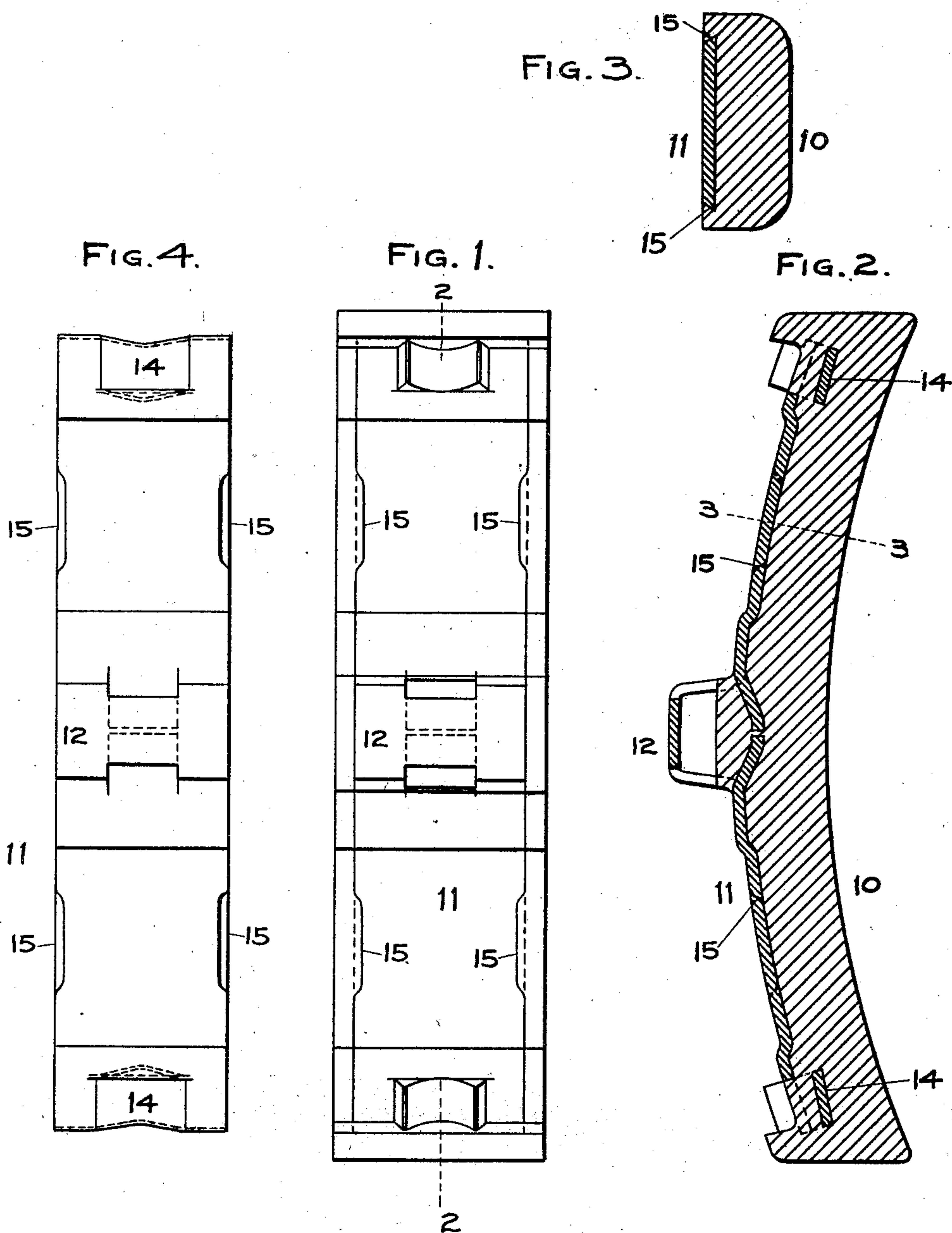


No. 889,511.

PATENTED JUNE 2, 1908.

S. A. CRONE.
RAILWAY CAR BRAKE SHOE.
APPLICATION FILED MAR. 17, 1908.



WITNESSES:

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SETH A. CRONE, OF NEW YORK, N. Y.

RAILWAY-CAR BRAKE-SHOE.

No. 889,511.

Specification of Letters Patent.

Patented June 2, 1908.

Application filed March 17, 1908. Serial No. 421,595.

To all whom it may concern:

Be it known that I, SETH A. CRONE, a citizen of the United States, and a resident of New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Railway-Car Brake-Shoes, of which the following is a specification.

The invention relates to improvements in brake-shoes; and it consists in the novel features hereinafter described, and particularly pointed out in the claims.

The brake-shoe of my invention comprises a cast metal body and a steel or forged metal back-plate, the two parts being permanently connected together by the casting of the metal of the body upon portions of the metal of the back.

Brake-shoes consisting of a cast metal body and a steel or forged metal back are well known, and my invention pertains more particularly to a novel construction of the back-plate and a novel union of the cast metal body thereto, whereby a durable, safe and efficient structure is produced.

The invention will be fully understood from the detailed description hereinafter presented, reference being had to the accompanying drawings, in which:

Figure 1 is an outer or back elevation of a brake-shoe constructed in accordance with and embodying the invention; Fig. 2 is a central vertical section of the same on the dotted line 2—2 of Fig. 1; Fig. 3 is a transverse section of the shoe on the dotted line "3" of Fig. 2, and Fig. 4 is a detached elevation of the back-plate.

In the drawings, 10 designates the body-portion of the shoe and 11 the back-plate, said body being, as usual, of cast metal and the back-plate 11 of steel or forged metal and the two parts being rigidly united by the casting of the cast-metal upon portions of the forged-metal back. The back 11 is in one integral plate extending nearly the entire length of the body 10 and preferably being less in width than said body. The back 11 is formed at its transverse central portion with a box-loop 12 and at its end portions with inwardly extending transverse loops 14, while intermediate the box-loop 12 and the loops 14 the plate 11 is formed at convenient points along its opposite side edges with be-

veled sections 15 over which the cast metal extends.

The novel features of my invention pertain to the beveled sections or edge portions 15, the box-loop or key-lug 12 and the transverse end loops 14 being known features in this art.

The plate 11 is securely anchored at its middle and end portions in the cast body 10, and at those portions between its middle and ends the plate is efficiently secured to the cast body by the beveled edge-sections 15 and the cast metal which extends upon the same. The beveled sections 15 are at the opposite side edges of the plate and are formed by chamfering off said edges at the outer side of the plate without, preferably, cutting through the inner face of the plate, the inner face of the plate thus retaining its original width and the plate being cut to a very limited extent. The cast body 10 is wider than the plate 11 and completely covers the beveled surfaces of the sections 15, the cast metal at the opposite edges of the plate being on the same plane with the outer face of said plate. I regard the beveled edge-sections 15 as of considerable importance, since they afford adequate means for securing the back plate at points intermediate its middle and ends to the body 10 without unduly cutting said plate and without projecting portions of said plate inwardly at said points. With the body 10 wider than the back 11 and extending over the beveled edge-sections 15, the said body will remain anchored to said plate until almost completely worn away.

What I claim as my invention and desire to secure by Letters-Patent, is:

1. A brake-shoe having a cast-metal body and a plate back united thereto, said back between its center and ends having edge portions which are beveled, without projecting inwardly into said body, to permit the cast metal to extend over them; substantially as set forth.

2. A brake-shoe having a cast-metal body and a plate back united thereto, said back between its center and ends having its opposite edge portions beveled, without projecting inwardly into said body, to permit the cast metal to extend over them; substantially as set forth.

3. A brake-shoe having a cast-metal body
and a plate back, said back at its center and
ends having parts anchored in said body and
at its opposite edges between its center and
5 ends being beveled to permit the cast metal
to extend over them; substantially as set
forth.

4. A brake-shoe having a cast-metal body
and a plate back, said back at its center and
10 ends having parts anchored in said body and
at its opposite edges between its center and

ends being formed with bevel-edged recesses
into which the cast metal extends; substan-
tially as set forth.

Signed at New York city, in the county of 15
New York and State of New York, this 16th
day of March A. D. 1908.

SETH A. CRONE.

Witnesses:

ARTHUR MARION,
CHAS. C. GILL.