

No. 673,653.

Patented May 7, 1901.

W. E. CHRISMAN.

BRAKE SHOE.

(Application filed Feb. 19, 1901.)

(No Model.)

Fig. 1.

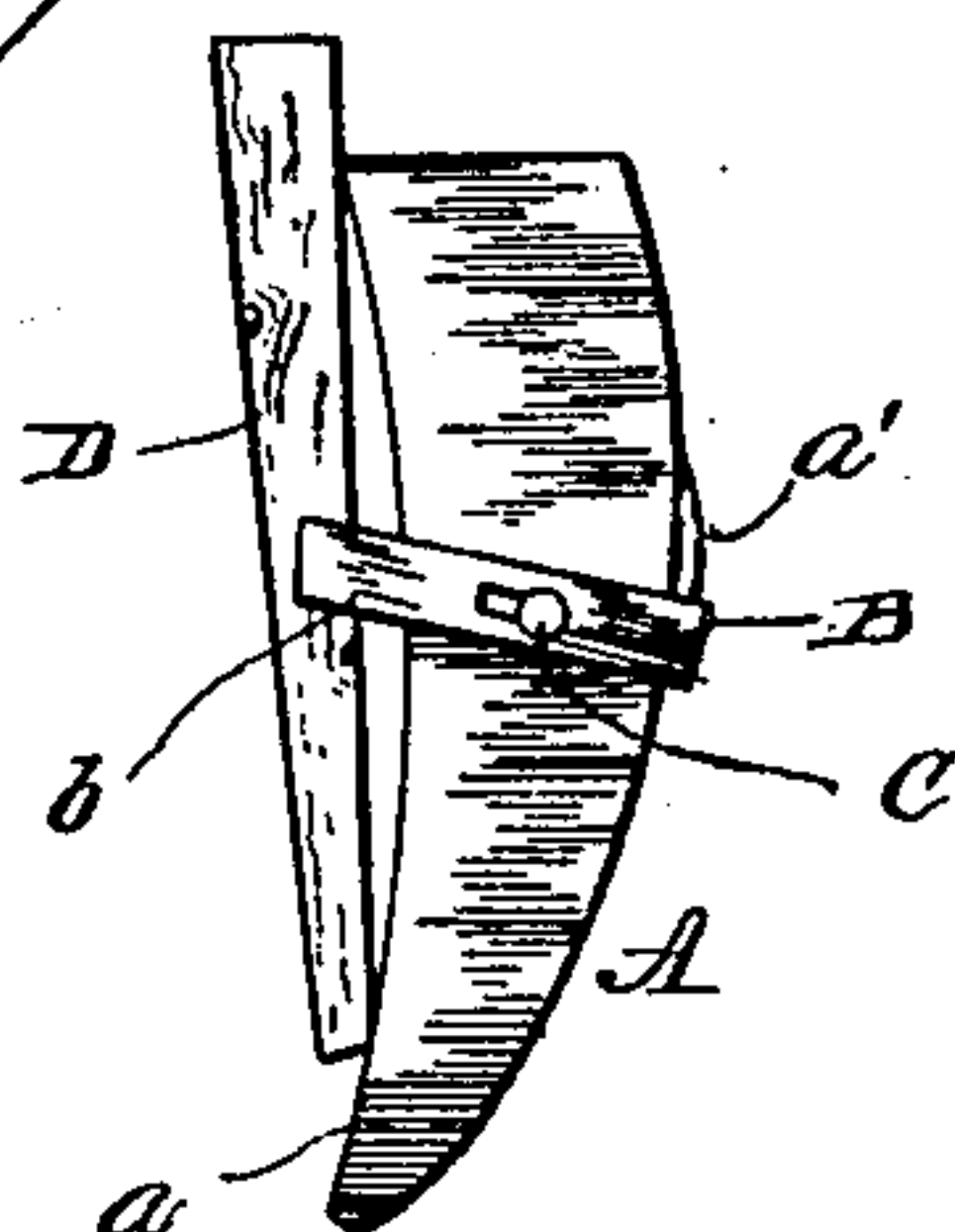


Fig. 2.

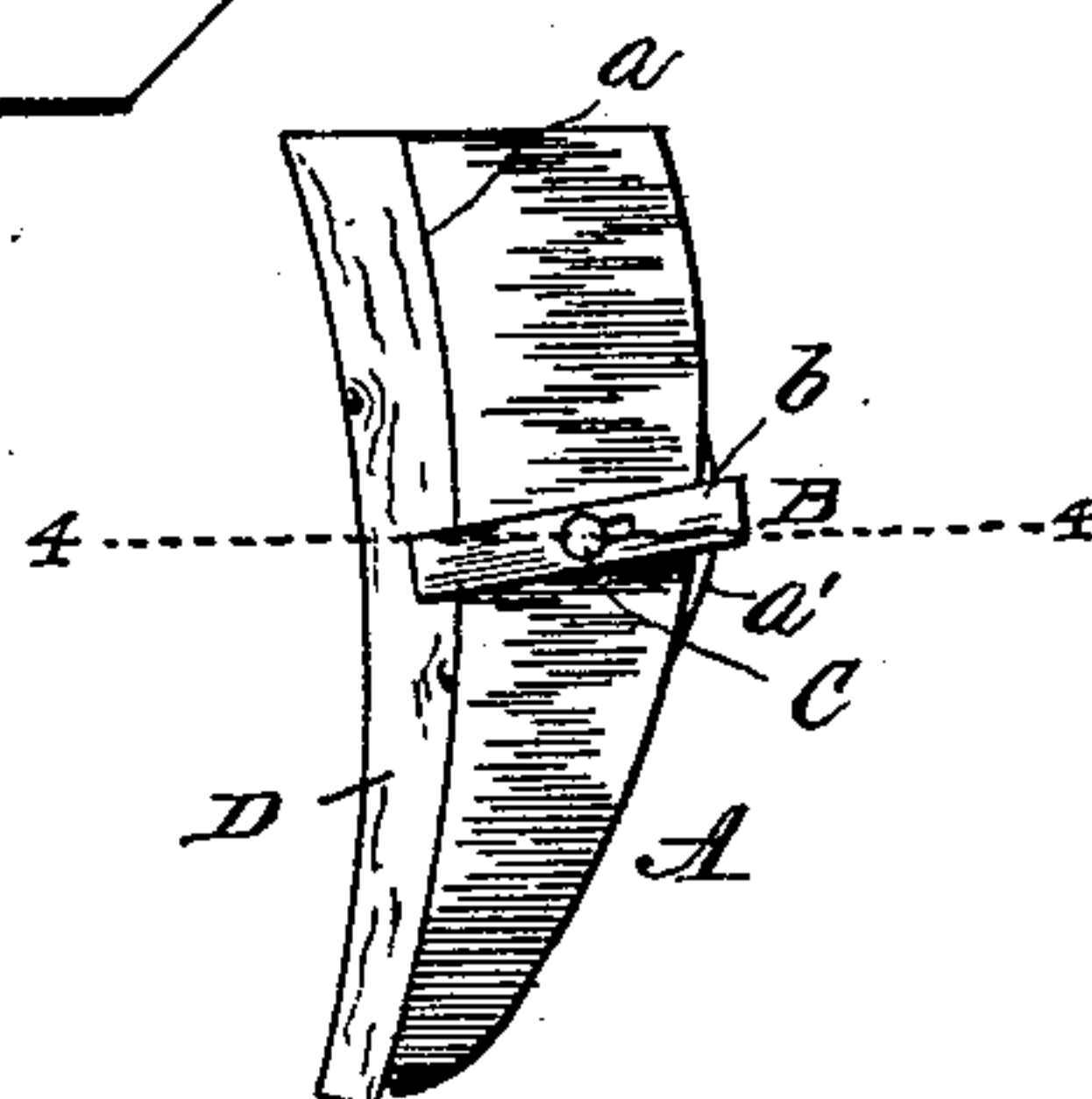


Fig. 3.

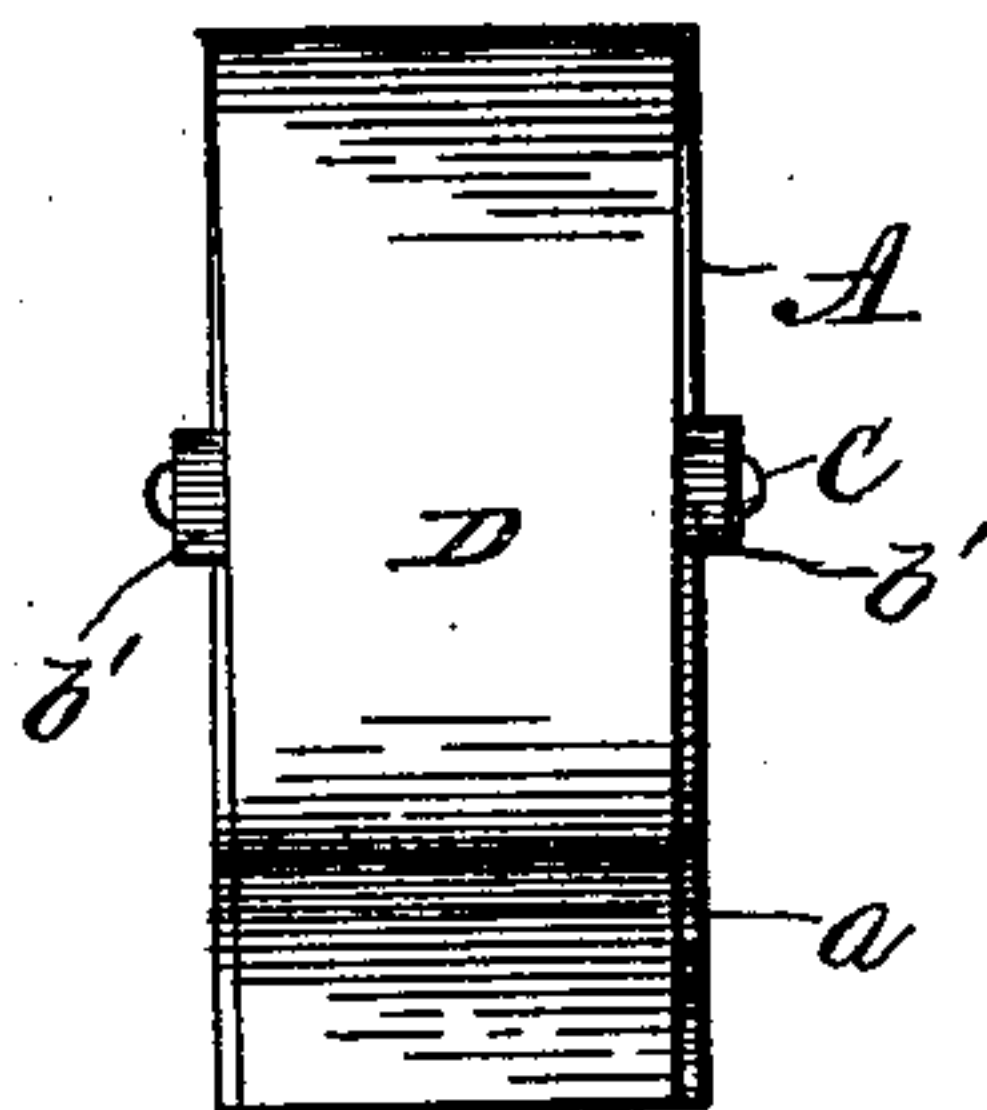
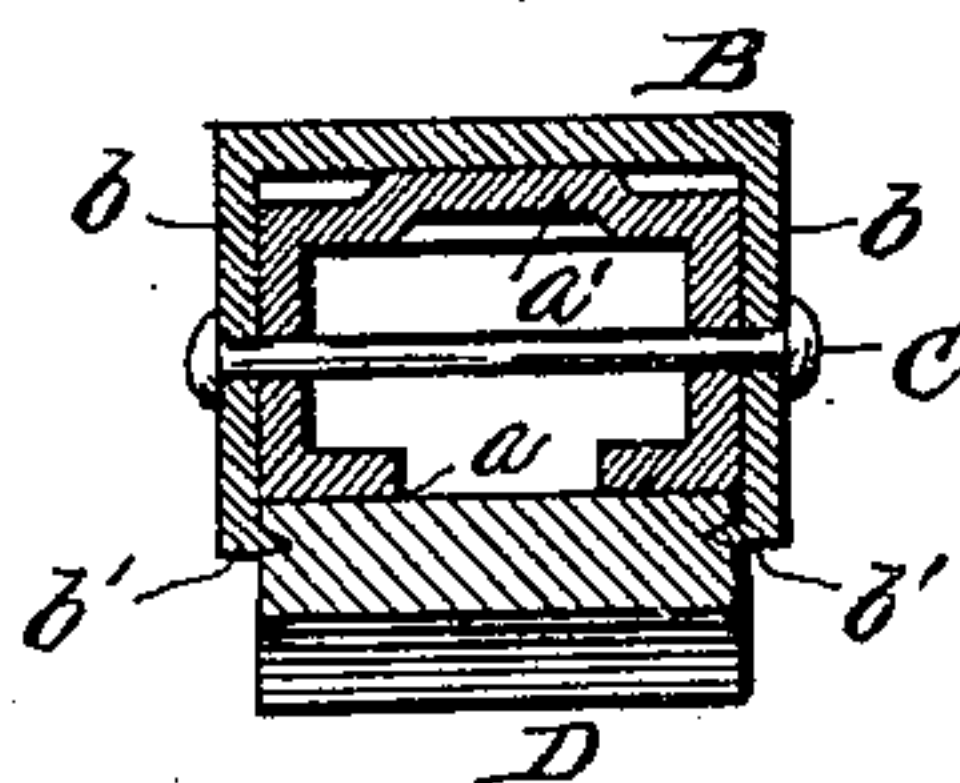


Fig. 4.



Witnesses
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WILLIAM E. CHRISMAN, OF CLEARWATER, IDAHO.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 673,653, dated May 7, 1901.

Application filed February 19, 1901. Serial No. 48,007. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM E. CHRISMAN, a citizen of the United States, and a resident of Clearwater, in the county of Idaho and State of Idaho, have invented an Improved Brake-Shoe, of which the following is a specification.

This invention is an improvement in brake-shoes; and the object of the said invention is to provide a cheap, simple, and effective means for clamping a wearing-block to the face of a brake-shoe, the device for the purpose being so constructed as to securely hold the wearing-block in place and provide for readily and conveniently replacing an old or worn block by a new one.

With the above objects in view the invention consists in providing the brake-shoe with a metal band or flat loop pivoted to the sides of the shoe with its ends projecting in front of said shoe, combined with a wedge-shaped wearing-block or wooden piece clamped between the projecting ends of the metal loop and drawn against the face of the shoe to thereby present a wearing-surface for the brake-shoe which can be readily replaced when worn.

The following is a full and clear detail description of the construction and operation of my invention, reference being had to the accompanying drawings, and to letters of reference thereon, which designate the different parts, and what I particularly claim as my invention, and desire to secure by Letters Patent, is more specifically set forth in the appended claims.

In the drawings forming a part hereof, Figure 1 is a side elevation showing the position of the wear-block before it is driven into place. Fig. 2 is a side view showing parts in position for use. Fig. 3 is a front elevation. Fig. 4 is a transverse sectional view on the line 4 4 of Fig. 2.

Referring to said drawings, A designates the brake-shoe, which is adapted to be bolted or otherwise secured to the brake-beam, the face *a* of said brake-shoe being curved longitudinally, forming a concave, while the rear wall is curved outwardly, with a raised portion or hump *a'*.

B designates a metal loop which embraces the shoe and is pivoted thereto by means of a bolt C passing through the slots in the side members *b b* of said metal loop and through the body of the shoe. The connecting portion of the metal loop extends across the back of the brake-shoe, while the ends of the side members project forward beyond the face of the shoe and have their terminals bent inward, forming teeth *b'*.

D designates the wearing-block or wooden piece, which forms the wearing-surface for the shoe, the said block being inserted between the projecting ends of the metal loop and held in place thereby. In order to insure a firm engagement of the projecting ends of the loop, the said block or piece is slightly tapered, as shown in Fig. 3, and when inserted between said projecting ends is driven down, and the metal loop turning upon its pivot will draw the block or piece snugly against the face of the shoe, the connecting portion of said loop riding over the projection on the back of the shoe to hold the adjustment. It will be noted that the friction of the wheel against the wearing-block or wooden piece D is in the direction to hold the parts locked.

By providing a shoe with a metal band, as herein shown and described, a wooden piece or block can be readily inserted and will receive the wear without in any manner injuring the shoe itself. The wooden piece can be easily shaped with a hatchet or other implement, it being necessary only to taper it longitudinally, so that it will fit tightly between the projecting ends of the metal loop.

Having thus described my invention, I claim—

1. In combination with a brake-shoe the face of which is curved inward longitudinally, of a metal loop pivoted to the sides of said shoe, and a wedge-shaped block clamped between the projecting ends of said metal loop, substantially as herein shown and described.

2. In a brake-shoe, the combination, of the shoe having its front face curved inward longitudinally and a projection on its rear wall, a metal loop pivoted to the sides of the shoe

with its ends projecting beyond the face of
said shoe and the connecting portion cross-
ing the back of the same, together with a
wedge-shaped piece inserted between the pro-
5 jecting ends of the metal loop and drawn
against the curved face of the shoe, as herein
shown and described.

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

WILLIAM E. CHRISMAN.

Witnesses:

FRED F. SMITH,
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