

(No Model.)

F. H. D. NEWHARD.

BRAKE SHOE.

No. 348,041.

Patented Aug. 24, 1886.

Fig. 1.

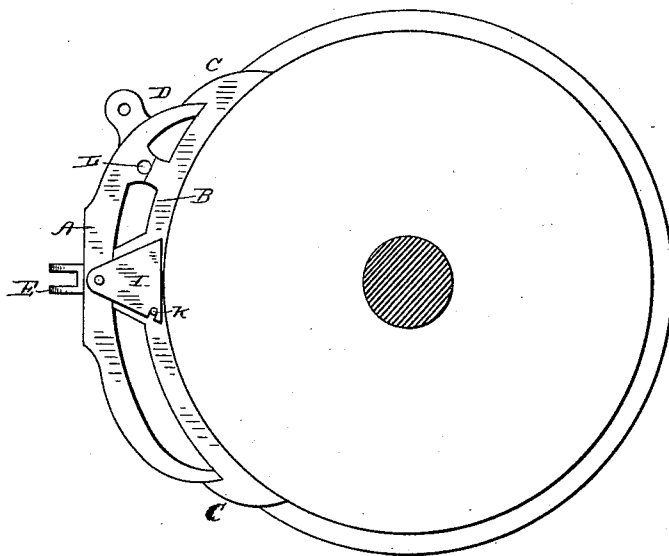


Fig. 2.

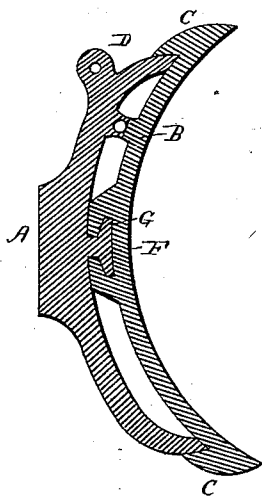
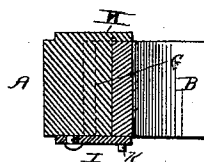


Fig. 3.



WITNESSES

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FRANKLIN H. D. NEWHARD, OF HOKENDAUQUA, PENNSYLVANIA.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 348,041, dated August 24, 1886.

Application filed June 9, 1886. Serial No. 204,640. (No model.)

To all whom it may concern:

Be it known that I, FRANKLIN H. D. NEWHARD, a citizen of the United States, residing at Hokendauqua, in the county of Lehigh and State of Pennsylvania, have invented certain new and useful Improvements in Brake-Shoes, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to that class of brake-shoes in which that portion that contacts with the tread of the wheel, and is thereby liable to wear from friction, is removable for the purpose of being replaced by a new part; and it consists in the constructions and combinations of parts hereinafter set forth.

15 In the drawings, Figure 1 represents a side elevation of a shoe and wheel; Fig. 2, a vertical section of the shoe, and Fig. 3 a central cross-section of the shoe.

20 The shoe, as illustrated, consists of two parts, the skeleton or frame A and the wearing-piece or face-plate B. The piece B has recessed lugs C at each end, under which rest the ends of the frame A, the latter being shorter than the said piece B, and adapted to be moved under said lugs from the side. The skeleton or frame A is provided with the usual eye, D, for connection with a suitable hanger, and also with the ears E, for connection with the transverse bar, by means of which two shoes are joined, or for connection directly with the brake mechanism.

35 Projecting centrally from the inner or front side of the frame is a dovetail or T-shaped lug, F, and projecting centrally from the back of the piece B are flanges, adapted to receive and form a seat for said lug F, as shown at G, the said lug being moved in from the side.

40 In order to retain the piece B in place and yet permit its ready removal, I form on one side of the frame A an ear, H, forming a stop

for the said piece. The ear may be integral with the frame, a separate piece secured thereto, or it may be pivoted to the frame and engage with a suitable stop-pin on the piece B. On the other side of the frame A, I pivot at one end a plate, I, of sufficient size to prevent any movement of the piece B on the lug F, and at the other end, at the lower side of the plate, I form a notch or recess, in which is adapted to be seated a pin or catch, K, on the piece B. When the frame A and piece B are placed together and the plate I swung into place, the said parts are held firmly together, the notch in the plate preventing the said plate from moving from its position. As is evident, a new piece B may quickly be inserted without removing bolts or other appendages, or even disturbing the position of the frame A.

At L are shown a lug on the shoe and a matching socket on the frame, forming a supplemental eye for the hanger, should the eye D break.

Without limiting myself to the precise construction shown, I claim—

An improved brake-shoe, consisting of a frame and a removable face-plate having central connections, and the said plate having seats for the ends of the frame, a stop plate or ear on one side of the central portion of the frame, and a plate pivoted to the other side of the frame and having a catch-connection with the face-plate, so as to cover the said central connection and prevent accidental removal of the said face-plate, substantially as and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

FRANKLIN H. D. NEWHARD.

Witnesses:

JAMES B. SNYDER,
THOMAS F. BUTZ.