

No. 629,403.

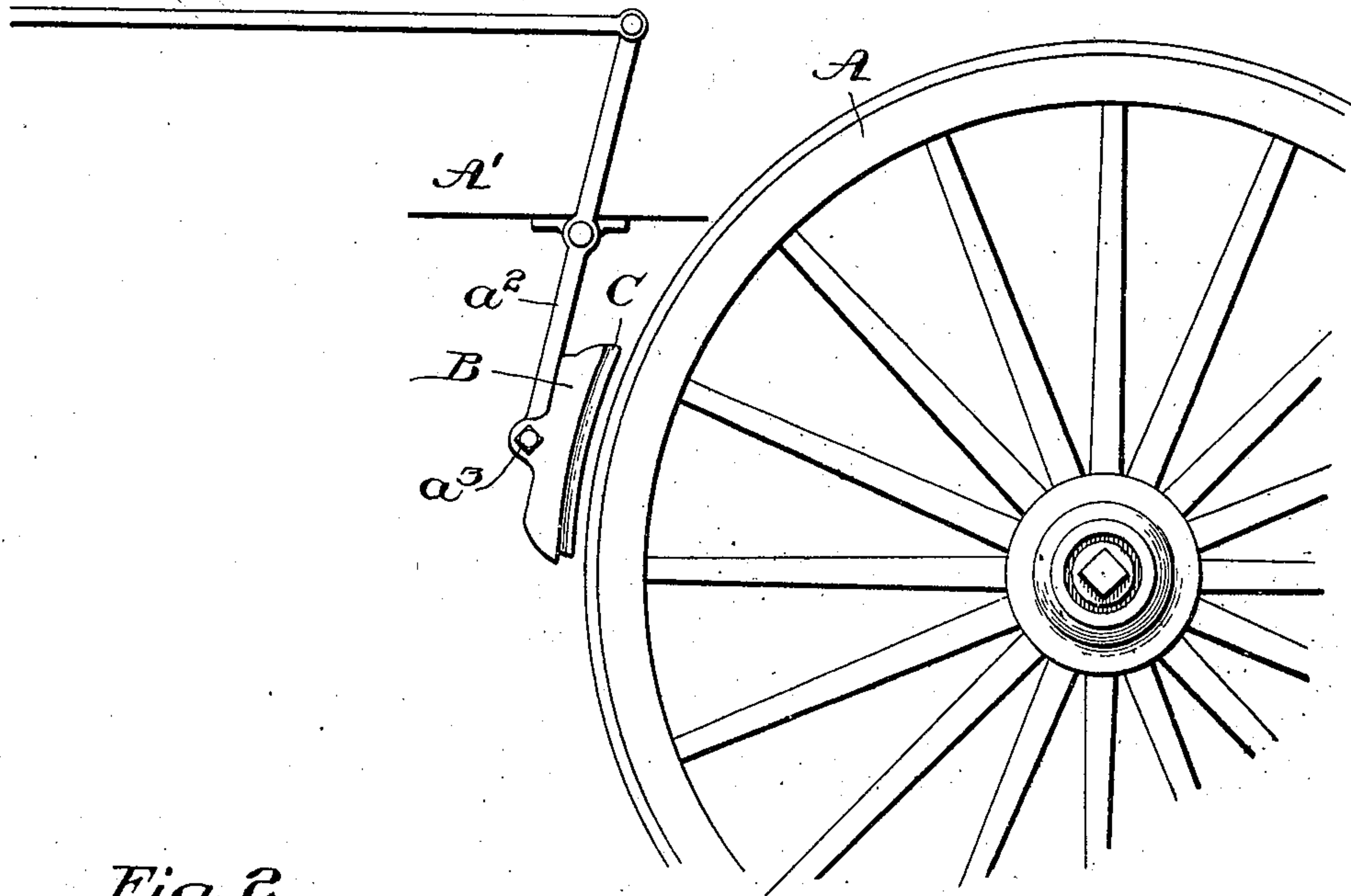
Patented July 25, 1899.

J. STROMEYER.  
WAGON BRAKE.

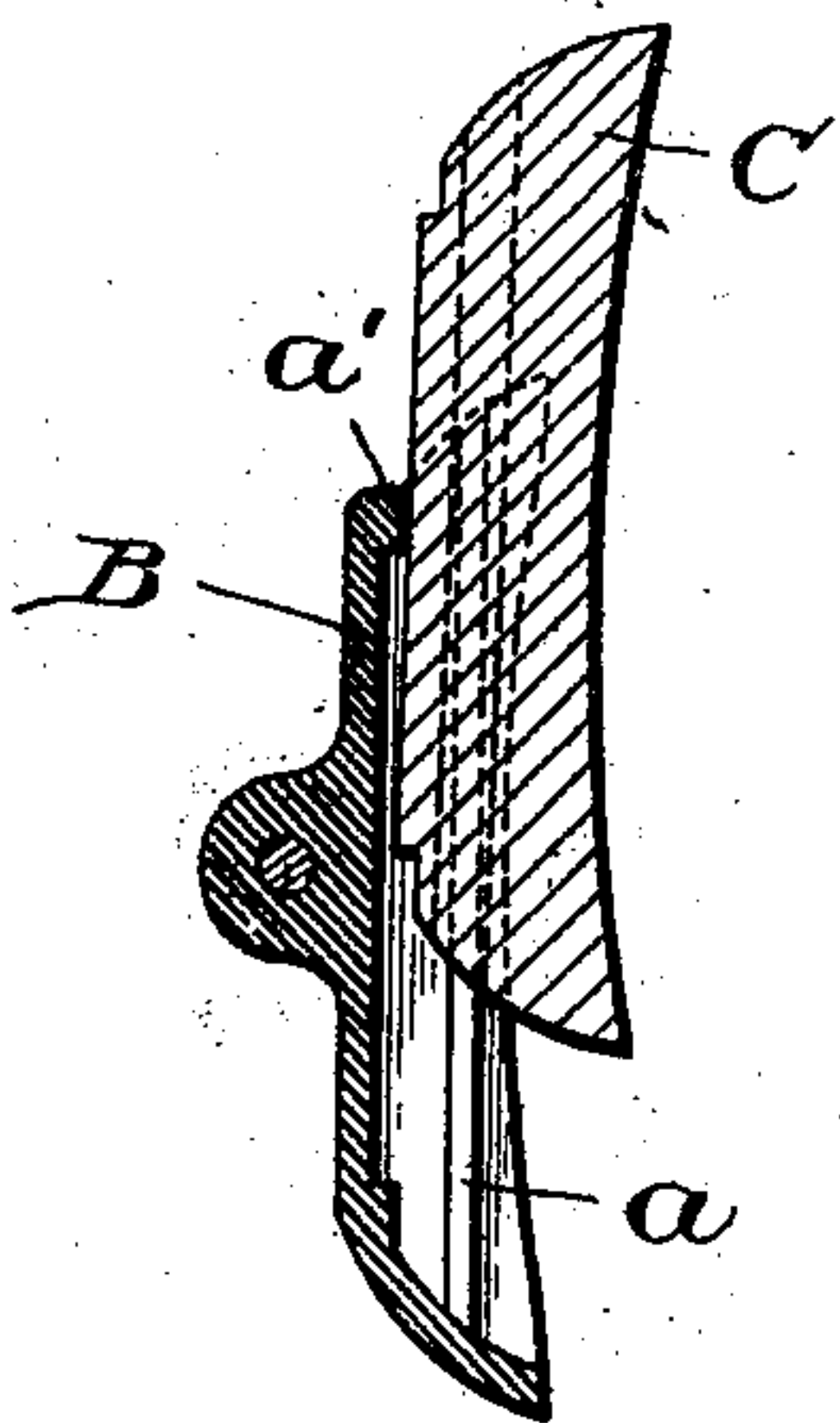
(Application filed Apr. 25, 1899.)

(No Model.)

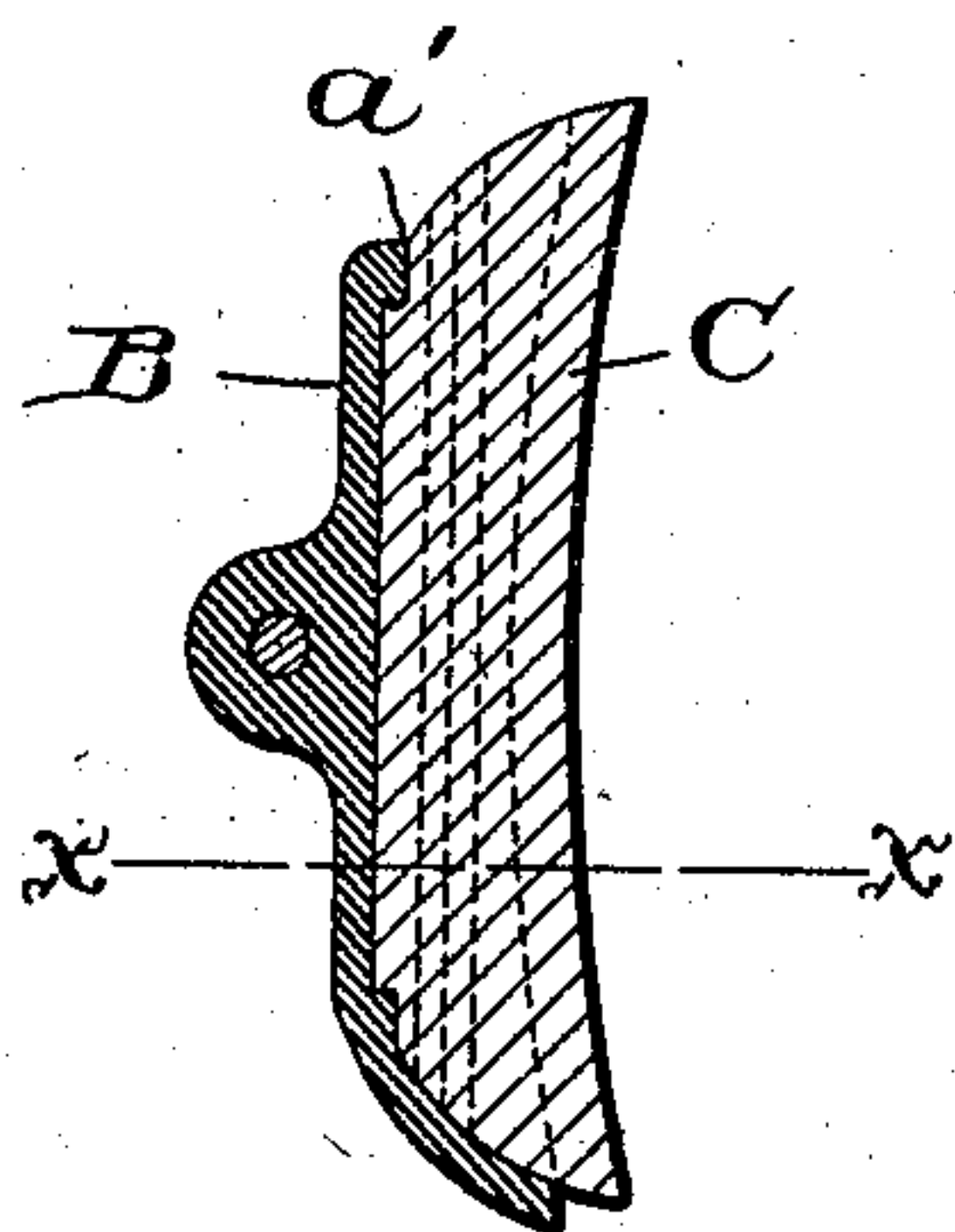
*Fig. 1.*



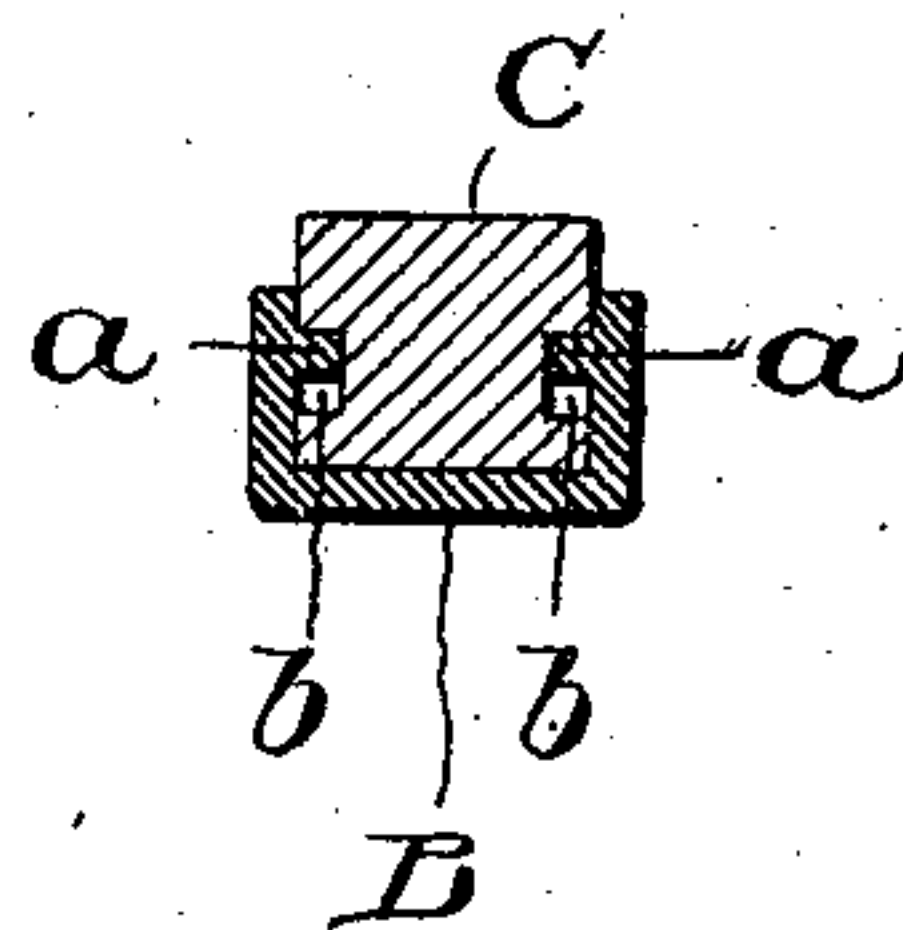
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JULIUS STROMEYER, OF PHILADELPHIA, PENNSYLVANIA.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 629,403, dated July 25, 1899.

Application filed April 25, 1899. Serial No. 714,366. (No model.)

*To all whom it may concern:*

Be it known that I, JULIUS STROMEYER, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Brakes; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to brakes that are used upon draft-wagons and similar vehicles; and the object of my improvement is to make a brake that will be simple in construction and have therein a removable brake-shoe that is easily adjusted and readily replaced by a new one when the old one is broken or worn out.

In the accompanying drawings, Figure 1 is a view of my improved brake adjusted in position on the wheel of an ordinary express-wagon. Fig. 2 is a vertical sectional view of the brake detached from the wagon and the brake-shoe partially removed therefrom. Fig. 3 is a vertical sectional view of the brake with the shoe in position. Fig. 4 is a horizontal sectional view through the brake and shoe on line *xx* of Fig. 3.

A represents the wheel of an ordinary express-wagon, and A' a section of the wagon-body.

B is an iron casting forming a frame or carrier for the removable shoe.

*a a* are two vertical ribs or projections cast on the inside of the frame B.

*a'* is a projection or flange formed across the top of the inner portion of the frame B. Except for this projecting flange the top of the frame is open, so as to allow the removable shoe to be taken out.

C is a removable brake-shoe, made of any suitable material and fitting into the frame B in the manner shown in Figs. 3 and 4. *bb* are two vertical channels formed in the shoe C in the manner particularly shown in Fig.

4. These channels are made wider than the width of the ribs *a a*, so that the shoe can be easily inserted into or removed from the iron frame. The top and bottom of the removable shoe are made to conform to the shape of the frame B. After the removable shoe is fitted into the frame B whenever the brake is put on the wheel the brake-shoe will be forced back into the position shown in Fig. 3, with the inner top portion directly under the flange *a'*, thus making it impossible for the backward motion of the wheel to force the shoe out from the frame.

*a<sup>2</sup>* is an iron rod or lever pivoted to the wagon-body.

*a<sup>3</sup>* is a bolt connecting one end of the lever *a<sup>2</sup>* to the iron frame B. The upper end of the lever *a<sup>2</sup>* is connected in the usual way to the brake-lever operated by the driver.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. A brake for wagons and other vehicles consisting of the frame B, attached to suitable levers secured to the wagon-body and provided with inwardly-projecting vertical ribs *a*, and the removable shoe C, fitting into the frame and having therein two vertical channels of greater width than the width of the ribs *a* to permit said block to set back into the frame, substantially as shown and for the purpose described.

2. In a brake for wagons and similar vehicles, the frame B, having therein the inwardly-projecting vertical ribs *a*, and the inwardly-projecting top flange *a'*, in combination with the removable shoe having therein vertical channels made of greater width than the width of the ribs *a*, and the top portion adapted to fit under the flange *a'*, in the frame, substantially as shown and for the purpose described.

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

JULIUS STROMEYER.

Witnesses:

THOS. D. MOWLDS,

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