

Friction Set for Railway Braking System

Field of the Invention

The present invention relates to railway rolling stock. More specifically, the invention relates to braking of railway rolling stock and in particular the friction sets for braking systems for railway rolling stock. It will be noted that according to the invention, any object configured for rolling on rails is within the scope of the invention. Thus, the present invention applies for example equally well to trains, tramways and metropolitan light rail.

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Description of Related Art

Railway rolling stock, such as a locomotive, coach or wagon, usually comprises a braking system. Disk brakes solutions are one among many possible solutions for braking. Thus, the braking system generally comprises a disk secured to a wheel or an axle of the railway rolling stock. The braking system further comprises a friction set which comprises a shoe holder which supports a friction shoe. The friction shoe usually comprises means for attachment to the shoe holder and a brake pad. When the driver actuates the braking system, the brake pad of the friction shoe comes into contact with the disk to exert a braking force on the disk. Thus, by friction, the friction shoe brakes the disk secured to the wheel or the axle. Generally, the railway rolling stock comprises two friction sets, arranged on either side of the disk so as to pinch, or in other words sandwich the disk, in order to compress it from both sides.

The brake pad of the friction shoe usually comprises a metal material, such as cast-iron, a frittered material or a composite material. Thus, when the brake pad of the friction shoe rubs against the disk, particles of material coming from the brake pad are released into the ambient atmosphere around the friction set. Thus, the braking system releases atmospheric pollution in the form of more or less fine particles.

It is therefore sought to capture the particles of material released during braking, in particular by providing a blower or aspiration device, supplied by a pump, near a zone of release of particles coming from the brake pad of the friction shoe.

However, these devices operate in an open space. In fact, the zone of release of particles coming from braking, specifically the brake pad, is not confined. This is why, the yield or effectiveness of the blower or aspiration device is relatively low. Further, it is difficult to incorporate these devices in the architecture of the railway rolling stock.

Subject Matter of the Invention

The goal of the invention is to provide a friction set with which to more effectively capture the particles released by the brake pad and the friction shoe during the braking cycle and which is easily incorporated in the architecture of the railway rolling stock.

Summary

To do this, according to a first aspect of the present disclosure, a friction set for a railway disk brake system for railway rolling stock with one or two directions of movement is provided where said friction set is characterized in that it comprises:

- a shoe holder comprising a receiving slideway;
- a friction shoe comprising a brake pad and a profiled shape configured for being slid into the receiving slideway, where the friction shoe comprises a pneumatic conduit connecting a first space delimited by a first surface of the friction shoe to a second space delimited by a second opposite surface the friction shoe;
- at least one through hole arranged in the shoe holder and laid out so as to be facing the pneumatic conduit; and
- a pneumatic junction ring laid out in the pneumatic conduit forming a pneumatic guide between the through hole of the shoe holder and the pneumatic conduit of the friction shoe.

Thus, the friction shoe comprises a pneumatic conduit which forms, with the through hole arranged in the shoe holder, a pneumatic circuit with which to aspirate the particles released, by the brake pad of the friction shoe, during braking. Further, the pneumatic junction ring serves to guide the particles coming from braking from the pneumatic conduit of the friction shoe to the through hole of the shoe holder. The pneumatic junction ring therefore serves to limit possible leaks out of the pneumatic circuit. In particular, the junction ring serves to limit the quantity of particles coming from braking which slide in an interstice located between the friction shoe and the shoe holder. The friction set according to the invention therefore serves to aspirate a larger quantity of particles coming from braking for the same aspiration force. It is therefore more effective. The friction set according to the invention therefore serves to simply lay out a pneumatic circuit for removing the particles from braking.

Further, in various examples of the invention, use can also be made of one and/or another of the following provisions:

- the profiled shape is a dovetail;
- the pneumatic junction ring comprises a flange resting on a bottom of the receiving slideway and a portion which preferably has a conical shape; with this arrangement the pneumatic guide can be shaped simply;
- 5 - more generally it will be noted that the portion can have any type of shape and can in particular have an arbitrary shape;
- the conical portion is cylindrical;
- the conical portion has a height equivalent to a height of the dovetail profiled shape; with this configuration, the particles coming from braking can be effectively
- 10 guided from the pneumatic conduit of the friction shoe towards the through hole of the shoe holder;
- the receiving slideway of the shoe holder is blind, specifically with one closed end and one open end forming an opening for the extraction and insertion of the friction shoe, where the friction set further comprises a removable member for locking the
- 15 friction shoe in the receiving slideway; thus, the friction shoe can be easily replaced if necessary; the maintenance of the friction set is therefore easier;
- the friction shoe is shaped by a first member and a second member configured for being slid in the receiving slideway until contact of each other in an area of butting of the first and second members while leaving a passage therebetween so as to form the
- 20 pneumatic conduit;
- the first and second members each form one half of the friction shoe; the passage left at the interface of the two friction shoes is formed in a central part of the zone of release of particles released during braking; the aspiration of the particles released during braking is therefore done in the same way regardless of the travel direction of the
- 25 railway rolling stock; the pneumatic behavior for removal of the particles released during braking is consequently simpler to model;
- the first and second members are juxtaposed in a direction tangential to a braking disk of the railway rolling stock;
- the passage left at the interface of the first and second members is arranged in an
- 30 intermediate part of the butting zone; it involves a simple fitting;
- the butting zone is substantially defined as a butting plane; the first and second members have similar lengths in a longitudinal direction of the shoe holder, and the through hole has a center defining an axis separated from the butting plane by less than 5 mm or coincident with the butting plane; the aerodynamic behavior of the friction set is
- 35 therefore symmetric, which is advantageous since the railway rolling stock has two

directions of motion;

- the friction set comprises a pneumatic connector mounted on the shoe holder, pneumatically connected with the through hole and extending away from the friction shoe; the pneumatic connector serves to direct the particles coming from the pneumatic
5 circuit formed by the conduit of the friction shoe and the through hole arranged in the shoe holder to a collection member which has a filter;

- the pneumatic connector is rotationally mobile relative to the shoe holder, around an axis normal to a main plane of the shoe holder; the friction set can therefore be easily incorporated in a braking system of the railway rolling stock; further, this mounting
10 tolerates relative movements substantial amplitude;

- the friction set comprises a hose pneumatically connected with the through hole and extending away from the friction shoe;

- the friction set comprises a pump connected, directly or not, to the hose and configured for creating reduced pressure in the through hole; the friction set therefore
15 serves to aspirate the particles coming from braking, through the pneumatic circuit formed by the pneumatic conduit of the friction shoe and the through hole arranged in the shoe holder.

According to a second aspect of the present disclosure, a railway disk brake
20 system can also be provided for railway rolling stock with one or two directions of movement comprising a disk secured to an axle or a wheel and two friction sets as previously described in the first aspect and arranged on either side of the disk.

Also according to an example of the present disclosure, a friction set for a
25 railway disk brake system for railway rolling stock with one or two directions of movement is provided where said friction set is characterized in that it comprises:

- a shoe holder comprising a receiving slideway;
- a friction shoe comprising a brake pad and a profiled shape configured for being slid into the receiving slideway, where the friction shoe comprises a pneumatic conduit
30 connecting a first space delimited by a first surface of the friction shoe to a second space delimited by a second opposite surface the friction shoe;
- at least one through hole arranged in the shoe holder and laid out so as to be facing the pneumatic conduit; and

A pneumatic connector mounted on the shoe holder, pneumatically connected with the
35 through hole and extending away from the friction shoe and rotationally mobile relative to the shoe holder, around an axis normal to a main plane of the shoe holder.

Thus, the particles released during braking can reach the pneumatic conduit of the friction shoe, and then the through hole arranged in the shoe holder. Next, they reach the pneumatic connector. Thus, by connecting the pneumatic connector, for example by
 5 means of a hose, to a system for recovery of braking particles, it is possible to connect these two. Further, since the pneumatic connector is rotationally mobile around the axis normal to a main plane of the shoe holder, it is possible to easily arrange it within the railway rolling stock.

10 Further, in various examples of the present disclosure, use can also be made of one and/or another of the following provisions:

- the profiled shape is a dovetail;
- the friction set comprises a hose pneumatically connected with the pneumatic connector and extending away from the friction shoe;
- 15 - the friction set comprises a pump connected, directly or indirectly, to the hose and configured for creating reduced pressure in the through hole;
- the receiving slideway of the shoe holder is blind, specifically with one closed end and one open end forming an opening for the extraction and insertion of the friction shoe, where the friction set further comprises a removable member for locking the
- 20 friction shoe in the receiving slideway;
- the friction shoe comprises a first member and a second member configured for being slid in the receiving slideway until contact of each other in an area of butting of the first and second members while leaving a passage therebetween so as to form the pneumatic conduit;
- 25 - the first and second members each form one half of the friction shoe;
- the friction shoe can also be single piece;
- the first and second members are juxtaposed in a direction tangential to a braking disk of the railway rolling stock;
- the passage left at the interface of the first and second members is arranged in
- 30 an intermediate part of the butting zone;
- the butting zone is substantially defined as a butting plane, the first and second members have similar lengths in a longitudinal direction of the shoe holder, and the through hole has a center defining an axis separated from the butting plane by at least 5 mm or coincident with the butting plane;
- 35 - the friction set comprises a pneumatic junction ring laid out in the pneumatic conduit forming a pneumatic guide between the through hole of the shoe holder and the

pneumatic conduit;

- the pneumatic junction ring comprises a flange resting on a bottom of the receiving slideway and a cylindrical portion;

5 - the cylindrical portion has a height equivalent to a height of the dovetail profiled shape.

According to an example of the present disclosure, a railway disk brake system can finally be provided for railway rolling stock with two directions of movement comprising a disk secured to an axle or a wheel and two friction sets as previously
10 described and arranged on either side of the disk.

It will further be noted that features of the friction set comprising the junction ring and the friction set comprising the pneumatic connector can of course be combined.

15 Brief Description of the Drawings

As a nonlimiting example, four embodiments of the invention are now going to be described with the help of the following figures:

- Figure 1 is a perspective view of a railway disk brake system according to the invention.
- 20 - Figure 2 is a perspective view of two friction sets according to the invention;
- Figure 3 is a section view of the friction set along a plane normal to a longitudinal axis of the friction shoe;
- Figure 4 is a top view of the friction set;
- Figure 5 is an exploded top view of the friction set;
- 25 - Figure 6 is a perspective view of a pneumatic junction ring according to the invention.
- Figure 7 is a section view of a friction set, according to a second embodiment of the invention, along a plane normal to a longitudinal axis of a friction shoe;
- Figure 8 is a top view of the friction set, according to this second embodiment;
- 30 - Figure 9 is a section view of a friction shoe of the friction set according to the second embodiment along a plane normal to a longitudinal axis of the friction shoe;
- Figure 10 is a section view of a friction set, according to a third embodiment of the invention, along a plane normal to a longitudinal axis of a friction shoe; and
- 35 - Figure 11 is a top view of a friction set according to a fourth embodiment of the invention.

Detailed Description of Four Embodiments of the Invention

Figure 1 shows a portion of railway rolling stock 10 comprising a railway disk brake system 12 according to the invention. In this embodiment, the railway rolling stock 10 is a train. It will just the same be noted that the invention can be implemented in any type of railway rolling stock 10. It can therefore be metropolitan light rail or even a tramway. Similarly, the railway rolling stock 10 can be a locomotive or coach.

The railway rolling stock 10 comprises an axle 14 which comprises a main axis A1, a disk DK and a wheel 18. The wheel 18 is arranged on a rail 20 relative to which it can move by rotation around the axis A1. The axle 14, the disk DK and the wheel 18 are secured such that the axle 14 is able to transmit a rotational movement, around the main axis A1, to the disk DK and to the wheel 18. The railway rolling stock 10 has two directions of movement. The wheel 18 can therefore move on the rail 20 in two opposite directions relative to each other (see S1, S2 on Figure 2).

Further, the railway disk brake system 12 is able to exert pressure on the disk DK and to do so in order to brake the rotation of the wheel 18 around the main axis A1 and therefore consequently brake a movement of the railway rolling stock 10 on the rails 20. To do this, the railway disk brake system 12 comprises two friction sets 16 arranged on either side of the disk DK. These two friction sets 16 can be actuated by a hydraulic or pneumatic actuator so as to exert a symmetric braking force on the disk DK. Figure 2 in particular shows the disposition of the two friction sets 16 on either side of the disk DK shown in dash-dot lines.

Thus, as shown in Figures 2 to 4 in particular, each friction set 16 of the railway disk brake system 12 has a longitudinal axis Z2 shown in Figure 1, which is coincident with a tangential direction T of the disk DK, and comprises a shoe holder 3 which supports a friction shoe 22. The friction shoe 22 is intended to enter into direct contact with the disk DK.

Further, as shown in Figures 3 and 4, each friction assembly 16 comprises a transverse axis X and an axis called vertical Y, where Y is normal to the friction plane (Y is normal to the friction plane).

The shoe holder 3 comprises, at the upper longitudinal end thereof as seen in Figure 2, means for attachment 24 to a body of the railway rolling stock 10. These attachment means 24 are in the form of two through holes, arranged across from each other, thus forming a respective axis X1, X2 for receiving a complementary attachment means borne by the body of the railway rolling stock 10. The axes X1, X2 are normal to

the axis A1 and the axis Z2. The axes X1, X2 are substantially parallel to the direction of movement of the railway rolling stock on the rails in the example shown.

Further, the shoe holder 3 comprises a receiving slideway 4 which extends longitudinally the length of the shoe holder 3 and which serves to receive the friction shoe 22. As noted in Figure 5, the receiving slideway 4 is blind. That way, it comprises one closed end 41 and one open end 40. The function of this open end 40 is to form an opening for extraction and insertion of the friction shoe 22. In order to position the friction shoe 22 in the receiving slideway 4, the shoe holder 3 further comprises a movable locking member 19 which takes the shape of a slender member 19 and which is substantially normal to the receiving slideway 4 so as to obstruct the open end 40 of the receiving slideway 4. The movable locking member 19 can be secured to the shoe holder 3 to trap the friction shoe 22 in the receiving slideway 4. The movable locking member 19 can be seen as a robust pin one of the branches of which comes to be housed in a complementary recessed groove arranged in the shoe holder 3.

Additionally, the shoe holder 3 comprises a through hole 38 arranged substantially in the center of the receiving slideway 4. The through hole 38 has a center which defines a main axis A8 parallel to the vertical axis Y of the friction set 16. This main axis A8 is further normal to a main plane XY of the shoe holder 3. This axis is also normal to a main plane of the through hole 38.

As can be seen in Figure 3, the friction shoe 22 comprises a brake pad 7 whose function is to come into contact with the disk DK. Thus, the friction shoe comprises a first surface 71 intended to enter into direct contact with the disk DK. The friction shoe 22 also comprises a dovetail profiled shape 6 which expands going away from the brake pad. Here, the profiled shape is a dovetail profiled shape 6, which means that it has a trapezoidal shape section and is further complementary to a profile of the receiving slideway 4 of the shoe holder 3. Thus, the dovetail profiled shape 6 is configured for being slid into the receiving slideway 4 of the shoe holder 3. Thus, the friction shoe 3 comprises a second surface 72, opposite the first surface 71, which is in direct contact with the bottom of the shoe holder 3. It will further be noted that according to the invention, the profiled shape can have a quadrilateral shaped section. More generally, the profiled shape can have a section which has any kind of shape.

The dovetail profiled shape 6 comprises in the example shown a longitudinal groove 68 which extends the full length of the dovetail profiled shape 6. The dovetail profiled shape 6 can be obtained from an extruded metal profiled shape cut to the needed length. The material used can be stainless steel or a high performance aluminum

alloy.

Further, as notably shown in Figure 4, the friction shoe 22 comprises a first member 1 and a second member 2 which each form one half of the friction shoe 22. More generally, they at least have similar lengths along the longitudinal axis Z2. They are configured to be slid, one after the other, in the receiving slideway 4. They are thus juxtaposed, in contact with each other, in the tangential direction T, shown in Figure 5, of the disk DK as can be seen by superimposing Figures 1 and 5. The contact between the first 1 and second 2 members is made near a butting zone which is, as shown in Figure 4, a butting plane P.

Further, as shown in Figure 5, the first member 1 comprises, at the longitudinal end thereof facing the second member 2, a semicircular shaped recess 11 when it is seen from above and which extends over the entire thickness of the first member 1. Similarly, the second member 2 comprises, at the longitudinal end thereof facing the first member 1, a semicircular shaped recess 12 whose dimensions are identical to those of the recess 11 of the first member. Thus, in the area of the butting plane P between the first 1 and second 2 members, they leave a passage formed by the two recesses 11, 12 respectively of the first 1 and second 2 members. This passage is arranged in an intermediate part of the butting plane P, specifically in the middle along the transverse direction X. As shown in Figure 3, this passage forms a pneumatic conduit 9 which makes a fluid connection between a first space E1 which is delimited by the surface 71 of the friction shoe 22 and a second space E2 which is delimited by the second surface 72 of the friction shoe 22. The through hole 38 provided in the shoe holder 3 is positioned opposite the pneumatic conduit 9. The main axis A8 of the through hole 38 lies in the butting plane P. More generally, the axis A8 of the through hole 38 is coincident with the butting plane P or else separated, or at a distance, from the butting plane of less than 5 mm. Thus, the through hole 38 and the pneumatic conduit 9 form a continuous pneumatic circuit.

The friction set 16 also comprises a pneumatic junction ring 8 shown in particular in Figure 6. The pneumatic junction ring 8 comprises a flange 81 which extends in an annulus transversely to the axis A8. From the interior of this flange 81 extends a conical portion, which is here a cylindrical portion 82. It will be further noted that the portion can have any kind of shape and in particular an arbitrary shape. As indicated on Figure 3, the pneumatic junction ring 8 is positioned in the pneumatic conduit 9 such that the flange 81 rests on the bottom of the receiving slideway 4. The flange 81 is in direct contact with the surface 72 of the friction shoe 22. The cylindrical

portion 82 of the pneumatic junction ring 8 extends in the inner walls of the pneumatic conduit 9 formed by the recesses 11 and 12 of the first 1 and second 2 members made without play, meaning without pneumatic leak. Further, as shown in Figure 3, a height of the cylindrical portion 82 is equivalent to a height of the dovetail profiled shape 6 of the friction shoe 22. It will further be noted that the height of the cylindrical portion 82 is equivalent to a height of the longitudinal groove 68.

That way, the pneumatic junction ring 8 forms a pneumatic guide between the through hole 38 of the shoe holder 3 and the pneumatic conduit 9 of the friction shoe 22. In fact, a large portion of the airflow entering into the pneumatic conduit 9 from the space E1 and directed vertically downward is only able to reach the through hole 38. In fact, the pneumatic junction ring 8 limits leaks along the direction X in the interstices located between the surface 72 of the friction shoe 22 and the bottom of the receiving slideway 4 in direct contact with the surface 72 and also by the longitudinal grooves 68 of the dovetail profiled shape.

The friction set 16 further comprises a first connector 42 arranged inside the through hole 38 of the shoe holder 3. This first connector 42 comprises a first member 44 attached to a second member 46. This attachment can in particular be an attachment by screwing or clipping. The first member 44 extends, by being away from the friction shoe 22, partially beyond the through hole 38, whereas the second member 46 is arranged in the through hole 38. The friction set 16 also comprises a flexible hose 50 which is connected to the first connector 42. To do this, the flexible hose 50 is connected to the first member 44 of the first connector 42. Thus, the flexible hose 50 extends away from the friction shoe 22. It will also be noted that according to a variant, the first connector 42 can be formed as a single unit. In this case, the first member 44 and the second member 46 are jointly made.

In that way, the friction set 16 comprises a pneumatic circuit comprising the pneumatic conduit 9, the pneumatic junction ring 8, the first connector 42 and the flexible hose 50. The flexible hose 50 is advantageously connected to a recovery tank for particles coming from braking. Further, the friction set 16 comprises a pump able to create a reduced pressure in the pneumatic circuit mentioned above and in particular in the through hole 38 and a filtering element for trapping the aspirated particles.

A recovery of the particles coming from braking of the railway rolling stock 10 is now going to be described.

When the railway disk brake system 12 is actuated, the actuator is urged such that the brake pads 7 of the friction shoes 22 respectively of the two friction sets 16 enter into direct contact with the disk DK. Consequently, because of the friction between the disk DK which is rotating and the brake pad 7, particles coming from
5 braking are released by the brake pads 7 into the space E1.

Simultaneously, a reduced pressure is created in the pneumatic circuit formed by the pneumatic conduit 9, the pneumatic junction ring 8, the first connector 42 and the flexible hose 50.

The reduced pressure can be created by a pump, for example a vacuum pump, or
10 Venturi system near the braking system or at a distance therefrom.

Thus, the particles coming from braking, initially in the space E1, reach the pneumatic conduit 9. Next, they reach the pneumatic junction ring 8, the first connector 42 and the flexible hose 50 for reaching the tank for recovery of braking particles. As previously indicated, the pneumatic junction ring 8 prevents braking particles from
15 reaching the interstices arranged between the surface 72 of the friction shoe 22 and the bottom of the receiving slideway 4 in direct contact with the surface 72. A significant quantity of particles coming from braking are thus recovered. The friction set according to the invention is therefore less polluting.

20 Three other embodiments of the invention are now going to be described with the help of Figures 7 to 11. Only the differences from the first embodiment are going to be covered explicitly. The numeric references for identical objects remain unchanged.

According to the second embodiment shown in Figures 7 to 9, the dovetail
25 profile structure 6 of the brake pad 7 does not comprise the longitudinal groove 68 shown in Figure 3.

According to a third embodiment shown in Figure 10, the friction shoe 22 can be unitary.

A friction set 16 according to a fourth embodiment of the invention is shown in
30 Figure 11. The friction set 16 comprises a pneumatic connector 5 mounted on the first member 44 of the first connector 42. The positioning of the pneumatic connector 5 relative to the first member 44 is done by screwing or clipping. Thus, the pneumatic connector 5 is mounted on the shoe holder 3 and extends away from the friction shoe 7.

The pneumatic connector 5 is therefore pneumatically connected with both the
35 through hole 38 arranged in the shoe holder 3 and also the flexible hose 50. The flexible hose 50 extends away from the friction shoe 22 relative to the pneumatic connector 5.

Further, the pneumatic connector 5 is rotatable relative to the shoe holder 3 and to the friction shoe 22 around the axis A8 which is, as indicated above, normal to the main plane XY of the shoe holder 3 as shown by the arrow placed near the pneumatic connector 5.

5 Thus, the pneumatic connector 5 is more easily incorporated in the architecture of the railway rolling stock 10. In fact, it allows orienting the flexible hose 50 relative to the axis A8.

10 It will be noted that the features of the various embodiments of the invention can be combined, in so far as they are not mutually incompatible.

 Further, many modifications can of course be made to the invention without going out of the scope thereof.

 Notably, the friction shoe 22 can comprise several members 1, 2. For example, the friction shoe 22 can comprise three or four members 1, 2.

15 Similarly, the shoe holder 3 can be non-unitary and comprise several distinct members.

 The shoe holder 3 can comprise at least two through holes 38.

CLAIMS

1. A friction set for a railway disk brake system for railway rolling stock with one or two directions of movement is provided where said friction set is characterized in that it comprises:
- a shoe holder comprising a receiving slideway;
 - a friction shoe comprising a brake pad and a profiled shape configured for being slid into the receiving slideway, where the friction shoe comprises a pneumatic conduit connecting a first space delimited by a first surface of the friction shoe to a second space delimited by a second opposite surface the friction shoe;
 - at least one through hole arranged in the shoe holder and laid out so as to be facing the pneumatic conduit; and
 - a pneumatic junction ring laid out in the pneumatic conduit forming a pneumatic guide between the through hole of the shoe holder and the pneumatic conduit of the friction shoe.
2. The friction set according to the preceding claims, wherein the pneumatic junction ring comprises a flange resting on a bottom of the receiving slideway and a portion which preferably has a conical shape.
3. The friction set according to the preceding claims, wherein the portion has the conical shape and has a height equivalent to a height of the profiled shape.
4. The friction set according to any one of the preceding claims, wherein the receiving slideway of the shoe holder is blind, specifically with one closed end and one open end forming an opening for the extraction and insertion of the friction shoe, where the friction set further comprises a removable member for locking the friction shoe in the receiving slideway.
5. The friction set according to any one of the preceding claims, wherein the friction shoe comprises a first member and a second member configured for being slid in the receiving slideway until contact of each other in an area of butting of the first and second members while leaving a passage therebetween so as to form the pneumatic conduit.
6. The friction set according to any one of the preceding claims, wherein the first and

second members each form one half of the friction shoe.

7. The friction set according to any one of claims 5 and 6, wherein the first and second members are juxtaposed in a direction tangential to a braking disk of the railway rolling
5 stock.

8. The friction set according to any one of the preceding claims, wherein the passage left at the interface of the first and second members is arranged in an intermediate part of the
10 butting zone.

9. The friction set according to any one of claims 5 to 8, wherein the butting zone is substantially defined as a butting plane, the first and second members have similar lengths in a longitudinal direction of the shoe holder, and the through hole has a center defining an axis coincident with the butting plane.

15 10. A railway disk brake system for railway rolling stock with one or two directions of movement comprising a disk secured to an axle or a wheel and two friction sets according to any one of the preceding claims arranged on either side of the disk.