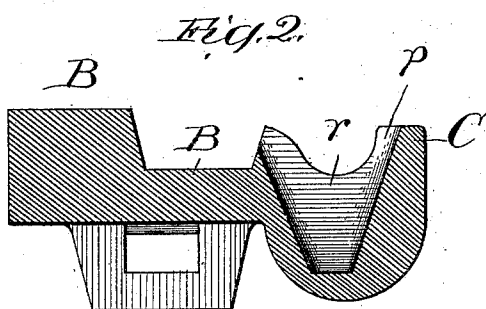
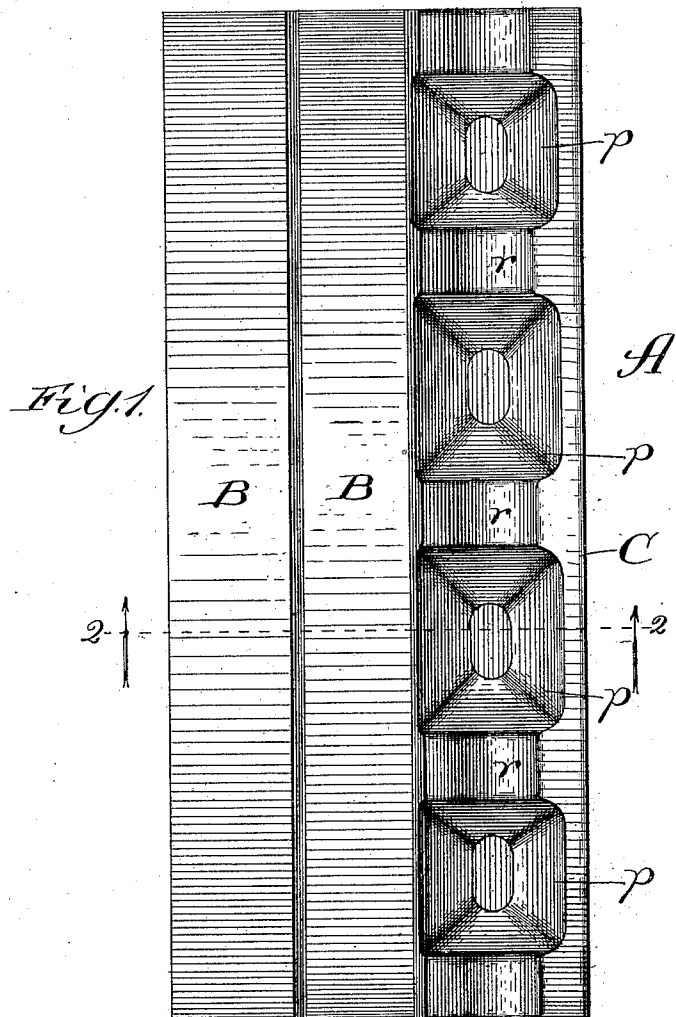


(No Model.)

W. D. SARGENT.
BRAKE SHOE.

No. 468,581.

Patented Feb. 9, 1892.



Witnesses:
Chas. C. Gaylord
Clifford M. White

Inventor:
William D. Sargent
By *Dyrenfath & Dyrenfath*
Attys

UNITED STATES PATENT OFFICE.

WILLIAM D. SARGENT, OF EVANSTON, ASSIGNOR TO THE CONGDON BRAKE SHOE COMPANY, OF CHICAGO, ILLINOIS.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 468,581, dated February 9, 1892.

Application filed August 10, 1891. Serial No. 402,253. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM D. SARGENT, a citizen of the United States, residing at Evanston, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Brake-Shoes, of which the following is a specification.

My invention relates to an improvement in the form of brake-shoe having laterally of its tread portion a flange to be applied for its braking effect to the flange of the wheel when the shoe-tread is applied against the outer tread of the wheel.

The principal object of my improvement is to provide for equalizing or practically equalizing the bearing-friction of the flange and tread of the shoe against the corresponding parts of the wheel, and I accomplish this end by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a plan view presenting the bearing side of a brake-shoe of my improved construction, and Fig. 2 is a section taken at the line 2 2 on Fig. 1, and viewed as indicated by the arrows.

A is the brake-shoe, of which B is the tread and C the flange. At intervals in the bearing side of the flange C, I provide recesses or chambers *p*, separated by transverse concave ribs *r*, which should conform more or less accurately to the cross-section of the wheel-flange. These ribs, separated as they are by the chambers *p*, comprise a comparatively small portion of the area of the bearing side of the shoe-flange, and are proportioned to afford substantially the same degree of fric-

tion when applied to the wheel-flange as the shoe-tread affords when applied to the tread of the wheel, thereby to equalize the bearing effect of the two parts of the shoe. The chambers *p* should flare laterally, as illustrated, to clear at their outer sides the sides of the wheel-flange between adjacent ribs *r*, and they should also flare outwardly in the direction lengthwise of the flange to render the ribs tapering and thus broadest toward their bases to afford to them the greater strength. By the lateral clearance referred to the frictional area of the shoe-flange does not, as in other flanged shoes, materially increase, as the shoe-flange wears down with use and conforms to the wheel-flange.

What I claim as new, and desire to secure by Letters Patent, is—

1. A brake-shoe having transverse concave ribs at intervals along the inner side of its flange and forming the bearing-surface thereof, and chambers in the shoe-flange between the said ribs, said chambers flaring laterally outward to clear the sides of the wheel-flange, substantially as described.

2. A brake-shoe A, comprising the tread portion B and flange C, having outwardly-tapering concave transverse ribs *r* at intervals along its inner side and between the chambers *p*, flaring laterally outward to clear the sides of the wheel-flange, substantially as described.

WM. D. SARGENT.

In presence of—

A. DYRENFORTH,
M. J. FROST.