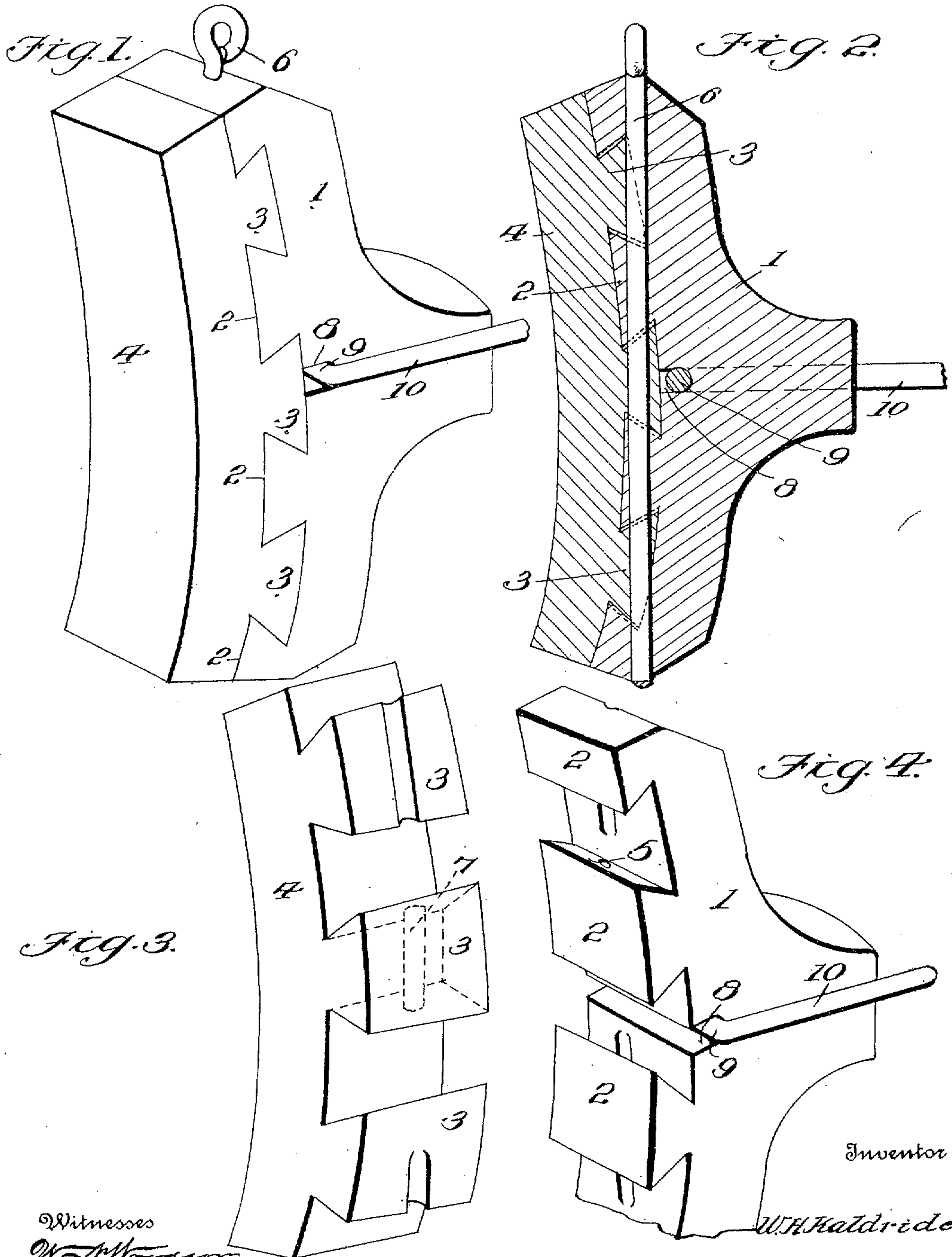


W. H. KALDRIDER.  
BRAKE SHOE.  
APPLICATION FILED MAR. 23, 1910.

969,705.

Patented Sept. 6, 1910.



Witnesses  
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# UNITED STATES PATENT OFFICE.

WILLIAM H. KALDRIDER, OF HEATERS, WEST VIRGINIA.

BRAKE-SHOE.

969,705.

Specification of Letters Patent.

Patented Sept. 6, 1910.

Application filed March 23, 1910. Serial No. 551,064.

*To all whom it may concern:*

Be it known that I, WILLIAM H. KALDRIDER, citizen of the United States, residing at Heaters, in the county of Braxton and State of West Virginia, have invented certain new and useful Improvements in Brake-Shoes, of which the following is a specification.

This invention comprehends certain new and useful improvements in railway brake appliances and relates particularly to brake shoes.

The invention has for its primary object a simple, durable and efficient construction of brake shoe and block therefor, in which the parts are so arranged that the shoe may be easily secured to and removed from the block and retained connected thereto with a maximum degree of security, the parts also being so arranged that the brake shoe serves to hold in place the brake hanger, the latter being easily removable after the brake shoe has been disconnected from the block.

With these and other objects in view as will more fully appear as the description proceeds, the invention consists in certain constructions, arrangements and combinations of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a perspective view of a brake block and shoe constructed in accordance with my invention; Fig. 2 is a longitudinal sectional view thereof; Fig. 3 is a detail perspective view of the brake shoe; and, Fig. 4 is a similar view of the block.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The brake block 1 of my invention is formed with any desired number of dove-tailed lugs 2 designed to interlock with corresponding lugs 3 formed on the rear edge of the brake shoe 4. The shoe and block are connected together by slipping the lugs 3, by a sidewise movement, in between the complementary lugs 2, in an evident manner. To securely hold the parts together after they have been connected as just described, the end lugs of the block 1 are formed with lon-

gitudinally extending apertures 5, and a locking pin or bolt 6 is passed through said apertures and also through apertures 7 and recesses in the lugs 3 of the shoe. The pin 6 may be held in position in any desired way.

The block 1 is formed in its front edge with a transversely extending recess 8 opening into the space between the two middle lugs 2, as shown, said recess being designed to accommodate the cross bar 9 of a bail-like link 10, said link being secured to the hanger in any desired way, but preferably after the manner disclosed in my companion application for Letters Patent of the United States executed of even date herewith. It will be noted that after the link 10 has been mounted in the recess 8, and the shoe 4 applied, the middle lug 3 of the shoe will close the recess 8 and serve as a retaining means or element for the link, the link being securely connected to the block so long as the shoe is in place.

From the foregoing description in connection with the accompanying drawings, the operation of my improved brake shoe or block will be apparent.

In the practical use of the device, the cross bar 9 of the link 10 is slipped into the recess 8, the shoe 4 is then slipped with a sidewise movement into engagement with the block, and the shoe is finally secured in place by the pin 6 inserted through the apertures 5 and 7 of the lugs 2 and 3. Manifestly, the parts may be easily assembled and disassembled should occasion require, while at the same time they will be securely held together as against accidental displacement. The respective lugs are preferably wedge shaped whereby the shoe will wedge itself in position after being slipped into engagement with the block.

Having thus described the invention, what is claimed as new is:

A brake block provided with a plurality of dove-tailed lugs with side opening recesses between the lugs, a brake shoe formed with corresponding lugs and recesses, the lugs of the shoe being arranged for interlocking engagement with the lugs of the block, the block being formed at its front edge with a side opening recess communicating with the space between the two adjoining lugs, a lug of the shoe fitting in

said space and closing said communication,  
a link received in said recess and retained  
therein by the last named lug of the shoe,  
the lugs of the block and shoe being formed  
5 with registering longitudinal openings, and  
a pin inserted through said openings where-  
by to secure the block and shoe together.

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

WILLIAM H. KALDRIDER. [L. s.]

Witnesses:

GUY W. HEATER,  
F. C. SHAFER.