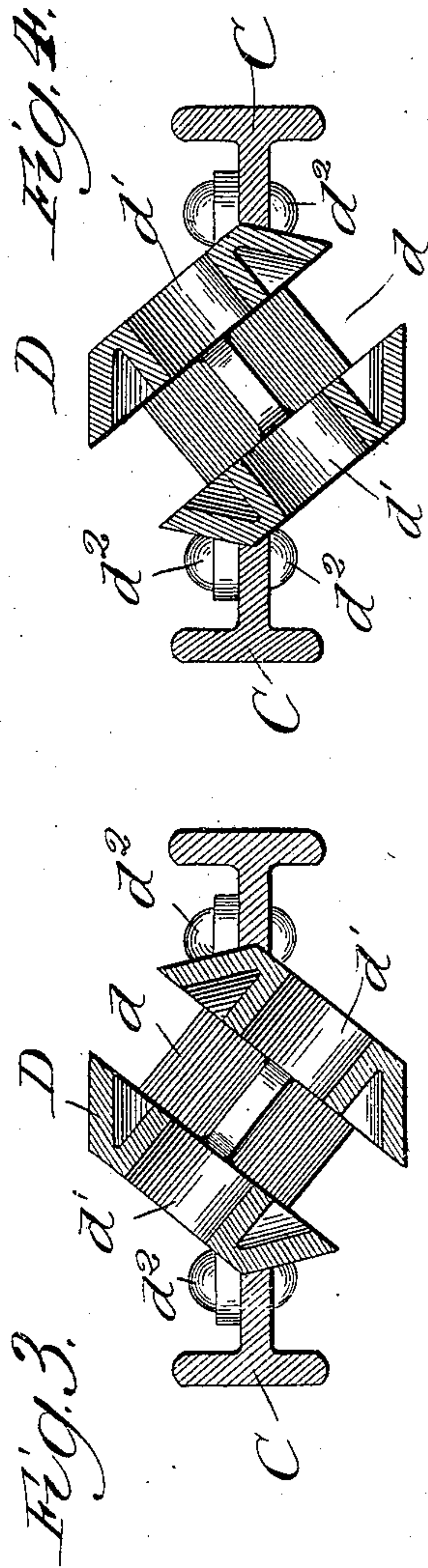
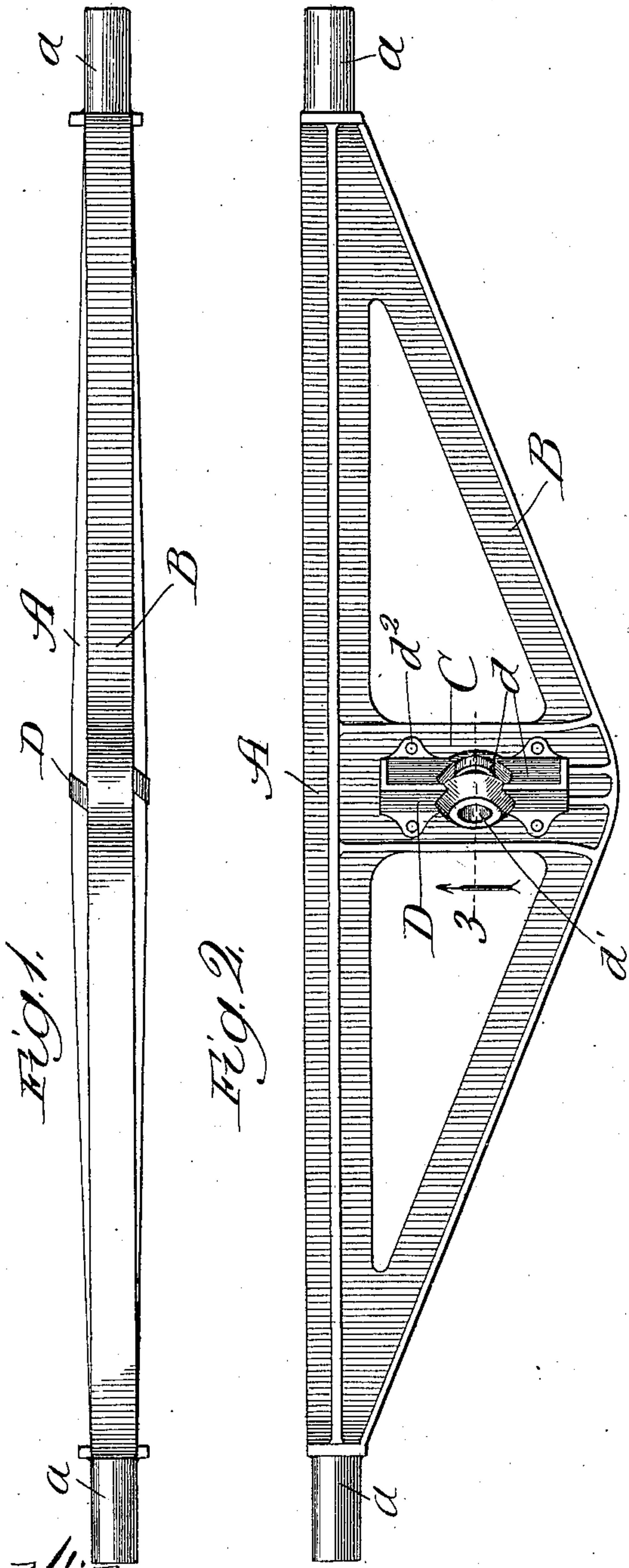


(No Model.)

J. PLAYER.
BRAKE BEAM.

No. 574,491.

Patented Jan. 5, 1897.



Witnesses:
Edw. E. Chyler,
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Inventor:
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UNITED STATES PATENT OFFICE.

JOHN PLAYER, OF TOPEKA, KANSAS.

BRAKE-BEAM.

SPECIFICATION forming part of Letters Patent No. 574,491, dated January 5, 1897.

Application filed January 13, 1896. Serial No. 575,284. (No model.)

To all whom it may concern:

Be it known that I, JOHN PLAYER, a citizen of the United States, residing at Topeka, Kansas, have invented certain new and useful
5 Improvements in Brake-Beams, of which the following is a specification.

The object of my improvement is to provide a simple, economical, and efficient brake-beam; and the invention consists in the features and combinations hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a plan view of my improved beam, looking at it from the bottom; Fig. 2, a side elevation;
15 Fig. 3, an enlarged transverse section taken on line 3 of Fig. 2 with the lever-block secured in one of its operative positions, and Fig. 4 a similar view with the lever-block secured to the beam in its opposite position.

20 In the art to which this invention relates it is well known that brake-beams are made "right" and "left," and that a beam which has been made for a right-hand lever cannot be used for a left-hand lever; further, that
25 numerous attempts have been made to make a beam of cast malleable iron, but thus far a successful or economical one has not been produced.

My invention, therefore, is designed principally to provide a cast malleable brake-beam, and to make one that can readily be converted from a right to a left beam, or vice versa.

30 In constructing my improved beam I make a beam having a main member A, an angular tie member B, a strut portion C, and bearings *a* at the ends, to which the usual heads and

"shoes" may be attached. These parts I prefer to make in one integral casting and of cast malleable iron. The strut portion is provided with a slotted opening, (shown only in Figs. 3 and 4,) and to which is attached the lever-
40 block D, provided with an angular opening *d* and bearing portions *d'* *d'*, to which the usual brake-lever may be attached. This lever-block is shown as secured to the strut portion
45 by means of headed rivets *d*², though I intend to use bolts and nuts also, so that the block may be more readily removed and inverted or reversed, so as to enable the beams to be
50 used in either a right or left position, as shown in Figs. 3 and 4.

The principal advantage due to the use of my improvement is, first, the beam is very simple to construct; second, the beam is very economical to construct, costing not more
55 than one-third ($\frac{1}{3}$) as much as those now in ordinary use; and, third, the beam may be readily and economically converted into either a right or left hand beam.

I claim—

60 A brake-beam consisting of a main member, an angular tie member, a strut portion having an opening, and bearing portions formed of cast malleable iron and in one integral portion, in combination with a removable and reversible lever-block to adapt the
65 beam for use in either a right or left position, substantially as described.

JOHN PLAYER.

Witnesses:

D. E. CAIN,
THOS. MASON.