

No. 691,938.

Patented Jan. 28, 1902.

C. J. GULDEN.

BRAKE SHOE.

(Application filed July 12, 1901.)

(No Model.)

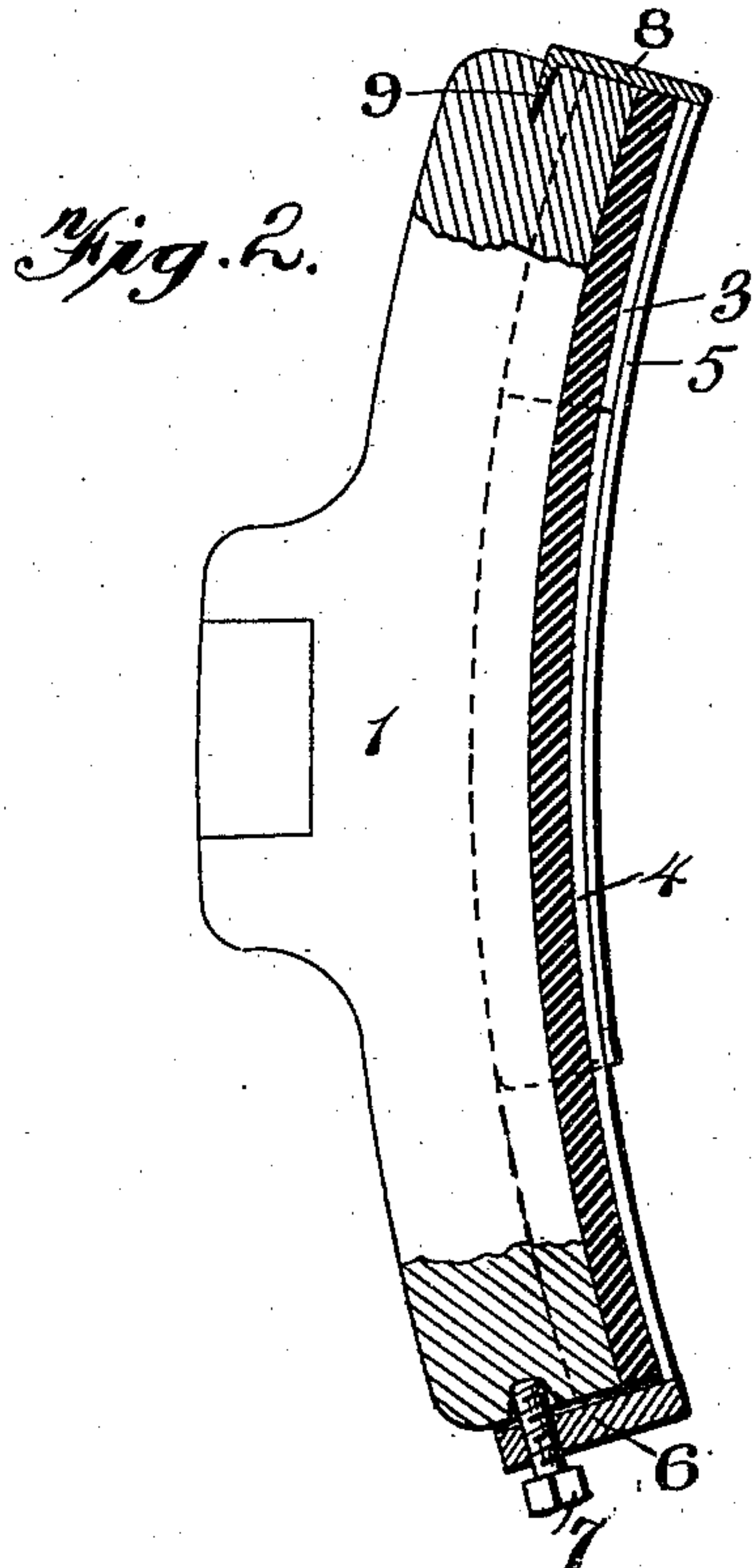
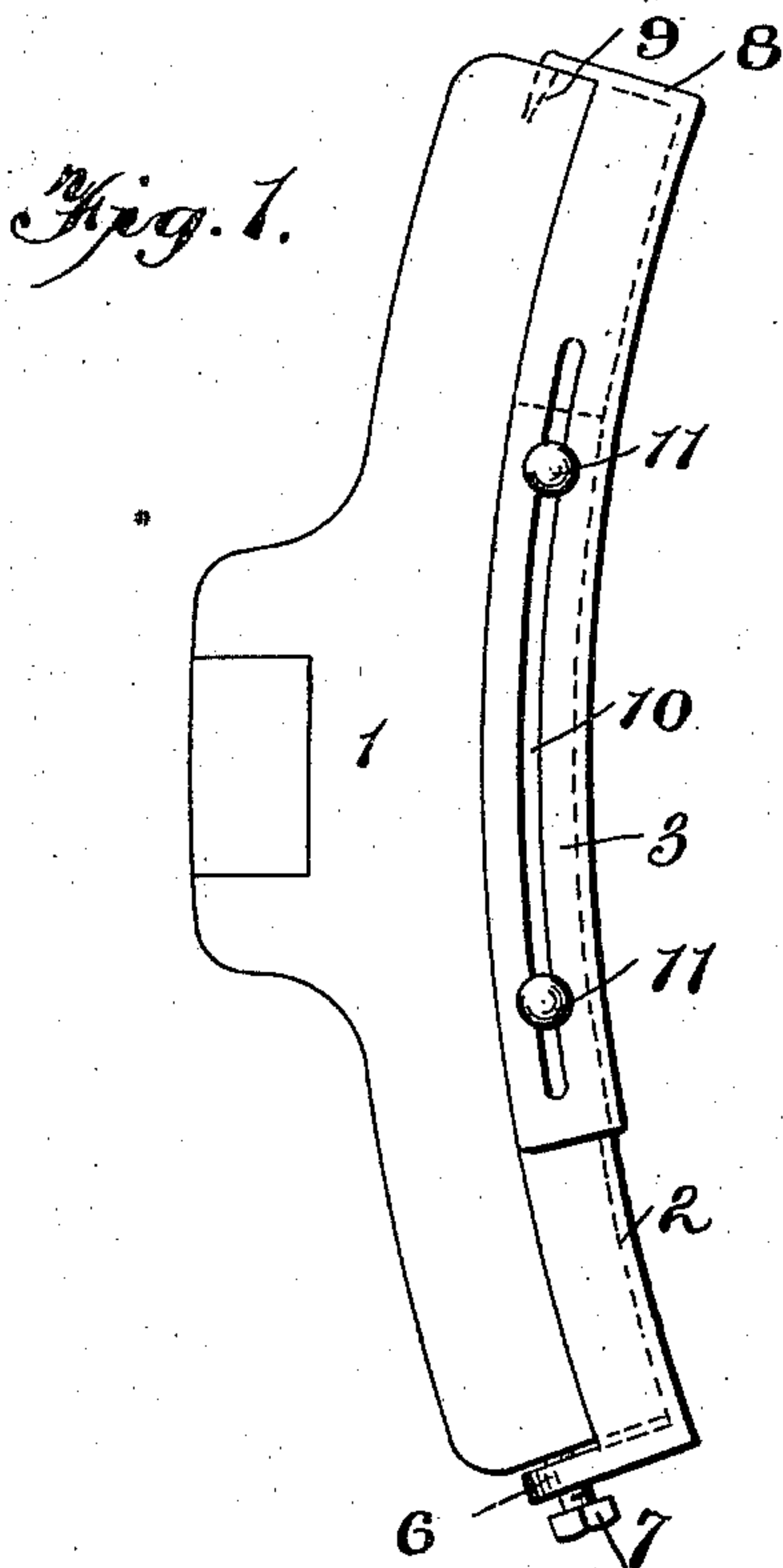


Fig. 3.

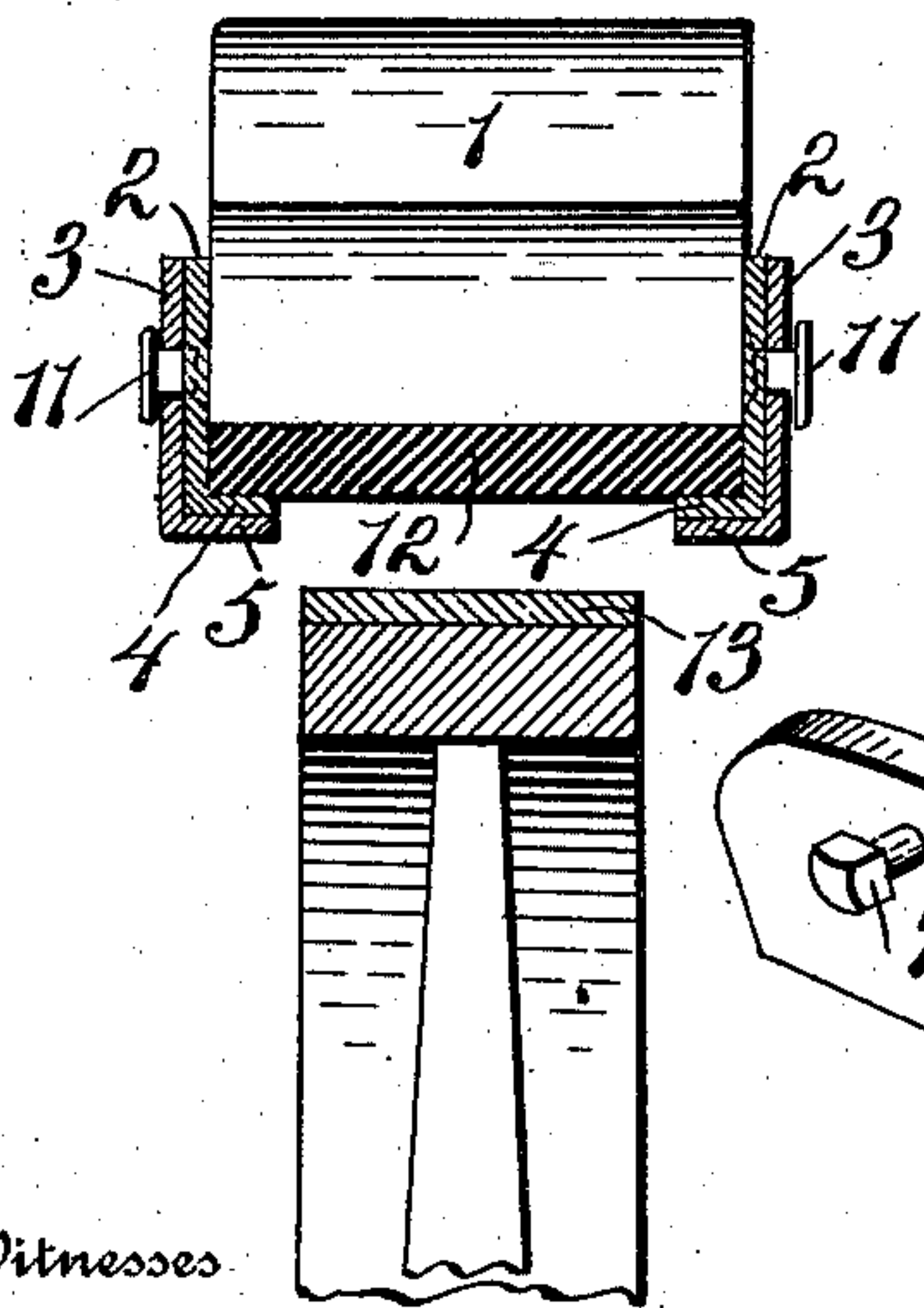
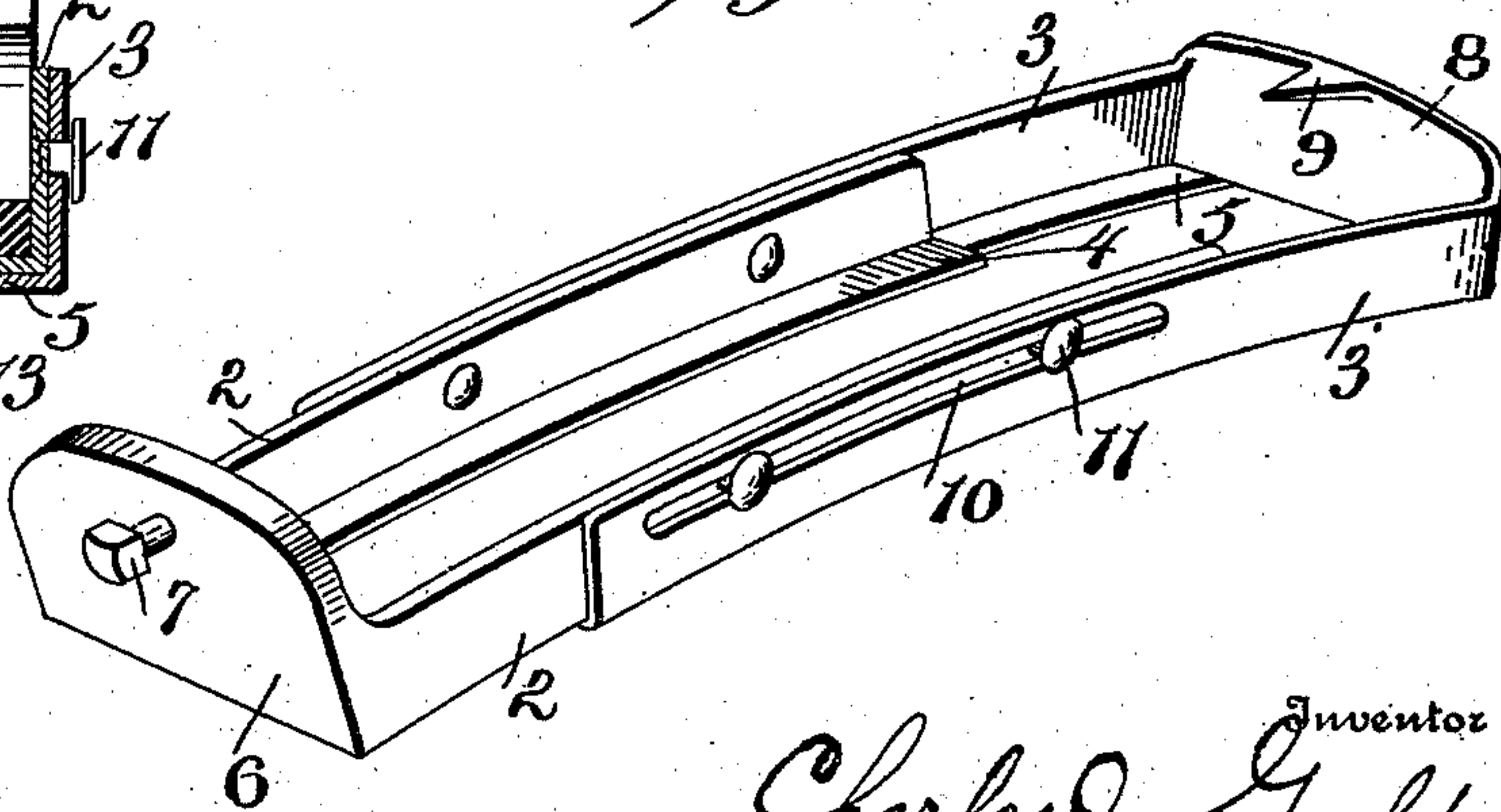


Fig. 4.



Witnesses

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BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 691,938, dated January 28, 1902.

Application filed July 12, 1901. Serial No. 68,066. (No model.)

To all whom it may concern:

Be it known that I, CHARLES JOSEPH GULDEN, a citizen of the United States, residing at Belt, in the county of Cascade and State of Montana, have invented certain new and useful Improvements in Hoods for Wagon-Brakes, of which the following is a specification.

My invention relates to improvements in hoods for wagon-brakes, and pertains to a hood which is adapted to be adjusted to brake-blocks of different lengths in a simple manner.

The object of my invention is to provide means by which a piece of leather, rubber, or like material is secured to the face of the brake-block to prevent the wheel from wearing out the block, all of which will be fully described hereinafter, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of my invention applied to a brake-block. Fig. 2 is a vertical sectional view. Fig. 3 is a transverse sectional view showing a portion of a wheel. Fig. 4 is a perspective view of the hood detached and the leather or rubber removed.

Referring now to the drawings, the numeral 1 indicates an ordinary brake-block; 2 and 3, longitudinal metallic side plates, provided with inwardly-extending flanges 4 and 5. The lower end plate 6 is formed integral with the flanged sides 2 and is provided with a screw-threaded aperture which is adapted to receive a set-screw 7 for the purpose of securing the lower portion of the hood to the block 1.

Formed integral with the flanged sides 3 and uniting their upper ends is a plate 8, which is provided with a depending portion 9, located on the inner edge of the plate and intermediate the sides 3. The member 9 is preferably sharpened for the purpose of being driven into the upper end of the brake-block, thus serving as a means for securing the upper portion of the hood.

The flanged sides 3, which are adapted to telescope the flanged sides 2, are provided with elongated grooves or slots 10, which are adapted to receive the heads of rivets 11, which pass through apertures in the plates 2, thus forming means for longitudinal adjustment, as will be readily understood.

The numeral 12 indicates a piece of leather

or rubber which is placed between the hood and the brake-block.

To apply my invention, I first remove the set-screw 7, slip the hood over the block, and draw the telescoping portions in or out until the end plates 6 and 8 are flush with the ends of the block 1, thus longitudinally adjusting the hood to the brake-block. I then remove the hood and tighten the rivets, which will serve to secure the sides 2 and 3 together. The leather, rubber, or like material is then cut to fit the hood, when it can be placed on the face of the brake-block and the depending projection driven into the top of the block. The set-screw 7 being screwed into the block serves to hold the hood in position until the leather or rubber becomes worn, when the set-screw can be released and a new piece of leather placed in the hood. I preferably make the hood slightly wider than the brake-block, which permits the hood to be shifted so that the tire 13 will strike the leather exact.

It will be seen from the above description that my hood can be readily and quickly adjusted to brake-blocks of different sizes. The telescoping sides 2 and 3 not only permit longitudinal adjustment, but serve to reinforce the sides, prevent them from spreading, and form a strong and durable hood for the purpose set forth.

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

1. In a brake-hood the combination of the longitudinal flanged plates 2 and 3, the transverse end plates 6 and 8 integral therewith, the said end plates provided with means for securing the hood to the brake-block, substantially as described.

2. In a brake-hood consisting of two telescoping sections, adapted to be adjusted to different-sized brake-blocks, for securing the leather strip 12 thereto, a depending projection adapted to be driven into the upper end of the block, the lower end provided with a set-screw for securing the hood to the block, substantially as described.

3. In a brake-hood, the flanged plate 3, provided with elongated grooves 10, the end plate 8, having a depending projection 9, the flanged sides 2, connected by the end plate 6, and provided with apertures, the rivets 11, passing

through the apertures in the plate 2 and the grooves 10, the said rivets adapted to be tightened for locking the two sections of the hood in any desired position, substantially as
5 described.

4. In a brake-hood, the telescoping flanged plates 2 and 3, secured to the brake-block 1 by the depending projection 9 and the upwardly-extending set-screw 7, end plates 8
10 and 9 integral with the said plates, the grooves 10, the rivets 11 passing through apertures in the plates 2 and the grooves 10 of the plates

3, their headed portion adapted to engage the outer surface of the plates 3, the said rivets adapted to be fastened for securing the sections of the hood when adjusted to different-sized brake-blocks, substantially as described. 15

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

CHARLES JOSEPH GULDEN.

Witnesses:

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JOHN HANE.