

(No Model.)

W. WHITE.

BRAKE SHOE.

No. 277,647.

Patented May 15, 1883.

FIG. 1.

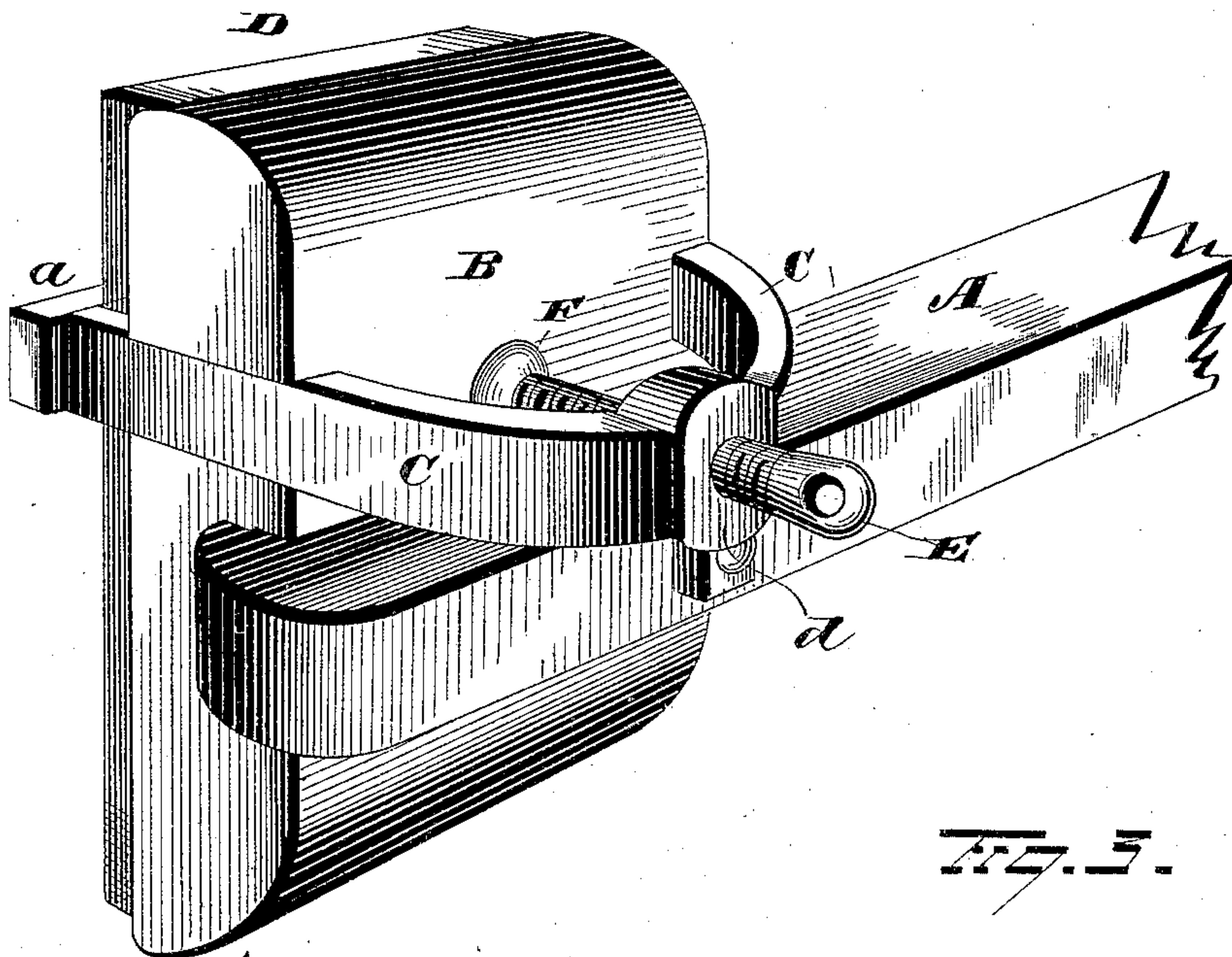
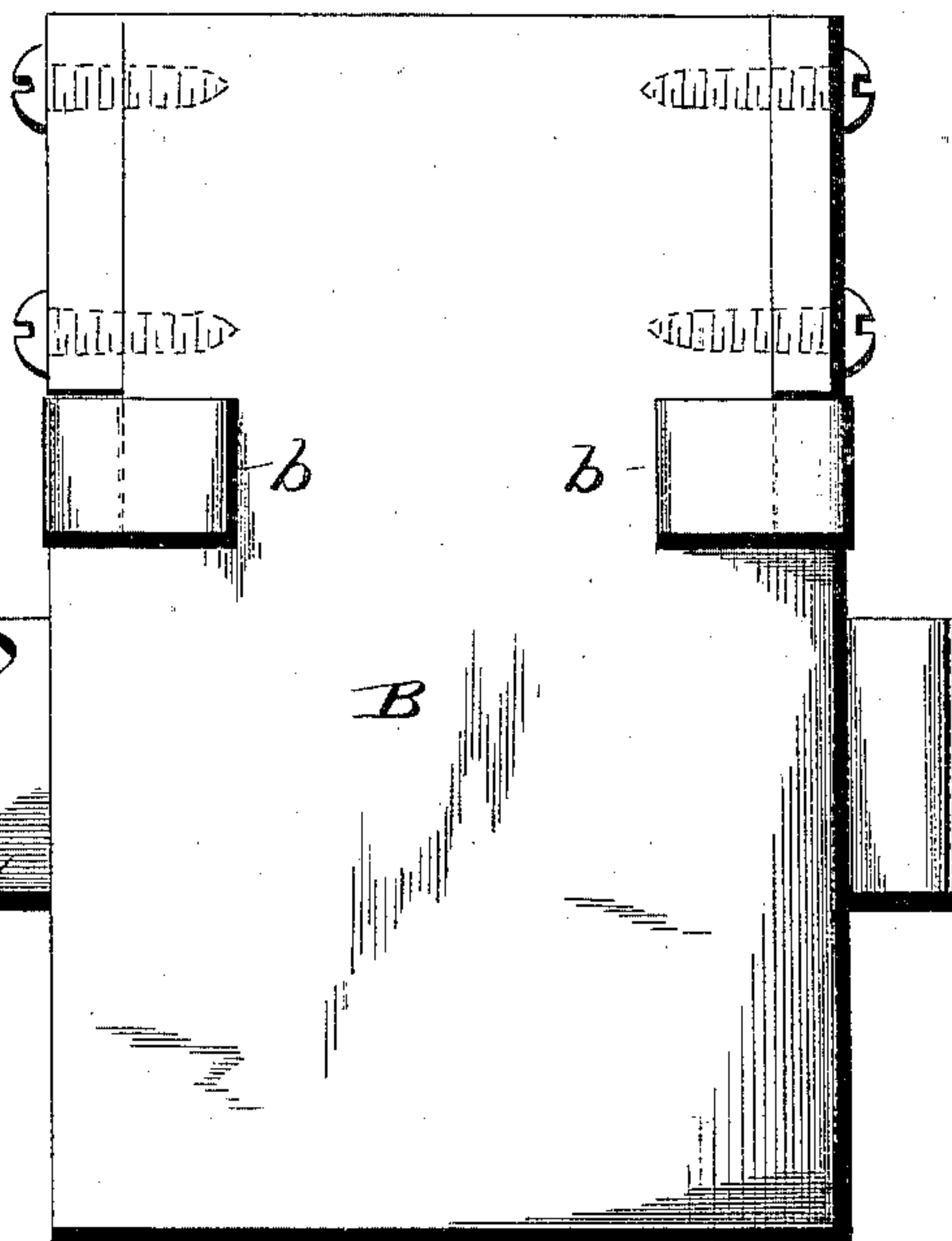
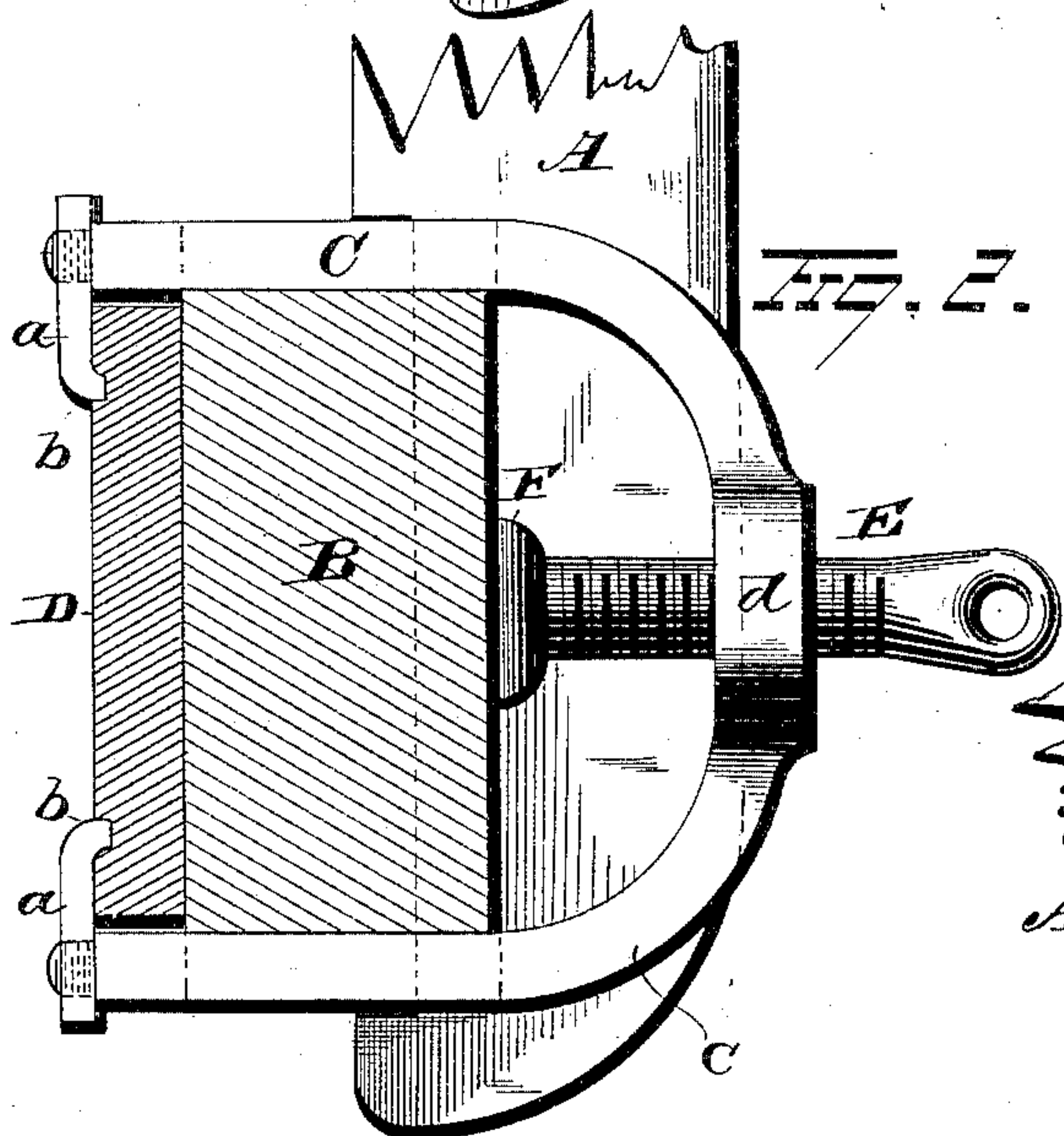


FIG. 3.



WITNESSES

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WILLIAM WHITE, OF McMINNVILLE, TENNESSEE.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 277,647, dated May 15, 1883.

Application filed February 16, 1883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM WHITE, of McMinnville, in the county of Warren and State of Tennessee, have invented certain new and useful Improvements in Brakes; 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 pertains to make and use the same.

My invention relates to an improvement in brake-shoes for road-vehicles. The ordinary manner of fastening brake blocks or shoes to the brake-beam is by bolting a metal shoe to the brake-beam and securing the rub-block within the shoe. The shoe is provided with side flanges, which approach each other as they proceed backward, making a wedge-shaped space, into which the similar-shaped rub-block is placed for the purpose of preventing the wheel (when the block is pressed against the same) from forcing the block out. Another manner of securing the parts together is by bolting a wooden shoe or block directly to the brake-beam. The construction first referred to enables the rub-block to be knocked out of the shoe for the purpose of nailing new bearing-surfaces thereon; and in the second case, where the wooden blocks are bolted directly to the beam, the wheels have to be removed in order to enable bearing-faces to be secured to the blocks. The greatest objection to the use of the first construction is that a great majority of wagoners never have the nails at hand when needed to secure a new face to the rub-block or shoe, and no proper means for driving them if they should by chance have the nails. Another objection to the use of the first construction is that after a short time the rub-block becomes so full of nails from the necessary changing of faces of the rub-block that they have to be discarded. Another objection to this mode of fastening is that in passing over rough roads the blocks frequently jump out of their shoes and are lost; and the object of my present invention is to obviate the objections above noted by providing an attachment adapted to be secured to the rub-block or brake-shoe, and removably hold a bearing-face or supplementary block thereon; and with these ends in view my invention consists in the parts and combination of parts, as will be

more fully described, and pointed out in the claim.

In the accompanying drawings, Figure 1 is a view in perspective of one end of a brake-lever embodying my invention. Fig. 2 is a sectional view through the brake-block, and Fig. 3 is a view of a modified form.

A represents a brake-beam of any ordinary construction, to the outer ends of which the brake shoes or blocks B are rigidly secured in any desired manner; and C is a metallic stirrup, preferably shaped as shown, and adapted to partly embrace the said block, either above or below the brake-beam, and be retained thereon against displacement. The two extremities of the stirrup are in the present instance screw-threaded, onto which are secured the feet *a*, having the teeth or lugs *b*, adapted to penetrate the wood and prevent the supplementary block or removable bearing-faces D from being accidentally displaced. The stirrup C is slightly narrower than the brake-block, and as a consequence the said block is grooved on opposite sides for the reception of the arms of the stirrup, the difference in width preferably being the same as the thickness of the two arms of the stirrup, so as to enable the outer faces of the said arms to rest flush with the sides of the brake-block. This construction prevents the possibility of the stirrup being displaced, and when it is desired to move it for any purpose whatever the feet *a* are turned so as to project outward, which allows the stirrup to be withdrawn from the block. The central portion, *d*, of the stirrup C is enlarged or flattened, and is provided with a female-screw-threaded opening, E. The lower end of this screw is swiveled to a seat, F, adapted to bear against the rear face of the brake-shoe, while the opposite end of the said screw can be provided with any desired means by which it is turned to adjust the parts. This screw can be an ordinary thumb-screw, or can simply be provided at its outer end with an opening for the passage of the wagon-wrench, which is always at hand, or any convenient device by which it can be turned. To adjust a new bearing-face on the block it is simply necessary to turn the screw to the left until the teeth of the feet *a* can be withdrawn from the block D. The block D is then free to be

withdrawn, and a new one can be substituted in its stead. The length of the arms of the stirrup enables blocks of different thicknesses to be used, and when the new block is placed
5 in position it is secured by simply tightening the screw. It is not necessary that the feet *a* should be removably secured to the sides of the stirrup, as they can equally as well be formed integral therewith and answer all the
10 necessary purposes.

When my attachment is applied to old brake-blocks it is better to leave the feet removable, so that the attachment can be slipped thereon without difficulty; but when it is applied to
15 new brakes before they leave the shop one side of the block can be cut away and the stirrup slipped on and secured, as shown in Fig. 3.

My invention is simple in construction, is durable in use, can be manufactured at a small
20 initial cost, and is adapted to be applied to any ordinary style of brake-shoe without removing it from position.

It is evident that slight changes in the construction and relative arrangement of the sev-
25 eral parts might be resorted to without departing from the spirit of my invention; and

hence I would have it understood that I do not confine myself to the exact construction of parts shown and described, but consider myself at liberty to make such slight changes 30 and alterations as fairly fall within the spirit and scope of my invention.

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

The combination, with the beam A, the block B, grooved as described, and the supplemental block D, of the stirrup C, resting in the grooves and provided with movable teeth for the purpose of enabling the stirrup to be placed in
40 position on the block, and the screw F, the inner end of which is adapted to bear against the rear face of the block B, all of the above parts combined and adapted to operate as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WM. WHITE.

Witnesses:

GEO. P. CARVER,
R. KENNEDY.