B. F. MILLER.

BRAKE SHOE.

APPLICATION FILED JULY 12, 1920.

1,420,274. Patented June 20, 1922.

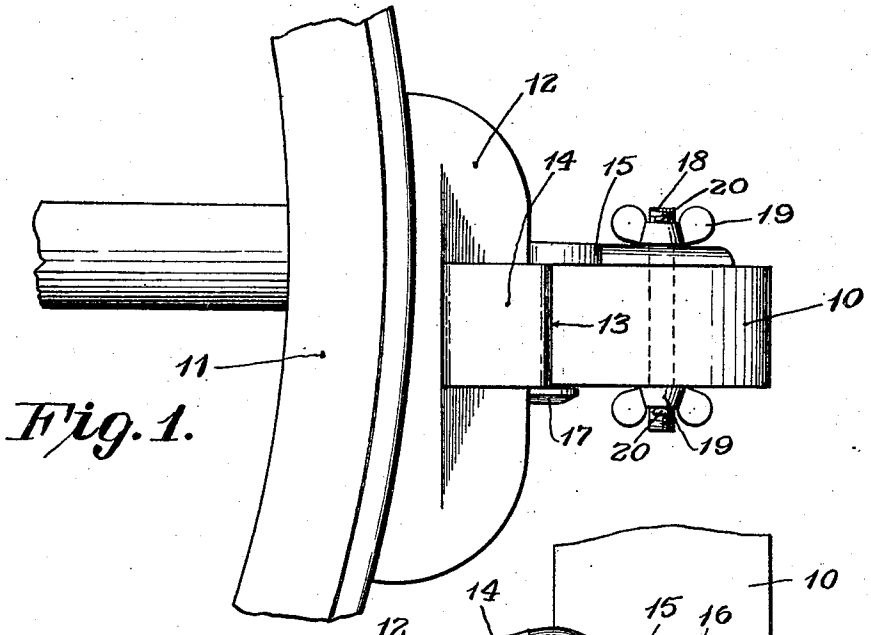


Fig. 1.

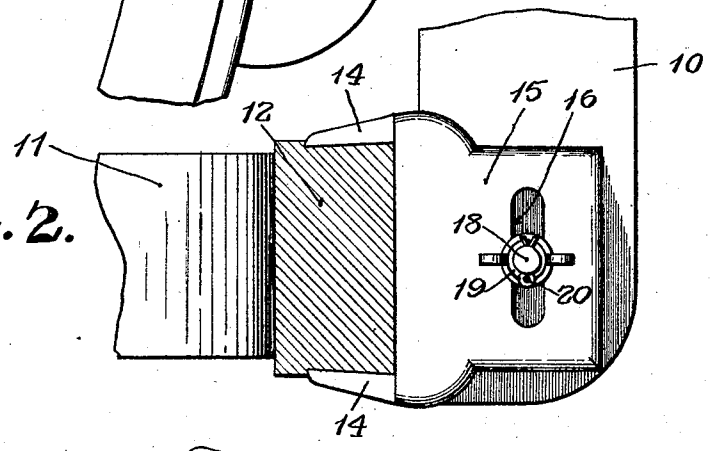


Fig. 2.

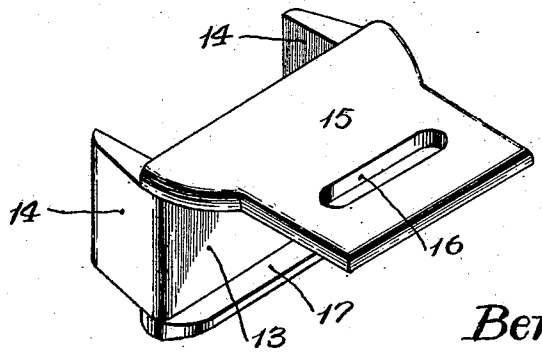


Fig. 3.

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UNITED STATES PATENT OFFICE.

BENJAMIN F. MILLER, OF HENDERSON, TEXAS, ASSIGNOR OF FORTY-FIVE PER CENT TO FOREST L. MILLER, OF HENDERSON, TEXAS.

BRAKE SHOE.

1,420,274. Specification of Letters Patent. **Patented June 20, 1922.**

Application filed July 12, 1920. Serial No. 395,547.

To all whom it may concern:

Be it known that I, BENJAMIN F. MILLER, a citizen of the United States, residing at Henderson, in the county of Rusk, State of Texas, have invented certain new and useful Improvements in Brake Shoes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to new and useful improvements in brake shoes and particularly to means for attaching the shoes to the brake beams of wagons.

One object of the invention is to provide a novel and improved means for holding the block on the beam.

Another object is to provide a novel and improved means for holding the brake block on the beam in such manner that the same is capable of adjustment transversely of the tread of the wheel.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawing.

In the drawing:

Figure 1 is an elevation of the brake shoe and holder viewed from the side of the wagon, the beam and a portion of the wheel being shown in connection therewith.

Figure 2 is a view at right angles to that of Figure 1, showing the slot and bolt for adjusting the block holder along the end of the beam.

Figure 3 is a perspective view of the block holder removed from the beam.

Referring particularly to the accompanying drawing, 10 represents a portion of the brake beam of a wagon, and 11 a portion of the wheel thereof.

The block 12, of the brake shoe, is provided with a holder which is cast in a single piece and comprises flat, elongated body portion 13 disposed against the rear edge face of one end of the brake beam 10 and on the opposite ends of this portion are formed the flanges 14 which incline slightly toward each other. Between these flanges the block 12 is clamped.

Formed on the upper edge of the body portion 13 is a flange 15, the same being of approximately the same width as the body portion, and formed in this flange, which rests on the upper face of the brake beam 10, is an elongated slot 16, extending in a direction longitudinally of the beam. A smaller flange 17 is formed on the other edge of the body 13 which engages with the forward portion of the lower face of the brake beam.

Disposed vertically through the slot 16, and through the end of the brake beam 10, is a bolt 18, the lower end, which projects from the lower face of the beam, having a clamping nut 19 engaged thereon, whereby the flange 15 may be drawn tightly against the upper face of the beam. The flanges 15 and 17 serve to prevent up and down movement of the brake block holder, with respect to the beam, while the body portion is prevented from any rocking movement on the bolt 18, by reason of its close contact with the edge face of the beam.

Should it be desired to adjust the block to the right or left, the nut 19 is loosened and the holder slipped to the desired position, after which the nut is again tightened.

It will be noted that the bolt is inserted from the upper side of the beam, whereby should the nut 19 work off the bolt, and drop to the road, the block holder will remain in position on the beam. Also, by reason of the fact that the flange 15 is disposed on the upper face of the beam precludes any possibility of the holder dropping from the beam, should the nut come off the bolt. To insure that the nut will not come off a cotter pin 20 is passed through the bolt, outwardly of the nut.

Particular attention is directed to the difference in the widths of the flanges 15 and 17. It will be noted that the flange 17 is comparatively narrow, while the flange 15 is quite wide, in fact the flange 15 is a little less than the width of the beam 10. By this construction, when the block holder is to be removed from the beam, and especially in cold weather, when the beam and block and holder are clogged with mud or ice, the holder may be easily and quickly removed from the beam by a slight prying action between the flange 17 and the lower face of the beam. The smaller flange can be more easily and quickly pried from the beam than the larger one, and in such cases as where the flanges are of the same length, the beam

will be so solidly frozen within the partial enclosure that it will be almost impossible to remove the holder from the beam.

What is claimed is:

The combination with a vehicle brake beam, of a brake block holder comprising a body adapted to be disposed against the rear edge face of the beam and having block retaining means thereon, a wide horizontal flange formed on the upper edge portion of the body and adapted to rest on the upper face of the beam, a narrow horizontal flange on the lower edge portion of the body adapted to engage in supporting relation to a portion of the lower face of the beam, and a retaining bolt disposed through the wide flange and the beam for adjustably holding the block holder on the beam.

In testimony whereof, I affix my signature, in the presence of two witnesses.

BENJAMIN F. MILLER.

Witnesses:

STEPHEN RAMNESS,

W. H. WELCH.