Nov. 23, 1926. 1,608,466

J. B. WALKER

DEVICE FOR RELINING BRAKE BANDS

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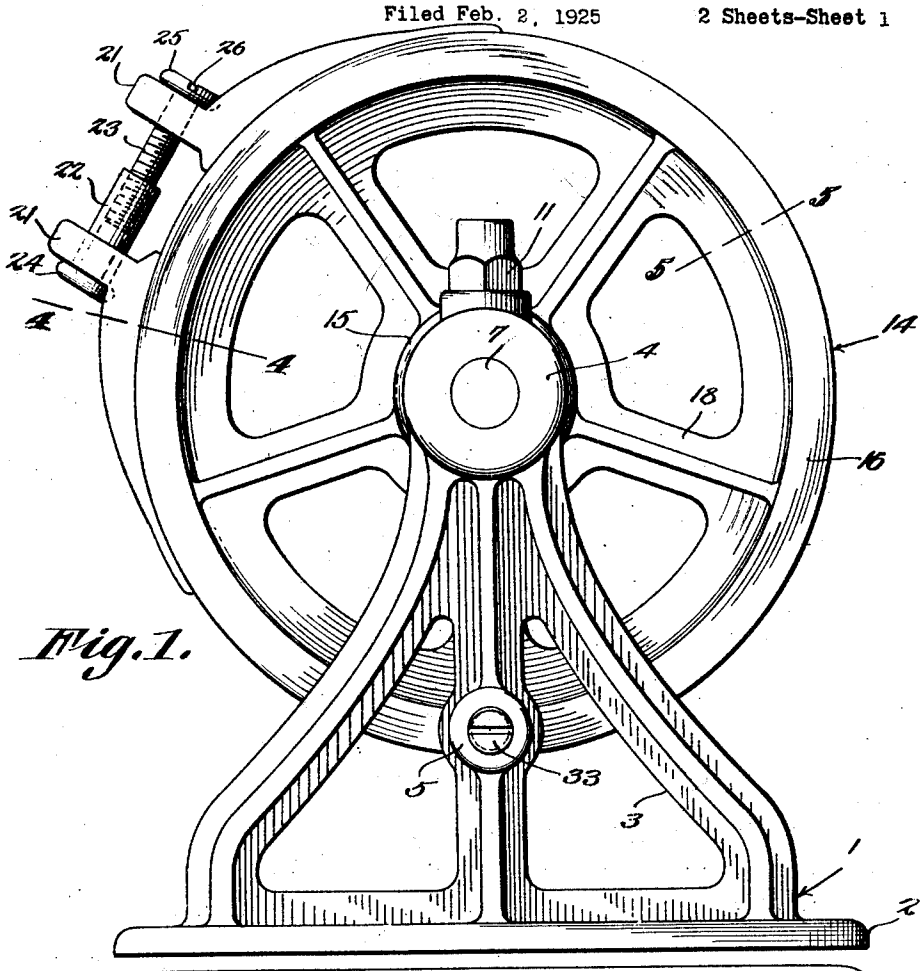


Fig. 1.

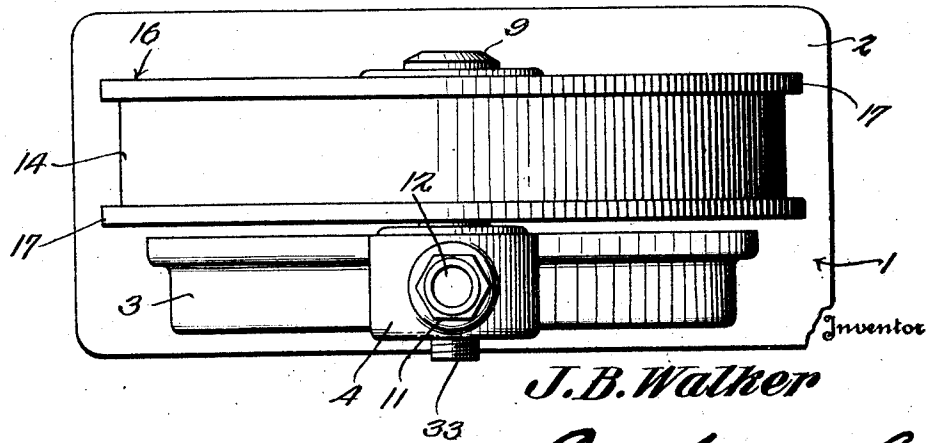


Fig. 2.

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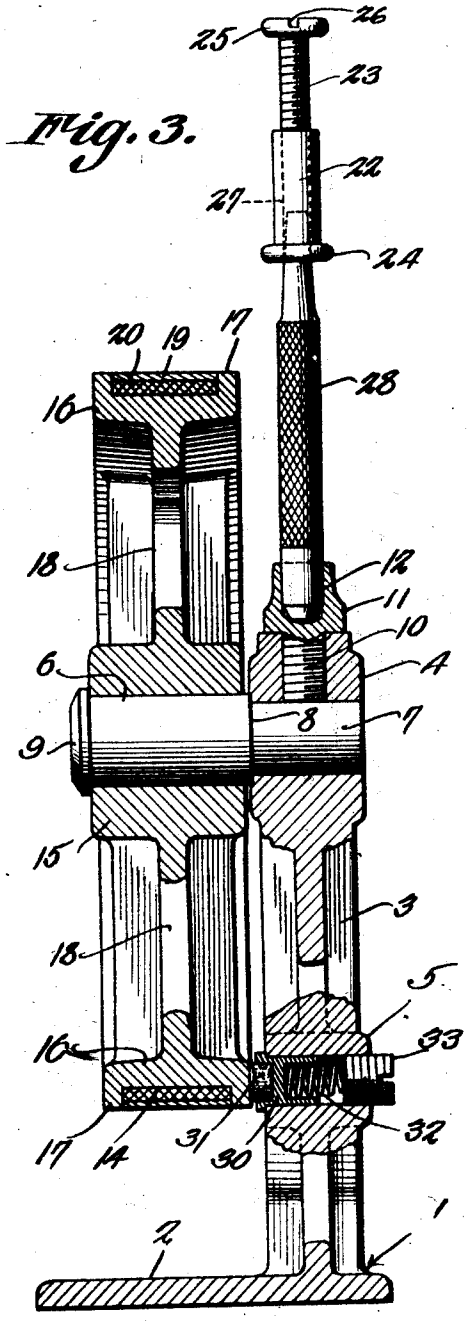
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Fig. 3.



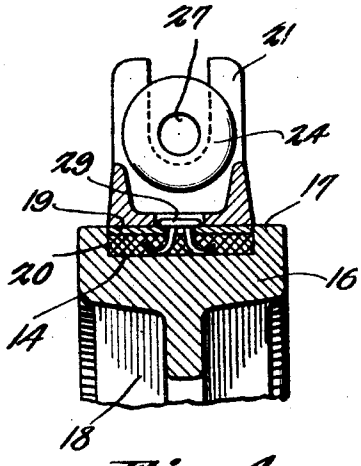


Fig. 4.

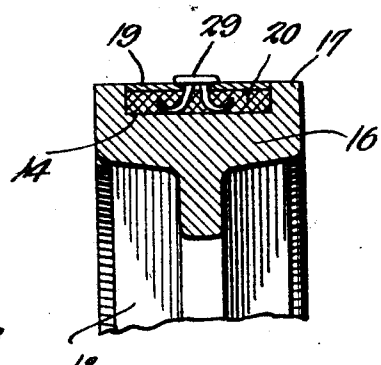


Fig. 5.

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UNITED STATES PATENT OFFICE.

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DEVICE FOR RELINING BRAKE BANDS.

Application filed February 2, 1925. Serial No. 6,423.

This invention aims to provide novel means whereby a lining may be riveted to the transmission band or to the brake band of a Ford car, upon a circular anvil of the same radius as that of the band when in use, to the end that the band will not be flattened during the riveting operation. Another object is to provide novel means for supporting the anvil for rotation, so that any part of the band may be brought into position to be riveted. Another object of the invention is to provide novel means for restraining the anvil against rotation, this result being desirable because the band changes the center of mass and tends to cause the anvil to turn, unless a brake for the anvil is provided, or unless the operator retains a hold on the anvil.

It is within the province of the disclosure to improve generally and to enhance the utility of device of that sort to which the invention appertains.

Although a preferred form of the invention has been shown, it will be understood that a mechanic, working within the scope of what is claimed, may make such changes as his skill may suggest, without departing from the spirit of the invention.

In the accompanying drawings:—

Figure 1 shows in side elevation, a device constructed in accordance with the invention; Figure 2 is a top plan; Figure 3 is a vertical section taken through the complete device; Figure 4 is a section taken about on the line 4—4 of Figure 1; and Figure 5 is a section taken about on the line 5—5 of Figure 1.

In carrying out the invention, there is provided a support 1, including a horizontal base plate 2, and a vertical standard 3 assembled with the base plate and located near to one edge of the base plate, as indicated in Figure 3. At its upper end, the standard 3 is supplied with a head 4. At a point between the head 4 and the base 2, the standard 3 has a transverse socket 5. The numeral 6 designates a horizontal shaft having a reduced end 7 mounted in the head 4 of the standard 3, the shaft having an intermediate shoulder 8 which engages one side of the part 4, the shaft being equipped at its outer end with an enlargement 9. A securing device, such as a screw 10, is mounted in the head 4 and engages the reduced end 7 of the shaft 6, to hold the shaft in place, as disclosed in Figure 3. The screw 10 has a turning head 11 provided in its upper end with a seat 12.

The device comprises a circular anvil 14, in the form of a wheel, embodying a hub 15, a rim 16 having side flanges 17 disposed parallel to each other, and spokes 18 connecting the hub with the rim. The hub 15 of the anvil 14 is mounted on the shaft 6 between the enlargement 9 of the shaft and head 4 of the standard 3. The anvil 14, thus, is supported for rotation on the standard 3, in a vertical plane, the shoulder 8 on the shaft 6 preventing the hub 15 of the anvil from being bound against the head 4.

The numeral 19 designates the transmission or brake band of a Ford car, with which a lining 20 is to be assembled, the band 19 having lugs 21. The band and the lining are placed about the rim 16 of the anvil 14, the flanges 17 causing the lining and the band to register properly with each other, as shown in Figures 4 and 5. A tightening device is provided, the same including a sleeve 22 into which a screw 23 is threaded, the sleeve having a head 24, and the screw 23 having a head 25 provided with a screw driver kerf 26. The tightening device is received in the lugs 21 of the band 19, the head 24 engaging one lug, and the head 25 engaging the other lug. A screw driver, applied to the kerf 26, may be used to cause the tightening device to draw the band 19 and the lining 20 closely about the rim 16 of the anvil 14, in a way which will be obvious from a glance at Figure 1. Then the rivets 29 may be driven home to connect the band 19 and the lining 20, the inner ends of the rivets being deflected by the rim 16 of the anvil, and being turned back into the lining 20, as clearly shown in Figures 4 and 5. A punch 28 may be used to seat any of the rivets 29 which (Fig. 4) may happen to be otherwise inaccessible.

Figure 1 shows that the lugs 21 so affect the center of mass as to tend to cause the anvil 14 to rotate. In order to hold the anvil releasably against rotation, so that the operator can conveniently drive the rivets 29, a friction brake is provided, the same including a slide 30 of tubular form, mounted in one end of the socket 5, the slide being provided in one end with a recess carrying a friction block 31 which bears against one edge of the rim 16, the other end of

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the slide being provided with a recess receiving one end of a compression spring 32, the opposite end of the compression spring abutting against an adjusting device, such as a screw 33, threaded into the outer portion of the socket 5. The punch 28 when mounted in the socketed head, as shown in Fig. 3, but with the tightening device 23 removed therefrom, constitutes a stationary anvil over which a band to be lined may be held if desired and the rivets successively upset thereagainst. When removed from the socketed head, the punch serves as an ordinary punch for upsetting rivets against the circular anvil 14.

When the occasion for the use of the device has passed, the punch 28 may be stood up endwise in the seat 12 of the screw 10, the upper end of the punch being received in a recess 27 fashioned in one end of the sleeve 22, the tightening device thus being mounted on the punch, as shown in Figure 3 of the drawings.

Having thus described the invention, what is claimed is:—

1. A band liner of the class described, comprising a vertically disposed footed support having a shaft bearing, said bearing presenting on its upper side a socketed head, a shaft set horizontally through said bearing and projecting beyond the plane of said support, a circular anvil mounted on the projecting end of said shaft in off-set parallel relation to the plane of said support and including a rim and an annular shoulder at either side of said rim, and a punch removably mounted in the socketed head of said support and when so mounted constituting a stationary anvil against which a band to be lined may be held for riveting and when removed from said socketed head constituting a punch for upsetting rivets against said circular anvil.

2. In a band liner of the class described, a support, a circular anvil rotatably mounted thereon, said support presenting a socketed head, and a punch removably mounted in said socketed head, and when so mounted constituting a stationary anvil against which a band to be lined may be held for riveting, and when removed from said socketed head constituting a punch for upsetting rivets against said circular anvil.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

JAMES B. WALKER.

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