

(No Model.)

J. H. PITARD.

BRAKE SHOE.

No. 318,203.

Patented May 19, 1885.

Fig. 1.

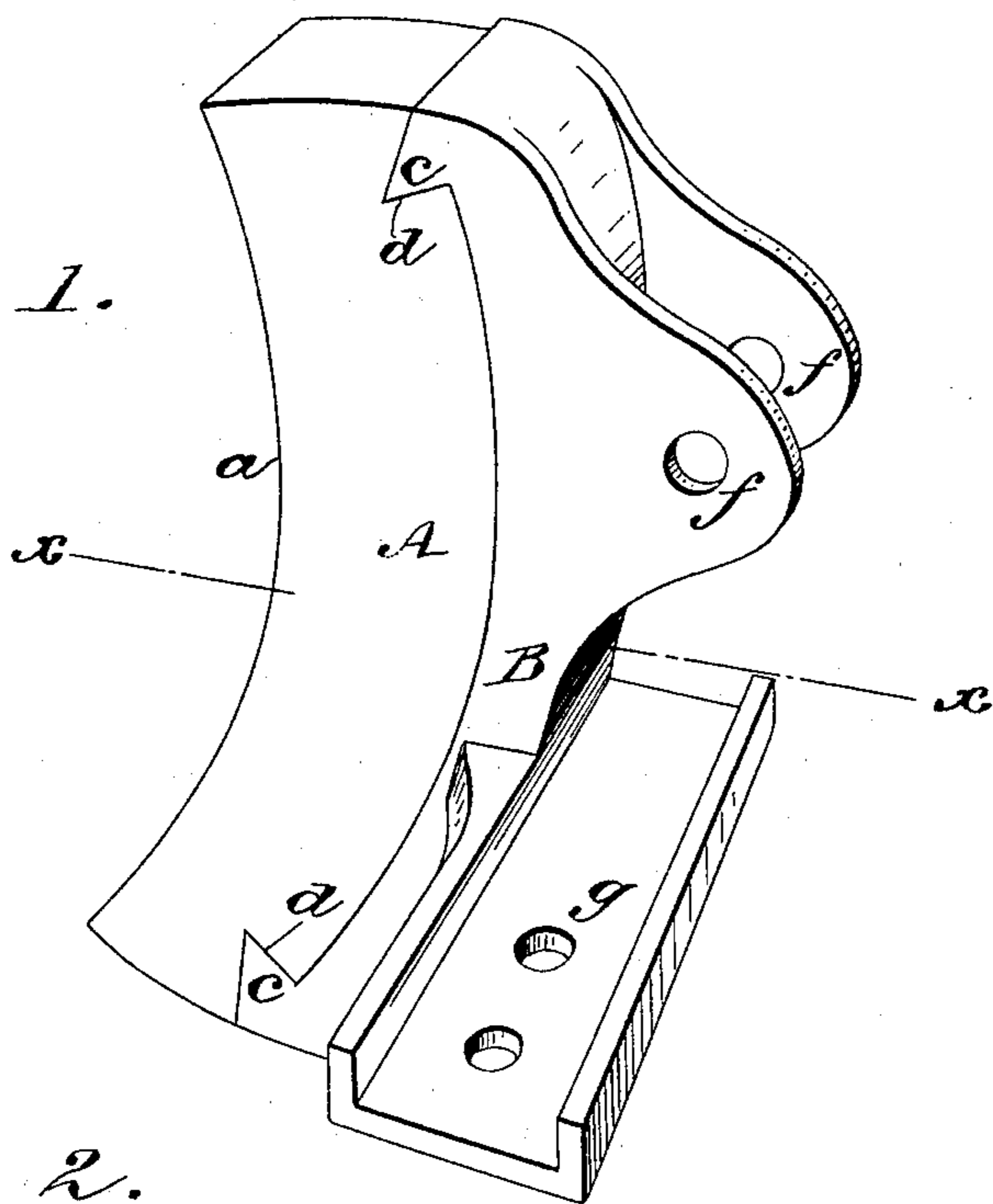
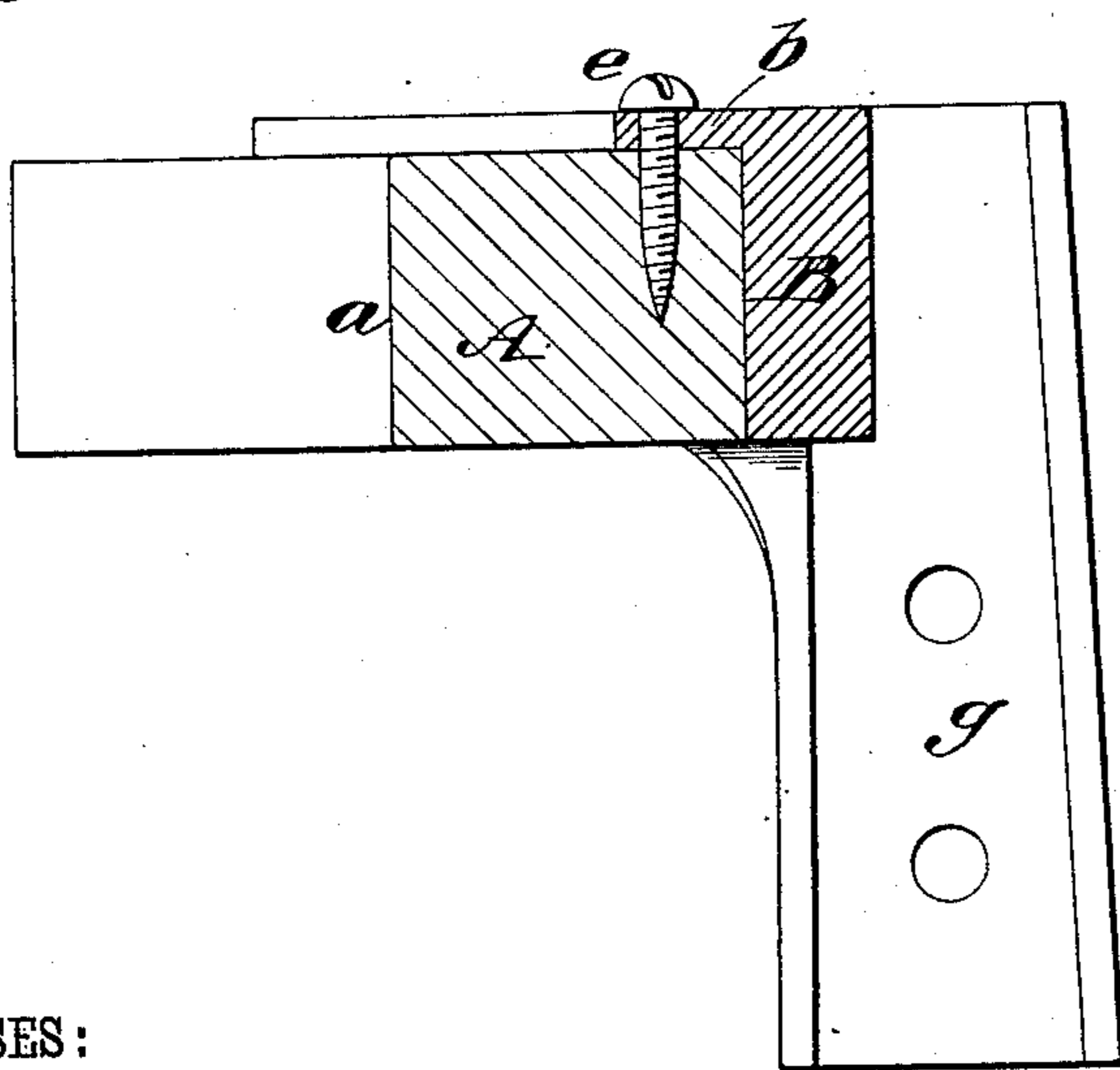


Fig. 2.



WITNESSES:

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JOHN H. PITARD, OF MOBILE, ALABAMA, ASSIGNOR TO HIMSELF AND
MYER I. GOLDSMITH, OF SAME PLACE.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 318,203, dated May 19, 1885.

Application filed April 8, 1885. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. PITARD, of the city and county of Mobile, and State of Alabama, have invented a new and useful Improvement in Brake-Shoes, of which the following is a full, clear, and exact description.

This invention has more particularly reference to brake-shoes for street-cars in which small iron brake-bars are used; and it further relates to brake-shoes in which the rubber or friction block, made of any suitable material, but preferably of wood sawed out lengthwise across the grain to secure greater durability, is backed and clamped by a metallic head; and the invention consists in a novel construction of such a shoe, whereby the friction block or rubber may be removed and replaced by another when worn without removing the head from the brake-bar, and is securely held in place and prevented from splitting when made of wood, as described, without having resort to any complicated sectional construction of the shoe or more parts than the two above named.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 represents a view in perspective of a brake-shoe embodying my invention, and Fig. 2 a transverse section on the line *x x* in Fig. 1.

A indicates the rubber or friction block of the shoe, having the usual concave rubbing-surface, *a*, and preferably made of wood incased in part by a metallic head or backing, as not only being cheaper than a shoe made wholly of metal, but as presenting a better friction grip or hold on the wheel, and as not wearing out the wheel as does an iron shoe, thereby reducing cost of the wheels. The rubber,

too, when made of wood, may readily be replaced at but a small expense, and when sawed out lengthwise across the grain its durability will be greatly increased, and the same, if made of live oak, be very lasting.

B is the metallic head or backing, which is of arched form, corresponding to the convex shape of the back of the block A, and is formed with a single side flange, *b*, and opposite hook or tooth-shaped ends, *c c*, that enter similarly-shaped recesses, *d d*, made in the ends of the block. This construction of the metal head and block or rubber carried by it is not only a cheap and simple one, but the block, when cut lengthwise from wood across the grain, will be securely held from splitting, and the block or rubber, only being bound on one of its sides by the metal head, may be readily removed on taking out a fastening or holding screw, *e*, and be replaced by another without removing the head or whole shoe from the brake-bar.

The entire shoe may be carried by the usual hangers by or from ears or side jaw-pieces, *f*, and may have the brake-bar connected with it, to operate it either by said bar fitting a square hole in the shoe, as customary, or by attaching it to the brake-bar by an attached arm or lug, *g*.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

The metal head or backing B of the shoe, provided with a single side flange, *b*, and having hook or tooth-shaped opposite ends, *c c*, in combination with the rubber or friction block A, having recesses *d d* arranged to receive the hook or tooth-shaped ends *c c* within them, substantially as shown and described.

JOHN H. PITARD.

Witnesses:

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W. E. BROWN.