No. 886,553. PATENTED MAY 5, 1908.

W. H. THRASH.

BRAKE SHOE SHELL.

APPLICATION FILED MAY 18, 1907.

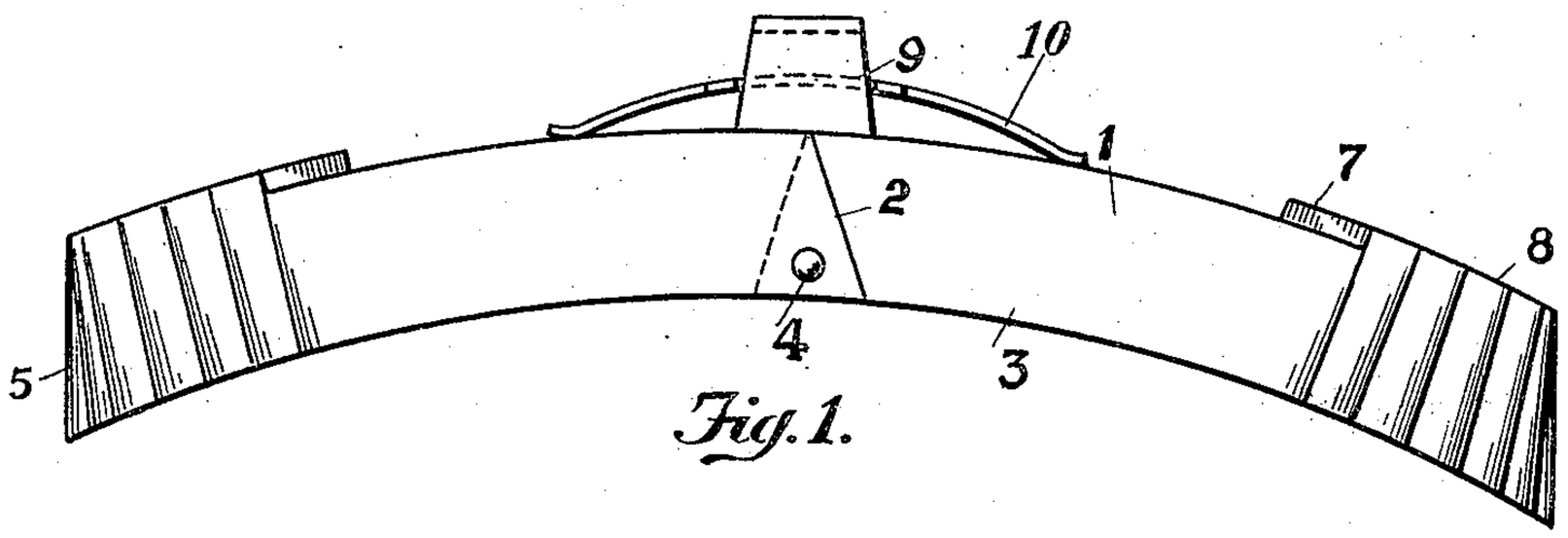

Fig. 1.

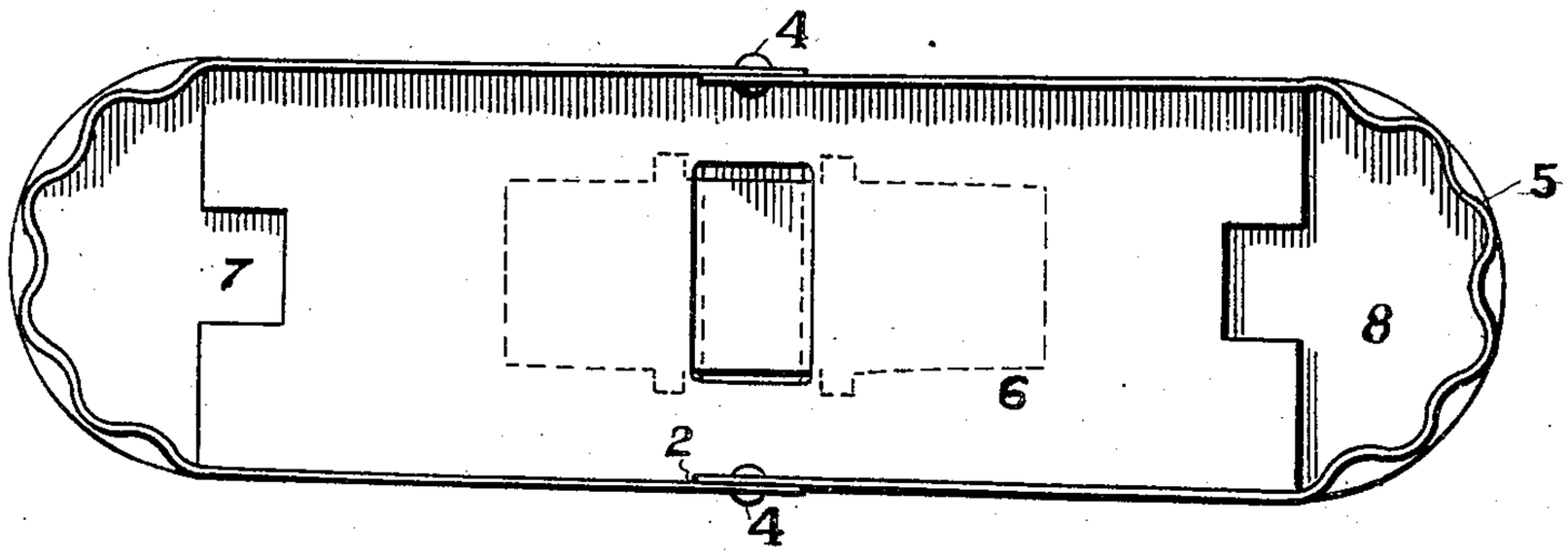

Fig. 2.

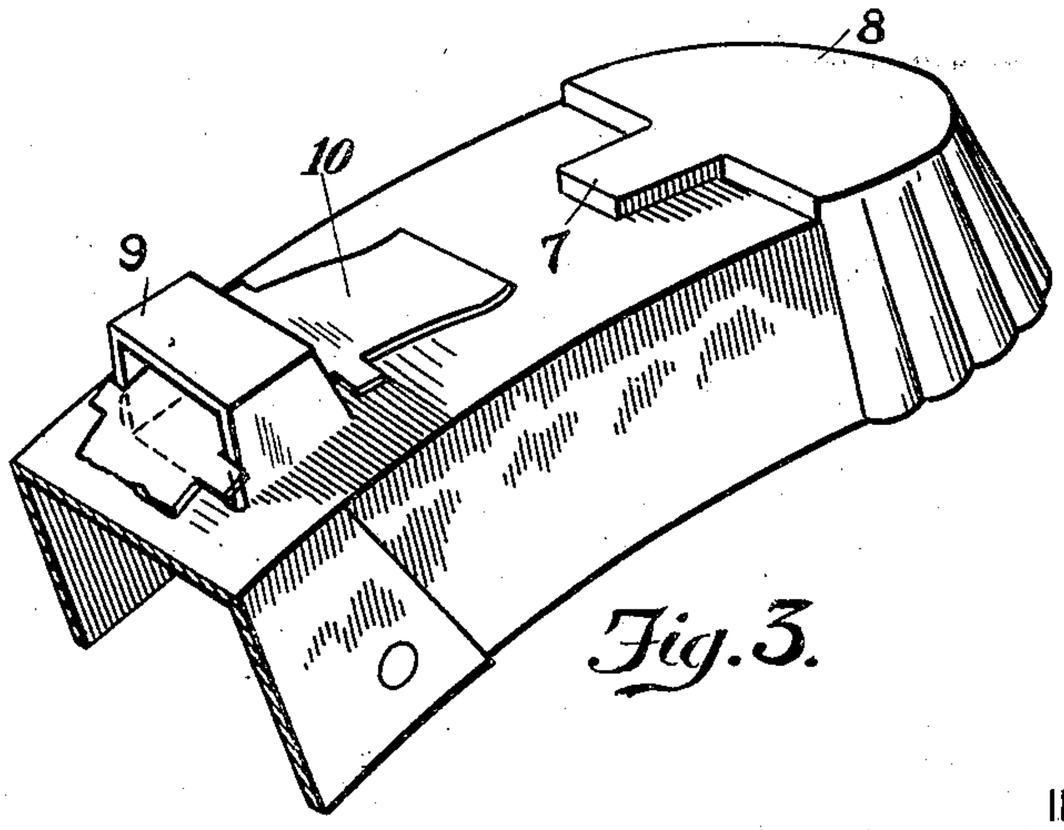

Fig. 3.

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BRAKE-SHOE SHELL.

No. 886,553. Specification of Letters Patent. Patented May 5, 1908.

Application filed May 18, 1907. Serial No. 374,502.

To all whom it may concern:

Be it known that I, WILLIAM H. THRASH, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Brake-Shoe Shells, of which the following is a specification.

My invention relates to new and useful improvements in brake-shoes, and more particularly to brake-shoe shells.

The object of the invention is to provide a brake-shoe shell formed from a single piece of sheet metal pressed or stamped into shape.

Another feature resides in forming the shell with flat sides and rounded and corrugated ends, together with end lugs and a central attaching lug pressed from the body of the shell.

Finally the object of the invention is to provide a device of the character described, that will be strong, durable, efficient and simple and comparatively inexpensive to produce.

With the above and other objects in view, the invention has relation to the production of brake-shoe shells, a practical embodiment of which is described in the specification and illustrated in the accompanying drawings, wherein:

Figure 1 is a side elevation of my improved shell, Fig. 2 is a face or plan view of the same, and Fig. 3 is a perspective view of a portion of the shell which is also shown in section.

In the drawings the numeral 1, designates the shell which is formed from sheet metal and suitably pressed or stamped into shape. The shell is formed from a single piece of sheet metal which is cut at 2 so that the proper curvature may be obtained. The cuts are made only in the sides 3 of the shell as will be apparent. When the shell is shaped the cut portions overlap on each side and are suitably secured as by rivets 4. In this way comparatively flat sides are obtained.

At its opposite ends the shell is rounded and corrugated as indicated at 5, the corrugations dying out or merging into the sides as is shown in Fig. 2. The shell exhibits substantially a right angular formation in cross section, that is the sides 3 extend at substantially right angles to the back or bottom 6. In forming the shell, guide lugs 7 and end lugs 8 are pressed from the back 6 at each end of the shell, as is clearly shown in the drawings, the corrugations hereinbefore mentioned extending from the end lugs 8, and at the same time an attaching lug 9 at the central portion of the back is pressed out therefrom, the back having been suitably cut beforehand.

It will be noted that the attaching lug forms a loop which is open for the reception of the proper connection with the brake beam (not shown). To prevent the brake-shoe on account of its defective hanging or otherwise, from contacting with the wheel at one end thereof only and thereby wearing away unequally, I provide a spring member 10, which may be of any desired length in relation to the back of the shell. Any tendency of the shoe to swing out of parallelism with the circumference of the wheel is checked by the pressure of the spring thereon, due to the engagement of the middle portion of the spring with the brake beam connection inserted through the loop 9. This shell is designed to receive a suitable composition shoe and it is to be noted that the guide lugs 7, end lugs 8 and the corrugations 5 form suitable recesses into which the composition shoe will readily seat.

I wish to call attention to the fact that not only is the shell in its entirety made from a single piece of sheet metal, obviating an extra operation where the attaching lug or other lugs are made separate, but is made quickly and cheaply. The finished shell has unlimited strength and is very light.

What I claim is:

1. A brake-shoe shell comprising a sheet metal body bent into back, side and end walls, the side walls being cut, overlapped and riveted.

2. A brake-shoe shell comprising a sheet metal body pressed into a back wall, round corrugated end walls, and side walls, the latter being cut, overlapped, and secured together.

3. A brake-shoe shell comprising a sheet metal body bent into back, side and end walls, an attaching lug integral with the back wall and bent therefrom, and a spring member mounted in said attaching lug and hav-

ing its ends in contact with the back of said shell.

4. A brake-shoe shell comprising a sheet metal body bent into back, side and end walls, an attaching lug integral with the back wall, and bent therefrom, and a spring member inserted through said attaching lug and having side projections for engaging the latter, and having its ends arranged to engage the outer face of the back wall of said shell.

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

WILLIAM H. THRASH.

Witnesses:

GEO. W. RIGHTMIRE,

A. RAGER.