

(No Model.)

C. K. PICKLES.
BRAKE BEAM.

No. 492,748.

Patented Feb. 28, 1893.

Fig. I.

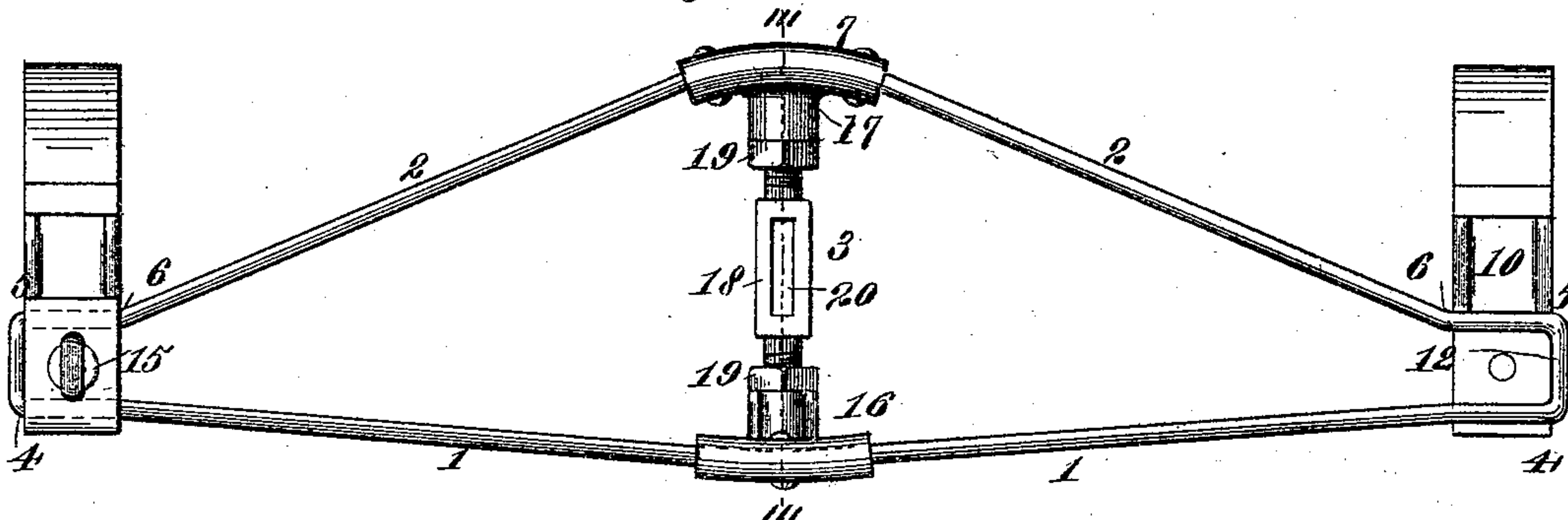


Fig. II.

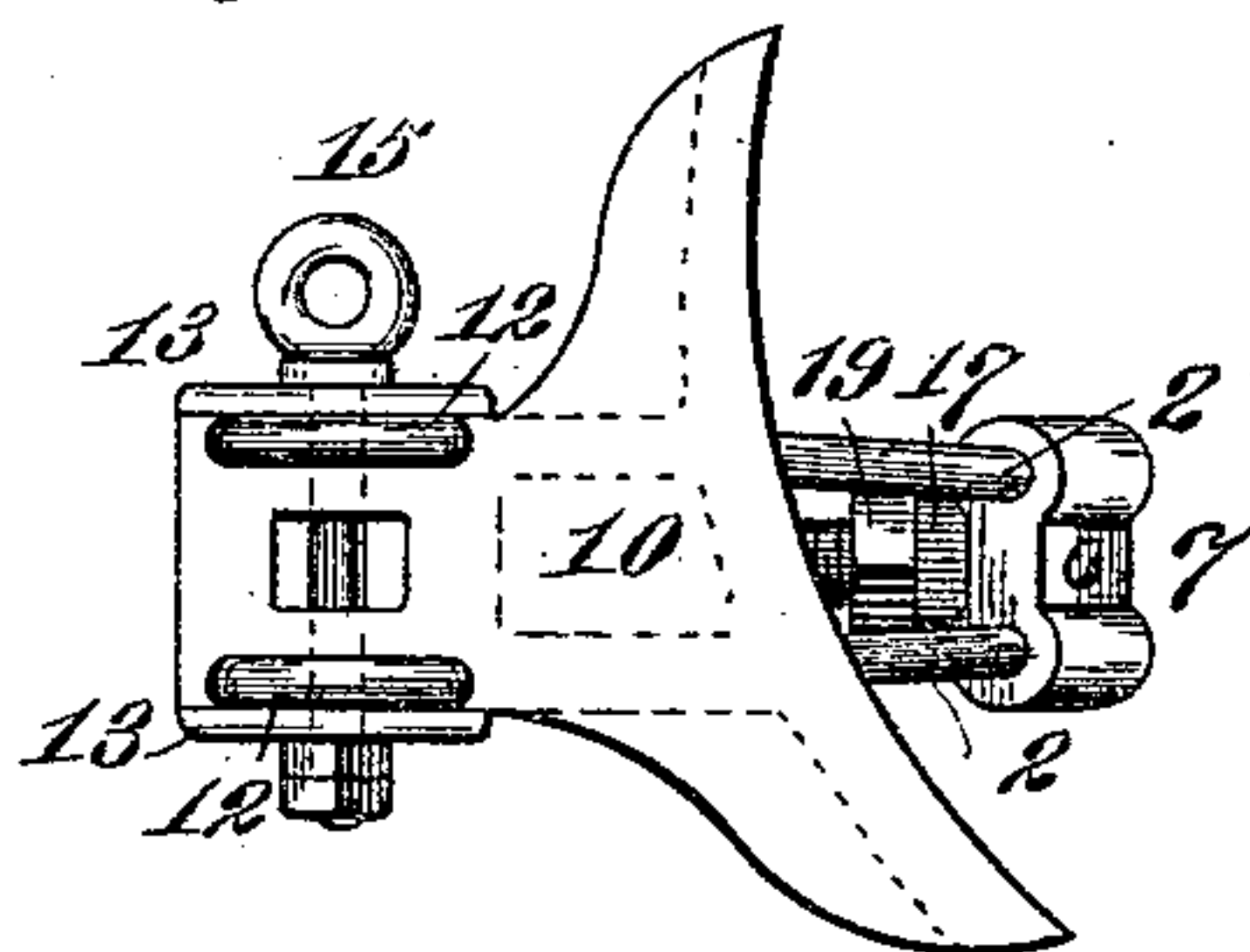


Fig. III.

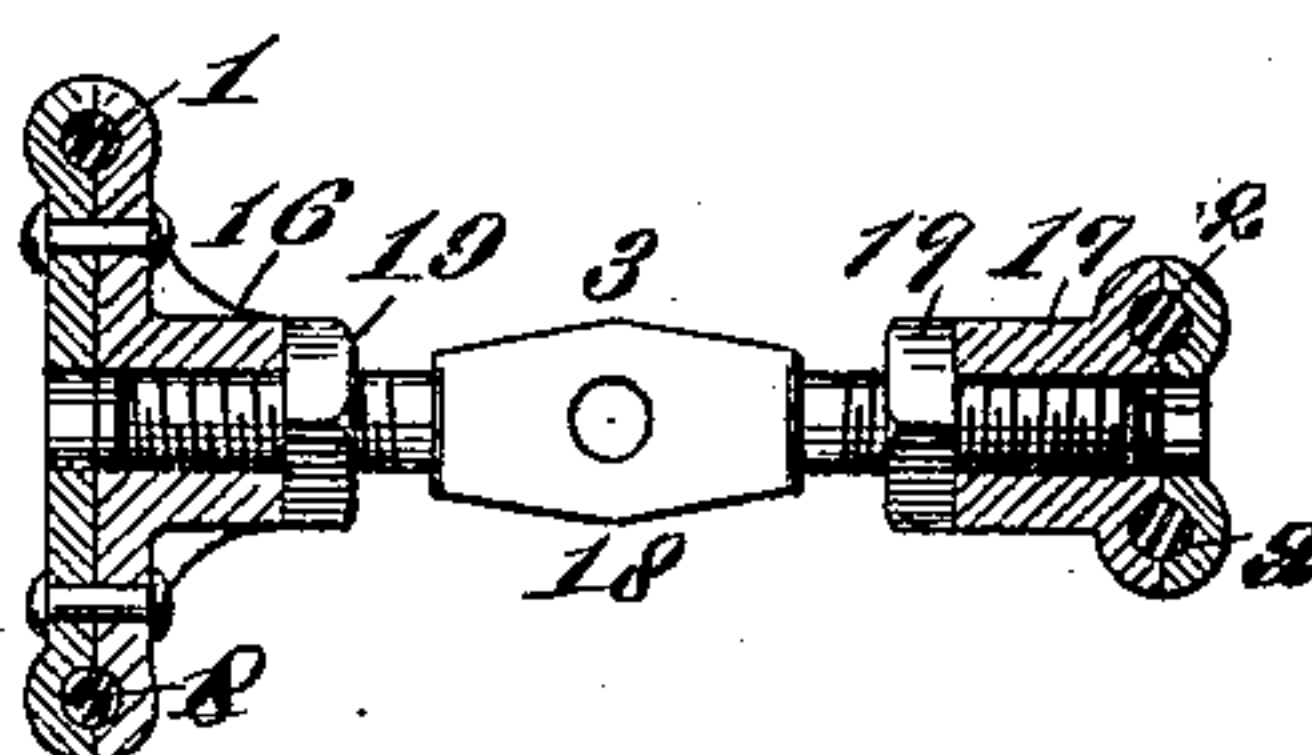


Fig. IV.

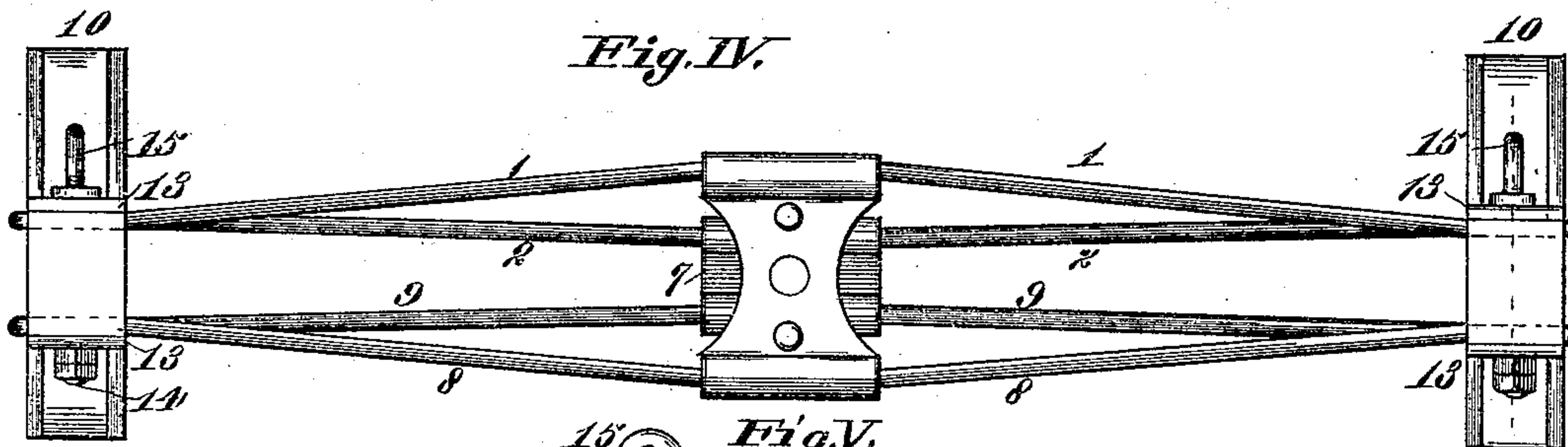
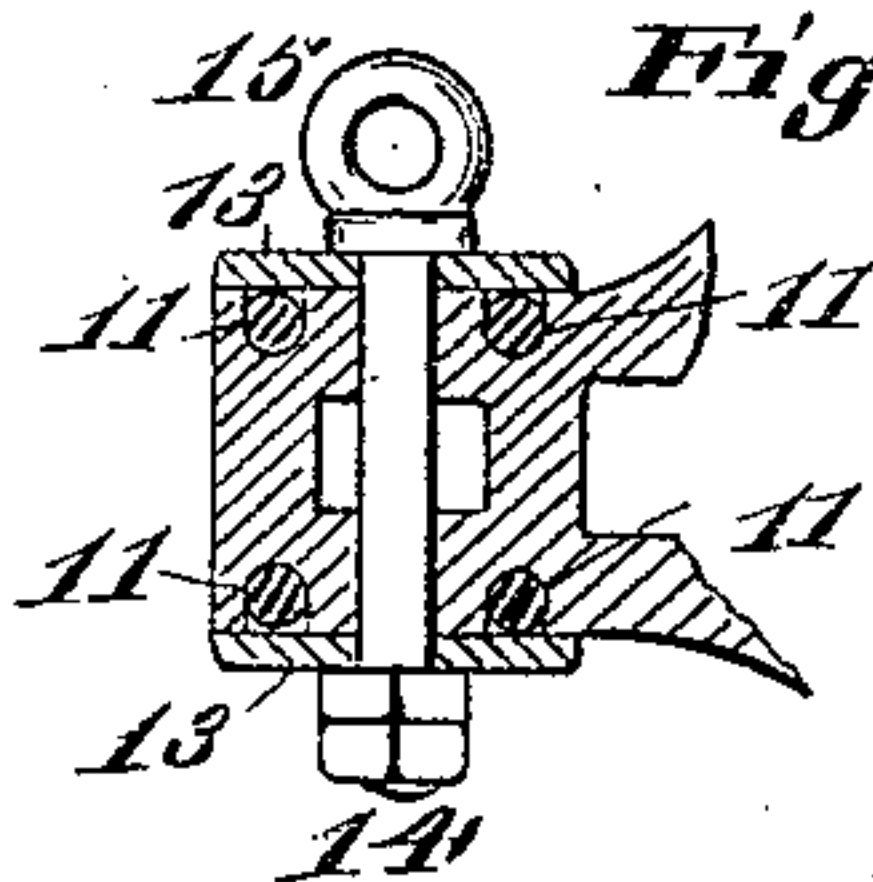


Fig. V.



Attest:

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Inventor:

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By *Wright Bros*
attys

UNITED STATES PATENT OFFICE.

CHARLES K. PICKLES, OF ST. LOUIS, MISSOURI, ASSIGNOR TO DENNIS PAUL SLATTERY, OF SAME PLACE.

BRAKE-BEAM.

SPECIFICATION forming part of Letters Patent No. 492,748, dated February 28, 1893.

Application filed December 5, 1892. Serial No. 454,173. (No model.)

To all whom it may concern:

Be it known that I, CHARLES K. PICKLES, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Brake-Beams, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to an improved brake-beam, intended more particularly for use on steam railway cars, but which may be used for other vehicles; and my invention consists in features of novelty hereinafter fully described and pointed out in the claims.

Figure I is a top or plan view, illustrative of my invention. Fig. II is an end view. Fig. III is a vertical, transverse section, taken on line III—III, Fig. I. Fig. IV is a rear view. Fig. V is a detail section, taken on line V—V, Fig. IV.

The beam is composed of an upper chord or rod 1, the truss portion 2 of which is held expanded by a stretcher 3. The portions 1 and 2 are preferably formed integral, as shown in Fig. I, the shape being given to the parts by bending the rod at 4, 5, 6 and 7, as shown in the drawings. Beneath this upper chord or rod is a lower chord or rod 8 having a truss portion 9, and which is shaped and bent the same as the upper chord, and is a facsimile thereof.

10 represents the brake-shoe heads, grooved as shown at 11, Fig. V, to receive the ends of the upper and lower chords of the beam. The ends 12 of the chords prevent outward movement of the brake heads of the beam, and the shoulders or bends 6 of the chords prevent inward movement of the heads of the beam. The chords of the beam are held in the groove 11 by disks or washers 13, through which pass bolts 14, which I prefer to form with eyes or open ends 15, so that they may be utilized to receive the links or chains which support the car-beam.

The stretcher 3 consists of a casting or bracket 16, through which the upper and

lower chords 1 and 8 of the beam are passed, and a bracket or casting 17 through which the upper and lower chords 2 and 9 of the beam are passed, as shown in the drawings.

18 is a swivel having threaded ends fitting in threaded sockets of the brackets 16 and 17, and upon which are placed jam nuts 19. The swivel 18 has a mortise or opening 20 to receive the lever of the brake system. By turning the swivel 18, the chords of the beam can be tightened, and by setting up the jam nuts 19, the tension of the chords can be maintained.

A brake beam thus constructed is exceedingly light, strong and durable.

I claim as my invention—

1. In a brake-beam, the combination of two upper and two lower chords or rods, a stretcher and brake heads, substantially as and for the purpose set forth.

2. In a brake beam, the combination of the upper and lower chords or rods, a stretcher, and brake shoe heads grooved to receive the chords and held thereto by disks and bolts, the latter having eyes or perforated heads 15, substantially as and for the purpose set forth.

3. In a brake beam, the combination of the upper and lower chords, 1, 2, 8, 9, a stretcher consisting of brackets 16 and 17, and a swivel 18 and brake-shoe heads secured to the ends of the chords, substantially as and for the purpose set forth.

4. In a brake beam, the combination of the upper and lower rods or chords, 1, 2, 8, 9, bent at 4, 5, 6 and 7, brake-shoe heads grooved to receive the chords and held thereon by the ends of the chords, and the bends 6 and by means of washers or disks 13, and bolts 14 and a stretcher composed of brackets 16 and 17, and a perforated swivel 18 threaded into the brackets and provided with jam nuts, substantially as and for the purpose set forth.

CHARLES K. PICKLES.

In presence of—

ALBERT M. EBERSOLE,
ED. S. KNIGHT.