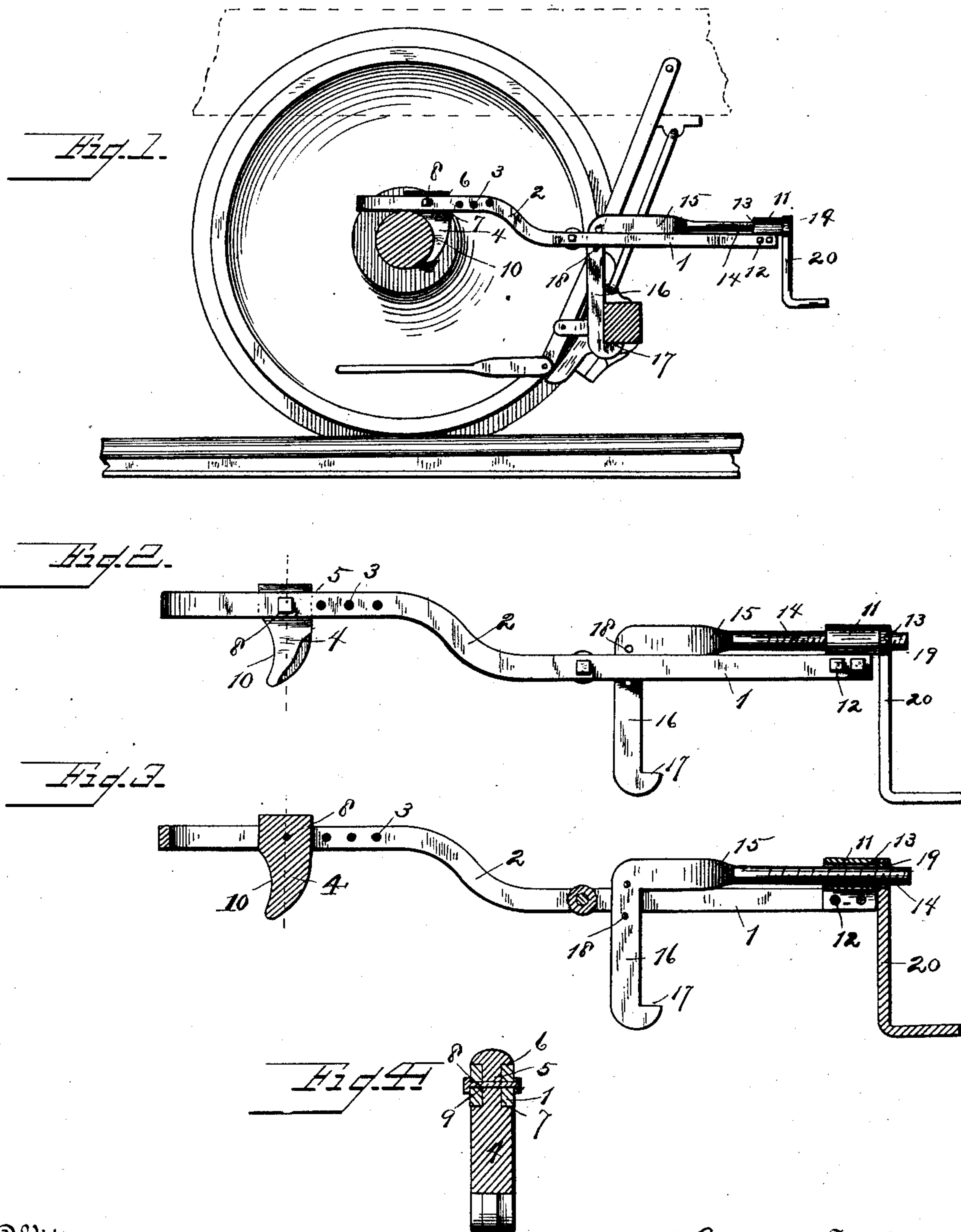


(No Model.)

J. R. IDE.
DEVICE FOR SETTING BRAKE BEAMS.

No. 367,635.

Patented Aug. 2, 1887.



Witnesses
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UNITED STATES PATENT OFFICE.

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DEVICE FOR SETTING BRAKE-BEAMS.

SPECIFICATION forming part of Letters Patent No. 367,635, dated August 2, 1887.

Application filed December 27, 1886. Serial No. 222,659. (No model.)

To all whom it may concern:

Be it known that I, JOHN R. IDE, a citizen of the United States, and a resident of Salisbury, in the county of Rowan and State of North Carolina, have invented certain new and useful Improvements in Devices for Forcing Brake-Beams Back from the Wheels; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which —

Figure 1 is a longitudinal vertical sectional view of a portion of the truck of a railway-car, showing my improved device for forcing the brake-beams from the wheels in operation. Fig. 2 is a view, on an enlarged scale, of the device. Fig. 3 is a longitudinal sectional view of the same; and Fig. 4 is a transverse sectional view on line *x x*, Figs. 2 and 3.

Similar numerals of reference indicate corresponding parts in all the figures.

My invention has relation to devices for forcing the brake-beams in railway-car brakes away from the wheels for the purpose of repairing or removing worn-out shoes and replacing them with new shoes; and it consists in the improved construction and combination of parts of a device, by means of which the brake-beam may be forced away from the wheels by revolving a nut upon a screw-threaded rod having a hooked arm for engaging the beam, the frame in which the rod is secured to slide having a shoulder or block bearing against the axle, as hereinafter more fully described and claimed.

In the accompanying drawings, the numeral 1 indicates a flat bar of metal bent double at its middle to form a guide-frame, and having a bend near the doubled end, as shown at 2, bringing the inner doubled end above the outer portion and parallel to the same.

The doubled inner portion of the frame is formed with perforations 3, and a block, 4, slides with its reduced portion 5 between the sides of the frame, having flanges 6 above the frame and shoulders 7 below the frame, bear-

ing against the edges of the frame, a nutted bolt, 8, passing through a transverse perforation, 9, in the reduced portion of the block and through one set of the registering perforations in the frame, adjusting the block between the sides of the frame. The lower portion of this block is formed with a concave outer face, 10, with which the block may bear against an axle of a car-truck, the frame resting upon the top of the axle.

The outer ends of the doubled bar forming the frame have a flange, 11, secured between them by nutted bolts 12, the said flange projecting from the side of a bearing, 13, and the screw-threaded end 14 of a flat bar, 15, slides within this bearing. The inner portion of the bar is formed with a downwardly-bent arm, 16, having a slight hook, 17, at its lower end, and pins 18 are inserted through the arm of the bar, serving to guide the bar which slides between the sides of the frame, the pins sliding upon the edges of the frame. A nut, 19, fits and turns upon the screw-threaded end of the bar, and a wrench, 20, which may either be plain, as shown in the drawings, or constructed with a ratchet, fits upon the nut for the purpose of revolving the nut, which will bear against the outer end of the bearing.

It will now be seen that when it is desired to either remove the shoes from a brake-beam or insert new shoes upon the beam the concave face of the block may be brought to bear against the side of the axle, the doubled end of the frame resting upon the top of the axle, and the block may be adjusted by means of its bolt, so as to fit trucks of different sizes.

The downwardly-bent arm of the screw-threaded and flat bar is brought to bear against the inner side of the brake-beam, whereupon the wrench is turned, forcing the nut against the end of the bearing, drawing the bar and its arm outward, and thus drawing the brake-beam out from the wheels, so that the brake-shoes may be removed or new shoes put in place upon the beams.

It will thus be seen that the device will enable one man to draw the brake-beam outward and to perform the necessary work in removing or replacing the shoes, while without the

device it would be necessary to have several men employed simply for the purpose of drawing the beam out.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a device for drawing the brake-beams in car-brakes away from the wheels, the combination of a frame having an abutment for bearing against the axle, an arm for engaging the inner side of the brake-beam, and means for drawing the said arm outward upon the frame, as and for the purpose shown and set forth.

2. In a device for drawing the brake-beams in car-brakes away from the wheels, the combination of a frame formed by a double bar, a block having a concave face for bearing against the axle and secured near the doubled end of the frame, a bar having a threaded end sliding in a bearing of the frame and having a downwardly-bent arm for bearing against the inner side of the brake beam, and a nut having a suitable wrench for turning it, and bearing against the outer end of the bearing fitting upon the threaded bar, as and for the purpose shown and set forth.

3. In a device for drawing the brake-beams

in car-brakes away from the wheels, the combination of a frame formed by a doubled bar having registering perforations near the doubled end and having a longitudinal bearing above the outer end, a block sliding adjustably between the perforated sides of the doubled portion of the frame, having shoulders bearing against the edges of the frame and having a bolt passing through it and the perforations, and formed with a concave face for bearing against the axle, a flat bar having a screw-threaded outer portion sliding in the bearing and having a downwardly-bent arm for bearing against the beam, and formed with transverse pins sliding upon the upper and lower edges of the frame, and a nut upon the threaded bar and bearing against the outer end of the bearing, provided with a suitable wrench or handle for revolving it, as and for the purpose shown and set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

JOHN R. IDE.

Witnesses:

A. C. HARRIS,
G. H. SHAVER.