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J. M. GRIFFIN.  
WHEEL TRUING BRAKE SHOE.  
APPLICATION FILED JUNE 22, 1908.

Patented Dec. 29, 1908.

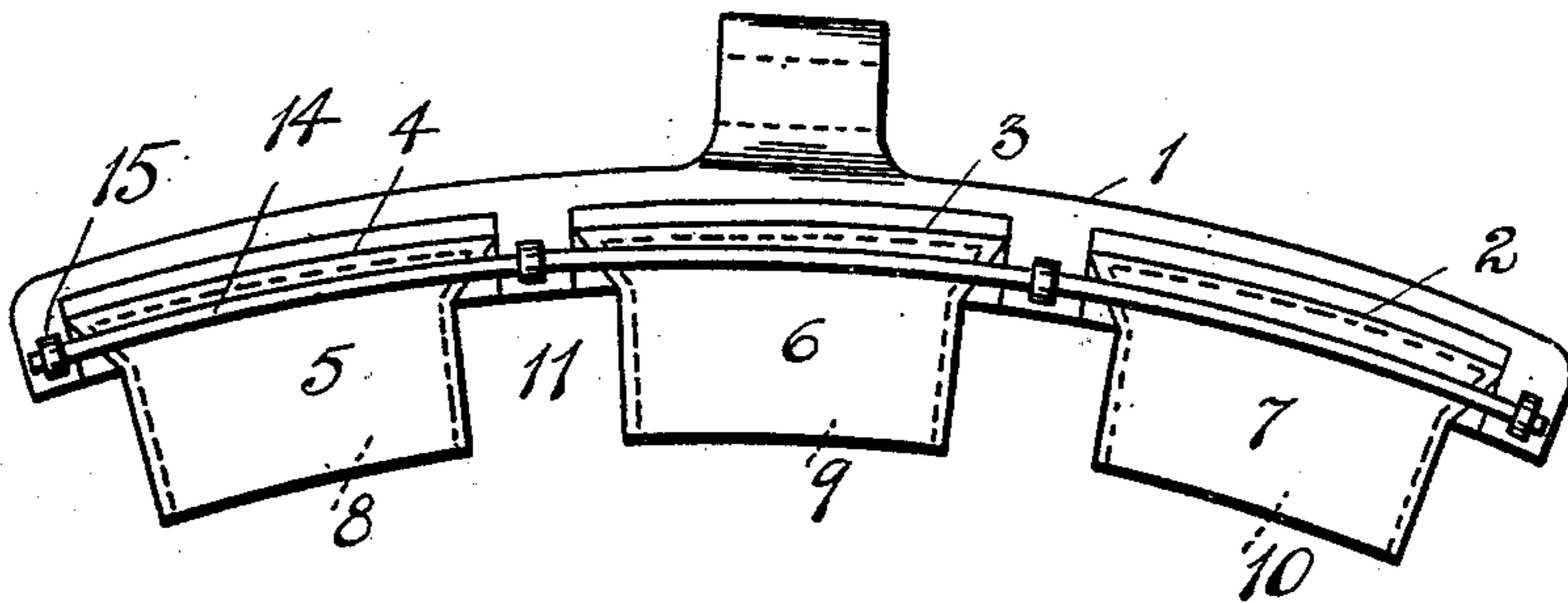


Fig. 1

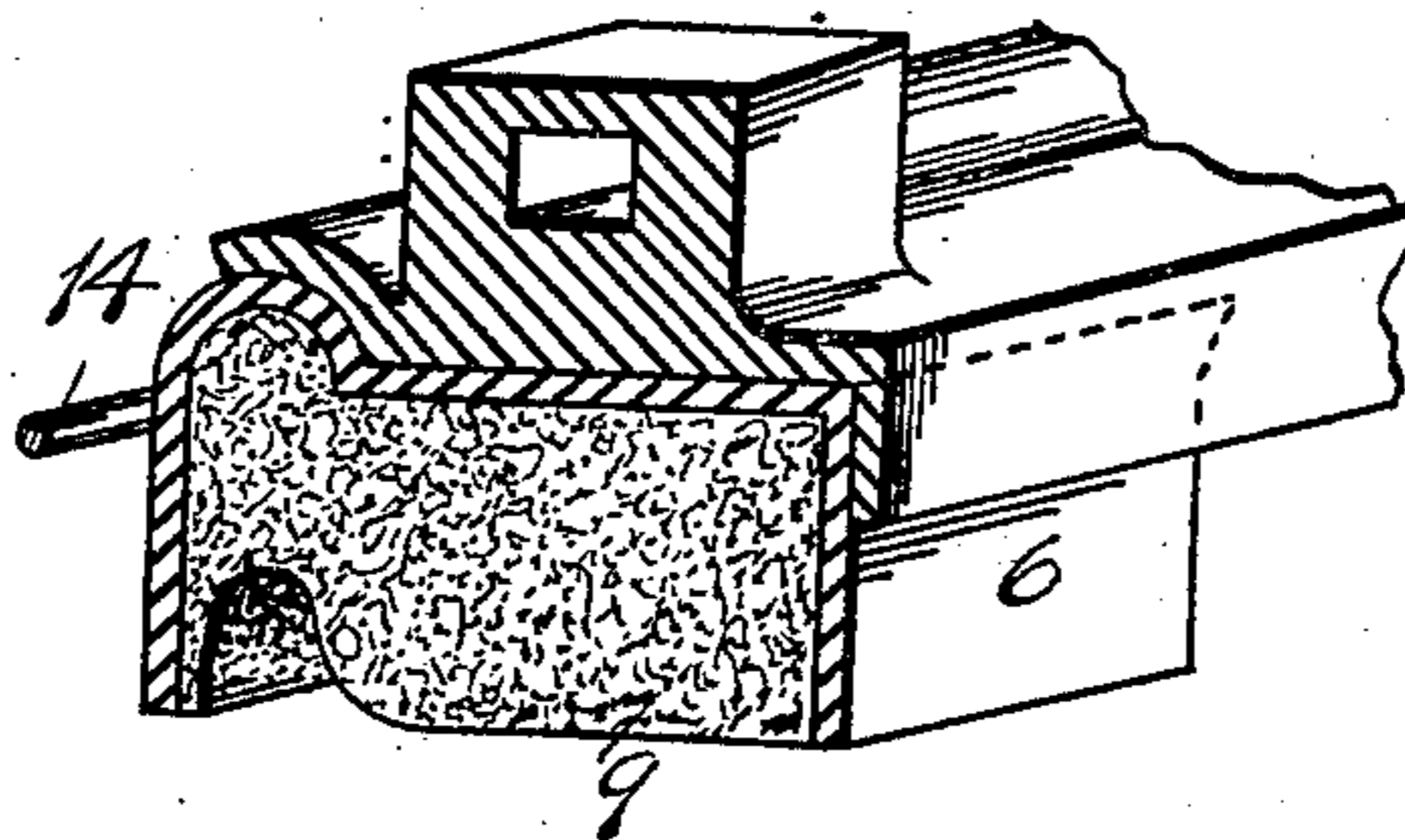


Fig. 2

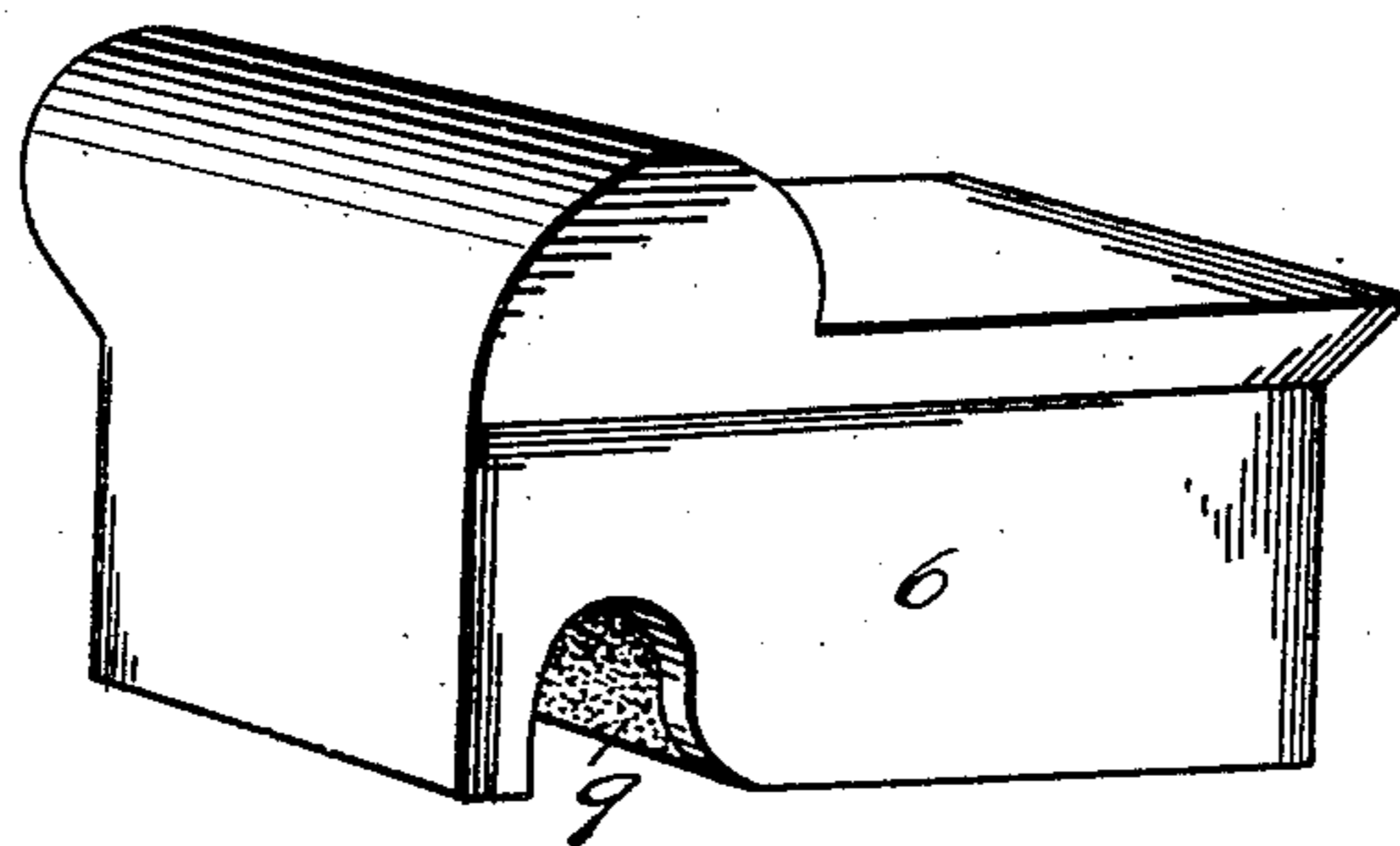


Fig. 3

Witnesses

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# UNITED STATES PATENT OFFICE.

JUDSON M. GRIFFIN, OF DETROIT, MICHIGAN.

## WHEEL-TRUING BRAKE-SHOE.

No. 908,247.

Specification of Letters Patent.

Patented Dec. 29, 1908.

Application filed June 22, 1908. Serial No. 439,669.

*To all whom it may concern:*

Be it known that I, JUDSON M. GRIFFIN, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Wheel-Truing Brake-Shoes, and declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to wheel truing brake shoes; it has for its object an improved abrading device adapted to grind off the tread or the flange of a car wheel, and to make the car wheel round and true. In brake shoes used for this purpose, there is usually employed a shell of cast iron in which is formed and held a mass of abrading material. As the abrading material wears away, the device becomes useless, because in the form commonly used, the shell itself, or some parts of it, are worn away together with the abrading material, and when the latter is worn out, that part of the shoe constituting the back is useless and must be thrown away.

The object of this invention is to produce a brake shoe consisting of a back, provided with cavities in which can be inserted at any time the abrading blocks proper, the abrading block being provided with a light and thin shell of metal, sufficient to hold it in place, and to enable it to be secured in place in the main brake shoe or back, and the frame of the block or sub-frame, as it will be called hereinafter, does not add excessively to the weight of the abrading block, and is itself comparatively cheap and inexpensive, and may be thrown away when the abrading block proper has been so worn down that it can no longer be used. A new abrading block can be inserted in the brake shoe at any time, and the brake shoe may be constantly in service, and is therefore more economical and saving of time because light abrading blocks, with their sub-frames, may be transported at much less expense than the heavy brake shoe charged or loaded with abrading material.

In the drawings:—Figure 1, is a longitudinal section of the brake shoe, with a num-

ber of blocks inserted in place. Fig. 2, is a sectional perspective. Fig. 3, is a perspective of an abrading block.

The brake shoe 1 made to conform in curvature with the wheel with which it is to be used, is formed with a plurality of sockets 2, 3, and 4, having dove-tailed overhanging parts, and with openings along one of the side faces for the reception of the subordinate frames or block holders 5, 6 and 7. These subordinate holders are of light metal, and are sufficiently rigid to hold their form and to hold the blocks 8, 9 and 10, each of which is provided with an enlarged portion to engage within the seat or cavity of the main brake shoe, and is suitably shaped to produce the proper abrasion of the wheel with which the blocks are to be used. Between consecutive blocks, as between blocks 8 and 9, is a space 11 into which the material worn off from either the block or the wheel drops, and each block is thus provided with a sharp cutting edge on its forward side, which ever side may be forward, and with a clearance on its rear side which not only facilitates rapidity of cut, but causes the abrading shoe to wear more truly and regularly. Furthermore, if it be found that either of the blocks be worn irregularly, the position of the blocks in the head may be changed at any time. Each block is placed in its seat, and is kept from escaping from its seat by a rod 14 held in place by eyes 15 on the face of the brake head. The block is preferably entirely surrounded by the subcase, except on its cutting face.

What I claim is:—

1. An abrading brake shoe, having in combination a head provided with sockets, sub-frames adapted to engage interchangeably in said sockets, abrading blocks held in said sub-frames, and means for securing said sub-frames in place, substantially as described.

2. An abrading brake shoe, having in combination a back member provided with sockets, a plurality of subordinate removable frames adapted to engage within said sockets, individual abrading blocks, each held by one of said sockets in spaced relation from those adjoining and with its wearing face held clear of the concave face of the back, and an adjustable compression rod attached to the ends of the back, whereby the subor-

dinate frames and thereby the abrading blocks may be locked in position with respect to the back, substantially as described.

3. An abrading brake shoe, having in combination a head provided with sockets and with dovetail retaining members at each side of each socket, sub-frames adapted to engage interchangeably in said sockets, a detent engaging a sub-frame adapted to hold

the same securely in place in its socket, substantially as described. 10

In testimony whereof, I sign this specification in the presence of two witnesses.

JUDSON M. GRIFFIN.

Witnesses:

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