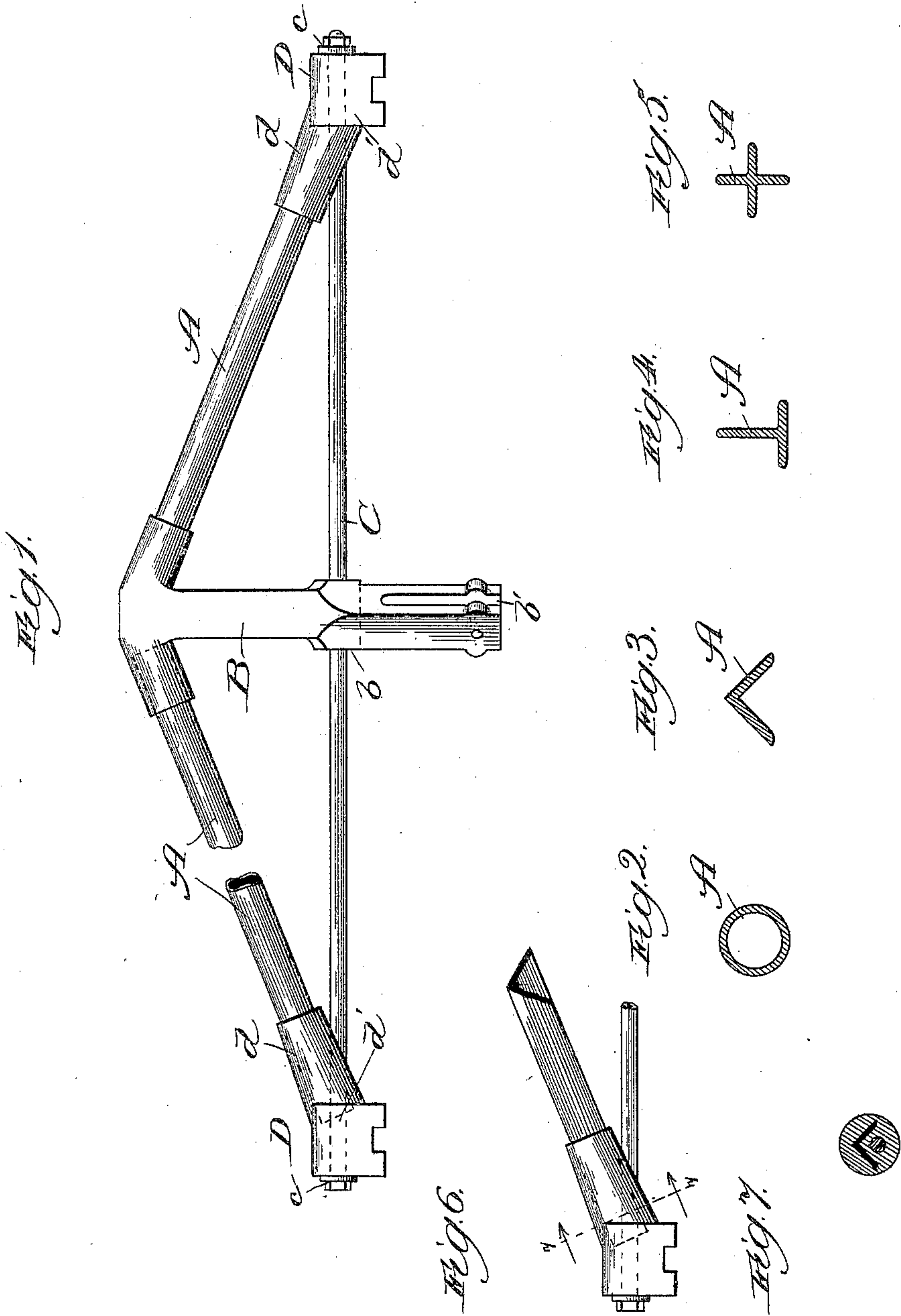


(No Model.)

J. PLAYER.  
CAR BRAKE.

No. 446,569.

Patented Feb. 17, 1891.



Witnesses:  
Edw. C. Payson,  
Clifford & White.

Inventor:  
John Player,  
By Penning & Penning Payson,  
Attys.



# UNITED STATES PATENT OFFICE.

JOHN PLAYER, OF TOPEKA, KANSAS.

## CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 446,569, dated February 17, 1891.

Application filed September 29, 1890. Serial No. 366,516. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN PLAYER, a citizen of the United States, residing at Topeka, Shawnee county, Kansas, have invented a new and useful Improvement in Car-Brakes, of which the following is a specification.

My invention has particular reference to the form of the compression members of a trussed brake-beam, to the strut used therein, and to the combined brake-heads and sockets for receiving the ends of the compression members; and the invention consists in the features and details of construction hereinafter described and claimed.

In the drawings, Figure 1 is a plan view of my improved brake-beam. Figs. 2, 3, 4, and 5 are cross-sections of various forms of compression members. Fig. 6 is a plan view of a portion of a beam, having such members made of angle-iron; and Fig. 7, a cross-section on line 7 7 of Fig. 6, looking in the direction of the arrows.

The compression members A (shown in Fig. 1) are made of tubing or gas-pipe, of any suitable dimensions, and cored, if necessary, to admit of the passage of the truss-rod. A strut B is provided, made of any suitable material, and substantially T-shaped, as shown, its arms being bent downward and cored to form sockets to receive the ends of the compression members A. This strut is cored at *b* to allow the truss-rod C to pass through, and, extending beyond this rod, is forked, as shown at *b'*, to receive the brake-lever. I then make the combined brake-heads and socket-pieces D. These are made substantially as shown in Fig. 1, wherein they consist of a block, formed to receive the brake-shoe, and a socket-piece *d* integral therewith, and extending at an angle from one side thereof and cored to receive the end of the compression member. A hole *d'* is also made to allow the truss-rod to pass through the brake-head.

The parts are put together as follows: The compression members are inserted into the sockets in the strut, the brake-heads and sockets are passed over the ends of such members, and the truss-rod being passed through the brake-heads and strut is fastened securely in place by means of nuts *c*, whereby the parts are held firmly together. The members may be firmly secured in the sockets and strut or

simply inserted therein and held by the nuts *c*, as desired.

In Figs. 2 to 5 are shown different forms of compression members. Fig. 2 is a cross-section of the member shown in Fig. 1. Fig. 3 shows a member made of angle-iron. Figs. 4 and 5 are members made of different commercial forms of iron. Any of these forms or others may be used, as desired.

In Figs. 6 and 7 is illustrated a beam with angle-iron compressing members, the advantage of this being that the truss-rod passes between the legs of the iron without cutting the member, thereby avoiding weakening it. The brake-heads are of course to be cored to fit whichever form of compression member is used. The brake-shoes are attached directly to the combined brake-heads and sockets D.

I claim—

1. In a brake-beam, a brake-head D, having a socket *d* integral therewith and extending laterally at an angle thereto, substantially as described.

2. In a brake-beam, the combination of the compression members A, the T-shaped strut B, the combined brake-heads and sockets D, and the truss-rod *c*, passing through the strut, compression members, and brake-heads, and secured by nuts *c* or other suitable means, substantially as described.

3. In a brake-beam, a strut B, cored to receive the compression members and truss-rod and extending beyond such rod to receive the brake-lever, substantially as described.

4. In a brake-beam, the combination of compression members A, combined brake-heads and sockets D, a strut B, and a truss-rod C, the strut extending beyond the truss-rod to support the brake-lever, substantially as described.

5. In a brake-beam, the combination of compression members A, made of angle-iron, combined brake-heads and sockets D, a strut B, and a truss-rod passing through the strut and brake-heads and between the legs of the compression members, whereby any cutting of such members is avoided, substantially as described.

JOHN PLAYER.

Witnesses:

EPHRAIM BANNING,  
ANNIE C. COURTENAY.