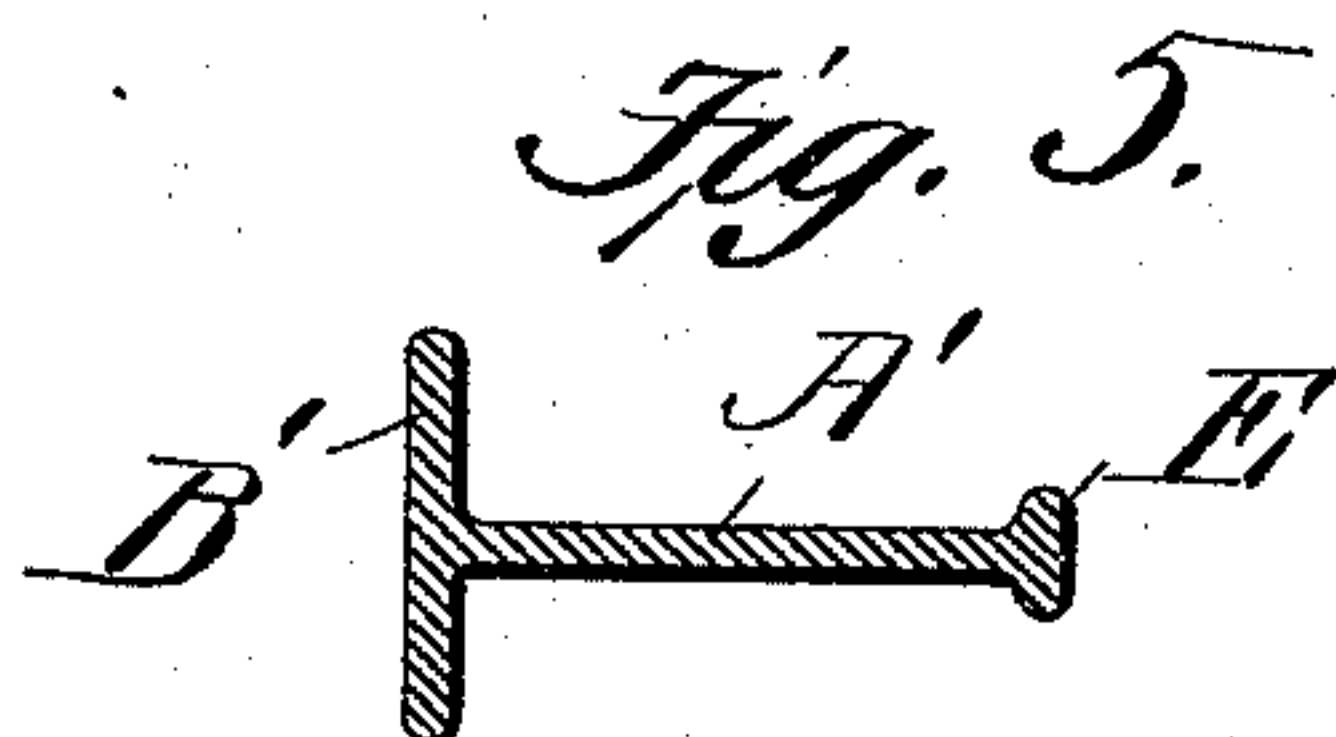
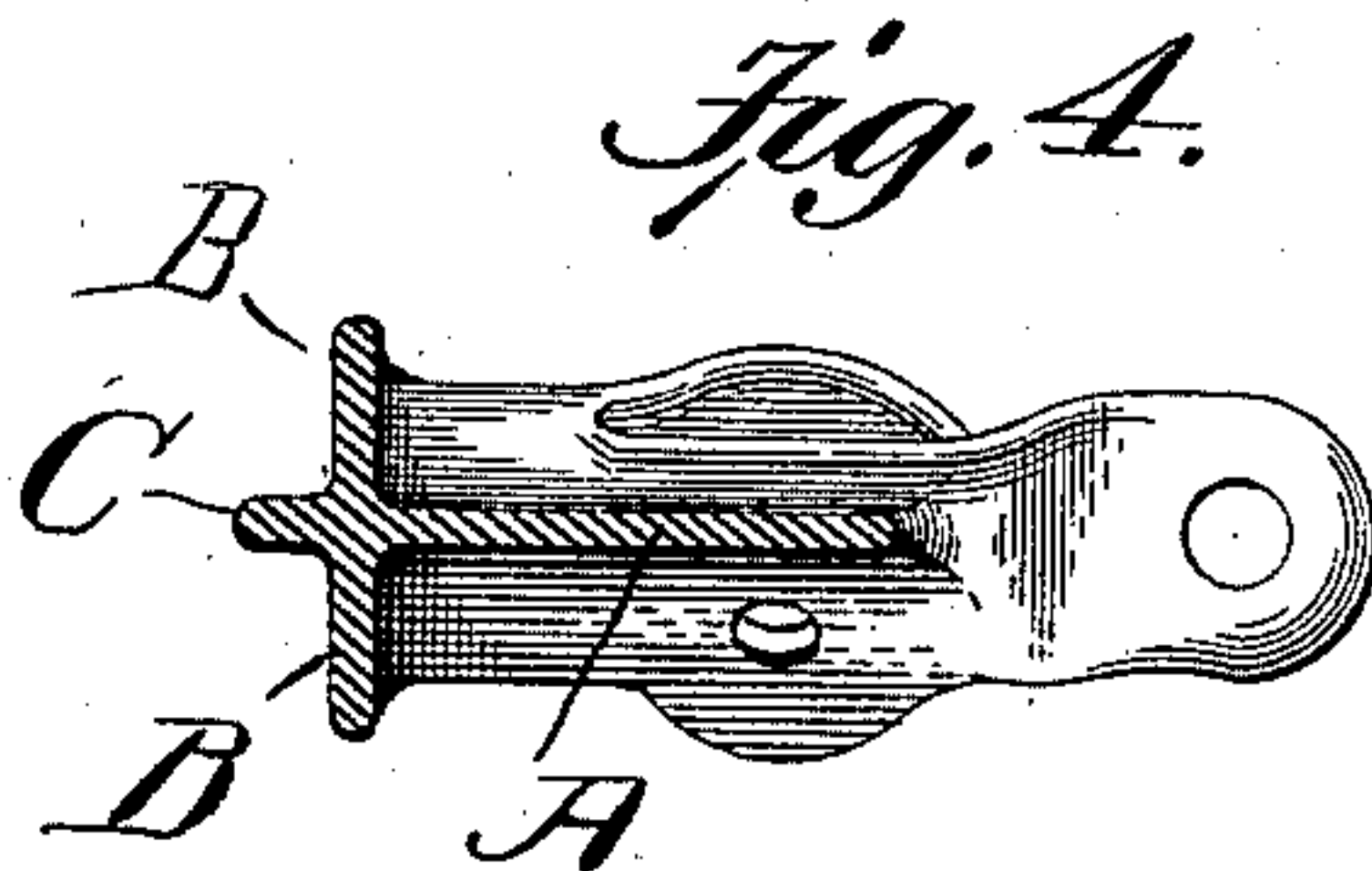
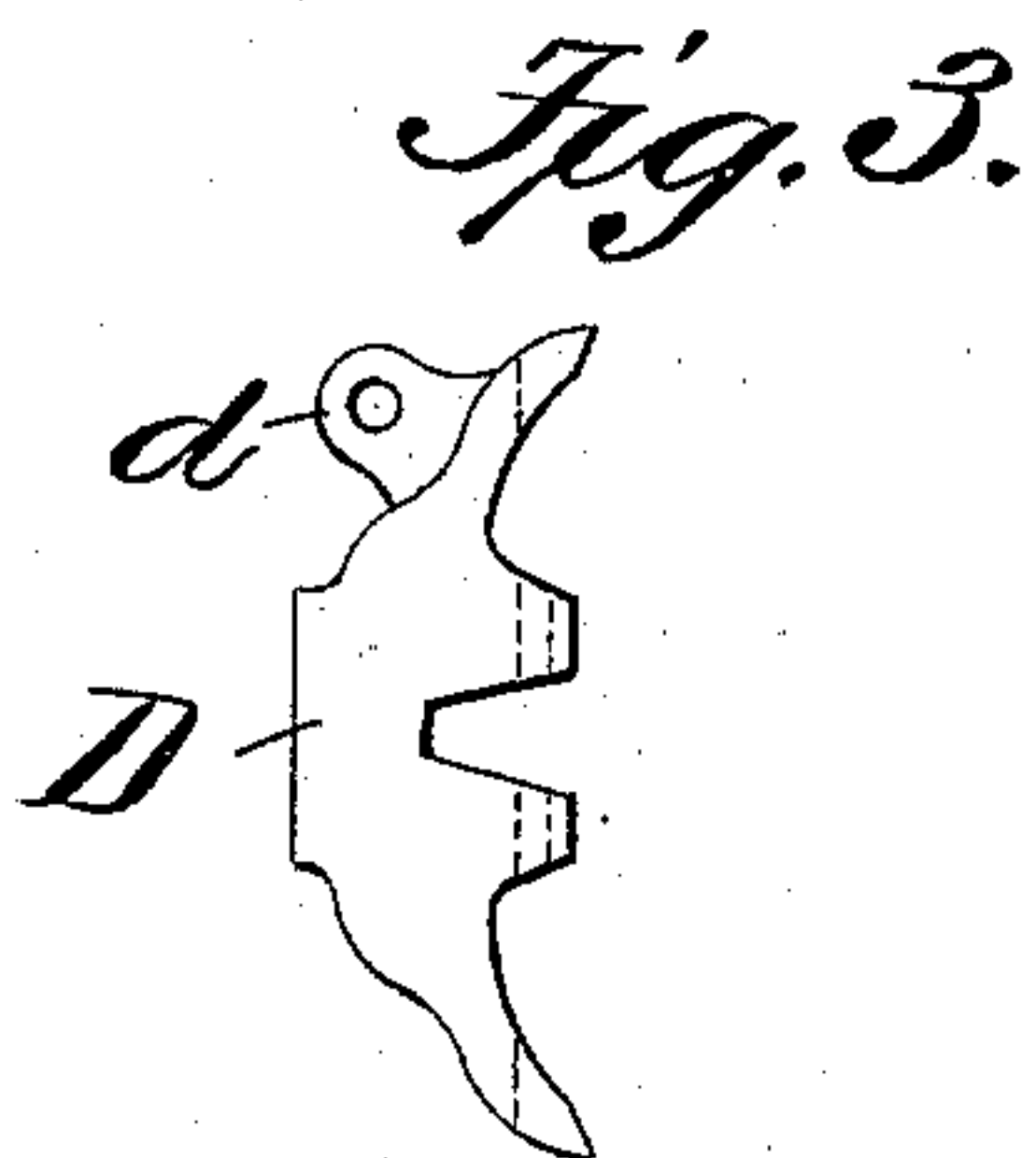
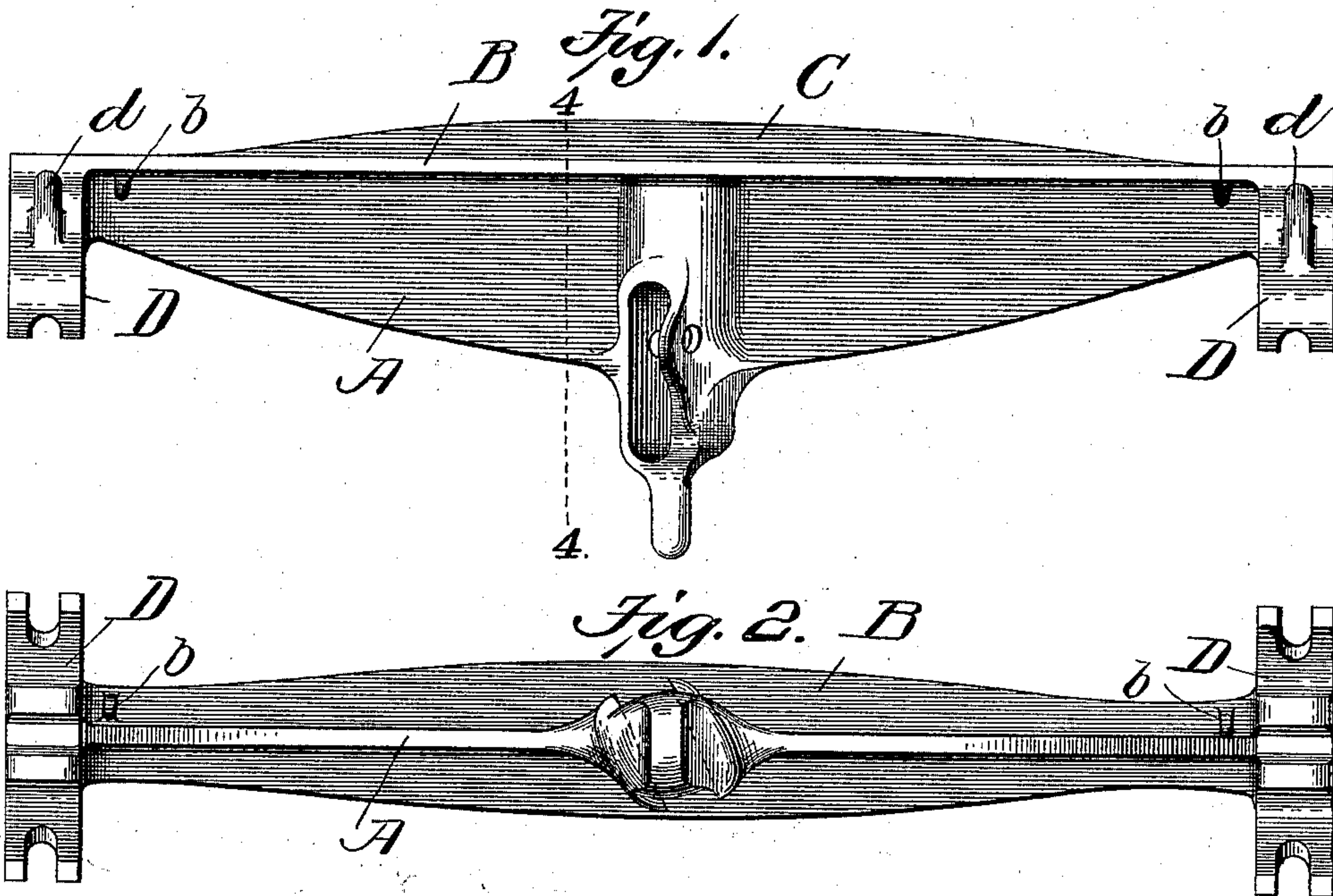


(No Model.)

F. L. LAMKEY.
BRAKE BEAM.

No. 550,625.

Patented Dec. 3, 1895.



Witnesses:
J. R. Cornwall.
Hugh W. Wagner.

Inventor
Frank L. Lamkey.
by Paul Bakewell
his atty.

UNITED STATES PATENT OFFICE.

FRANK L. LAMKEY, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF TO
PETER H. MURPHY, OF EAST ST. LOUIS, ILLINOIS.

BRAKE-BEAM.

SPECIFICATION forming part of Letters Patent No. 550,625, dated December 3, 1895.

Application filed September 16, 1895. Serial No. 562,649. (No model.)

To all whom it may concern:

Be it known that I, FRANK L. LAMKEY, a citizen of the United States, residing at the city of St. Louis, 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 a part of this specification, wherein—
Figure 1 is a top plan view of my improved beam. Fig. 2 is a side elevational view looking at the face of the beam. Fig. 3 is a detail view of the head. Fig. 4 is a cross-sectional view taken on line 4 4, Fig. 1. Fig. 5 is a cross-sectional view of a slightly-modified form.

This invention relates to a new and useful improvement in brake-beams; and it consists, generally stated, in forming the beam, brake-heads, and associate parts of one piece, preferably by casting, the material used being steel.

The invention further consists in the details of construction, arrangement, and combination of the several parts, all as will hereinafter be described, and afterward pointed out in the claims.

In the drawings, A indicates the main web of the beam, which is preferably enlarged or increased in thickness at about its middle to give strength and afford material sufficient to brace the web at the point where the brake-lever slot is formed. The rear end of web A is formed with lateral flanges B, which increase in width toward their middle, while back of said flanges B, I prefer to have present a strengthening-rib C, which is about on the same plane as rib A and which decreases in thickness toward the end of the beam. Near the ends of flange B and above the web A project lugs *b*, to which safety-chains for the beam are secured.

D indicates the brake-heads arranged at the end of the beam, which heads have formed on their upper side lugs or ears *d*, to which are attached the brake-hangers. If desired, the shape of these heads may be changed to accommodate different forms of shoes.

In Fig. 5 I have shown a cross-sectional view of a slightly-modified form of web for the beam, in which A' would be the main web, B' the rear flanges, and E flanges on the front edge of main web A'. By this construction the beam would be substantially I-shaped in cross-section, while the beam shown in Figs. 1, 2, and 4 would be substantially T-shaped in cross-section.

A beam such as above described, where all the parts are made in one piece, has many advantages over a beam in which the parts are made of several pieces, as there is nothing to work loose in this solid beam.

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

1. A brake beam consisting of a main web A, the flanges B, and the brake heads, said web A and flanges B decreasing in width toward the ends of the beam; substantially as described.

2. A brake beam consisting of the main web A which is increased in thickness about its middle and slotted for the brake lever, strengthening flanges B and C at the back of the main web, said main web and its strengthening flanges decreasing in width toward the ends of the beam, and brake heads on the ends of the beam; substantially as described.

3. A brake beam consisting of a main web which is increased in thickness at its middle and slotted to receive the brake-lever, said web being flanged to give it strength, brake-heads on the ends of the web, hanger lugs on said heads, and safety chain lugs, all of said parts being made of one piece; substantially as described.

In testimony whereof I hereunto affix my signature, in presence of two witnesses, this 9th day of September, 1895.

FRANK L. LAMKEY.

Witnesses:

F. R. CORNWALL,
HUGH K. WAGNER.