

No. 884,000.

PATENTED APR. 7, 1908.

W. H. WOODCOCK.  
BRAKE BEAM.

APPLICATION FILED JUNE 24, 1907.

Fig. 1.

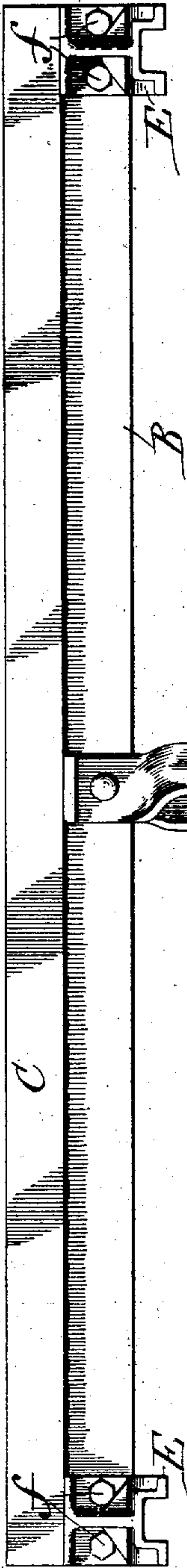


Fig. 2.

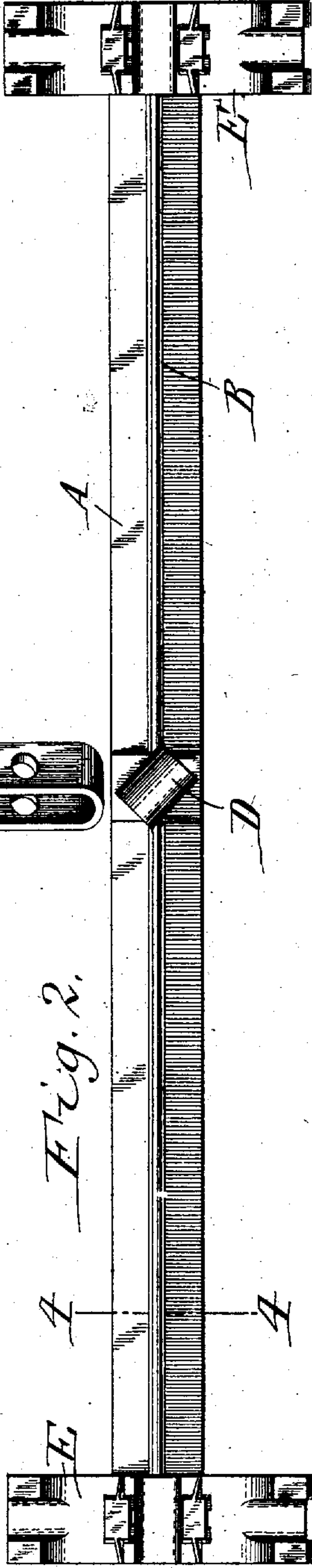


Fig. 3.

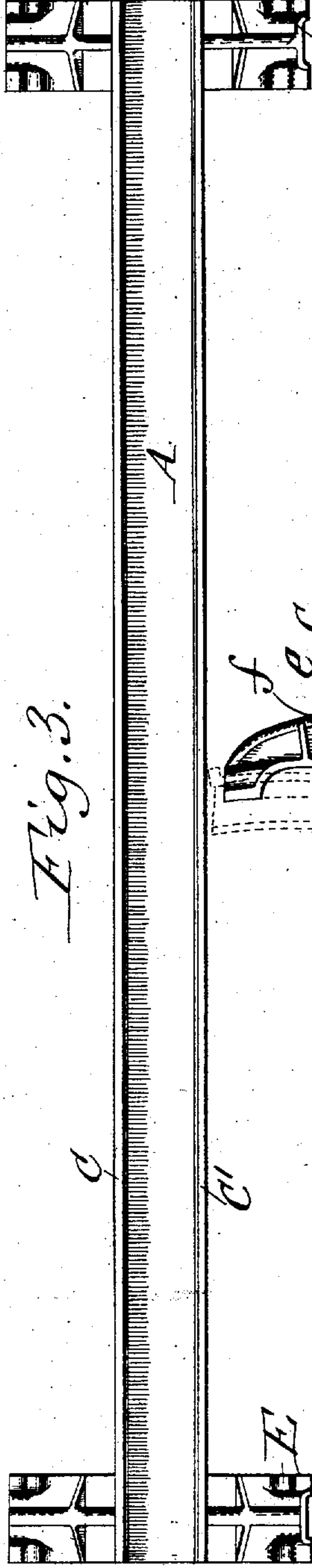
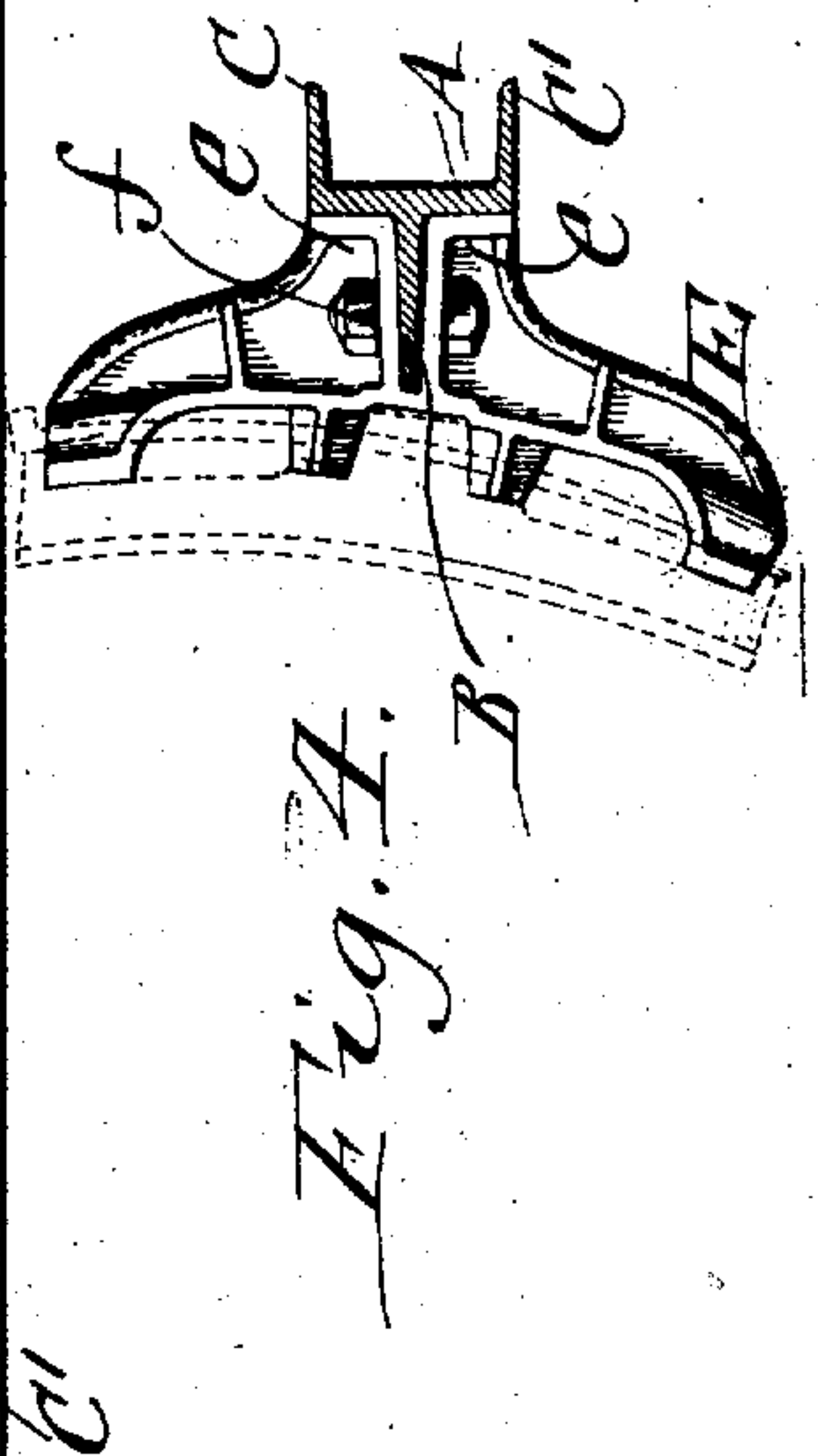


Fig. 4.



Richard Sommer.  
Gustav W. Hora. } Witnesses.

William H. Woodcock Inventor  
by Ceyr & Popp Attorneys.

# UNITED STATES PATENT OFFICE.

WILLIAM H. WOODCOCK, OF BUFFALO, NEW YORK, ASSIGNOR TO NIAGARA FORGED STEEL COMPANY, OF BUFFALO, NEW YORK, A CORPORATION OF NEW YORK.

## BRAKE-BEAM.

No. 884,000.

Specification of Letters Patent.

Patented April 7, 1908.

Application filed June 24, 1907. Serial No. 380,435.

*To all whom it may concern:*

Be it known that I, WILLIAM H. WOODCOCK, a subject of the King of England, and resident of Buffalo, in the county of Erie and State of New York, have invented a new and useful Improvement in Brake-Beams, of which the following is a specification.

The object of this invention is the production of a simple brake beam which can be produced at comparatively low cost, which permits of readily and easily attaching the fulcrum and brake heads, and which has a greater capacity of resisting torsional or other destructive strain proportioned to the amount of metal in the beam.

In the accompanying drawings: Figure 1 is a top plan view of my improved brake beam. Fig. 2 is a front elevation thereof. Fig. 3 is a rear elevation thereof. Fig. 4 is a cross section in line 4—4, Fig. 2.

Similar letters of reference indicate corresponding parts throughout the several views.

My improved brake beam comprises a vertical web A, a rib B arranged lengthwise on the central part of the front side of the web, and two flanges C, C<sup>1</sup> arranged lengthwise at the upper and lower edges of the web and projecting rearwardly therefrom or in a direction opposite to the rib B. Midway of its length the brake beam is provided with a fulcrum D to which the brake lever is attached. This fulcrum may be of any suitable construction but is preferably constructed of bifurcated form so that it can be secured against opposite sides of the rib and engage with the web.

Brake heads E, E are arranged at opposite ends of the brake beam. Each of these heads is provided on its rear side with two lugs e, e which are secured to opposite sides of the rib by a bolt f and bear at their rear ends against the front side of the web.

The brake shoes may be detachably secured to the brake heads in any suitable or approved manner.

It will be noted that a cross section of this brake beam forms four angles at different points producing a structure which is capable of resisting destructive strains in all directions and is superior in strength to other brake beams containing an equal amount of metal. Furthermore this brake beam permits of conveniently attaching thereto other parts of the brake rigging and the same can be rolled as readily as any of the simple forms of flanged iron, thus rendering it possible to produce the same at comparatively low cost.

I claim as my invention:

A brake beam comprising a web, a rib arranged lengthwise on the central part of one side of the web, flanges arranged lengthwise at opposite edges of the web and projecting in a direction opposite to the rib, and brake heads each having two lugs which are secured to opposite sides of said rib and bear against said web, substantially as set forth.

Witness my hand this 19th day of June, 1907.

WILLIAM H. WOODCOCK.

Witnesses:

THEO. L. POPP,  
ANNA HEIGIS.