

W. J. WILDE.
VEHICLE BRAKE.
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954,711.

Patented Apr. 12, 1910.

Fig. 1.

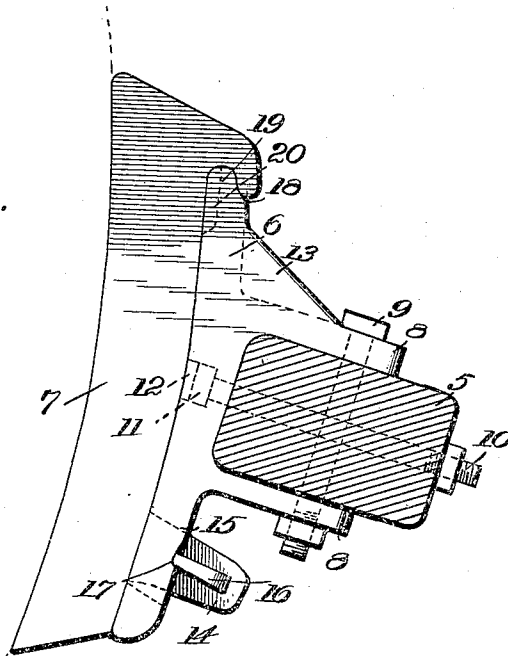


Fig. 2.

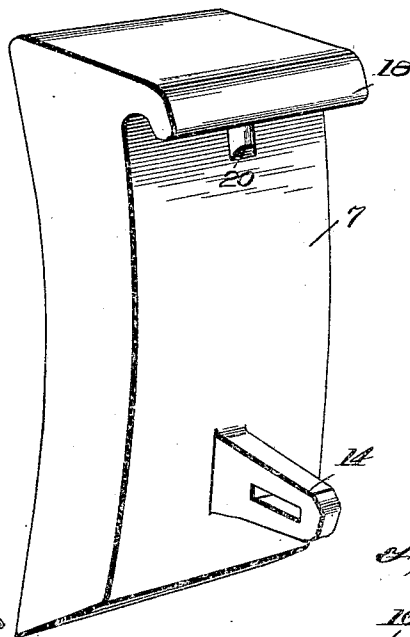


Fig. 3.

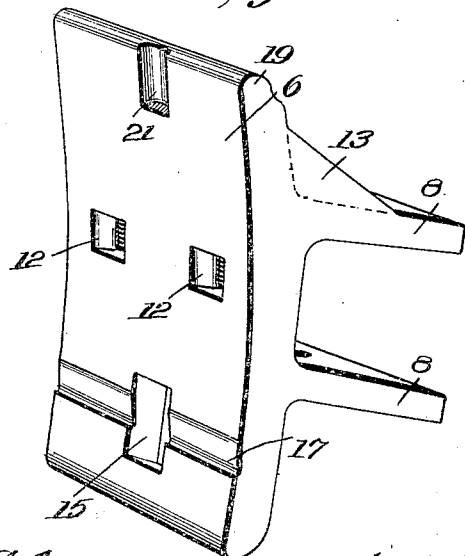


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

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VEHICLE-BRAKE.

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To all whom it may concern:

Be it known that I, WILLIAM J. WILDE, a citizen of the United States, residing at Hazleton, in the county of Luzerne and State of Pennsylvania, have invented certain new and useful Improvements in Vehicle-Brakes, of which the following is a specification.

This invention relates more particularly to the head block and shoe of the brake, and its object is to provide an improved connection between said parts which permits the shoe to be readily removed for renewal when worn.

The invention also has for its object to provide a connection between the head block and the shoe which is strong and rigid, and which is effected without making holes in the shoe and thus weakening the same.

With these objects in view, the invention consists in a novel construction and arrangement of parts to be hereinafter described and claimed, reference being had to the drawing hereto annexed, in which—

Figure 1 is an elevation of the head block and brake shoe assembled. Fig. 2 is a perspective view of the shoe. Fig. 3 is a perspective view of the head block. Fig. 4 is a perspective view of the wedge hereinafter referred to.

In the drawing, 5 denotes the brake beam equipped with my improved head block and shoe, the former being indicated at 6, and the latter at 7.

On the back of the head block 6 are outstanding, parallel and vertically spaced flanges 8, between which the beam 5 is received. The head block is rigidly fastened to the beam by a bolt 9 passing vertically through the latter and the flanges, and a pair of bolts 10 passing horizontally through the beam and the head block, the heads 11 of the last-mentioned bolts being squared and countersunk in the inner face of the head block, said face being recessed for this purpose, as indicated at 12. The upper flange 8 is braced by webs 13 extending between said flange, from the edge portions thereof, and the back of the head block. The flanges extend throughout the entire width of the head block, and a large bearing surface is therefore presented to the brake beam.

The shoe 7 is secured to the head block 6 by a stem 14 projecting from the inner face of the shoe, near the lower end thereof, and passing through, and projecting from an

opening 15 made in the latter, the projecting end of the stem having a transverse opening to receive a wedge 16, which is driven through the latter opening, with one of its edges in contact with the back of the head block, the latter having a transverse groove 17 to receive said edge of the wedge. The shoe 7 is further secured to the head block 6, by being formed with a lip 18 at its upper end extending the entire width of the shoe. The lip overhangs, and forms a recess into which the upper end of the head block extends, said end being reduced in thickness as indicated at 19, to fit snugly in the recess. The wall of the recess, and the reduced end of the head block, are curved, so that the latter may be readily slipped out of the recess.

On the inner face of the shoe 7, adjacent to the recess formed by the lip 18, is a lug 20 which fits in a recess 21 in the contiguous face of the head block 6, which assists to hold the shoe steady on the head block.

The stem 14 slants downwardly which gives it a better hold, and prevents the shoe from rising out of position when the vehicle is backed with the brake applied.

By the fastening means herein described, the shoe is rigidly secured to the head block, and the entire working surface engages the wheel rim when the brake is applied, and no bolt or other fastening means requiring openings in the shoe, are needed, so that the latter is not weakened by such holes. The shoe can be quickly applied and removed, the opening in the head block through which the stem 14 passes being made sufficiently large so that the shoe can be readily slipped off the head block after the wedge is removed.

I claim:

1. The combination of a brake shoe having a lip at its upper end, a head block having an opening, and extending at its upper end under the aforesaid lip, an integral stem extending from the inner face of the shoe through the aforesaid opening, and projecting therefrom, the projecting end of the stem having a transverse opening, and a wedge driven through said opening, and engageable with the back of the head block.

2. The combination of a brake shoe having a lip at its upper end forming a recess having a curved wall, a head block having an opening, and reduced at its upper end to

fit in the recess, an integral stem extending from the inner face of the shoe loosely through the aforesaid opening, and projecting therefrom, the projecting end of the
 5 stem having a transverse opening, and a wedge driven through said opening, and engageable with the back of the head block.
 3. The combination of a brake shoe having a lip at its upper end, and a lug on its
 10 inner face adjacent to said end, a head block having an opening, and a recess in its inner face, said recess receiving the aforesaid lug, and the upper end of the head

block extending under the lip of the shoe, a stem extending from the inner face of
 15 the shoe through the aforesaid opening, and projecting therefrom, the projecting end of the stem having a transverse opening, and a wedge driven through said opening, and engageable with the back of the head block.
 20 In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM J. WILDE.

Witnesses:

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