(No Model.)

H. B. ROBISCHUNG.

BRAKE BEAM.

No. 495,838. Patented Apr. 18, 1893.

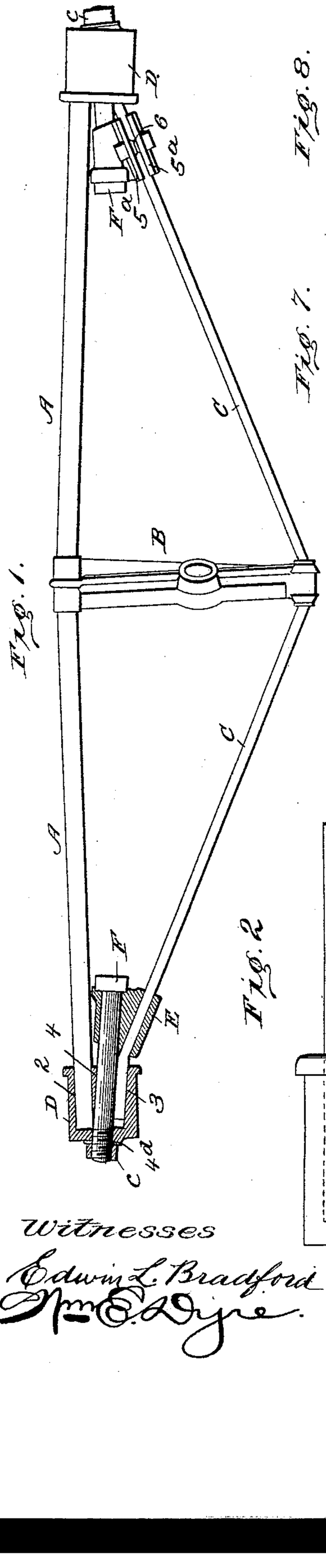

Fig. 1.

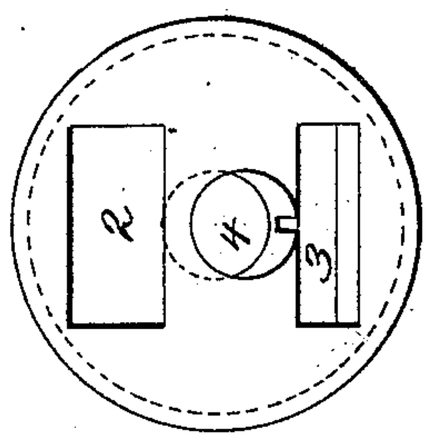

Fig. 8.

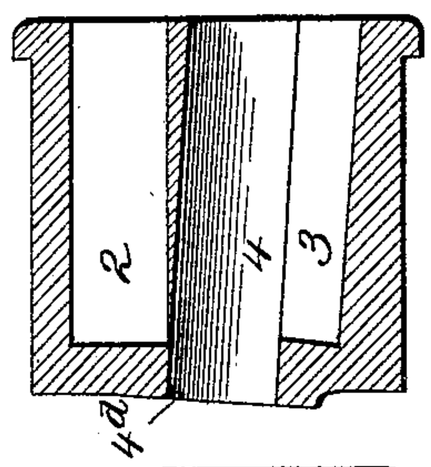

Fig. 7.

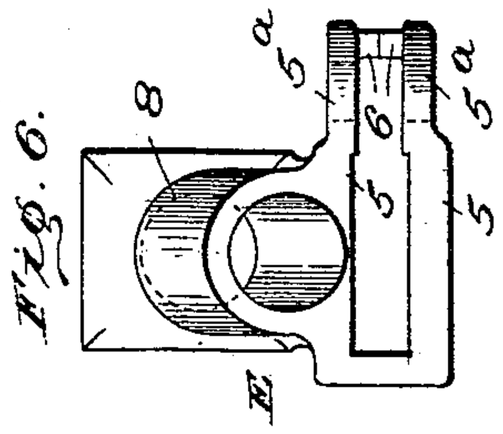

Fig. 6.

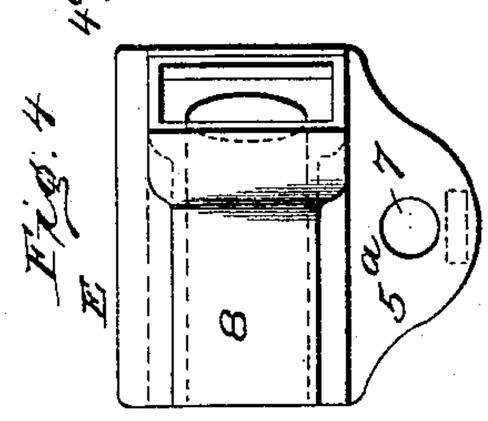

Fig. 4

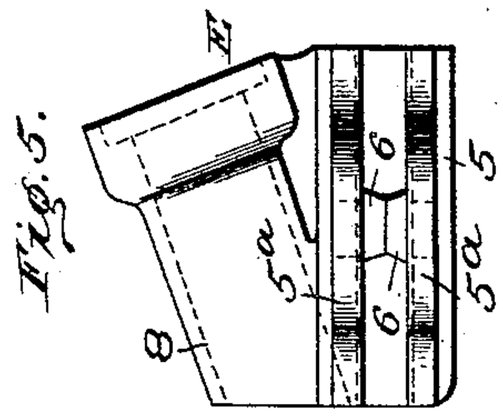

Fig. 5.

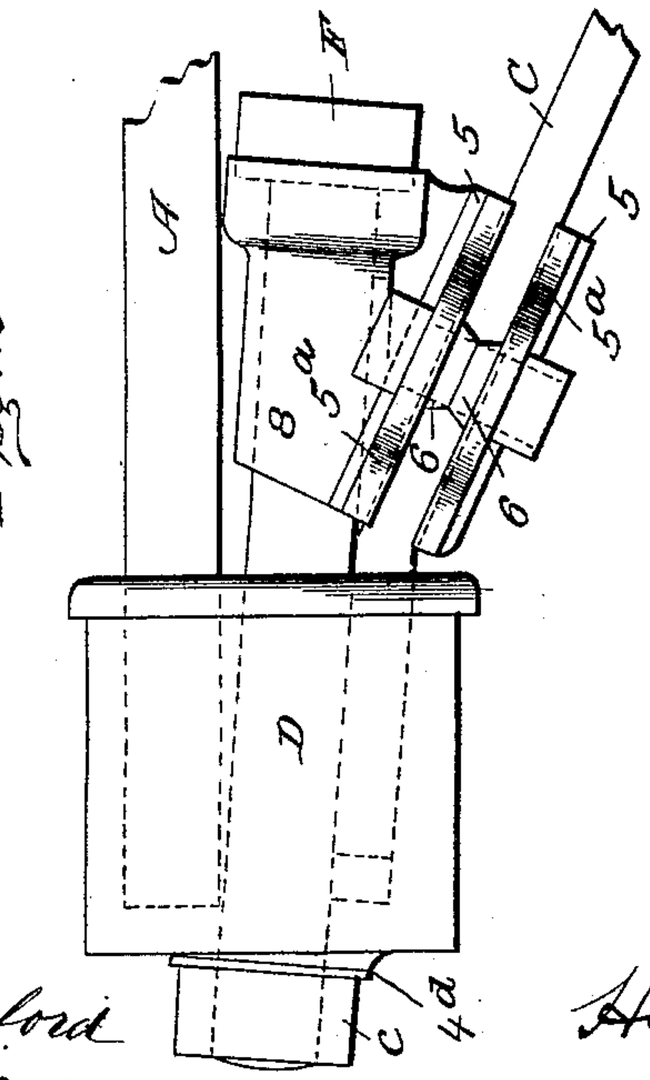

Fig. 2.

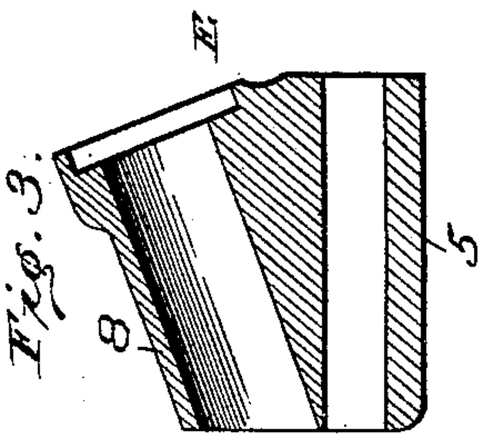

Fig. 3.

Witnesses
Edwin L. Bradford
Wm. E. Dyer.

Inventor
Henry B. Robischung
by F. W. Ritter Jr
Attorney

UNITED STATES PATENT OFFICE.

HENRY B. ROBISCHUNG, OF KALAMAZOO, MICHIGAN, ASSIGNOR TO THE CHICAGO RAILWAY EQUIPMENT COMPANY, OF CHICAGO, ILLINOIS.

BRAKE-BEAM.

SPECIFICATION forming part of Letters Patent No. 495,838, dated April 18, 1893.

Application filed December 13, 1892. Serial No. 454,996. (No model.)

To all whom it may concern:

Be it known that I, HENRY B. ROBISCHUNG, a citizen of the United States, residing at Kalamazoo, in the county of Kalamazoo and State of Michigan, have invented certain new and useful Improvements in Brake-Beams; and I hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, in which—

Figure 1, is a plan view, partly in section, of a trussed brake beam embodying my invention. Fig. 2, is an enlarged detail plan view of one end of the beam, showing the devices embodying my invention. Fig. 3, is a longitudinal sectional view of the tension rod clamp. Fig. 4, is a plan view of the tension rod clamp. Fig. 5, is a side elevation of the tension rod clamp. Fig. 6, is an end view of the tension rod clamp. Fig. 7, is a longitudinal sectional view of the sleeve or cup for the end of the beam, and Fig. 8, is an end view of the beam sleeve or cup.

Like symbols refer to like parts wherever they occur.

My invention relates to the construction of trussed metal brake beams and has for its object to provide simple and efficient means for obtaining and maintaining the adjustment and tension of the members composing the structure.

To this end, the invention generally stated, embraces the combination with the tension and compression members of an interposed tension rod clamp and means for adjustably connecting said clamp with the compression member.

There are other minor features of invention as will hereinafter more fully appear.

The present invention while generally applicable to all trussed metallic brake beams, has been especially devised to afford means of taking up the slack of the tension rod in beams whose tension and compression members have heretofore been welded, and while shown (for purposes of illustration only) in connection with tension and compression members of rectangular cross-section, there is no intention of so limiting the scope of the invention.

I will now proceed to describe my invention more fully so that others skilled in the art to which it appertains may apply the same.

In the drawings A, indicates the compression member, B the strut or post, and C the tension member of a trussed brake beam of any desired pattern.

D is an end cup or sleeve used in conjunction therewith, and which is adapted to receive a brake head of any of the several well known forms. The interior of the cup D has a socket 2, for the end of the compression member A, a socket 3, for the end of the tension member C, and an orifice or bolt hole 4, through which passes a bolt F from the clamp of the tension member. The exterior of the end cup or sleeve D surrounding the bolt orifice 4 is preferably inclined as at 4^d to form a seat for the nut *c* of the tension member, so that the plane of said nut is at substantially right angles to the plane of the tension member C. If desired the sockets 2 and 3 may be tapered or have inclined sides to accommodate the spring of the tension and compression members.

E, indicates a tension rod clamp provided with the jaws 5 having ears 5^a provided on their under surface with limit lugs 6, and also provided with bolt holes 7 between the lugs 6 and jaws 5, so that the spring of the clamp shall securely hold the tension member C. In conjunction with said clamp E suitable means for adjusting the connection between the tension and compression members are provided, and in the present instance such means are shown as a sleeve 8 on the tension rod clamp E through which and the bolt orifice 4 of cup or sleeve D passes a threaded draft bolt F, the whole being secured and adjusted by the tension nut *c*. The compression member A, strut B, tension member C, and cup or sleeve D, having been assembled as indicated in the drawings, the tension rod clamp E is attached to the tension member C and the bolt F is passed through the clamp and the first adjustment of the tension member C is made. The beam may then be tested in the usual manner and the stretch or slack arising therefrom may be subsequently taken up by means of the nut *c*.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a trussed metal brake beam, the combination with a compression member, and tension member, of a tension member clamp, and means for adjustably connecting the same with the compression member; substantially as and for the purposes specified.

2. In a trussed metal brake beam, the combination with compression and tension members, of a tension rod clamp having a bolt sleeve, and an adjustable tension bolt for connecting the tension rod clamp with the compression member; substantially as and for the purposes specified.

3. In a trussed metal brake beam the combination with a compression and a tension member; of an end cup having sockets for said members, and a bolt orifice, a tension rod clamp and an adjustable bolt for securing the tension rod clamp to the compression member; substantially as and for the purposes specified.

4. In a trussed metal brake beam, the combination with a compression and tension member, of an end cup having sockets for said members, a tension rod clamp having a bolt sleeve, and an adjustable bolt for securing the tension rod clamp to the compression member, substantially as and for the purposes specified.

In testimony whereof I affix my signature, in presence of two witnesses, this 28th day of November, 1892.

HENRY B. ROBISCHUNG.

Witnesses:
E. B. LEIGH,
E. T. WALKER.