

J. E. WRIGHT.

BRAKE.

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987,337.

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Fig. 1.

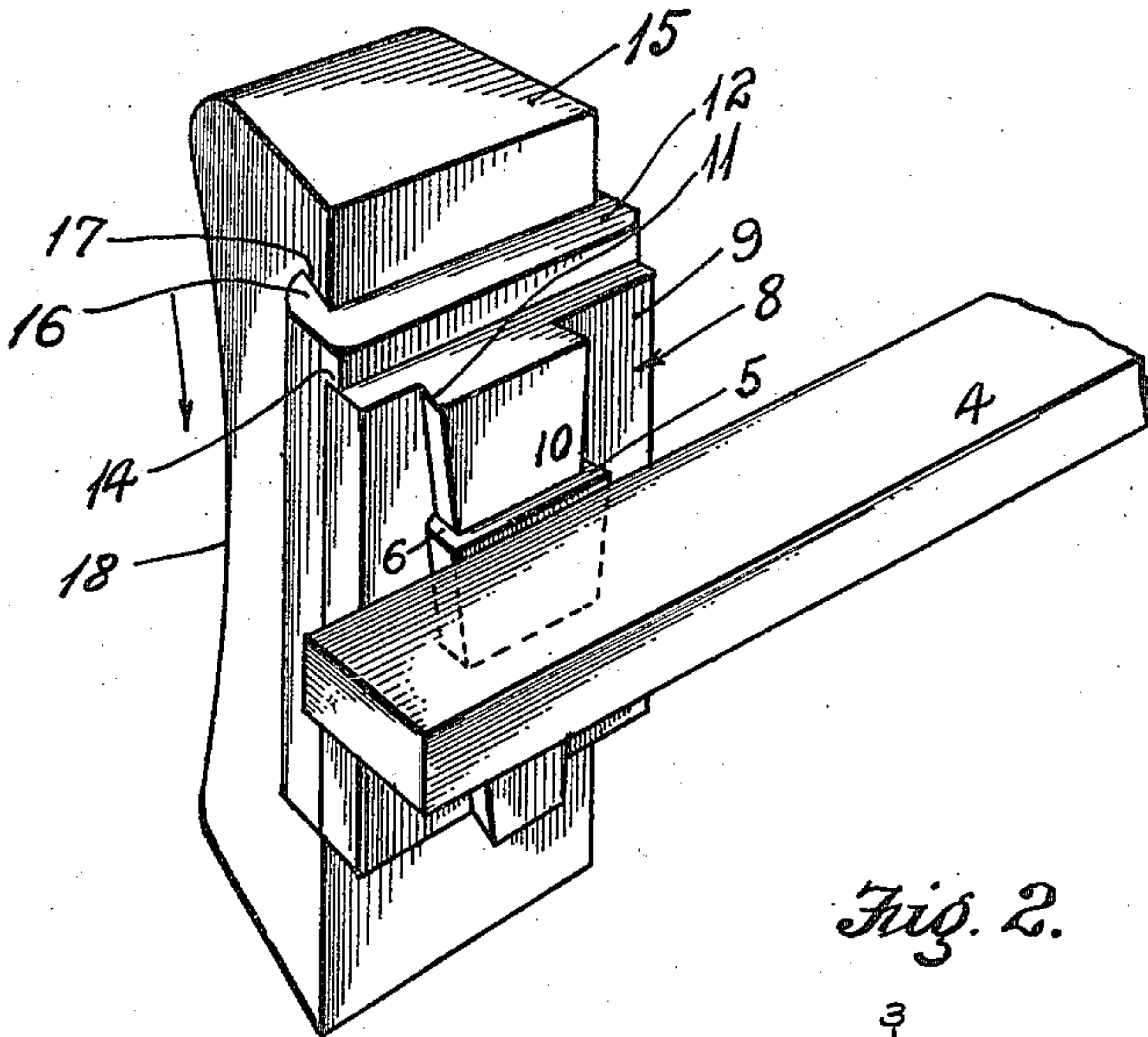


Fig. 2.

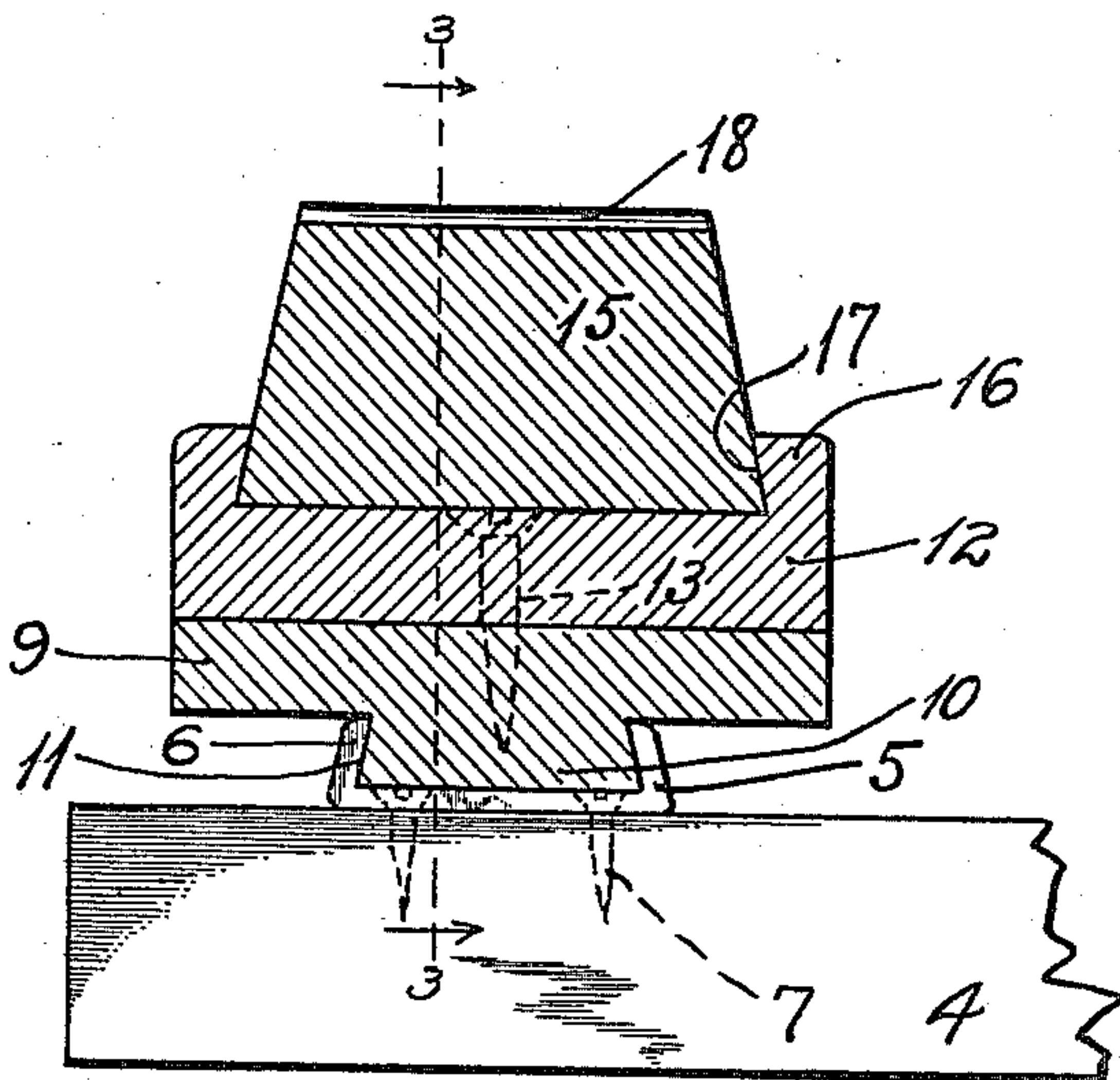
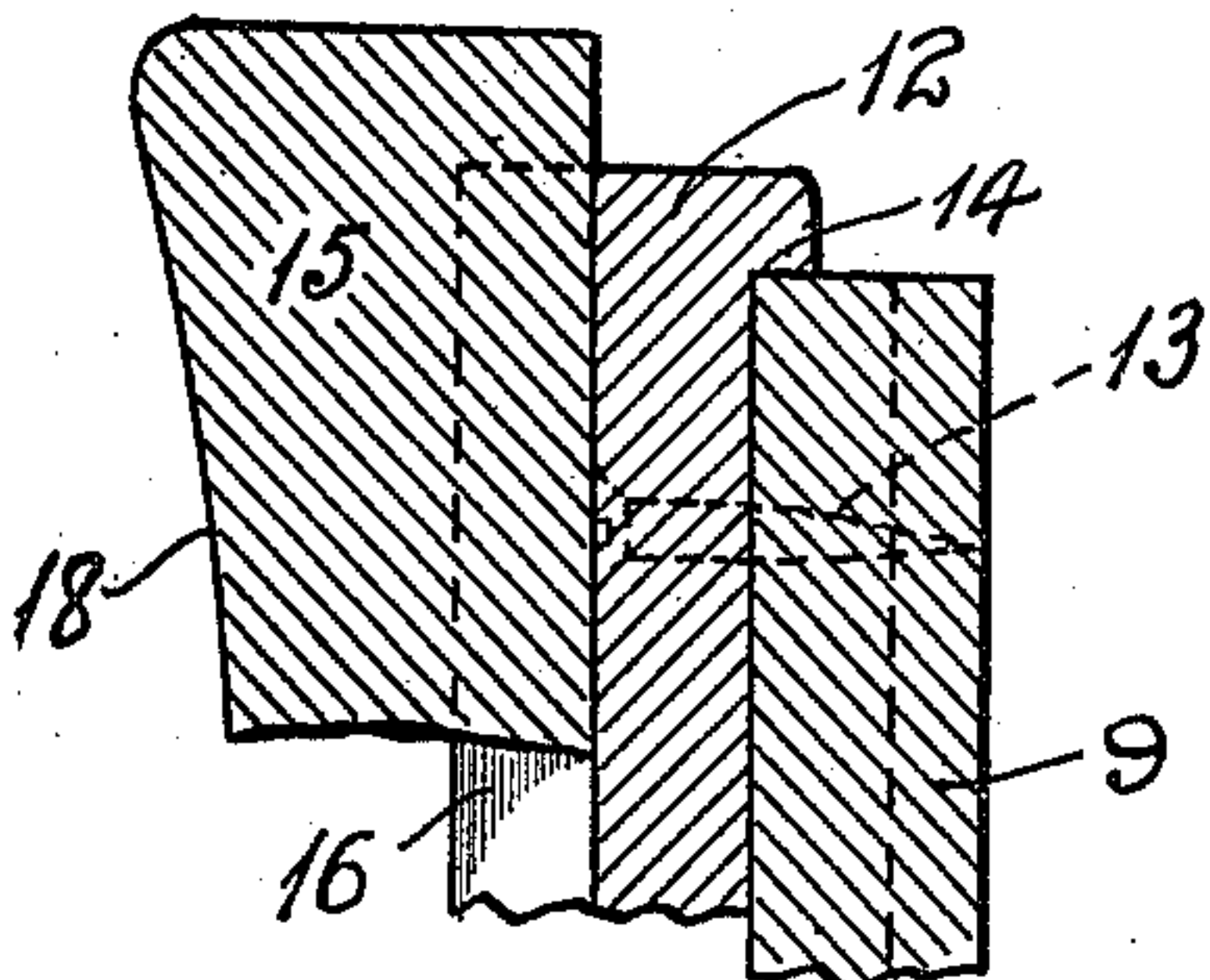


Fig. 3.



Witnesses.

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BRAKE.

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To all whom it may concern:

Be it known that I, JOSEPH E. WRIGHT, a citizen of the United States, residing at Lankershim, in the county of Los Angeles and State of California, have invented new and useful Improvements in Brakes, of which the following is a specification.

This invention relates to brakes, and it is particularly applicable in the construction of brakes for wagons or similar vehicles.

The object of the invention is to produce a brake having improved means for attaching the shoe and block in position so that the block when worn can be readily replaced without necessitating the removing of any bolts or other fastening devices.

In the annexed drawing which fully illustrates my invention, Figure 1 is a perspective showing the end of a brake beam and showing one of my brakes applied thereto. Fig. 2 is a horizontal section taken through the brake and showing a portion of the brake beam. Fig. 3 is a vertical section taken through the upper part of the brake about the line 3—3 of Fig. 2, certain parts being omitted or broken away.

Referring more particularly to the parts, 4 represents the brake beam which extends transversely of the vehicle so that its ends lie adjacent to the faces of the wheels. In applying my invention, on the vertical edge of the beam 4 which is disposed adjacent to the wheel I attach a socket 5, said socket being in the form of a plate, which tapers slightly toward its lower edge, the side edges of the plate being bent up so as to form inwardly inclining flanges 6. In this way the plate is made to present the form of a dovetail when viewed in plan or horizontal cross section. This plate is attached to the face of the beam by suitable screws 7 as shown in Fig. 2. The socket 5 affords means for holding a brake shoe 8, the body of which is in the form of a flat plate 9 of substantial thickness, and this plate 9 is formed on one face with a tapered tongue 10, which is of dovetail form and this tongue 10 is adapted to be received in socket 5 by inserting the same from above. The inclination of the side edges or faces 11 of the tongue 10 is the same as the flanges 6, so that the tongue fits neatly in the socket and will wedge itself securely in position when set in place from the upper side.

On the face of the brake shoe 8 opposite the tongue 10 a block holder or bracket 12 is

attached, said block holder being in the form of a heavy plate which is attached by fastening devices or screws 13 to the shoe 8, as indicated in Figs. 2 and 3. On its upper end the block holder 12 is provided with a lug or shoulder 14 which projects over the upper edge of the shoe 8 and assists in supporting the block holder, as will be readily understood from an inspection of Fig. 3.

On the face of the block holder 12 adjacent to the wheel brake, a block or wearing piece 15 is secured. This block 15 is of wedge or dovetail form, as shown, and tapers from its upper extremity toward its lower extremity, that is, it has its reduced end downward. The block holder 12 is provided on its side edges with flanges 16, which have undercut or inclined inner faces 17, which are adapted to receive the edges of the block as shown in Fig. 2. It will be seen that the block holder forms a tapered socket to receive the block. This block is inserted in position from above and will jam securely in the block holder, as will be readily understood. The inner face 18 of the block 15 is concave as shown, so as to fit the curvature of the face of the wheel to which the brake is applied. It should be understood that the brakes are applied to the forward side so that the direction of movement of the face of the wheel adjacent to the block is the same as that indicated by the arrow in Fig. 1, that is, the frictional force on the block tends to move the block downwardly. This of course tends to seat the block more securely in the block holder 12 and this downward force also acts upon the shoe 8 and tends to hold it more securely in the socket 5. When the block 15 becomes worn it can be readily removed by striking its lower end with a mallet or heavy object so as to drive the block upwardly out of the block holder.

With the construction described it will be evident there is no necessity for loosening any bolts or fastening devices whatever in removing and replacing the brake block.

Special attention is called to the lug or shoulder 14, which projects over the shoe 8. This shoulder imparts the thrust from the block holder to the shoe and relieves the fastening devices 13 of any strain; in this respect they simply operate to hold the faces of the shoe and the block holder together.

It will be evident that the brake shoes 8 can be removed from the beams when de-

sired with the same facility that the block 15 can be removed from the block holder.

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

A brake comprising a beam, a socket attached to the side of said beam, said socket being in the form of a plate tapering in width toward its lower edge and having 10 side flanges, a shoe in the form of a flat plate having a vertically disposed tapered tongue projecting therefrom, said tongue being received in said socket and retained by said flanges, a block holder seated against the 15 outer face of the said shoe and having a

shoulder projecting over the upper edge of said shoe, transverse fastening devices passing into said tongue and securing said block holder to said shoe, said block holder having a tapered socket on the outer side thereof, and a tapered block received in said block holder.

In witness that I claim the foregoing I have hereunto subscribed my name this 19th day of February, 1910.

J. E. WRIGHT.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
