

The utility model relates to brake shoes for freight rail vehicles which form a friction pair with a tread of a rail wheel. The claimed utility model addresses the problem of providing operational durability of a shoe not only in an initial state, but also in a state of wear close to a maximum permissible value. The present brake shoe for a rail vehicle includes a composite friction element, into a rear part of which is embedded a wire frame. The wire frame is made of interconnected frames having a closed part and an open part. The open parts of the frames are disposed on the half of the wire frame on the same side as the inner lateral surface of the shoe, and terminal elements of the wire are directed toward the inner lateral surface of the shoe.