

(No Model.)

A. L. STREETER.
BRAKE SHOE.

No. 595,588.

Patented Dec. 14, 1897.

Fig. 1.

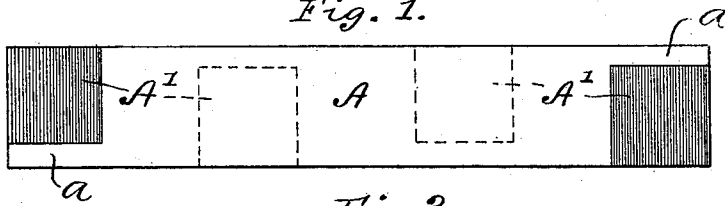


Fig. 2.

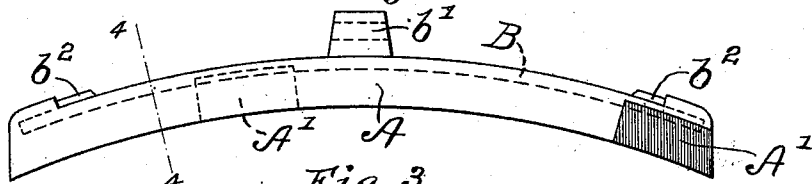


Fig. 3.

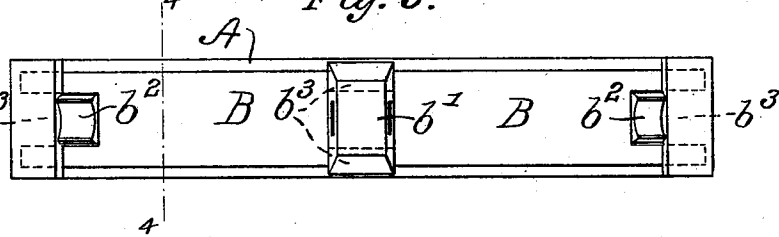


Fig. 4.

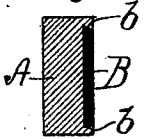
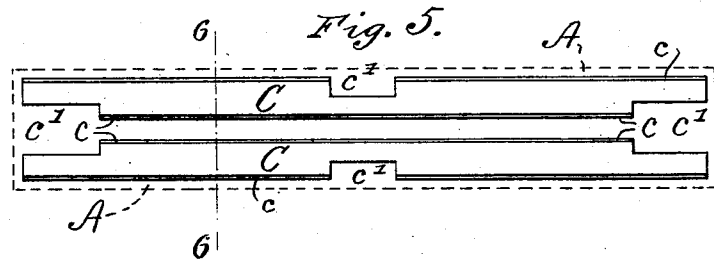


Fig. 6.



Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE.

ALFRED L. STREETER, OF CHICAGO, ILLINOIS.

BRAKE-SHOE.

SPECIFICATION forming part of Letters Patent No. 595,588, dated December 14, 1897.

Application filed March 23, 1897. Serial No. 628,833. (No model.)

To all whom it may concern:

Be it known that I, ALFRED L. STREETER, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented an Improved Brake-Shoe, of which the following is a specification.

This invention relates to improvements in brake-shoes, and relates particularly to improvements in brake-shoes of the general type in which the body portion thereof is reinforced by a strengthening-plate of relatively strong tough metal.

The primary object of my invention is to provide a brake-shoe of this general type which will be stronger, more durable, and cheaper than such shoes as at present constructed.

To this end my invention consists of the various features, combinations of features, and details of construction hereinafter described and claimed.

In the accompanying drawings a brake-shoe embodying my invention is fully illustrated.

Figure 1 is a plan view of the face of a brake-shoe embodying my invention. Fig. 2 is a side view thereof. Fig. 3 is a plan view of the back thereof. Fig. 4 is a sectional view thereof on the line 4 4 of Figs. 2 and 3. Fig. 5 illustrates a modified form of my improved brake-shoe, the body of the shoe being indicated in diagram; and Fig. 6 is a sectional view on the line 6 6 of Fig. 5.

Referring now to the drawings, A designates the body of a brake-shoe embodying my invention. Portions of the face or friction-surface of said brake-shoe are chilled, said chilled portions being indicated in the drawings by the darkened sections A'. As shown, the chills A' do not extend entirely across the face or friction-surface of said shoe; but I do not desire to be limited to shoes chilled in this manner, as my invention admits of embodiment in shoes chilled in any desired manner. Additional chills are indicated in diagram. Secured in the body portion A of said brake-shoe is a strengthening plate or plates B, of wrought-iron, steel, or other metal having greater strength than the body A of said shoe. In its preferable form the strengthening-plate B consists of a single piece of steel or wrought-iron dovetailed into the rear surface of the body A of said shoe, so as to be

substantially flush therewith. So dovetailing said plate B into said brake-shoe can be readily done by placing said strip into the mold in proper position, having first beveled the edges thereof in a desired manner, as clearly shown at *b*, Fig. 4, of the drawings, and pouring the molten metal about the same.

In order that the attaching-lug *b'* and the guide-lugs *b''* may be joined to the body of the shoe by a connection that will insure desired strength, the plate B is cut away or recessed on both sides at its middle and at both ends, as clearly shown at *b''* in Fig. 3 of the drawings.

In Figs. 5 and 6 of the drawings I have shown a modification of my improved shoe. In said modified form of my improved brake-shoe two plates C are substituted for the single plate B. The edges *c* of the plates C are beveled in substantially the same manner as is the plate B, as clearly shown in the drawings, and said plates are cut away at *c'* in a manner corresponding to the manner of notching said plate B and for the same purpose.

I am aware that the use of strengthening-plates in brake-shoes is old, and I do not therefore claim the same broadly as my invention, but desire to limit myself to a brake-shoe having attaching and guide lugs formed integral with the body portion thereof and comprising a strengthening plate or plates notched or recessed at the sides and ends in substantially the manner shown to insure a connection of desired strength between said attaching and guide lugs and the body portion of said shoe.

I claim—

1. A brake-shoe comprising attaching and guide lugs formed integral with the body of the shoe and a strengthening plate or plates secured in the body of the shoe, adjacent to the back thereof, said plate or plates being cut away or notched at their sides and ends to form a connection of desired strength between said attaching and guide lugs and the body of the shoe, substantially as described.

2. A brake-shoe comprising attaching and guide lugs formed integral with the body of the shoe and a strengthening plate or plates secured in the body of the shoe in such position that the back or backs of said plate or plates will be substantially flush with the back of the shoe, said plate or plates being cut

away or notched at their sides and ends to form a connection of desired strength between said attaching and guide lugs and the body of the shoe, substantially as described.

5 3. A brake-shoe comprising attaching and guide lugs formed integral with the body of the shoe and a strengthening plate or plates secured in the body of the shoe in such position that the back or backs of said plate or
10 plates will be substantially flush with the back of the body of the shoe, said plate or plates being cut away or notched at their sides and ends to form a connection of desired

strength between said attaching and guide lugs and the body of the shoe and the extreme 15 ends of said strengthening plate or plates being entirely covered or inclosed by the body of said shoe, substantially as described.

In testimony that I claim the foregoing as my invention I have hereunto set my hand 20 this 15th day of March, 1897.

ALFRED L. STREETER.

Witnesses:

C. G. BURKHARDT,
G. L. BURKHARDT.