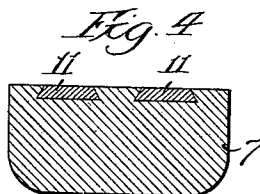
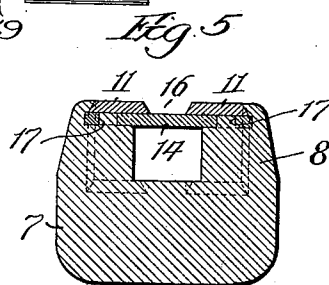
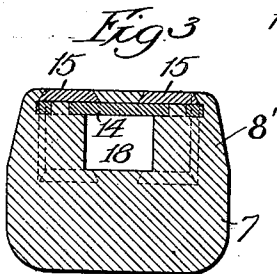
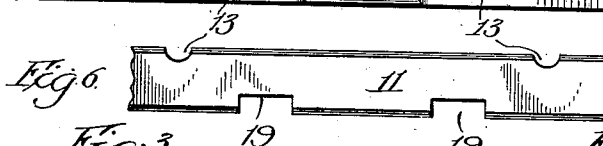
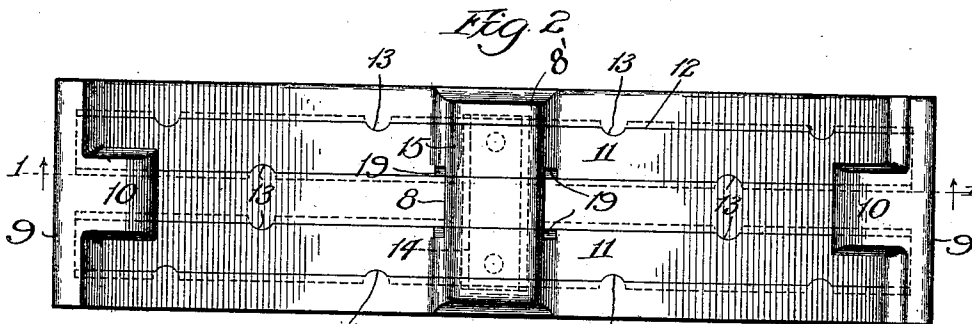
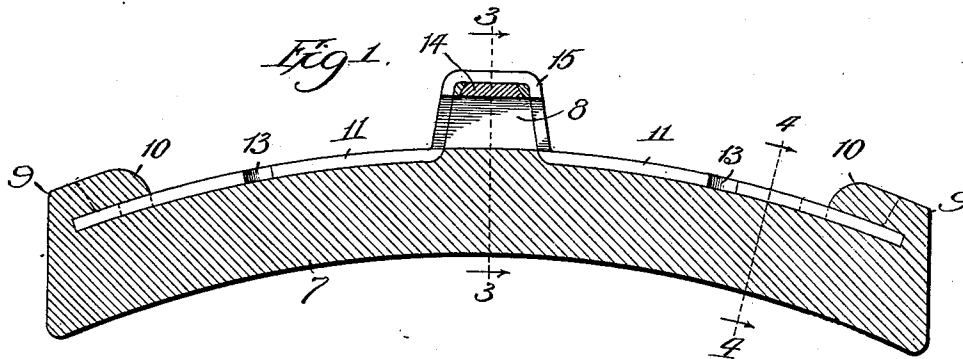


C. H. TRUE.
BRAKE SHOE.
APPLICATION FILED FEB. 4, 1910.

992,297.

Patented May 16, 1911.



Witnesses:
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Attys

UNITED STATES PATENT OFFICE.

CHARLES H. TRUE, OF RAVINIA, ILLINOIS, ASSIGNOR TO THE RAILWAY MATERIALS COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

BRAKE-SHOE.

992,297.

Specification of Letters Patent.

Patented May 16, 1911.

Application filed February 4, 1910. Serial No. 542,131.

To all whom it may concern:

Be it known that I, CHARLES H. TRUE, a citizen of the United States, residing at No. 419 Cary avenue, Ravinia, Lake county, State of Illinois, have invented new and useful Improvements in Brake-Shoes, of which the following is a specification.

This invention relates to improvements in brake shoes of that type which are commonly known as reinforced shoes by reason of the fact that means of suitable character are embedded in the shoe at or adjacent to its back to strengthen the shoe and hold the parts thereof together in case of fracture.

The object of this invention is to provide a simple and inexpensive means which can be readily employed for reinforcing the body and particularly the attaching lug of a brake shoe.

In the accompanying drawings illustrating the preferred embodiment of the invention Figure 1 is a longitudinal sectional view on line 1—1 of Fig. 2 showing a brake shoe embodying the invention. Fig. 2 is a plan view of the back of the brake shoe shown in Fig. 1. Fig. 3 is a transverse sectional view on the line 3—3 of Fig. 1. Fig. 4 is a similar view on the line 4—4 of Fig. 1. Fig. 5 is a view similar to Fig. 3 omitting the cast iron between the strips at the top of the attaching lug. Fig. 6 is a fragmentary view of one of the strips.

Referring to the drawings, 7 is the body, 8 the attaching lug, 9 the end lugs and 10 the end guides of an ordinary car shoe.

My invention may be embodied in shoes of different varieties and for this reason I have selected a simple form of common cast iron shoe for the purposes of illustration.

The reinforcing means comprises a plurality of strips or plates 11 which are embedded in the body of the shoe at or adjacent to the back thereof, and also extend up and over the integral members 8' of the attaching lug and are similarly embedded therein. For the purpose of insuring a locking engagement between the reinforce and the cast iron I prefer to provide the strips with beveled edges 12 and with notches 13 in the edges.

A cross strip 14 is located beneath the arches 15 between the ends of the strips, these arches being located for embedment in the members 8' of the attaching lug of the shoe as before stated. The cross strip forms a bridge for the attaching lug beneath and between the longitudinal strips, and if desired the cast iron may be omitted at 16 above this bridge and between the longitudinal strips as shown in Fig. 5. The bridge is preferably provided with openings 17 to permit the cast iron to run up therein and form locking engagement with the bridge.

In practice I prefer to make the longitudinal strips of such width and locate them in the back of the shoe so that, if their adjacent edges were continuous at the attaching lug, they would narrow the opening 18 in the lug to less than the width required by the M. C. B. standard. But I provide recesses 19 in the inner or adjacent edges of the longitudinal strips and these recesses are so located that they will be coincident with the sides of the attaching lug to preserve the standard width thereof. Of course, the necessity for recessing the strips may be obviated by making them narrower throughout their length or by locating them differently in the shoes, or by recessing them continuously throughout that portion which is embedded in the attaching lug, but the form illustrated is believed at this time to be the preferred construction.

My invention is susceptible of variation and modification of the preferred form illustrated without departing from its scope, and it provides a strong and substantial shoe having an attaching lug which will not be fractured in handling or in service.

What I claim is:

1. A brake shoe having a pair of strips embedded therein, said strips being arched at the attaching lug of the shoe and recessed at the sides of the lug.

2. A brake shoe comprising a body having integral attaching lug members, flat longitudinal strips embedded in the body at the back thereof and arched at the attaching lug, said strips being embedded at their outer edges in the members of the attaching lug and having their upper sides exposed,

and a flat bridge strip engaged beneath the arches of said longitudinal strips and having its ends terminating and embedded within said attaching lug members.

- 5 3. A brake shoe having an attaching lug, and a bridge strip embedded therein to form one wall of the key opening in the lug, said

strip having openings therein to receive the metal of the lug to form locking engagement therewith.

CHARLES H. TRUE.

Witnesses:

GEO. C. DAVISON,

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
