(No Model.)

C. K. PICKLES.

BRAKE BEAM.

No. 492,747. Patented Feb. 28, 1893.

Fig. I.

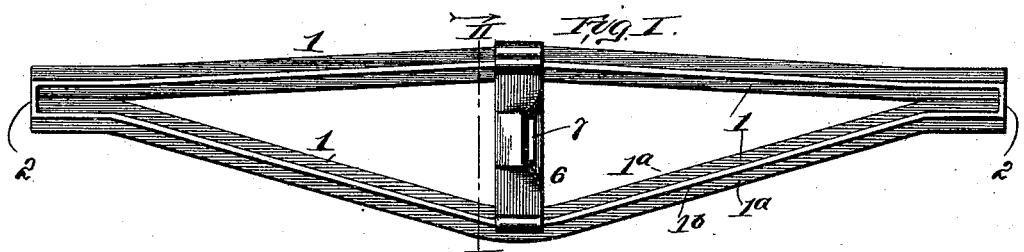


Fig. II.

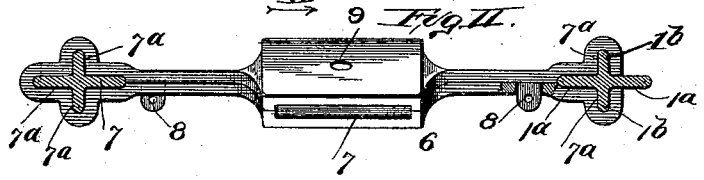


Fig. III.

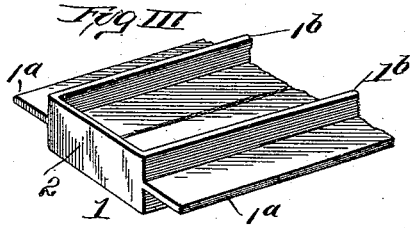


Fig. IV.

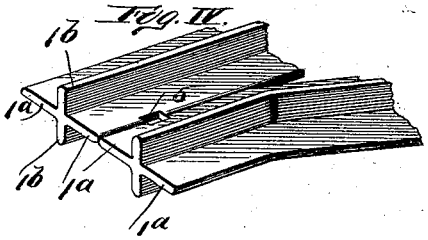


Fig. V.

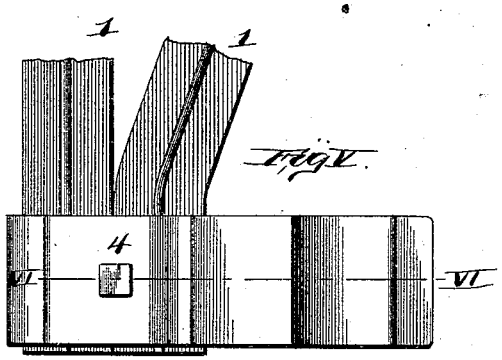


Fig. VI.

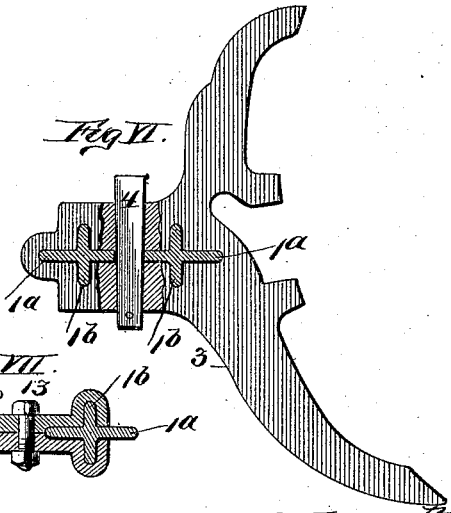
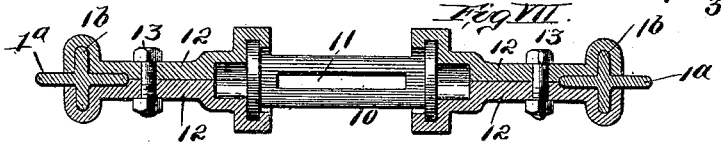


Fig. VII.



Attest:

Walter E. Allen.

Inventor:

Chas. K. Pickles.

By Knight Bros.

Attys.

UNITED STATES PATENT OFFICE.

CHARLES K. PICKLES, OF ST. LOUIS, MISSOURI, ASSIGNOR TO DENNIS P. SLATTERY, OF SAME PLACE.

BRAKE-BEAM.

SPECIFICATION forming part of Letters Patent No. 492,747, dated February 28, 1893.

Application filed December 5, 1892. Serial No. 454,172. (No model.)

To all whom it may concern:

Be it known that I, CHARLES K. PICKLES, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Brake-Beams, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to certain improvements in brake-beams, intended more especially for use on railway cars; and my invention consists in features of novelty hereinafter fully described and pointed out in the claims.

Figure I is a top or plan view of my improved beam. Fig. II is a section taken on line II—II, Fig. I. Fig. III is an enlarged, detail, perspective view of one end of the beam. Fig. IV is a similar view of a modification. Fig. V is a detail, top view, showing the manner of securing the brake shoe head to the beam. Fig. VI is a section on line VI—VI, Fig. V. Fig. VII is a section corresponding to Fig. II, but illustrating a modification.

Referring to the drawings, 1 represents the body of the beam. It is composed of a bar of iron having two horizontal flanges or ribs, 1^a, and two vertical flanges or ribs 1^b, as shown in Fig. II. The beam is preferably made of one piece of metal, bent as shown in Figs. I and III, with the outside horizontal rib 1^a removed from the ends of the beam, as shown at 2, but instead of forming the beam of one piece of metal, it may be formed of two pieces placed together, as shown in Fig. IV, and these two pieces may be united at the end by the shoe head 3 being slipped over them, as shown in Figs. V and VI, and held thereon by a key 4 passed through an opening 5 in the beam.

6 represents the central brace, which has an opening or mortise 7 for the passage of the brake lever. This brace, as shown in Figs. I and II, consists of a strap of metal formed to fit the beam, as shown at 7, Fig. II, one part of the strap having lugs 8, which pass through perforations in the other part of the strap, and are held therein by suitable keys, not shown, or the two parts of the strap may be held together by a pivot bolt which passes through a hole 9 in the strap, and through the brake lever.

In Fig. VII I have shown a modification of the brace 6, which is made in two parts with a swivel or barrel 10 between them, which is slotted at 11 to receive the brake lever. On each side of the barrel, the brace is composed of two members 12 formed to receive the head of the barrel and formed to receive the beam, and which are secured together by bolts 13.

A beam thus made is strong, durable and cheap.

I claim as my invention—

1. A brake-beam having horizontal flanges or ribs 1^a, and vertical flanges or ribs 1^b, and a brake shoe head fitted onto said beam, and held thereon by a suitable key; substantially as set forth.

2. A brake-beam having horizontal flanges 1^a, and vertical flanges 1^b, and a brace composed of two members 12, each formed in sections bolted together, and a slotted barrel 11 held in the members 12 and adapted to receive the brake-beam, substantially as set forth.

CHARLES K. PICKLES.

In presence of—
ALBERT M. EBERSOLE,
ED. S. KNIGHT.