

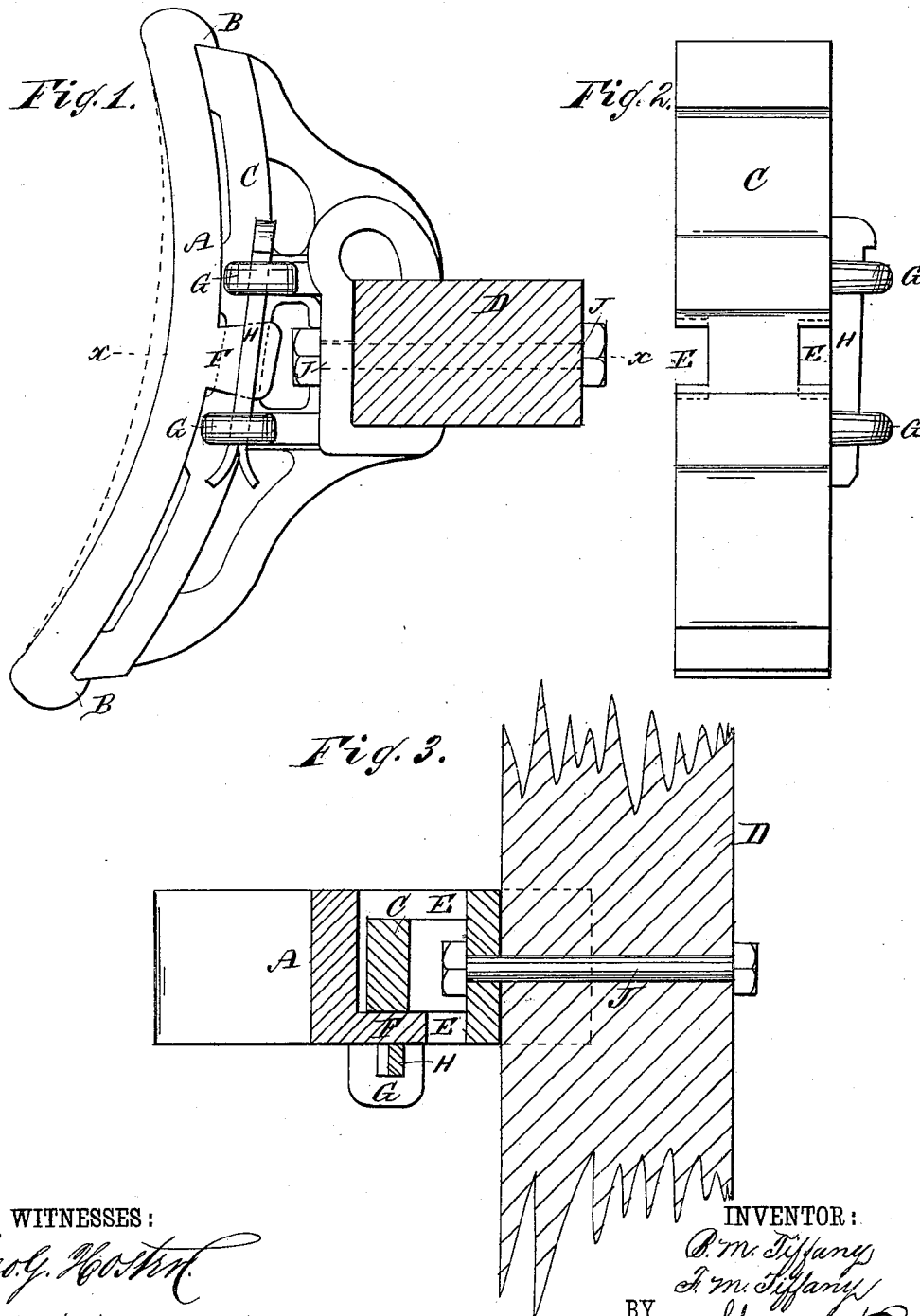
(No Model.)

B. M. & F. M. TIFFANY.

BRAKE SHOE.

No. 262,150.

Patented Aug. 1, 1882.



WITNESSES:

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INVENTOR:

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UNITED STATES PATENT OFFICE.

BENJAMIN M. TIFFANY, OF IONIA, MICHIGAN, AND FRED. M. TIFFANY, OF AURORA, ILLINOIS, ASSIGNORS OF ONE-THIRD TO SUMNER J. RICKER, OF AURORA, ILLINOIS.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 262,150, dated August 1, 1882.

Application filed April 7, 1882. (No model.)

To all whom it may concern:

Be it known that we, BENJAMIN M. TIFFANY, of Ionia, in the county of Ionia and State of Michigan, and FRED. M. TIFFANY, of Aurora, in the county of Kane and State of Illinois, have invented a new and Improved Brake-Shoe, of which the following is a full, clear, and exact description.

The object of our invention is to facilitate the attaching of the brake-shoe to the brake-shoe head.

The invention consists in a brake-shoe provided with flanges at the ends, and with a wing on one of the longitudinal sides, which wing can be passed into a notch or recess in the longitudinal edge of a brake-shoe head, the ends of this head passing under the end flanges of the shoe. The head is provided with an apertured lug above and below the recess, through which a key is passed for holding the wing in the recess and the shoe on the head. The head is fastened to the brake-bar by means of lugs on the rear of the head and a bolt passing through the beam and the head.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a longitudinal side elevation of our improved brake-shoe, showing it attached to the head. Fig. 2 is a front elevation of the head, showing the shoe removed. Fig. 3 is a sectional plan view of the same on the line *xx*, Fig. 1.

The brake-shoe A, which is curved in the usual manner, is provided at the ends with flanges B, projecting from the inner surface of the shoe, and slightly inclined toward the middle of the shoe, against the inner edges of which flanges the upper ends of the brake-shoe head C are adapted to rest. The head C is provided on its rear side with two lugs or projections, forming a recess for receiving the brake-shoe beam D. A bolt, J, is passed through the rear part of the head C and through the beam D, and holds the head on

the beam, as shown. The head C is provided with a recess or notch, E, in the middle of each longitudinal edge of the curved part, which recesses are adapted to receive a wing, F, projecting backward from the shoe A, which wing is preferably made wedge-shaped, as shown. Above and below the notch or recess E in one of the longitudinal sides of the head C apertured lugs or jaws G project from this longitudinal edge of the head C, and a key, H, is adapted to be passed through these apertured lugs. The lower end of the key H is split, so that the ends of the key can be bent apart to prevent the key from being withdrawn.

The shoe is fastened on the head in the following manner: The shoe is passed over the head C from the side in such a manner that the upper ends of the head will pass into the corners formed by the flanges B at the ends of the rear surface of the shoe A. The wedge-shaped wing F is passed into the recess E, between the apertured lugs, which recess is of such depth that the outer surface of the wing F will be flush with the longitudinal edge of the head C. The key H is then passed through the apertured lugs G, and its inner edge will rest on the outer surface of the wing F, and will thus prevent this wing from being withdrawn or removed from the recess E, thereby preventing the shoe A from being removed from the head C, as this wing F is part of the shoe. The flanges B and the wedge-shaped wing F hold the shoe A to the head C. The shoe can thus be attached and detached very rapidly, and to accomplish this no bolts need be unscrewed, and the head C need not be removed from the brake-shoe bar D.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

1. The combination, with a brake-head provided with a tapering notch or recess in one of its longitudinal edges, of a brake-shoe provided with rearwardly-projecting flanges at its ends, and a wedge-shaped wing projecting rearwardly from the shoe and fitting in the re-

cess of the head, and means, substantially as herein shown and described, for securing the wing in said recess, as set forth.

2. The brake-head C, provided with recesses
5 E in the edges, and with an apertured lug, G,
above and below one of the recesses, combined
with a brake-shoe, A, provided with a wing,
F, and the key H, substantially as herein
shown and described, and for the purpose set
10 forth.

3. The combination, with the brake-head C,
provided with recesses E and apertured lugs
G, of the brake-shoe A, provided with a wing,

F, the key H, the brake-shoe beam D, and the
bolt J, substantially as herein shown and de- 15
scribed, and for the purposes set forth.

BENJAMIN M. TIFFANY.

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Witnesses to the signature of Benjamin M.
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