

(No Model.)

C. J. ROSEN, Jr.
BRAKE BEAM.

No. 572,569.

Patented Dec. 8, 1896.

Fig 1

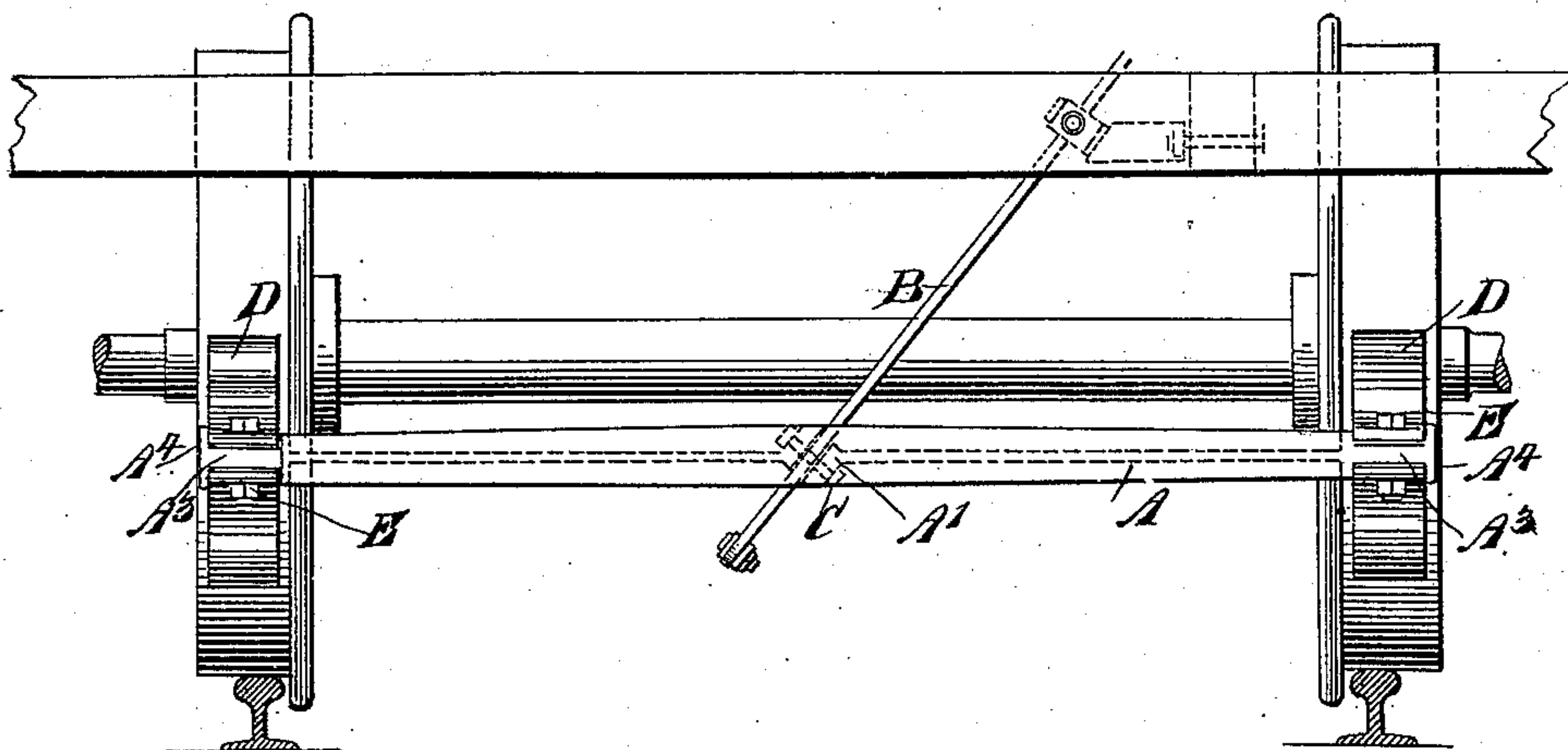


Fig 2

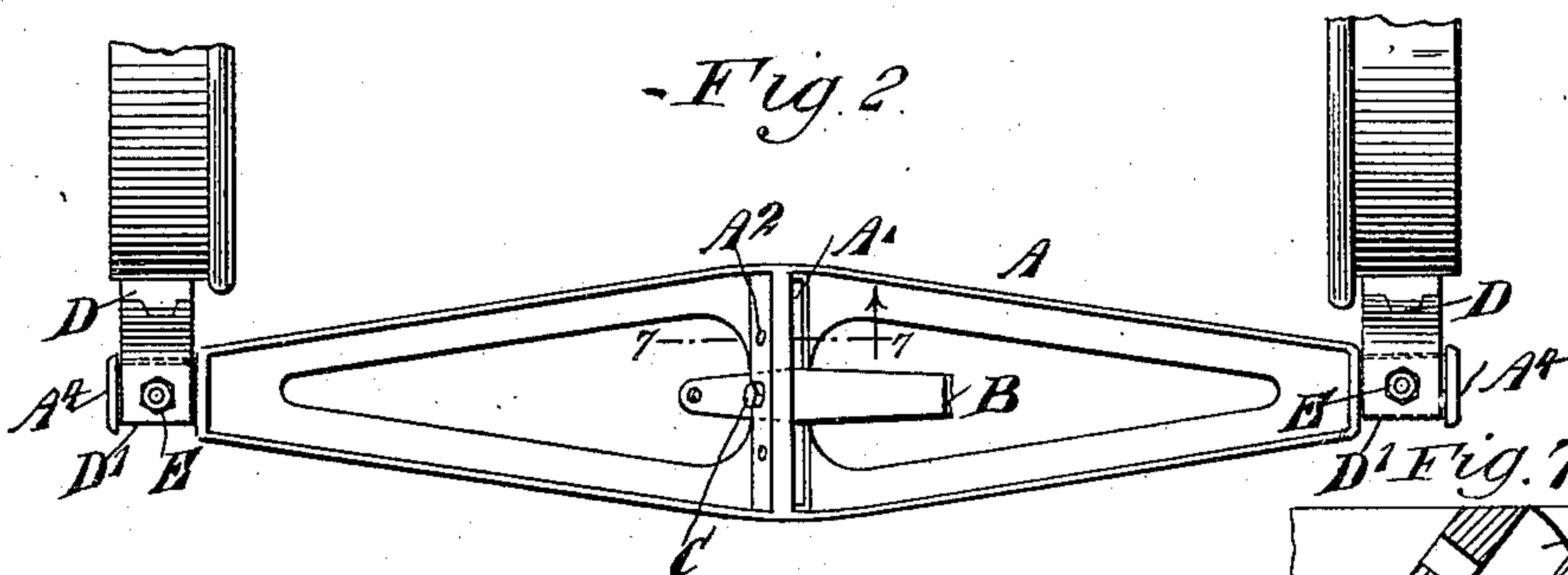


Fig 4

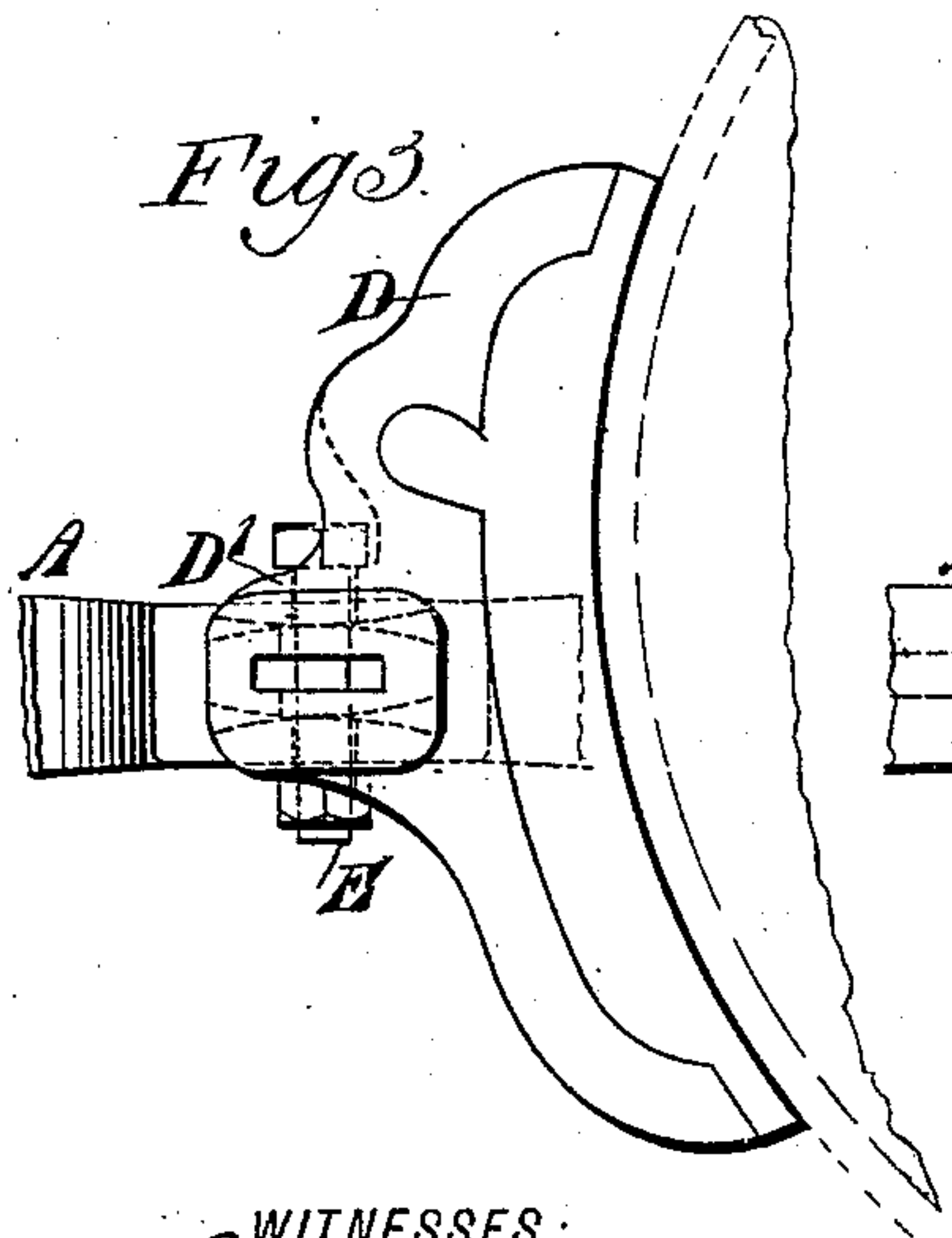
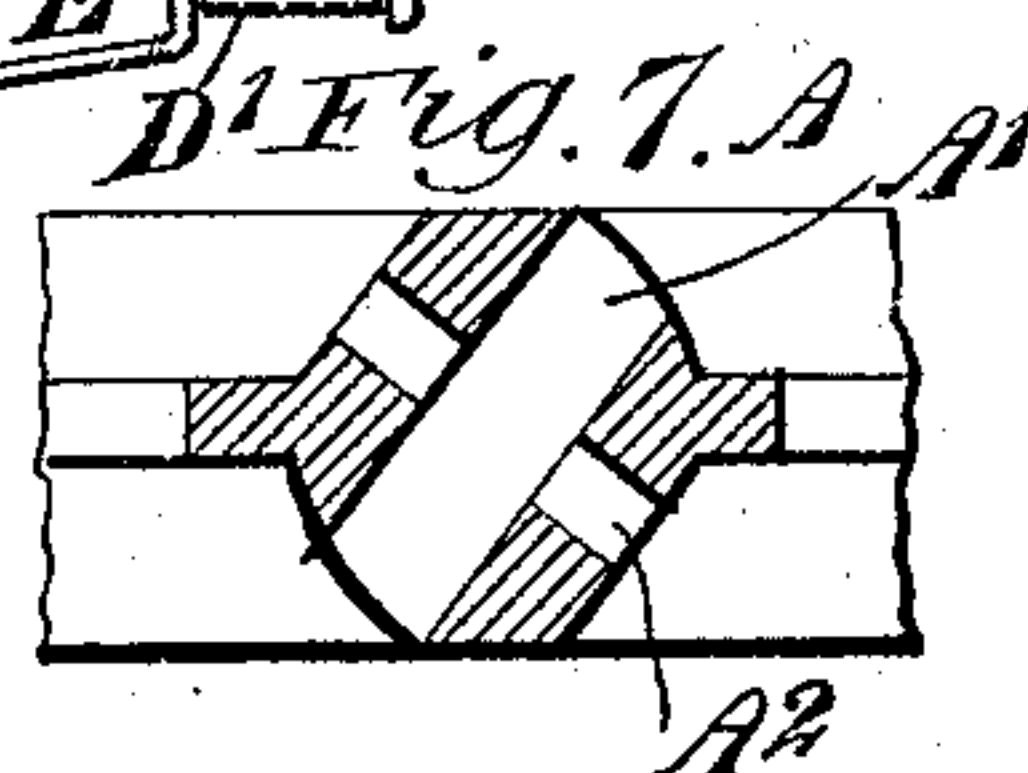
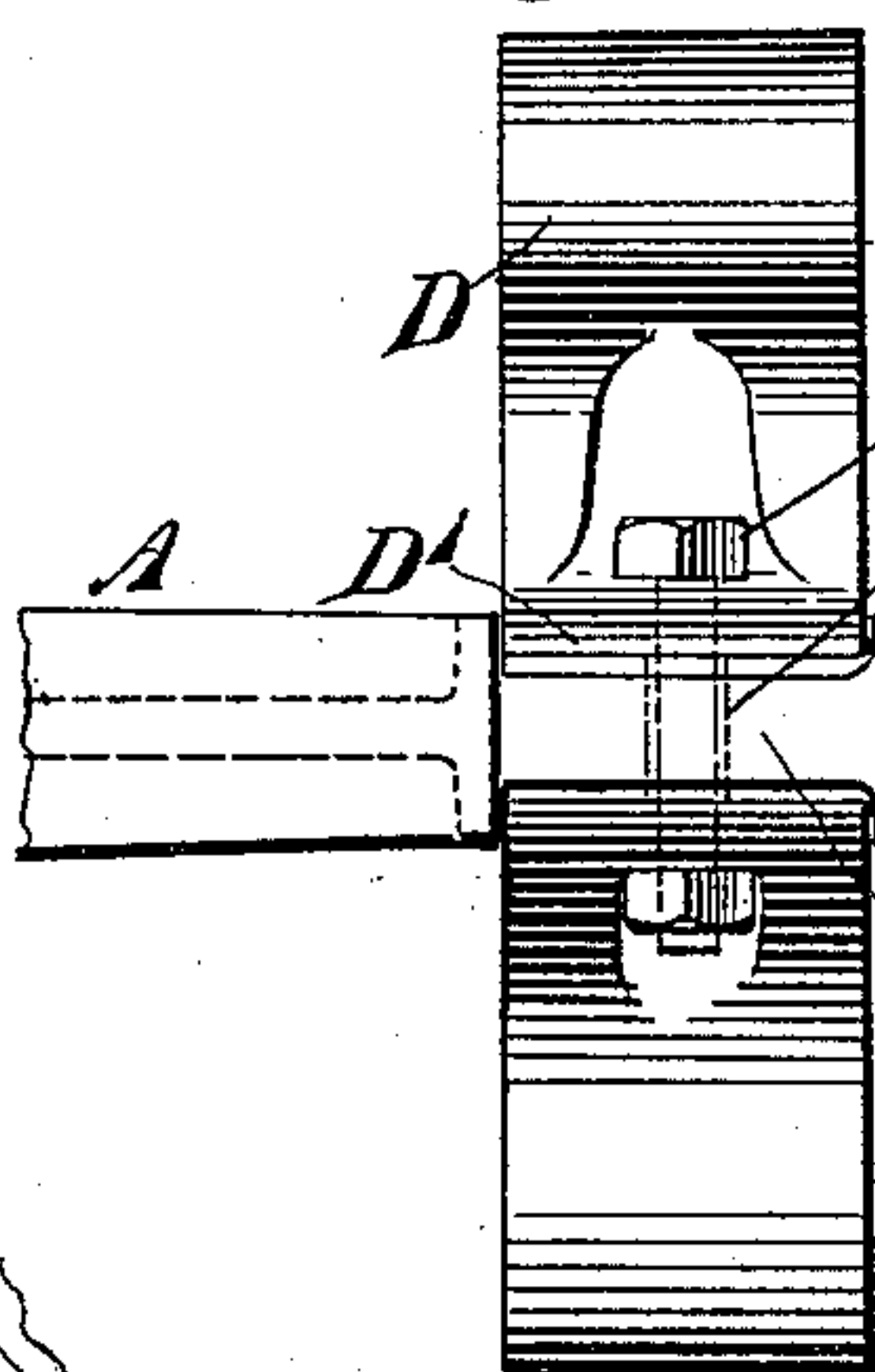


Fig 5

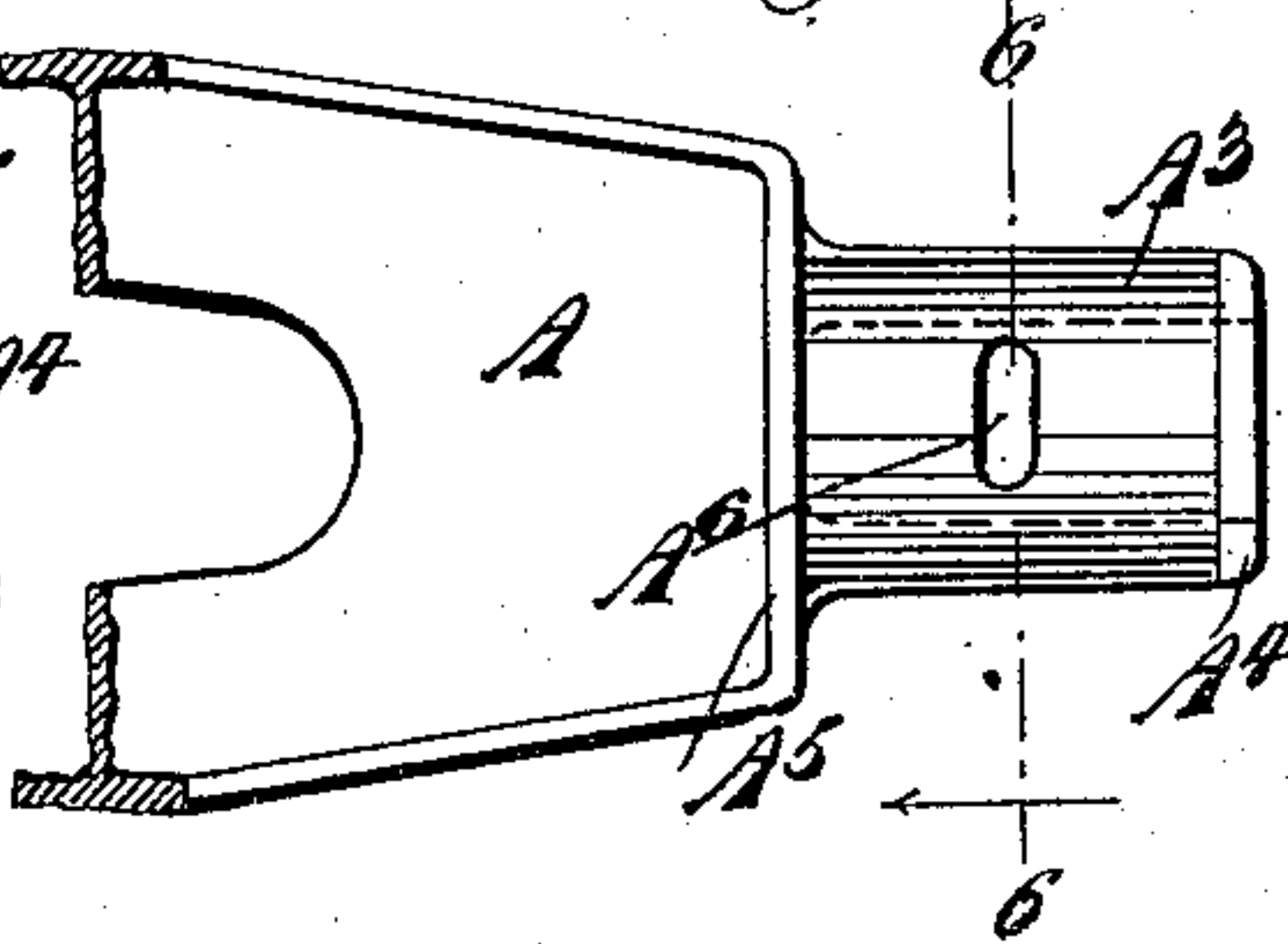
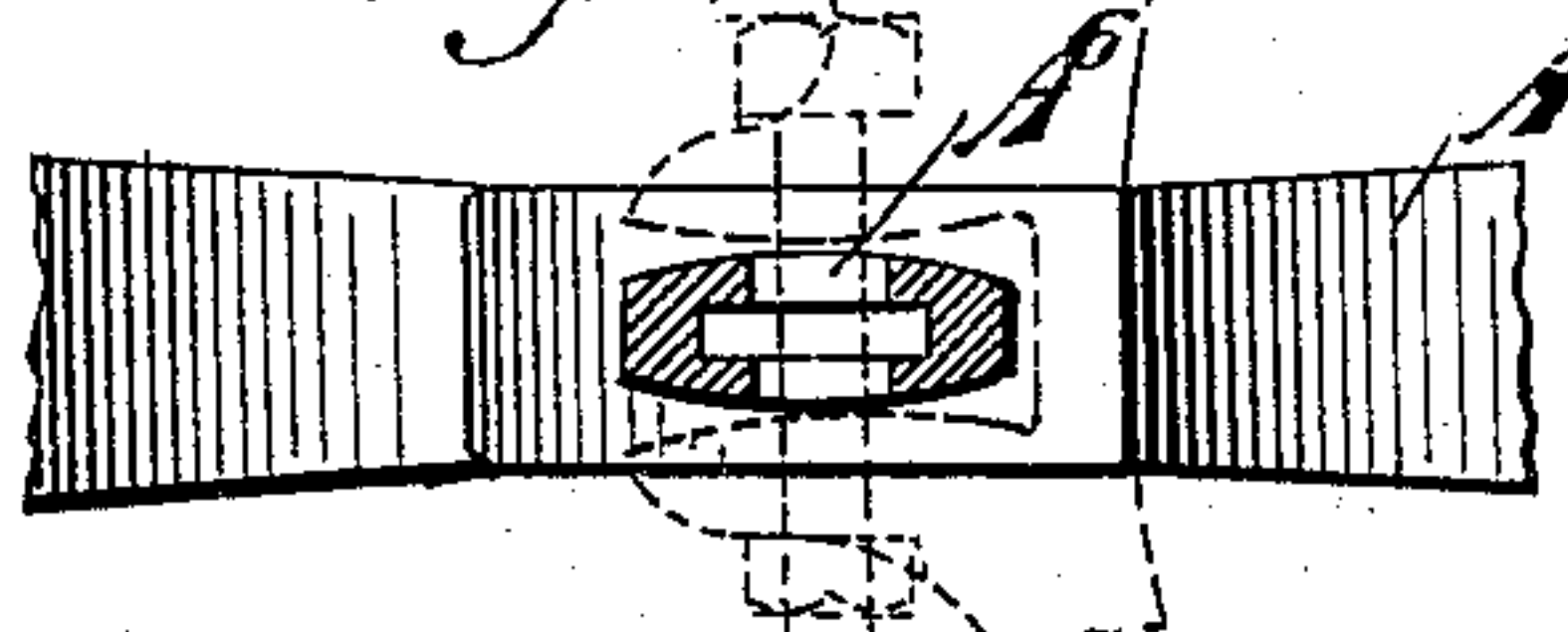


Fig 6



WITNESSES:
Paul J. Hottel
Geo. J. Hottel

INVENTOR
C. J. Rosen Jr.
BY *Mummy*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

CARL J. ROSEN, JR., OF TOPEKA, KANSAS.

BRAKE-BEAM.

SPECIFICATION forming part of Letters Patent No. 572,569, dated December 8, 1896.

Application filed March 11, 1896. Serial No. 582,819. (No model.)

To all whom it may concern:

Be it known that I, CARL J. ROSEN, Jr., of Topeka, in the county of Shawnee and State of Kansas, have invented a new and Improved Brake-Beam, of which the following is a full, clear, and exact description.

The invention relates to the brake mechanism of railroad-cars; and the object of the invention is to provide a new and improved brake-beam which is simple and durable in construction, interchangeable for either end of the truck, and adjustable to permit of setting the brake-lever at any desired angle.

The invention consists principally of a brake-beam made of malleable iron and in the form of a truss.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is an end elevation of part of a car with the improvement applied. Fig. 2 is a plan view of the same. Fig. 3 is an enlarged side elevation of the improvement with the brake-shoe in contact with the tread of the car-wheel. Fig. 4 is an end elevation of the same. Fig. 5 is a plan view of one end of the beam. Fig. 6 is a sectional side elevation of the same on the line 6 6 of Fig. 5, and Fig. 7 is an enlarged end view of the improvement on the line 7 7 of Fig. 2.

The brake-beam A is made of one single piece of malleable iron and in the form of a truss, as plainly indicated in Fig. 2.

In the middle of the brake-beam A is arranged a longitudinally-extending and diagonally-disposed slot A' for the reception of a brake-lever B, pivotally connected with the beam A by a bolt C, passing through one of a set of apertures A² in the middle part of the beam and through an opening in the lever. By this arrangement the beam B may be connected to the central portion of the brake-beam at either end or at the middle part of the slot, as will be readily understood by reference to Fig. 2.

The ends A³ of the brake-beam A are provided with rounded-off top and bottom faces, as plainly illustrated in Fig. 6, each end being formed with an outer shoulder A⁴ and an inner shoulder A⁵, and each end is adapted to

receive the lips D', projecting from the brake-shoe D, of any approved construction.

In order to hold the brake-shoe in place on the corresponding end A³ of the brake-beam A, I provide a bolt E, passing through openings in the lips and through an elongated opening A⁶ in the end A³, to permit the brake-shoe to rock upon the end A³, so as to adjust its contact-face to the tread of the wheel in case the car is unevenly located or otherwise out of balance. The shoulders A⁴ and A⁵ prevent movement of the brake-shoes endwise on the brake-beam.

Now it will be seen that by the arrangement described the beam A may be used on either end of the truck and the brake-shoes can be readily attached to the ends of the beam and are permitted to rock upon the brake-beam for the purpose above mentioned. It will also be seen that the brake-lever B is adjustable in the middle portion of the brake-beam to allow the brake-lever to be set at any desired angle.

The ends A³ of the beam are hollow to allow of perfect annealing, and at the same time retaining sufficient strength in the ends for applying the brake-shoes with the desired force and without danger of breaking.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A brake-beam made of malleable iron and having its ends formed with a rounded-off top and bottom, and a vertically-disposed aperture for the passage of the bolt for fastening the brake-shoe in place on said end, substantially as shown and described.

2. A brake-beam, having hollow end portions provided with rounded faces and adapted to receive brake-shoes having lips to engage the rounded faces of the end of the beam, substantially as set forth.

3. The combination of a brake-beam having its end provided with rounded upper and lower surfaces and having a slot formed transversely in said surfaces, a brake-shoe having lips to engage the upper and lower surfaces of the end of the brake-beam, and a bolt carried by said lips and passing through said slot, substantially as set forth.

CARL J. ROSEN, JR.

Witnesses:

J. F. VAN NICE,
G. C. BOWMAN.