

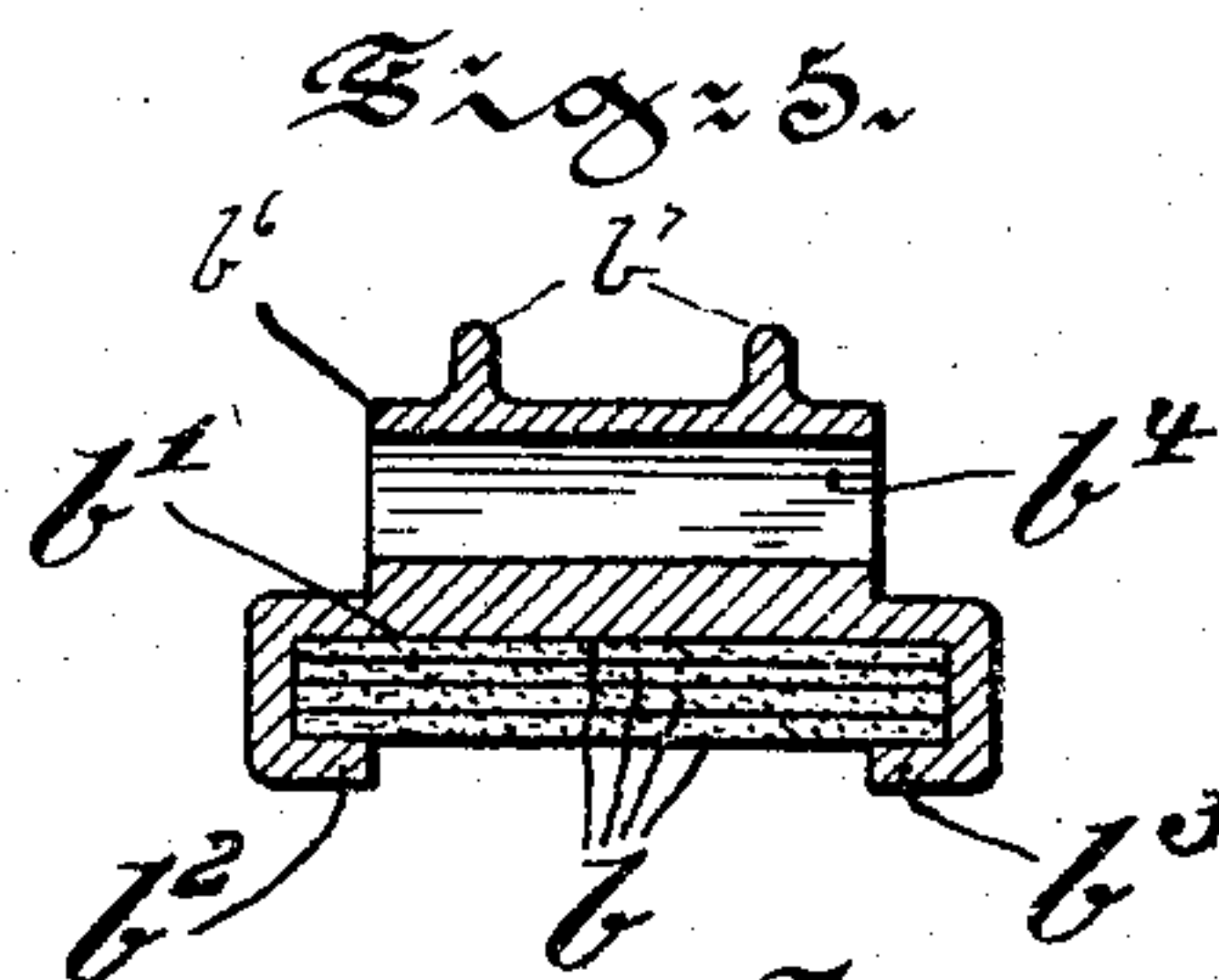
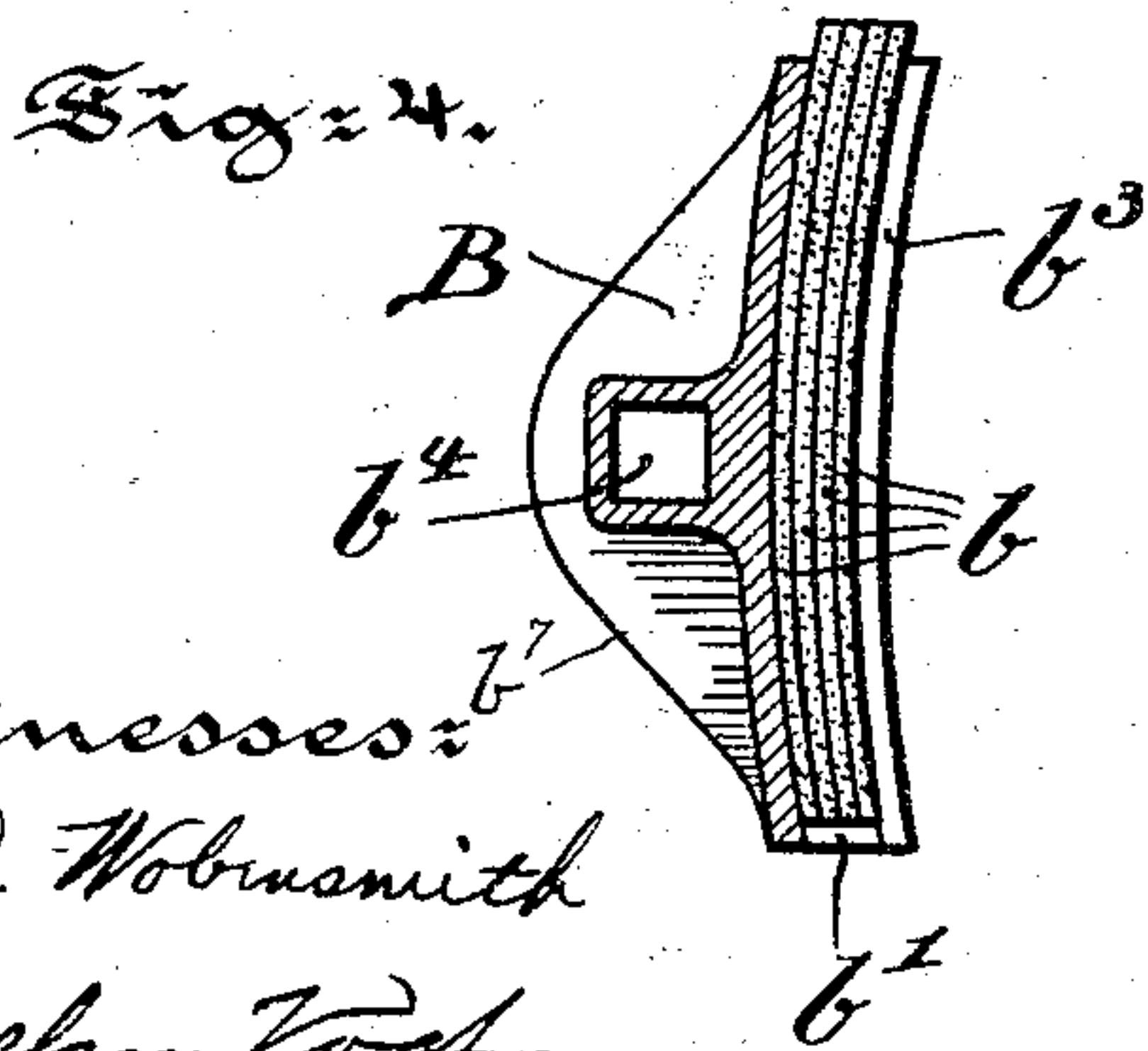
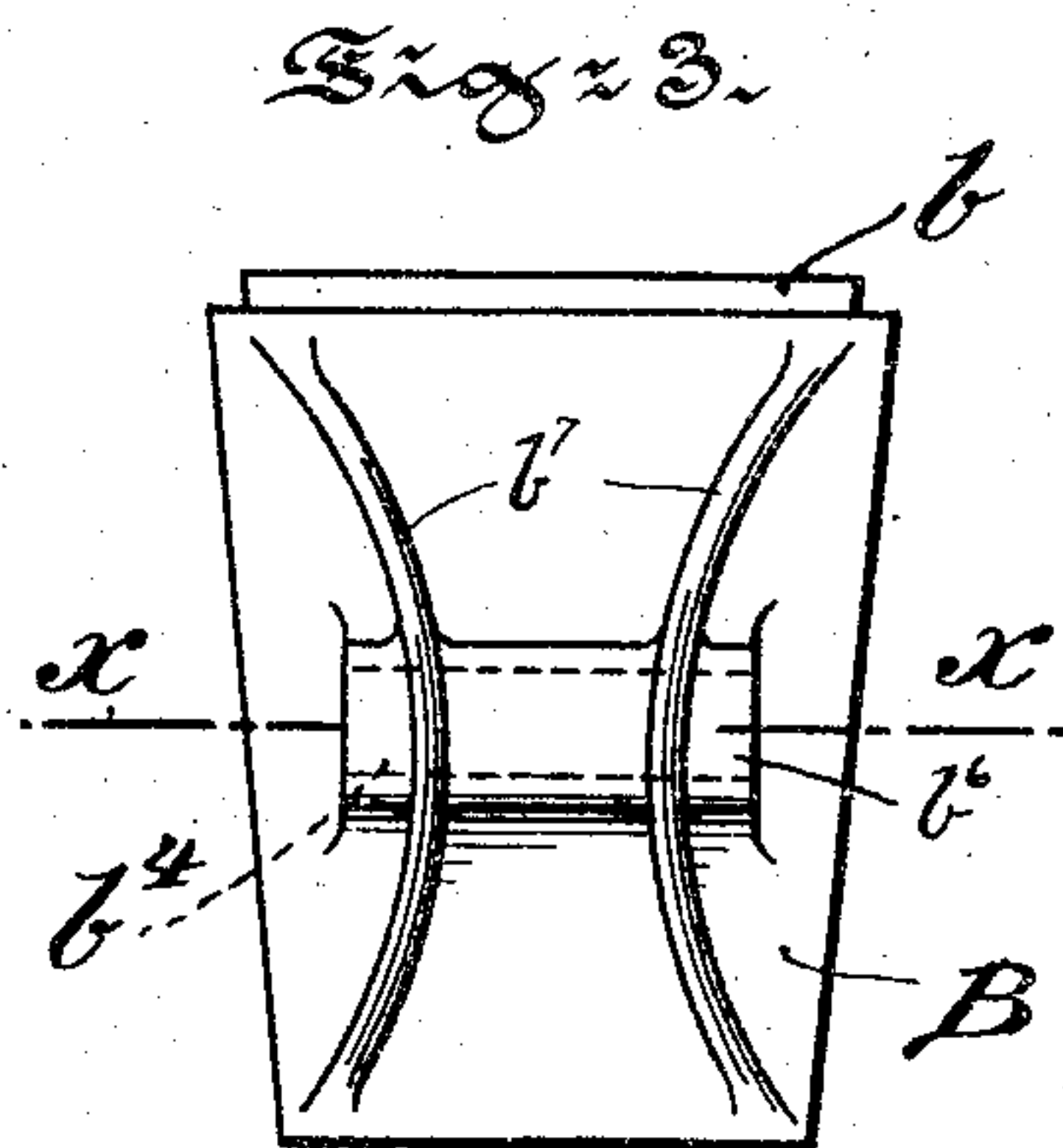
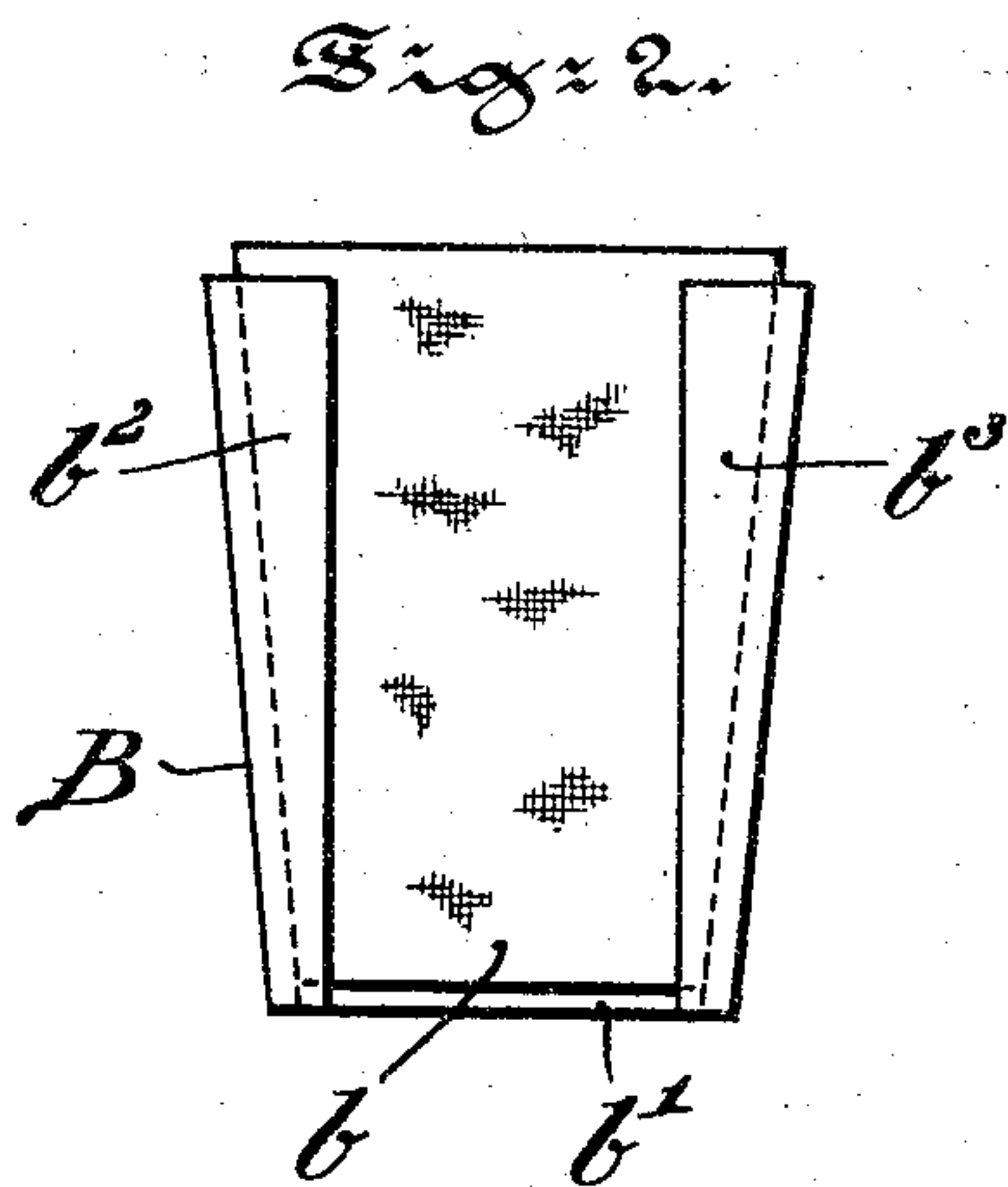
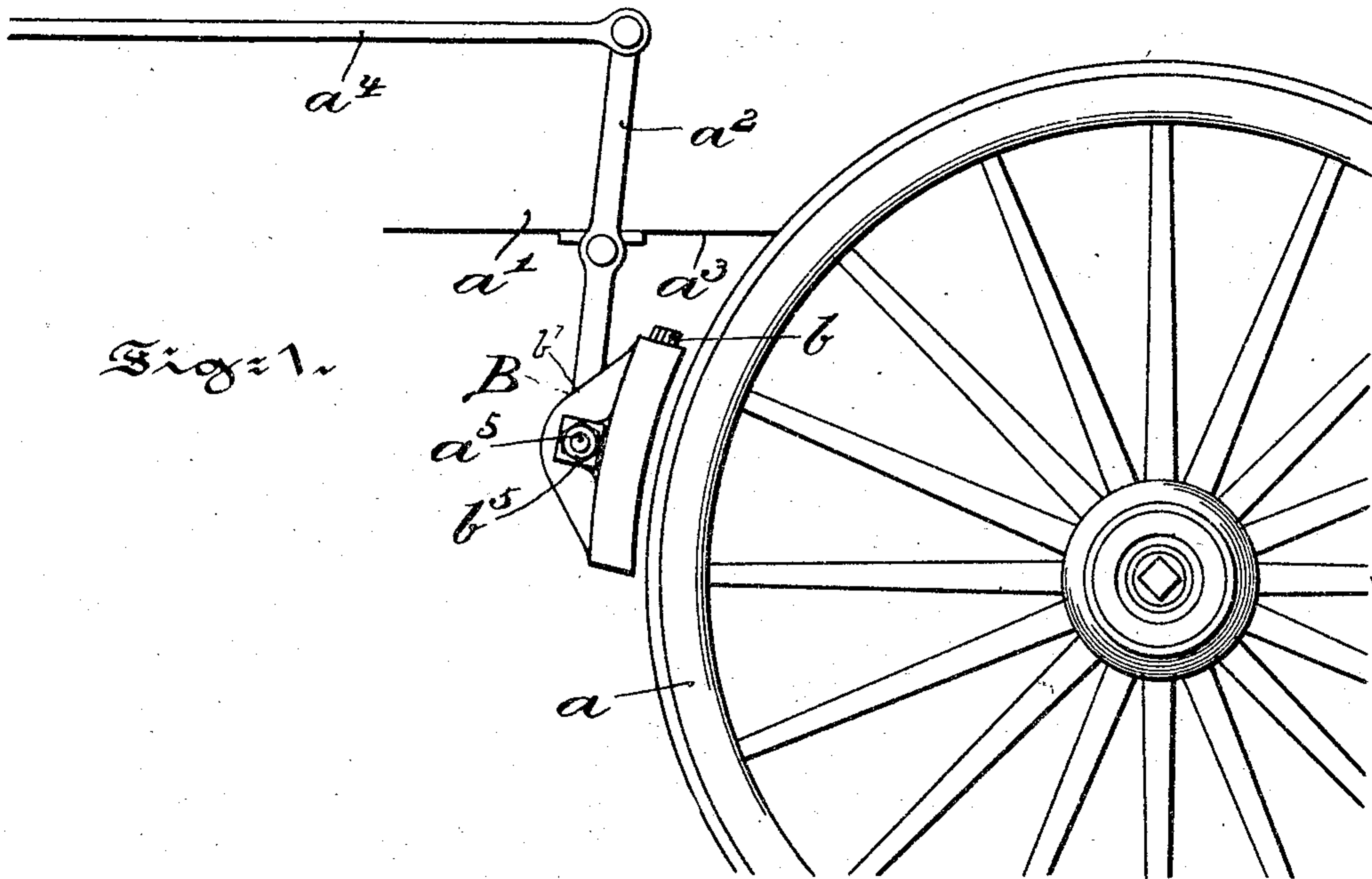
No. 782,526.

PATENTED FEB. 14, 1905.

C. B. Siner.

BRAKE SHOE FOR WAGONS OR OTHER VEHICLES.

APPLICATION FILED SEPT. 16, 1904.



Witnesses:
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UNITED STATES PATENT OFFICE.

CHARLES B. Siner, OF PHILADELPHIA, PENNSYLVANIA.

BRAKE-SHOE FOR WAGONS OR OTHER VEHICLES.

SPECIFICATION forming part of Letters Patent No. 782,526, dated February 14, 1905.

Application filed September 16, 1904. Serial No. 224,652.

To all whom it may concern:

Be it known that I, CHARLES B. Siner, a citizen of the United States, residing in the city of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Brake-Shoes for Wagons or other Vehicles, of which the following is a specification.

My invention has relation to a brake-shoe for wagons, cars, and other vehicles, and in such connection it relates to the particular construction and arrangement of the brake-block and of the formation of the shoe adapted to be firmly wedged into the block by the action of the shoe without the employment of fastening means and of the shoe being readily released from its block, as required to replenish the shoe, being composed of a series of nested sections of a tough flexible webbing of rubber and fibrous or similar materials.

The nature and characteristic features of my invention will be more fully understood from the following description, taken in connection with the accompanying drawings, forming part hereof, in which—

Figure 1 is a side elevational view of the brake shoe and block of my invention as to construction and arrangement thereof and shown in connection with a portion of a vehicle as an application thereof. Fig. 2 is a front or face view of the brake-block with the shoe therein. Fig. 3 is a rear face view of the block. Fig. 4 is a vertical central sectional view through the block and shoe, showing the particular form of the block and nested sections of the shoe thereof; and Fig. 5 is a transverse sectional view of the block and shoe on the line $x x$ of Fig. 3.

Referring to the drawings, a represents the wheel of an ordinary wagon or other type of vehicle, and a' a portion of the body thereof.

a^2 is a metal lever-rod pivoted to the under portion a^3 of the wagon-body a' for actuating the brake-block B and its shoe b of my invention, to be presently more fully explained. The upper end of the lever-rod a^2 is connected with a connecting-arm a^4 , operated by the driver of the vehicle. The lower portion of the lever-rod a^2 has connected therewith a cross-bar a^5 , adapted to fit the opening

b^4 of the projection or eye b^6 on the rear face of the block, consisting of a flat curved body of substantially trapezoidal outline, and held to place in connection with the block by a nut b^5 . The brake-block B, of metal or other material, is made to conform as to its shape somewhat to that of the periphery of a wagon-wheel and tapering in form from top to bottom and provided with channels b' , formed by the inturning or overlapping of the flanges b^2 and b^3 for receiving the nested sections b , constituting the shoe of the block. In order to strengthen the block B, the same is provided at its rear face with curved ribs b^7 , which by surrounding the eye b^6 at either end thereof serve to strengthen the same. These nested sections constituting the shoe b are composed, preferably, of a webbing of rubber, duck, or other fibrous materials inserted into the recessed or channeled portion of the block B and wedged therein by the flanges b^2 and b^3 of the block, and also firmly held in the block without fastening devices by the frictional action of the vehicle-wheel against the outermost member of the nested sections of the shoe. The several sections are bound to each other by contact with one another and of being wedged within the block B by the side flanges thereof. When any of the sections of the shoe become worn through use, the same may be readily driven out from the bottom of the block in an upward direction and other or new sections of webbing inserted and wedged to place within the block and held firmly therein by the inturned flanges b^2 and b^3 of the block against displacement. The free ends of the flanges b^2 and b^3 being arranged parallel to each other serve to hold the brake-shoe B in proper engagement with the tire of the wheel a . The extended use of the shoe assists in the securing and wedging of the same in its block, yet does not prevent the release of sections of the same when required for replenishing of worn parts thereof for effective action of the same.

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

A channeled brake-shoe block, consisting of a flat curved body of substantially trapezoidal

outline having inturned tapering side flanges
arranged at their free ends parallel to each
other and adapted to form a receptacle taper-
ing toward its lower end, in combination with
5 a shoe composed of nested sections of tough,
flexible webbing of rubber and fibrous mate-
rial adapted to be placed in said tapering re-
ceptacle so as to be firmly held in position in
said block, without fastening devices, an eye,
10 and curved ribs arranged on the rear of said

block adapted to surround said eye and to
strengthen said block and eye, and said eye ar-
ranged to permit of the actuation of said block.

In testimony whereof I have hereunto set
my signature in the presence of two subscrib- 15
ing witnesses.

CHARLES B. Siner.

Witnesses:

J. WALTER DOUGLASS,
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