

H. JONES.

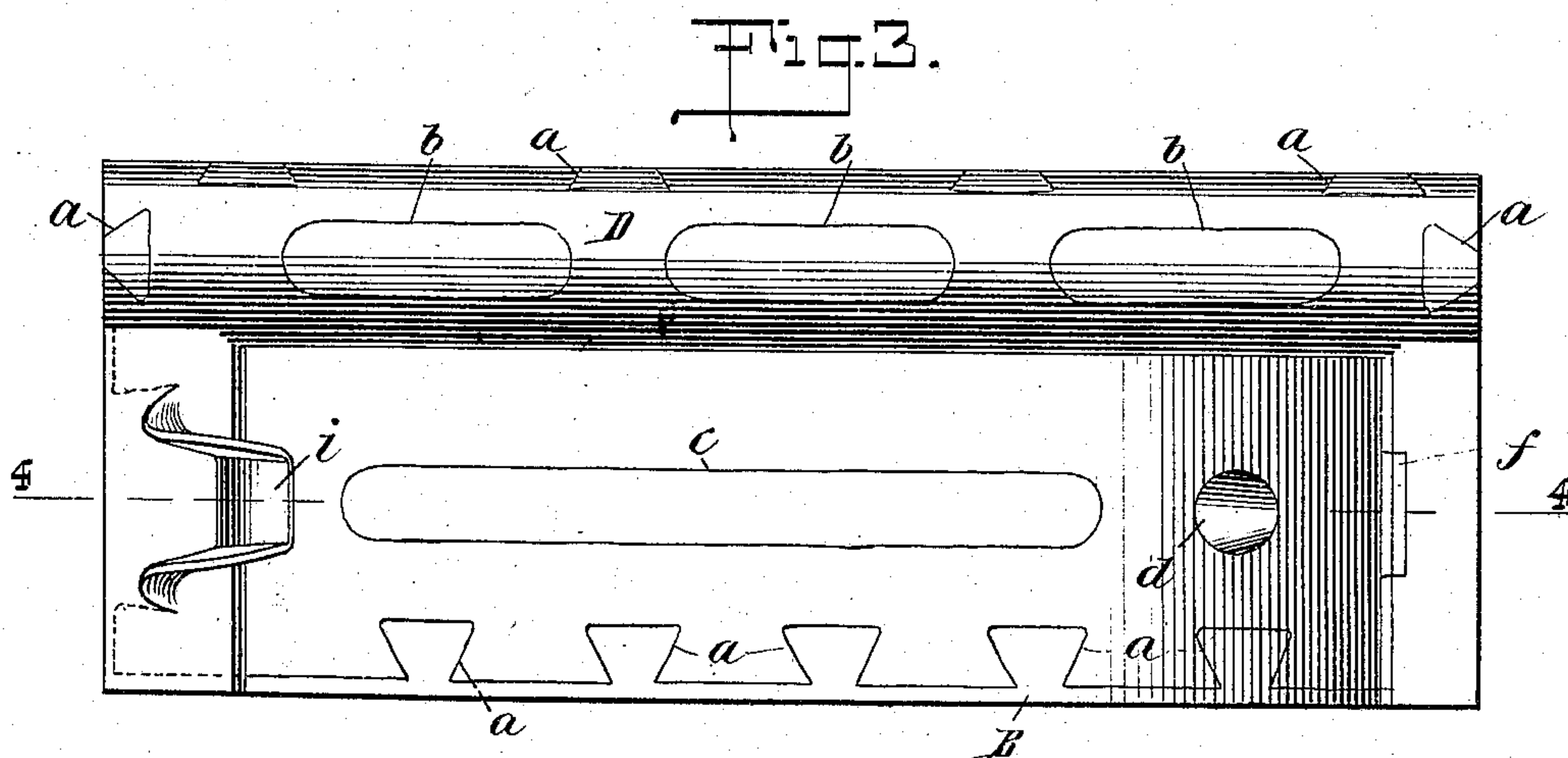
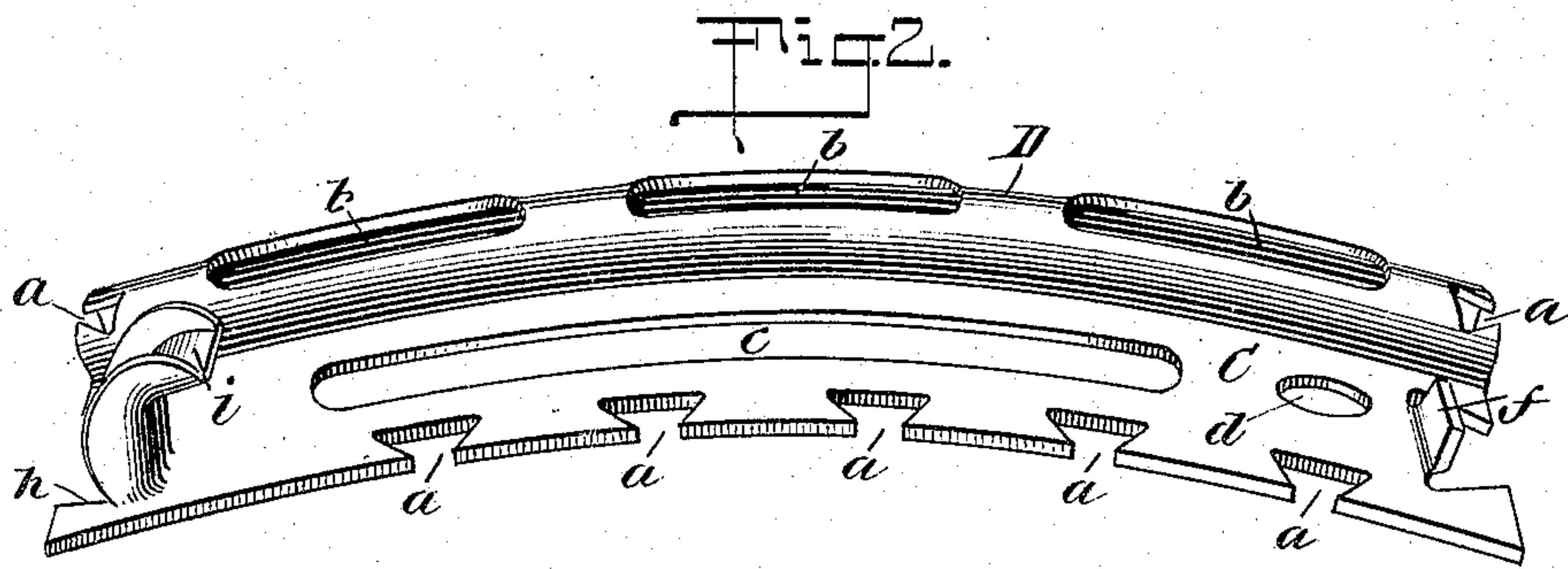
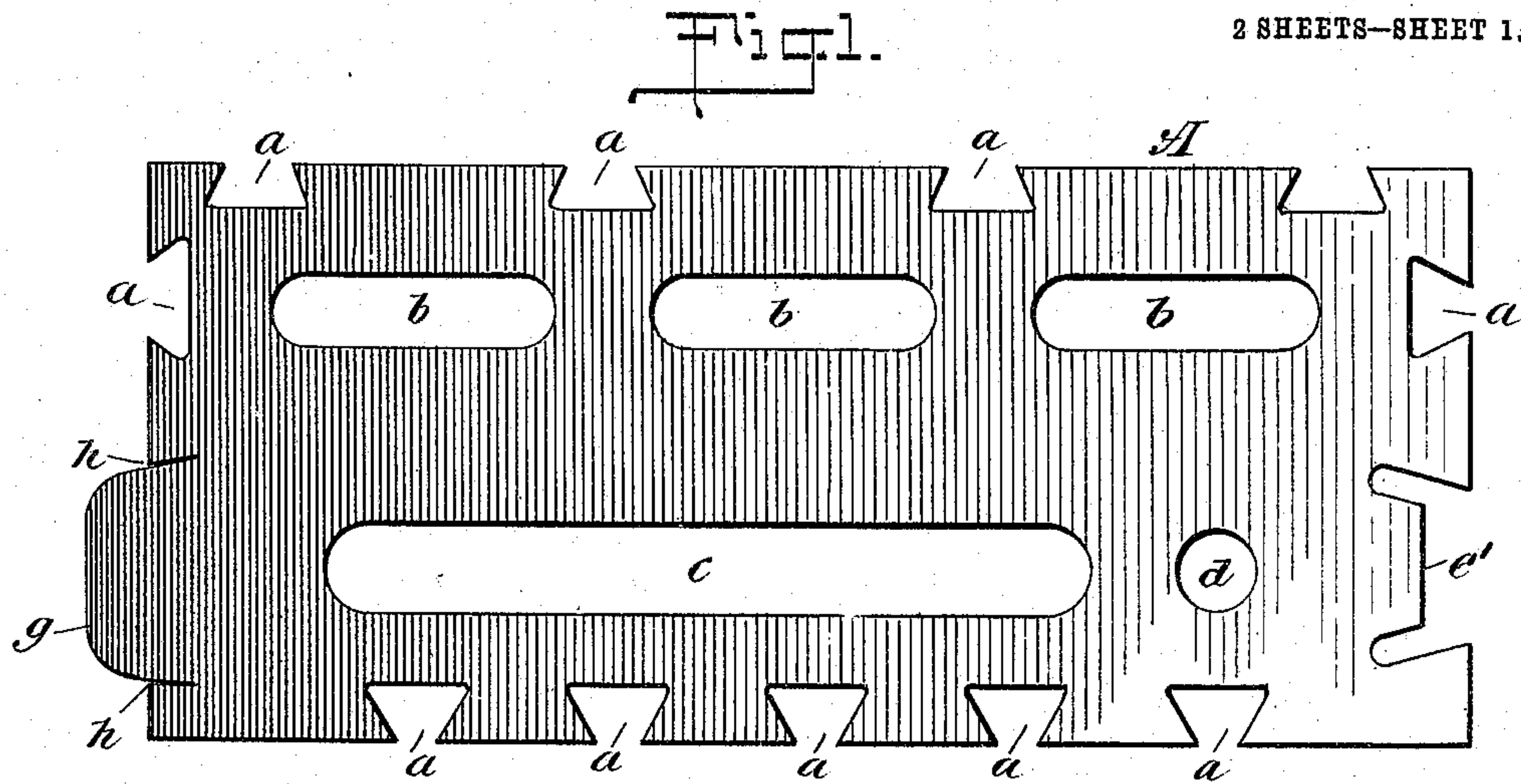
BRAKE SHOE.

APPLICATION FILED JULY 18, 1908.

907,810.

Patented Dec. 29, 1908.

2 SHEETS—SHEET 1.



WITNESSES

M. Van Nottwick
Parker Cook

INVENTOR

Harry Jones
BY *George Cook*
ATTORNEY

H. JONES.

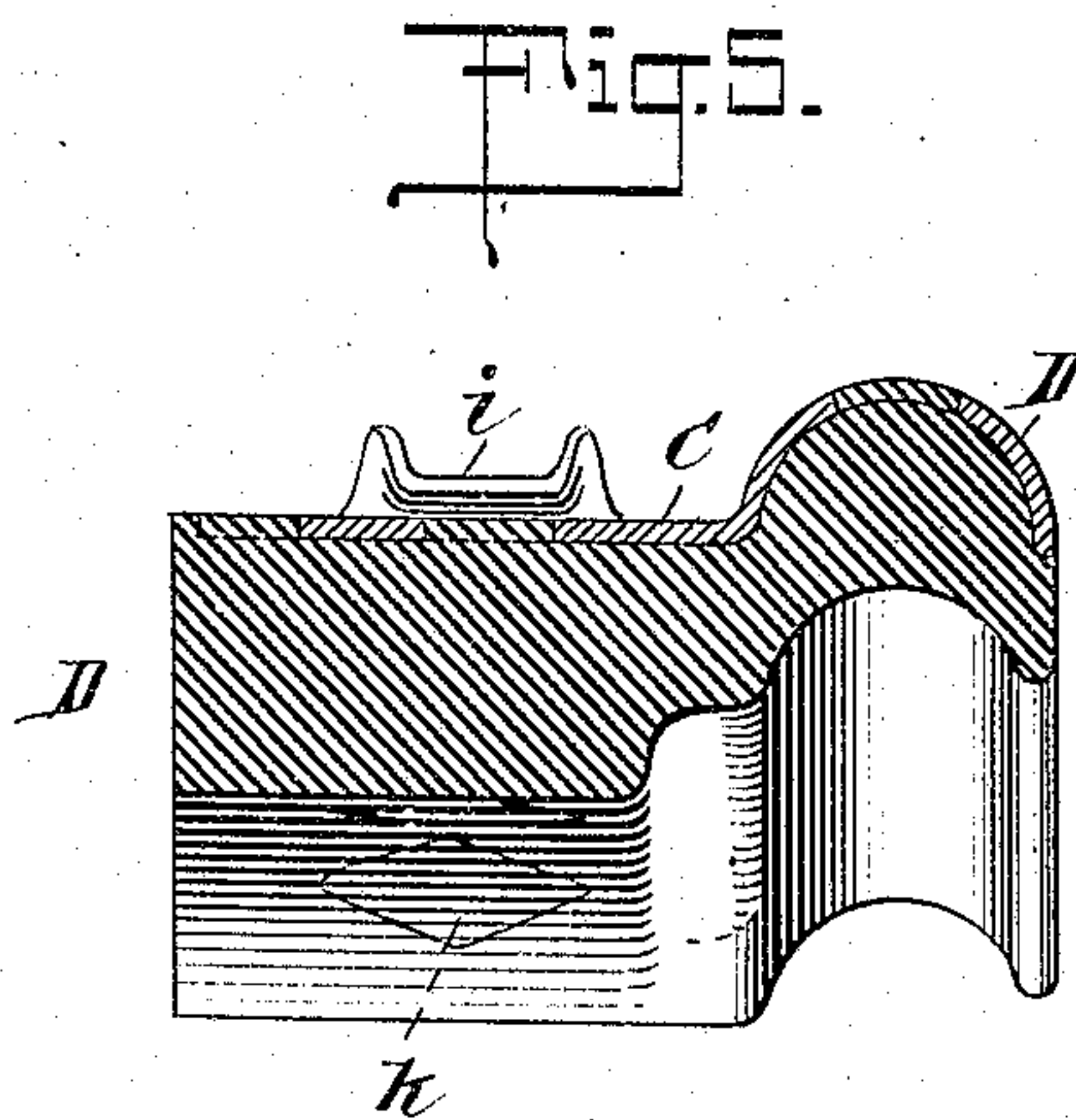
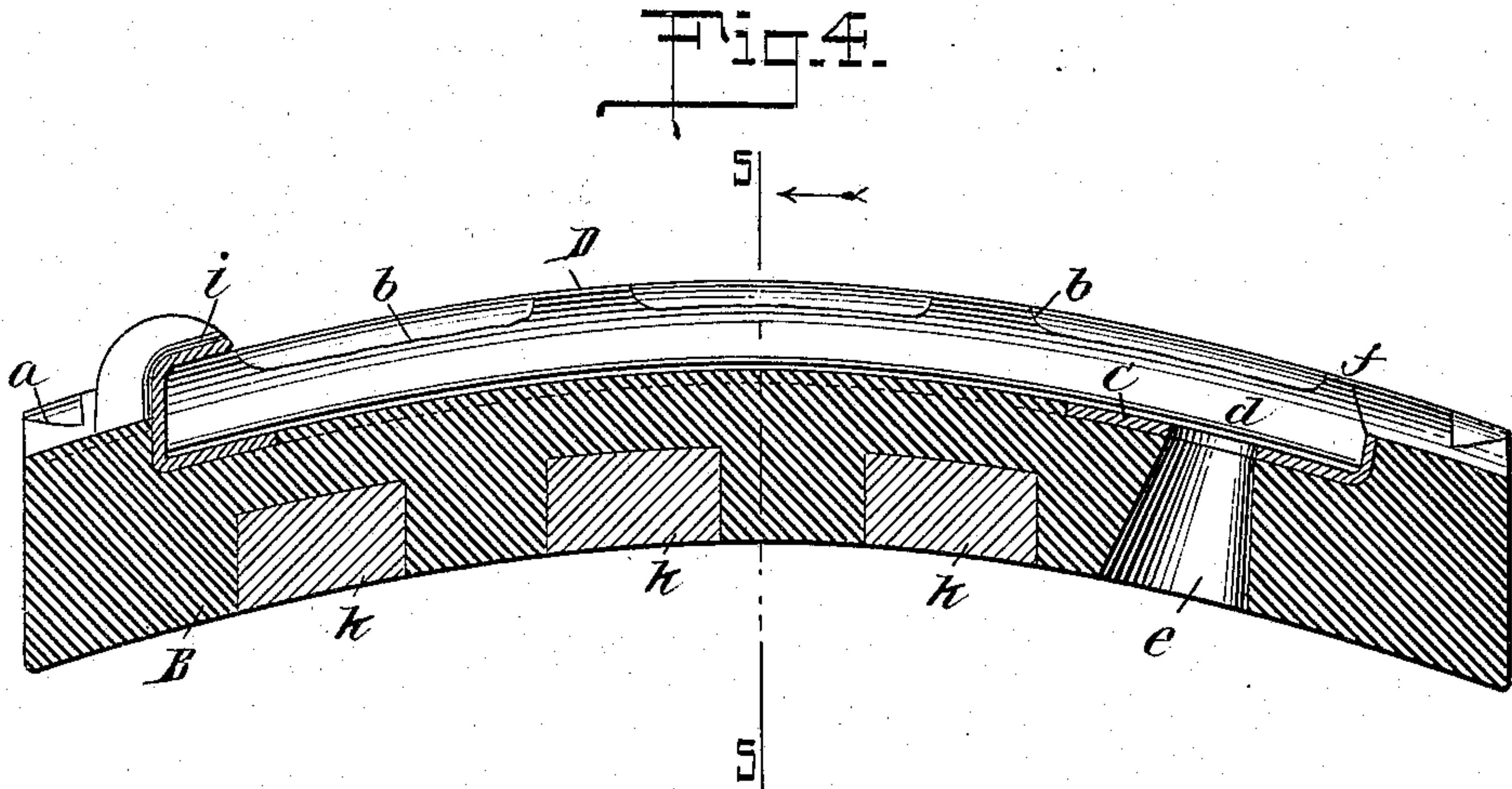
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ATTORNEY

UNITED STATES PATENT OFFICE.

HARRY JONES, OF SUFFERN, NEW YORK, ASSIGNOR TO EDWARD H. FALLOWS,
OF NEW YORK, N. Y.

BRAKE-SHOE.

No. 907,810.

Specification of Letters Patent.

Patented Dec. 29, 1908.

Application filed July 18, 1908. Serial No. 444,156.

To all whom it may concern:

Be it known that I, HARRY JONES, a citizen of the United States, and a resident of Suffern, in the county of Rockland and State of New York, have made and invented certain new and useful Improvements in Brake-Shoes, of which the following is a specification.

My invention relates to an improvement in brake shoes, and more particularly to that kind or style generally known and referred to as steel back shoes, and more particularly designed for use as an engine driver shoe, the object being to devise a steel back which may be safely and securely anchored at or adjacent to the back of the shoe, which will in use effectively fulfil all the functions for which it is designed, and which may be readily and economically constructed.

With these and other ends in view, the invention consists in certain novel features of construction, as will be hereinafter fully described and pointed out in the claims.

In the accompanying drawings Figure 1 is a plan view of the blank from which the back is formed. Fig. 2 is a perspective view of the finished back. Fig. 3 is a plan view of the back applied to the shoe. Fig. 4 is a sectional view thereof taken on the line 4—4 of Fig. 3, and Fig. 5 is a sectional view taken on the line 5—5 of Fig. 4.

Referring to the drawings, A represents the finished blank from which the back is formed, cut, punched or stamped from a strip of steel, wrought, tough, ductile, malleable, or other desired metal, having sufficient strength to withstand the rough usage to which a shoe of this character is subjected, the four edges thereof being formed with the dove-tailed notches or recesses *a* to allow of the cast metal of the body to flow into and through the same, and thereby securely anchor the back to the shoe.

In the portion of the blank A to be subsequently formed into a curved flange to fit over and upon the flange of the driving wheel, are formed the elongated openings *b*, preferably three in number, and also designed to permit of the cast metal flowing into and through the same to assist in locking the back to the body. In that portion of the blank which fits over the body of the shoe, is also formed an elongated opening *c* for the same purpose, and in line therewith, is formed

the hole or opening *d* to aline with a similar opening *e* formed in the body B of the shoe for the reception of a pin or bolt (not shown), whereby to lock the shoe to a brake head.

At one end of the blank, and in line with the openings *c*, *d*, is formed the tongue *e'*, which in the finished back C is upwardly bent or turned as illustrated in Fig. 2, forming an end stop *f* to receive the thrust of the brake head. At the opposite end of the blank the metal is allowed to project as illustrated at *g*, and slitted as illustrated at *h*, this metal being subsequently formed into a hook *i*.

The blank A after being thus formed is by means of suitable dies, converted into the finished back C, as illustrated in Fig. 2, that is, is curved in the direction of its length and at one edge curved transversely to form the flange D, covering that portion of the flange of the shoe which fits over and upon the flange of the wheel. As the end stop *f* and hook *i* are intended to take the end thrust of the brake head, it is essential that they be made integral with the back, and to further strengthen the same, I reinforce each with the cast metal of the body, as illustrated in Fig. 4. Furthermore, it will be seen that I have formed the hook of novel shape, that is, the central portion of the metal forming the elongation *g* of the blank, is bent or curved into the form of a hook, while the edges thereof are upwardly bent to form side flanges, this peculiar construction and shape resulting in a hook of great strength, capable of withstanding the severe strains which are from time to time imposed upon it. The back thus formed, is securely anchored to the body B of the shoe, the metal thereof flowing into the dovetailed notches formed on the four sides of the back, and also into and through the openings *b* and *c*.

If desired, the body of the shoe may be provided with the inserts *k* of relatively hard and soft metal, whereby to secure a composite braking and wearing surface of relatively hard and soft metals.

Having fully described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. A brake shoe consisting of a body and a back, said back being located at or adjacent to the back of the body and provided with an integral flanged hook, substantially as described.

2. A brake shoe provided with a back located at or adjacent to the back of the body of the shoe and having an integral flanged hook formed at one end thereof, substantially as described. 5
3. A back for a brake shoe, provided at one end with a flanged hook and with an upturned end stop at the opposite end, substantially as described.
- 10 4. A back for a brake shoe having an integral flanged hook formed at one end thereof and an integral upturned end stop at the opposite end, substantially as described.
- 15 5. A back for a brake shoe formed with a flanged hook at one end and an upturned stop at the opposite end, one edge of said back being curved transversely and perforated to form a flange, substantially as described.
- 20 6. A brake shoe comprising a body formed with a tread and flange, and a back located at or adjacent to the back of the body and formed at one end with an integral flanged hook and at the opposite end with an upturned end stop, said hook and stop being 25
- reinforced by the cast metal of said body, substantially as described.
7. A back for a brake shoe formed at one end with an integral hook, said hook being provided with upwardly bent curved sides or flanges whereby to stiffen and strengthen the same, substantially as described. 30
8. A back for a brake shoe consisting of a perforated tread and flange, said back being curved in the direction of its length, and said flange curved transversely, the four edges of said back being provided with dove-tailed notches, the tread portion of said back having formed on one end thereof an integral hook having flanged sides and at its opposite end with an upturned end stop, substantially as described. 35 40
- Signed at Suffern, in the county of Rockland and State of New York this 15th day of July A. D. 1908.
- HARRY JONES.
- Witnesses:
ROBERT YATES,
FRANK S. HARRIS.