

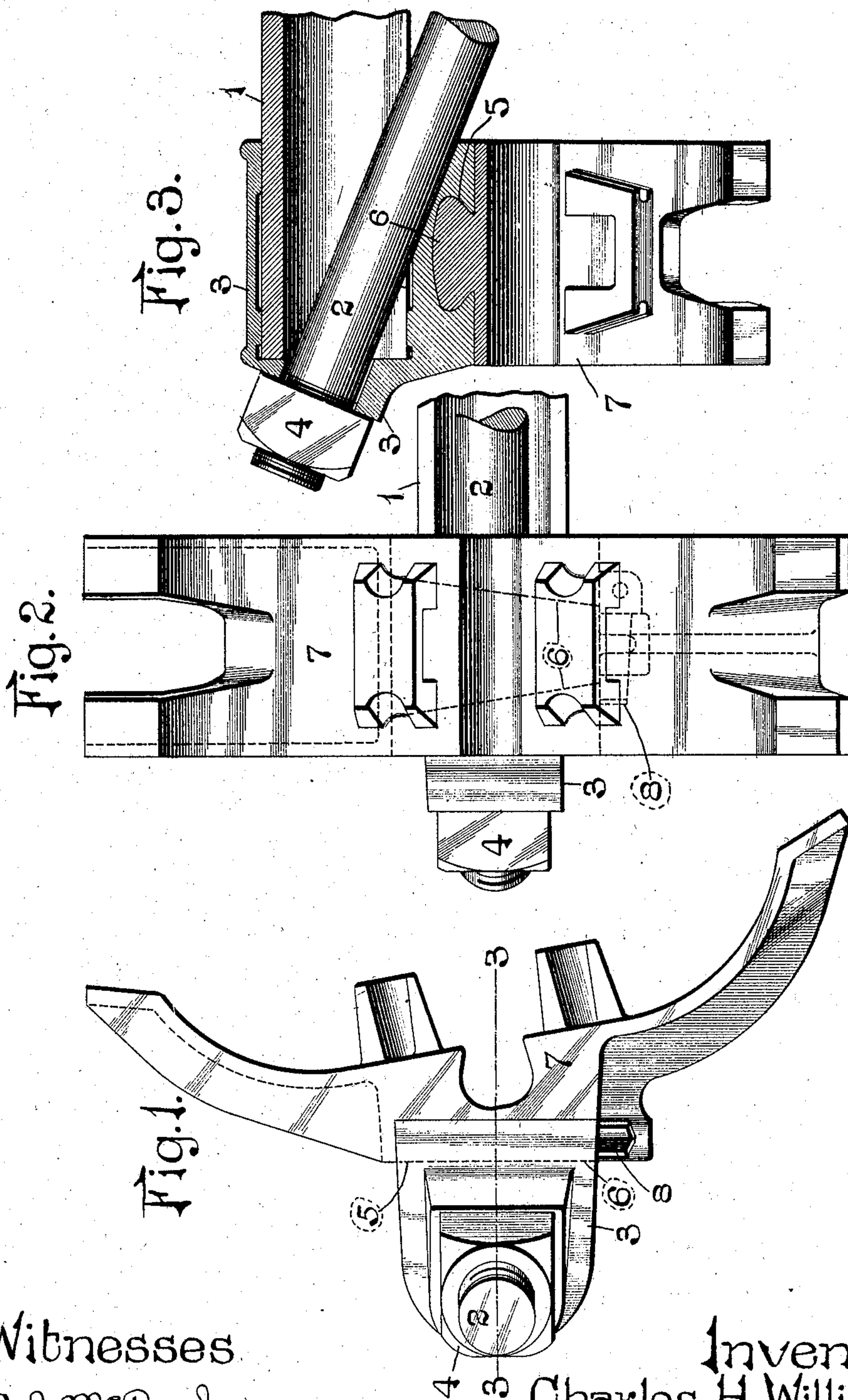
No. 791,739.

PATENTED JUNE 6, 1905.

C. H. WILLIAMS, JR.

BRAKE BEAM.

APPLICATION FILED DEC. 5, 1904.



Witnesses
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UNITED STATES PATENT OFFICE.

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BRAKE-BEAM.

SPECIFICATION forming part of Letters Patent No. 791,739, dated June 6, 1905.

Application filed December 5, 1904. Serial No. 235,555.

To all whom it may concern:

Be it known that I, CHARLES H. WILLIAMS, Jr., a citizen of the United States, residing at Chicago, Cook county, 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 a side elevational view. Fig. 2 is a front elevational view, and Fig. 3 is a sectional view on the line 3 3 of Fig. 1.

This invention relates to a new and useful improvement in brake-beams, the object being to enable the head to be readily and quickly removed in making repairs without necessitating the unhooking of the beam or the disturbance of the integrity of the truss.

With this object 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 service the brake-shoes, which are carried by the brake-head, being secured in position by a wedge-key passing through the perforated lugs on the front face of the head in a well-known manner, are made removable in order that they may be replaced when worn. Frequently in careless inspection these shoes are permitted to wear down to such an extent that the fastening-lugs are ground off by the wheels until finally the shoes drop out of the head because of the destruction of the securing means. It is not designed, however, in practice that the securing-lugs for the shoes should be worn, as it is the intention to renew the shoes at frequent intervals, so as to protect the heads. However, when the shoes are ground off and the heads come in direct contact with the wheels it is necessary to renew the heads as well as the shoes, and the principal object of my present invention is to provide a removable brake-head carrying a removable shoe, so that when the brake-head is worn by contact with the wheel, so that it

no longer affords a proper support for the brake-shoe, the head may be removed and a new head substituted.

A well-known type of trussed brake-beam is shown in the accompanying drawings, in which the thrust-block is provided with a socket to receive a key on the back of the head. In this manner when it is desired to renew the head it is obvious that the head can be removed from the thrust-block without in the least destroying the integrity of the truss.

In the drawings, 1 indicates the compression member of appropriate character, and 2 the tension-rod.

3 indicates a thrust-block in which the end of the compression member is seated and through which the tension-rod passes, the latter having a nut 4 on its end for tightening the same and placing a camber in the compression member. The front face of this thrust-block is provided with a tapered dovetail recess 5, (the widest portion being at the top,) in which fits a locking-wedge 6 on the back of the brake-head 7. The lower portion of wedge 6 is provided with an opening in which is received a flat cotter-pin 8, which prevents the wedge from rising in its socket.

To remove the brake-head, it is only necessary to knock out the cotter-pin and lift the head until the locking-wedge is released from its seat.

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. In a trussed brake-beam, the combination with a thrust-block having a vertically-disposed socket, a removable brake-head, a projection on said head interlocking with said socket, and a renewable brake-shoe carried by said head; substantially as described.

2. In a brake-beam, the combination with

a member having a tapered socket, a head having a locking-wedge fitting in said socket, and means on said head for supporting a renewable brake-shoe; substantially as described.

- 5 3. In a trussed brake-beam, the combination with a thrust-block having a vertically-disposed socket, a removable brake-head, a locking-wedge on said brake-head fitting in
10 said socket, means on said head for the attachment of a renewable brake-shoe, and means for preventing the wedge from rising in its socket; substantially as described.

4. The herein-described brake-head, the same having a locking-wedge on its back, and perforated lugs on its face; substantially as 15 described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 2d day of December, 1904.

CHARLES H. WILLIAMS, JR.

Witnesses:

E. B. LEIGH,
E. T. WALKER.