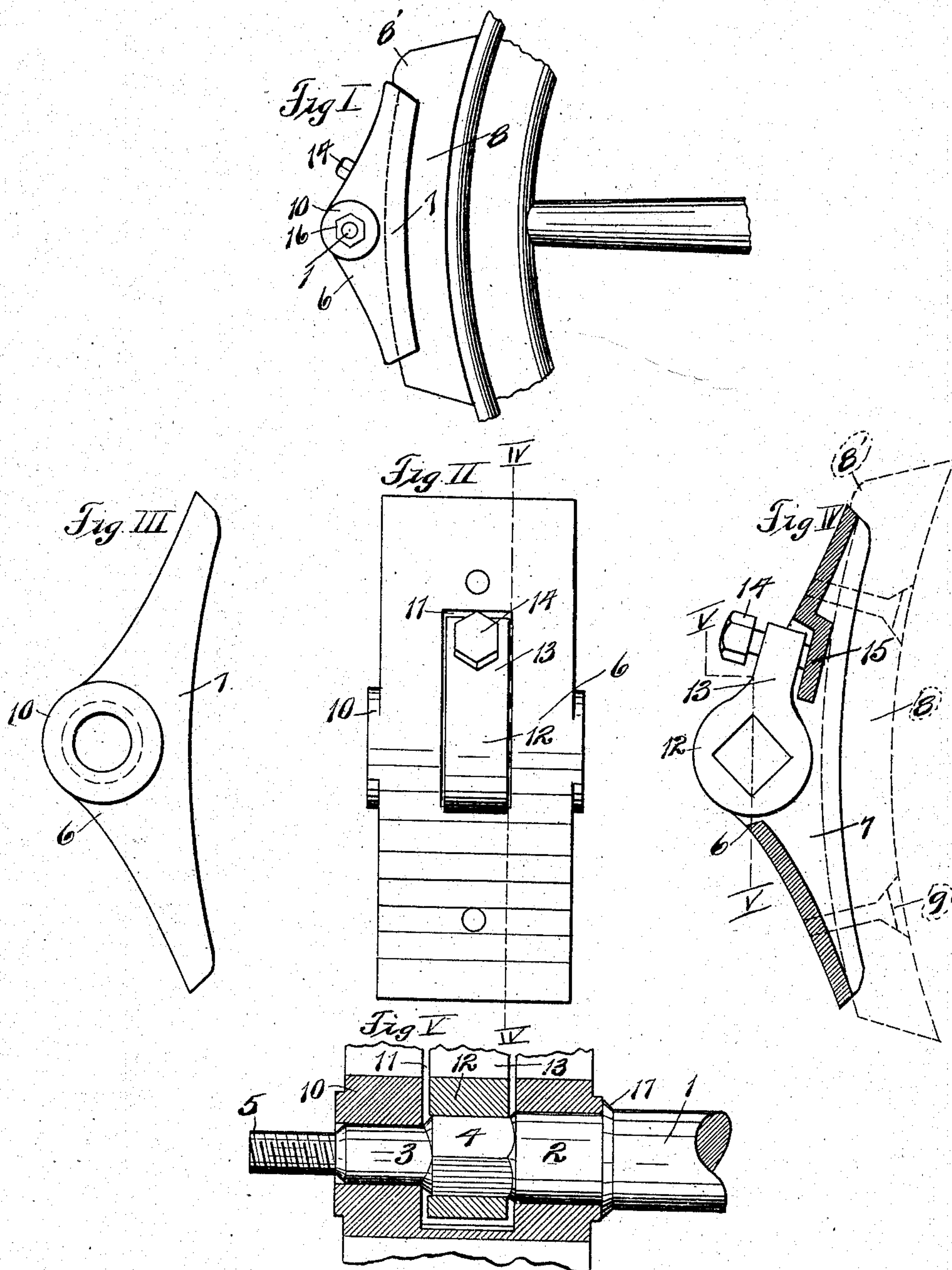


O. A. KOENIG.
BRAKE SHOE.
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950,486.

Patented Mar. 1, 1910.



WITNESSES:
Harold E. Richards,
M. M. Jackson.

INVENTOR.
Otto A. Koenig:
BY Arthur Brown
ATTORNEY.

UNITED STATES PATENT OFFICE.

OTTO A. KOENIG, OF KANSAS CITY, MISSOURI, ASSIGNOR TO KOENIG WAGON COMPANY,
OF KANSAS CITY, MISSOURI, A CORPORATION OF MISSOURI.

BRAKE-SHOE.

950,486.

Specification of Letters Patent.

Patented Mar. 1, 1910.

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To all whom it may concern:

Be it known that I, OTTO A. KOENIG, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Brake-Shoes; 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 figures of reference marked thereon, which form a part of this specification.

My invention relates to a vehicle brake and more particularly to an improved brake shoe; the object of my invention being to provide a shoe by means of which the brake block may be adjusted in relation to the vehicle wheel, when it has become worn from contact with the tire or from wear at the bar mounting. In accomplishing this object I have provided the improved details of structure which will presently be fully described and pointed out in the claims, reference being had to the accompanying drawings in which,

Figure I is a view in side elevation of a brake shoe and block constructed according to my invention, illustrating its application to a vehicle wheel. Fig. II is an enlarged front elevation of the brake shoe. Fig. III is a side elevation of same. Fig. IV is a longitudinal section of same on the line IV—IV Fig. II. Fig. V is a sectional view on the line V—V Fig. IV, showing the application of the shoe to the brake bar.

Referring more in detail to the parts:—1 designates the brake bar, the application of which to the vehicle and brake lever is not illustrated, as it may be applied in the ordinary and well known manner. Bar 1 is provided with a plurality of bearing members, which decrease in diameter as they approach the bar end; the first and third members 2 and 3 being round; the intermediate member 4 being square, and the outer member 5 being screw-threaded for the purposes presently set forth.

6 designates the brake shoe which comprises the solid back 6 and side flanges 7, the latter being curved slightly to conform to the shape of the brake block 8 which is located therebetween as illustrated, and is secured to the shoe by means of ordinary

countersunk machine bolts 9. Block 8 has a lip 8' extending over the upper end of the shoe to enable the block to brace against the shoe end when the brake is in operation and thereby relieve the bolts 9 of a portion of the strain which would otherwise be placed upon them. At the side opposite the block channel, shoe 6 is provided with a transversely channeled hub 10 and with a central longitudinal cut out portion 11; the portions of the hub channel at each side of the cut out portion being of different diameters and adapted to fit snugly over the brake bar mountings 2 and 3, as illustrated in Fig. V.

12 designates a hub that is adapted to fit snugly on the squared portion 4 of bar 1, so as to be revolved therewith; said hub being provided with a shank 13 through which the set screw 14 may project.

15 designates an inset seat on the body of the brake shoe against which the end of the set screw 14 bears.

When in use, the brake block is permanently secured to the shoe 6 and the hub 12 fitted into the cut out portion of the shoe. The shoe and hub are then fitted over the end of the bar 1, the larger channel in the shoe hub fitting on the large bearing 2, the square portion of the hub 12 fitting over the squared bar portion 4, and the smaller channel in the shoe hub fitting over the bearing 3 of least diameter on the brake bar. When in this position the parts are secured by the nut 16 which is adapted to hold the shoe in place, but to allow free revolution of the shoe on the bar 1, because of its axle mounting; the parts being held from inward longitudinal movement, when set, by the bar flange 17.

When the set screw 14 is projected through the threaded perforation in the shank 13 of hub 12 it engages the inset seat 15 of the shoe body and holds the shoe against backward revolution on the brake bar, a forward movement of the screw moving the upper end of the shoe and block toward the wheel portion so that an adjustment of the shoe may be had to secure a proper engagement thereof with the vehicle wheel, so that when the block becomes worn the set screw may be tightened to bring the parts into their proper working position.

By providing the axle mounting for the shoe and the rigid mounting for the hub

12, the upper end of brake unit may turn toward the wheel, but is held against backward movement by the engagement with the end of the set screw; the upper end of the unit, however, being of greater weight than the lower end to cause the upper parts to move back when the brake is not in operation.

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

1. The combination with a brake bar, having a pair of bearing members and a squared holding section located between said bearing members, a brake shoe, having a divided hub, the members of which are adapted for free revolution on the brake-bar bearing members, a holding member comprising a hub, having a squared channel adapted to fit over the squared holding section of said brake bar, a shank on said hub,

and a set screw projecting through said shank into engagement with the shoe body.

2. The combination with a brake bar, having a pair of bearing members, of different diameters, and a squared holding section located between said bearing members, a brake shoe, having a divided hub, the members of which are adapted for free revolution on the brake-bar bearing members, a holding member comprising a hub, having a squared channel adapted to fit on the squared holding section of said brake-bar, a shank on said hub, and a set screw projecting through said shank into engagement with the shoe body.

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

OTTO A. KOENIG.

Witnesses:

JOHN F. WADE,

HAROLD E. RICHARDS.