No. 789,998. PATENTED MAY 16, 1905.

J. F. O'CONNOR.

BRAKE BEAM.

APPLICATION FILED JAN. 9, 1905.

Fig. 1.

Fig. 2.

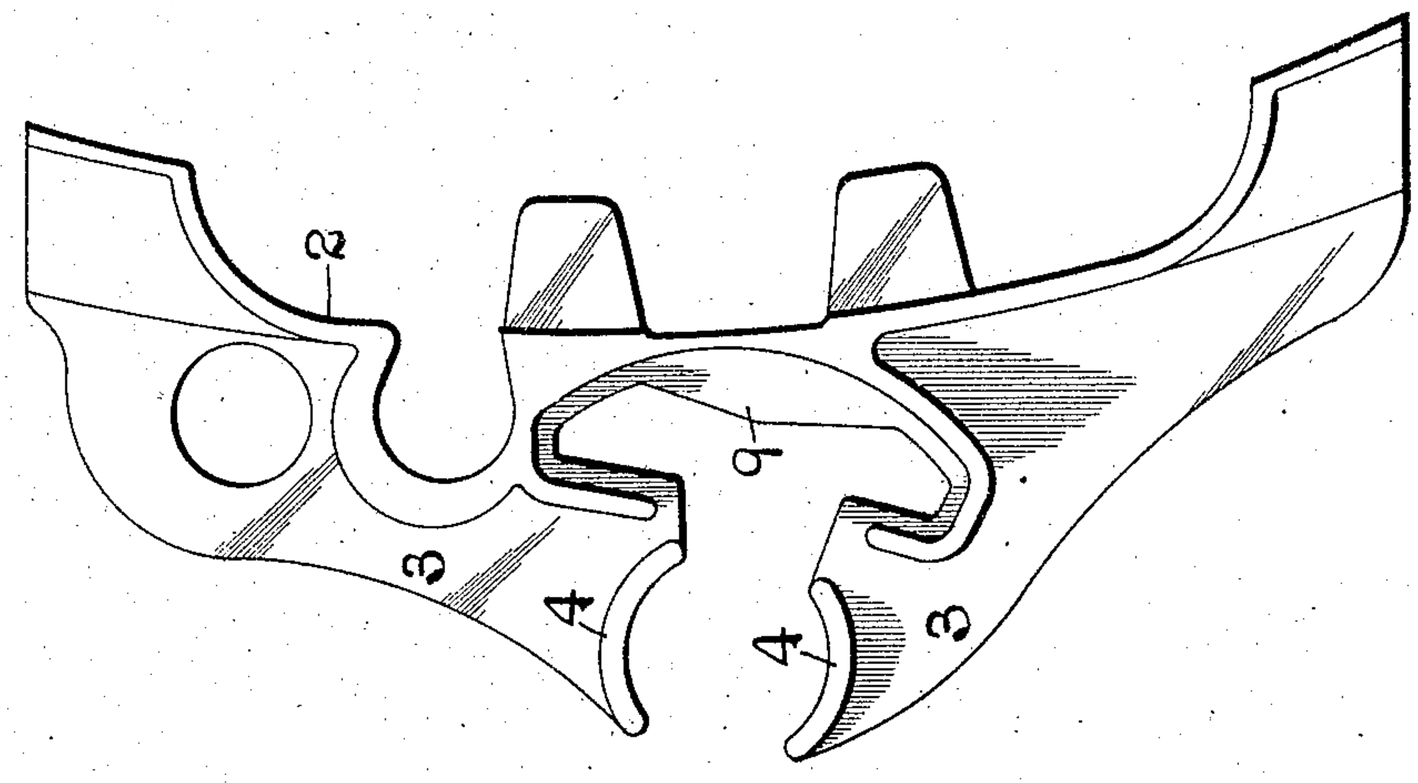

Fig. 3.

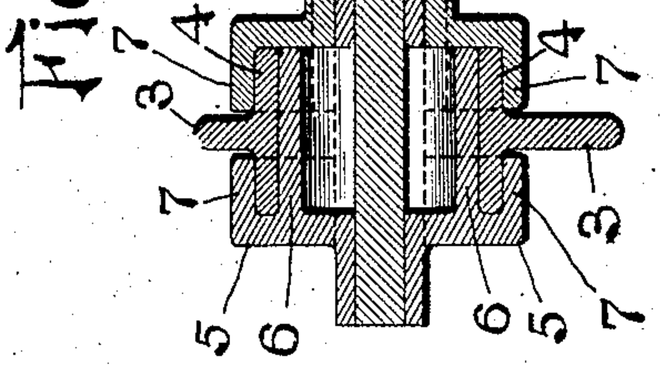

Fig. 4.

Witnesses

a. J. McCauley.

G. A. Pennington

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No. 789,998. Patented May 16, 1905.

UNITED STATES PATENT OFFICE.

JOHN F. O'CONNOR, OF CHICAGO, ILLINOIS, ASSIGNOR TO CHICAGO RAILWAY EQUIPMENT COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

BRAKE-BEAM.

SPECIFICATION forming part of Letters Patent No. 789,998, dated May 16, 1905.

Application filed January 9, 1905. Serial No. 240,254.

To all whom it may concern:

Be it known that I, JOHN F. O'CONNOR, a citizen of the United States, residing at 267 Ontario street, Chicago, Illinois, have invented a certain new and useful Improvement in Brake-Beams, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an end elevational view, partly in section, of my improved brake-beam. Fig. 2 is a side elevational view of a brake-head. Fig. 3 is a vertical sectional view on the line 3 3 of Fig. 1, and Fig. 4 is a horizontal sectional view on the line 4 4 of Fig. 1.

This invention relates to a new and useful improvement in brake-beams, the object being to provide an adjustable head on the brake-beam which will accommodate the throw of the beam, the said head being formed with friction devices, whereby it is held in its adjusted positions, and also provided with a bearing-point to take the strain off of the friction devices.

With these objects in view the invention consists in the construction, arrangement, and combination of the several parts, all as will be hereinafter described, and afterward pointed out in the claims.

In the drawings, 1 indicates a brake-beam, shown as an ordinary deck-beam; but other forms may be employed. 2 is the brake-head, having the usual securing-lugs for the removable brake-shoes. This brake-head is provided with rearwardly-extending webs 3, which are recessed, said webs being formed with friction flanges or shoes 4 on each side of the recess, which friction-flanges are designed to be received in a two-part keeper 5, secured to the brake-beam. This keeper, as shown in Fig. 3, is composed of two parts and consists, essentially, of flanges for the reception of the securing-rivet, one part 6 of the keeper forming a circular portion about which the friction-shoes 4 may move while said friction-shoes are held in position by overhanging flanges 7. The parts of this keeper embrace the flange of the brake-beam, as shown in Fig. 1, and at their point of division in front of the beam the said parts of the keeper are provided with flanges 8, (see Fig. 4,) which flanges are arranged on each side of a fin or web 9, formed at the forward end of the recess in the brake-head. This fin or web 9 is provided with oppositely-inclined edges, which are designed to limit the throw of the head and which when the head is in either extreme position form a support for the head directly against the beam, and thus take the strains from the friction-shoes.

From the above description it will be seen that in assembling the parts on the beam the keeper members are fitted together one upon each side of the head and the head, with its keeper members, are slipped into position until the flanges of said keeper aline with the rivet-opening in the beam. A single rivet is all that is required to hold the keeper and its carried head in position, and when in place the head is prevented from longitudinal movement. The head is well backed by the supporting-web 9, and the friction-shoes tend to hold the head in adjusted positions.

I am aware that minor changes in the construction, arrangement, and combination of the several parts of my device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. A brake-head for brake-beams having a recessed portion through which the brake-beam is designed to pass, and friction-shoes on each side of said recess; substantially as described.

2. A brake-head having a backing-fin designed to transmit the strains passing through the head; substantially as described.

3. A brake-head having a backing-fin, and friction-shoes; substantially as described.

4. A brake-head provided with a backing-fin having double inclined faces for coöperat-

ing with the beam, and concentrically-arranged friction-shoes; substantially as described.

5. The combination with a brake-beam, of keeper-plates, and a brake-head having friction-shoes coöperating with said keeper-plates; substantially as described.

6. The combination with a brake-beam, of keeper-plates, and a brake-head having concentrically-arranged friction-shoes coöperating with the keeper-plates on each side of the brake-beam; substantially as described.

7. The combination with a brake-beam, of a keeper, a brake-head having concentric friction-shoes coöperating with said keeper, and a backing fin or web on said brake-head cooperating with the brake-beam; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 5th day of January, 1905.

JOHN F. O'CONNOR.

Witnesses:
CLARA C. SODEN,
C. H. WILLIAMS, Jr.