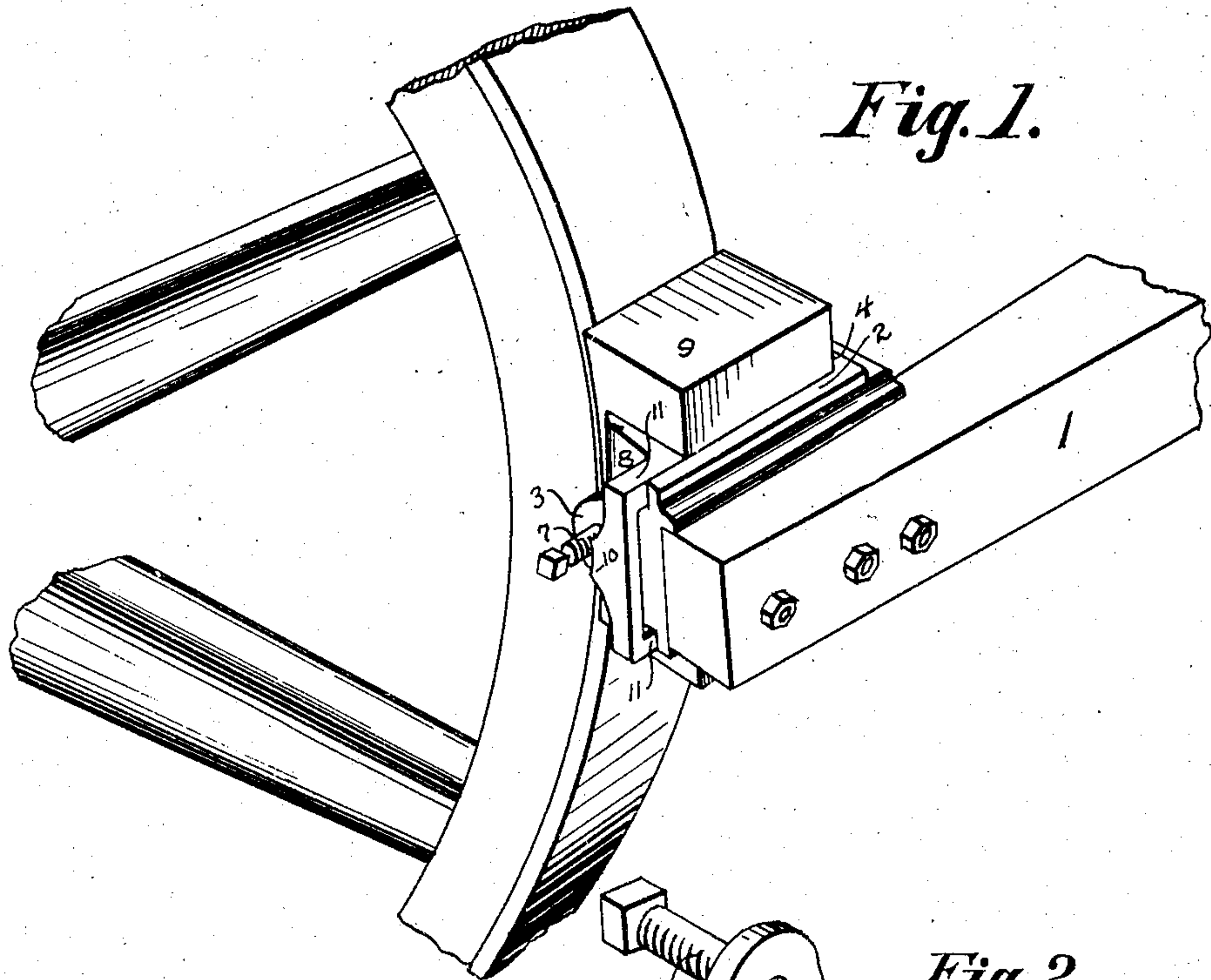


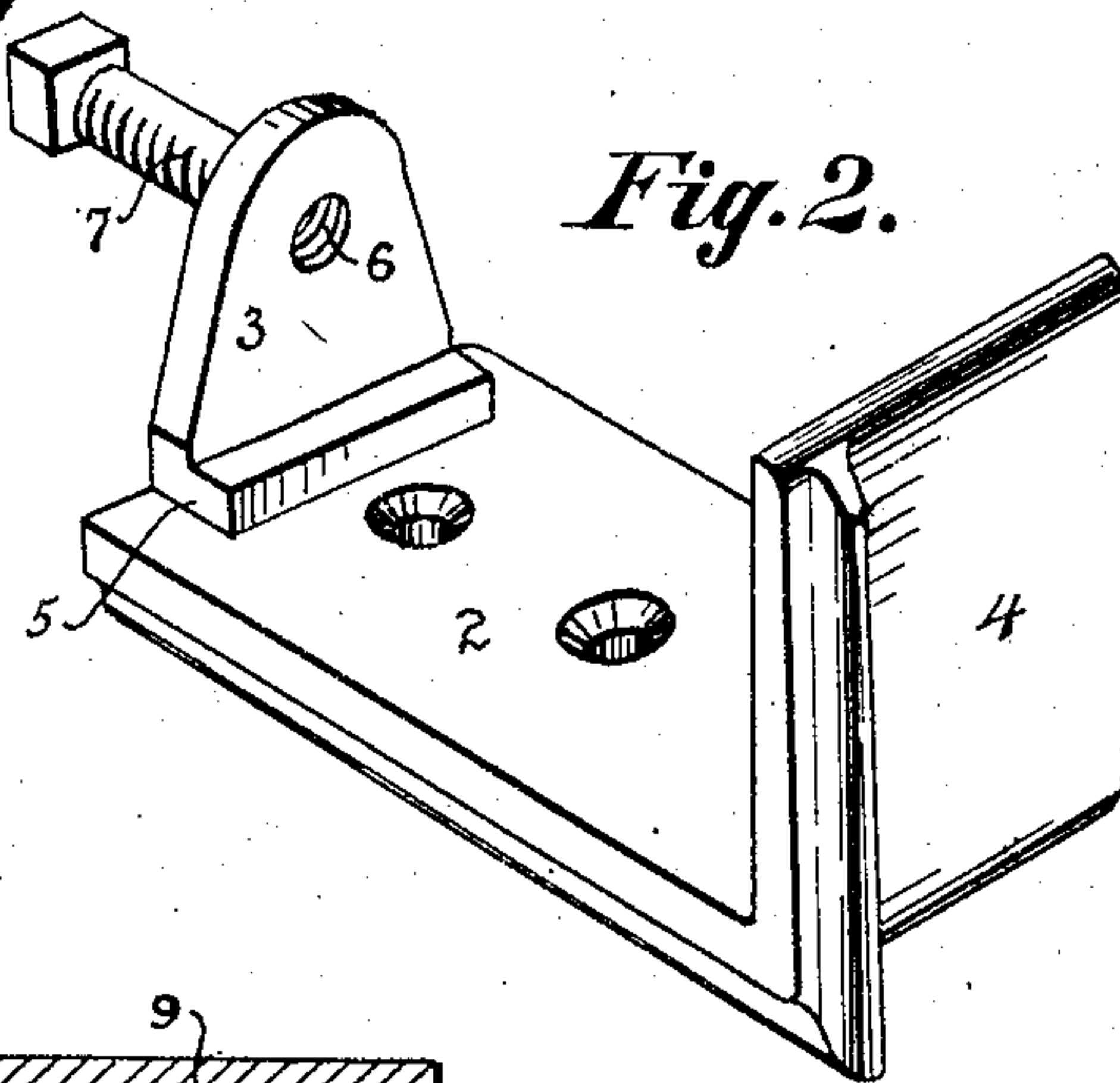
No. 780,602.

PATENTED JAN. 24, 1905.

C. DECKARD.  
WAGON BRAKE SHOE.  
APPLICATION FILED MAY 10, 1904.

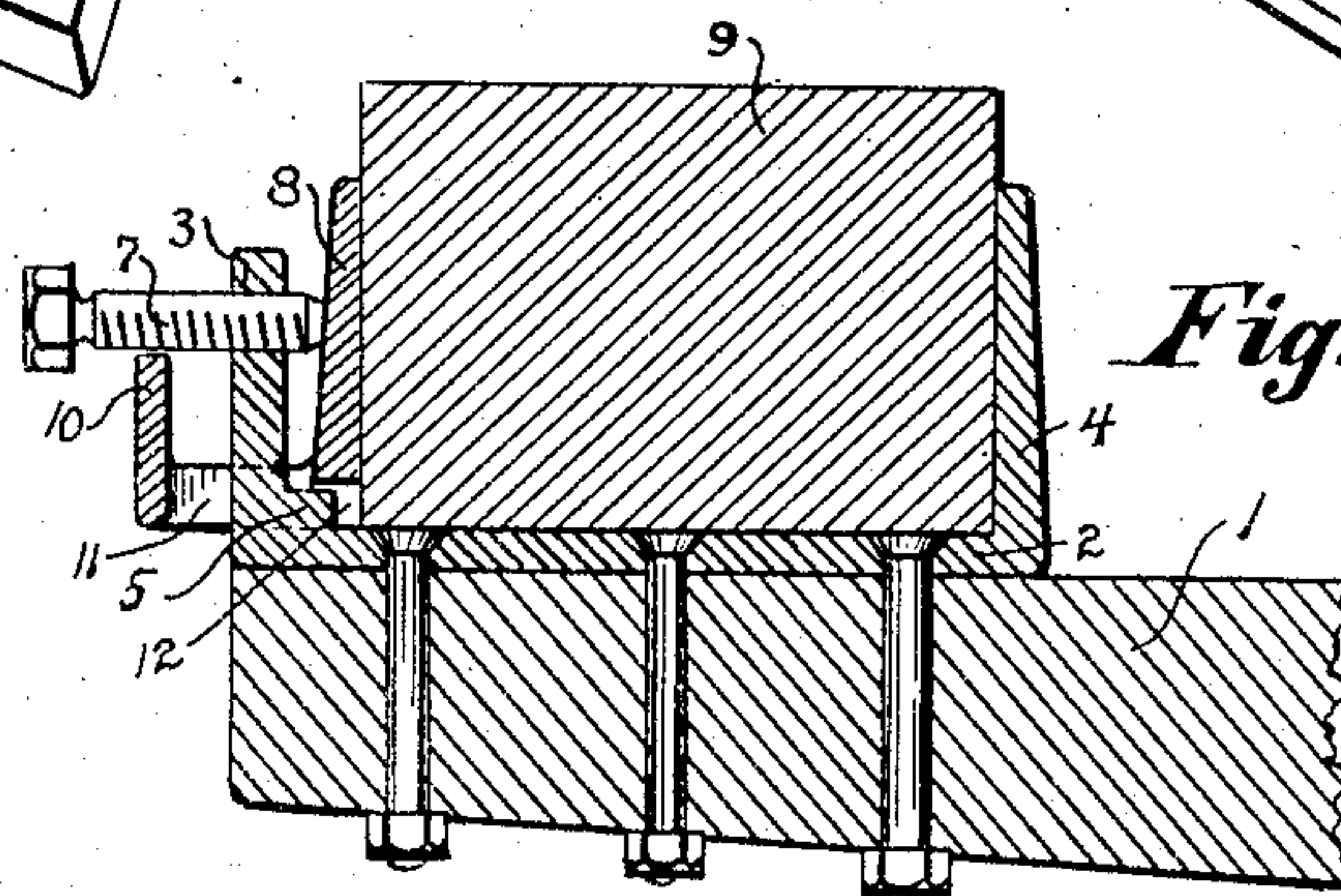
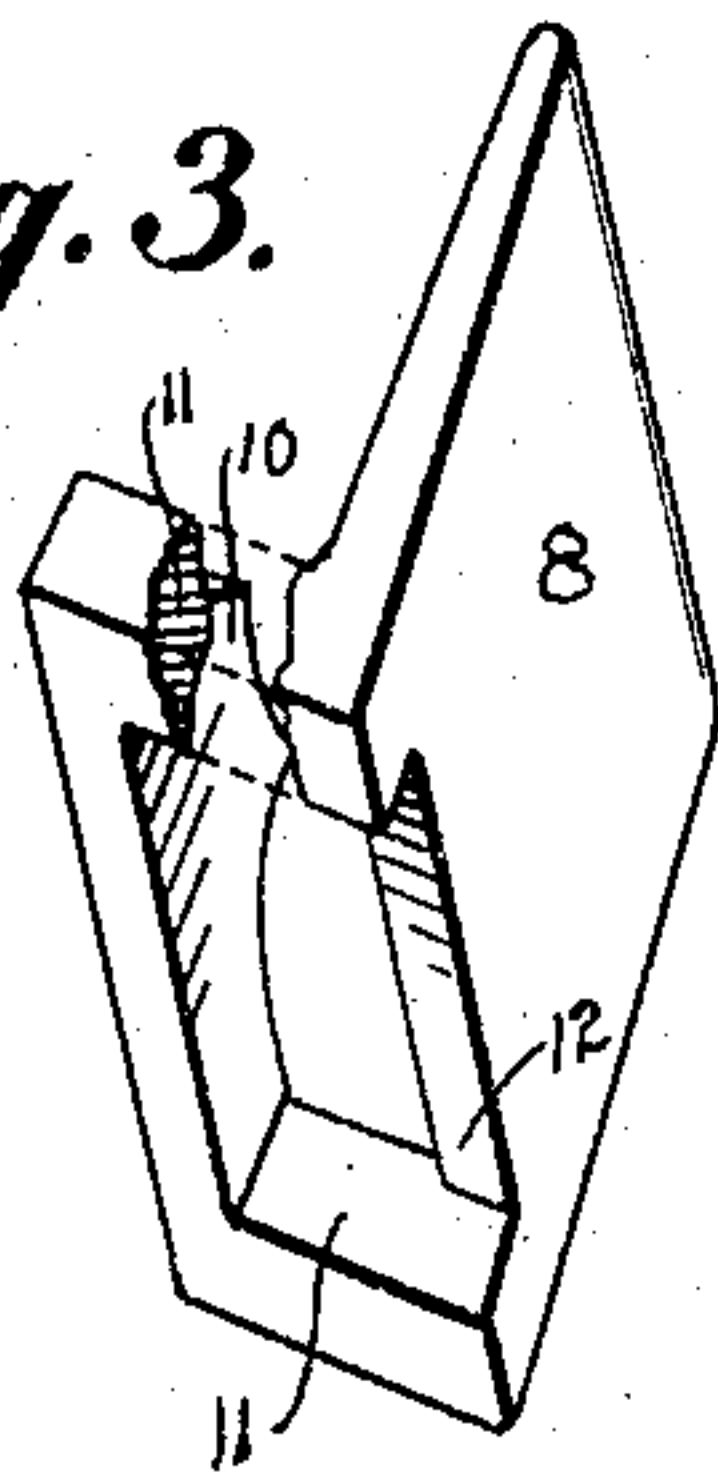


*Fig. 1.*



*Fig. 2.*

*Fig. 3.*



*Fig. 4.*

WITNESSES

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# UNITED STATES PATENT OFFICE.

CYRUS DECKARD, OF CANTON, OHIO.

## WAGON BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 780,602, dated January 24, 1905.

Application filed May 10, 1904. Serial No. 207,211.

*To all whom it may concern:*

Be it known that I, CYRUS DECKARD, a citizen of the United States, residing at Canton, in the county of Stark and State of Ohio, have  
 5 invented certain new and useful Improvements in Wagon Brake-Shoes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a  
 10 part of this specification, and to the numerals of reference marked thereon, in which—

Figure 1 is a perspective view of the shoe, showing the same properly attached to a brake-beam and illustrating a portion of a  
 15 wagon-wheel. Fig. 2 is a detached view of the brake-shoe clamp. Fig. 3 is a detached view of the movable clamp-plate. Fig. 4 is a longitudinal section of the brake-beam and a sectional view of the clamp and brake-shoe.

20 The present invention has relation to wagon brake-shoes, which consists in the novel construction hereinafter described, and particularly pointed out in the claims.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawings, 1 represents a portion of the brake-beam, which is constructed in the ordinary manner and is supported upon the running-gear of a wagon in  
 30 the customary way.

To the outer ends of the brake-beam and at points opposite the tires of the wagon-wheels are located the shoe-clamps 2, which clamps are  
 35 bolted to the beam 1, substantially as shown in Figs. 1 and 4.

The clamp 2 consists of the right-angled flanges 3 and 4. The flange 3 is provided with the rib 5, which rib is located upon the inner  
 40 face of the flange and at the apex of the angle bounded by the inner face of the flange 3 and the face of the clamp 2.

The flange 3 is provided with the screw-threaded aperture 6, which receives the binding-screw 7, as illustrated in Fig. 4.

The clamping-plate 8 is located when placed in proper relative position as illustrated in Fig. 4 and is designed to clamp the brake-  
 50 shoe 9.

The clamp-plate 8 is provided with the up-

ward-extending flange 10, which flange is spaced from the clamp-plate 8 and is so spaced for the purpose of providing a means for placing the clamp-plate 8 proper upon the  
 55 flange 3, by which arrangement the flange 10 is located upon the outer face of the flange 3 and the clamp-plate proper located upon the inner face of the flange 3 and in position to engage one side of the shoe 9, as illustrated in  
 60 Figs. 1 and 4.

The flange 10 is held in proper spaced relation by means of the integral connecting-bars 11, said bars being of such a length that lateral movement may be given to the plate 8 by  
 65 means of the screw 7.

For the purpose of assisting in holding the clamping-plate 8 said plate is provided with a recess 12, which recess fits the rib 5, so that when downward pressure is brought upon the  
 70 brake-shoe the upper end of said rib will assist in holding the clamping-plate 8 in proper relative position and to a certain extent remove the strain from the screw 7.

In use the brake-shoe 9 is placed in position illustrated in Figs. 1 and 4, after which the  
 75 screw 7 is turned in the direction to force the clamping-plate 8 against the outer face of the shoe, and thereby bind the brake-shoe 9 between the flange 4 and the clamping-plate 8.

By providing the flange 10 it will prevent  
 80 any tilting of the clamping-plate 8 if in the event the edge of the brake-shoe 9 is uneven, owing to the fact that the flange 10 will strike the screw 7 and stop any tilting movement, by which arrangement the clamping-plate 8 will  
 85 be forced firmly against the edge of the clamping-shoe 9, and thereby secure the proper clamping of said shoe.

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

1. In a brake-shoe the combination of a clamp consisting of lateral flanges spaced from each other, a clamping-plate provided with a  
 95 flange spaced from said clamping-plate, and one of the flanges of the shoe-clamp located between the clamping-plate and the flange, a screw located through a screw-threaded aperture in one of the flanges of the shoe-clamp and adapted to bear against the clamping-  
 100

plate, and said spaced flange adapted to bear against the screw, and a brake-shoe located between one of the flanges of the shoe-clamp and the clamping-plate.

- 5 2. In a brake-shoe of the class described, the combination of a brake-beam, a brake-shoe clamp secured thereto, said clamp provided with lateral flanges, one of said flanges provided with a rib, a clamping-plate provided  
10 with a recess adapted to receive the rib, said clamping-plate provided with a spaced flange and a screw adapted to move the clamping-

plate and a brake-shoe located between the clamping-plate and one of the flanges of the shoe-clamp, substantially as and for the purpose specified. 15

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

CYRUS DECKARD.

Witnesses:

J. A. JEFFERS,  
F. W. BOND.