

C. H. WILLIAMS.
 ADJUSTABLE THIRD OR FOURTH POINT SUPPORT FOR BRAKE BEAMS.
 APPLICATION FILED MAY 27, 1920.

1,381,380.

Patented June 14, 1921.

Fig. 1

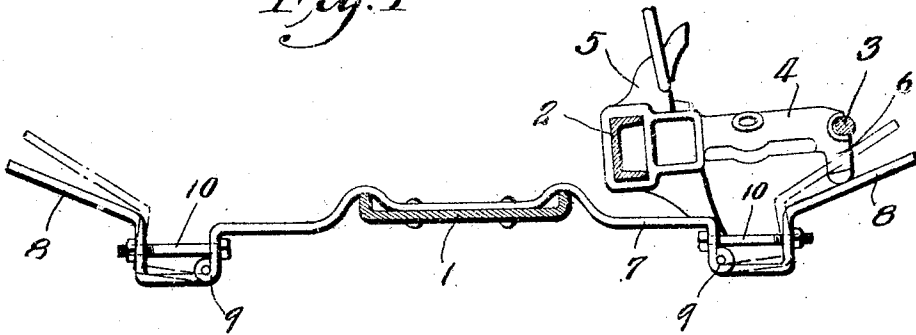


Fig. 2

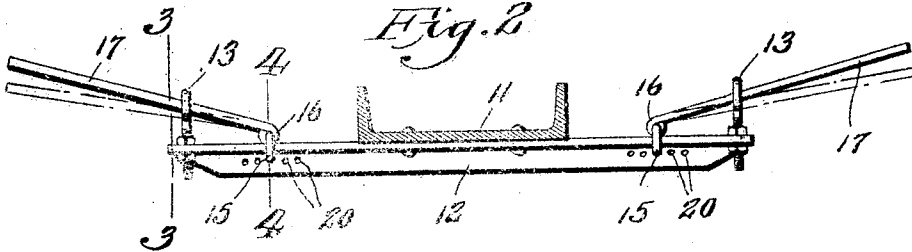
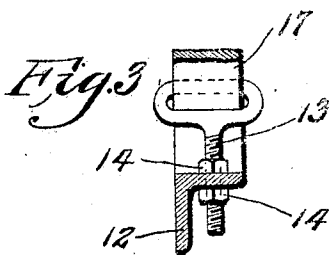
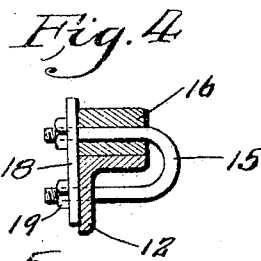
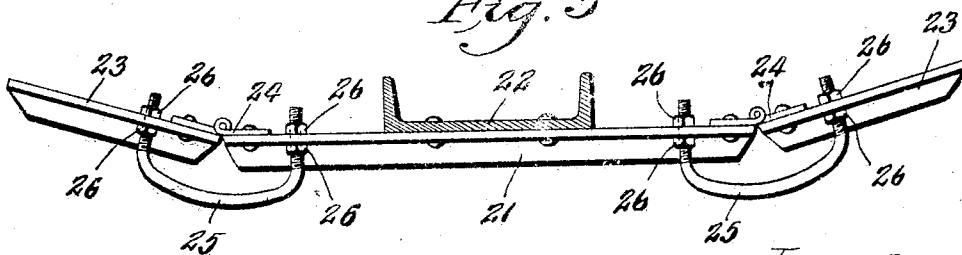


Fig. 5



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UNITED STATES PATENT OFFICE.

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ADJUSTABLE THIRD OR FOURTH POINT SUPPORT FOR BRAKE-BEAMS.

1,381,380.

Specification of Letters Patent. Patented June 14, 1921.

Application filed May 27, 1920. Serial No. 384,592.

To all whom it may concern:

Be it known that I, CHARLES HAINES WILLIAMS, a citizen of the United States, residing at Chicago, Illinois, have invented
5 a certain new and useful Improvement in Adjustable Third or Fourth Point Supports for Brake-Beams, of which the following is a full, clear, and exact description, such as will enable others skilled in the art
10 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 of one
15 form of my improved adjustable third or fourth point support for brake beams.

Fig. 2 is a similar view of a modified form.

Fig. 3 is a vertical sectional view on line
3—3 of Fig. 2.

20 Fig. 4 is a vertical sectional view on the line 4—4 of Fig. 2.

Fig. 5 is a side elevational view of another
modified form of adjustable brake beam support.

25 This invention relates to a new and useful improvement in adjustable third or fourth point supports for brake beams, the object being to vertically adjust and adapt
30 the track or support on which the chair member carried by the beam slides to different heights and thereby accommodate the beam to different diameters of wheels and to different makes of trucks.

35 The present application is a continuation in part of an application filed by me June 6, 1919, Serial No. 302, 225, (patented September 14, 1920, No. 1,352,570,) and involves specifically the use of a hinge for the supporting track at or near the outer ends of
40 the safety bar for the brake beam with means for adjusting said hinged supporting track arranged on the safety bar.

In the drawings, 1 indicates the spring plank, 2 the compression member of a brake
45 beam, 3 the tension member thereof, 4 the strut and 5 the brake head. This brake beam is shown as having a supporting chair or member 6 in the form of a third point support, but it is obvious that my present
50 invention is as readily adaptable to fourth point supports.

The purpose of this supporting chair 6 operating on the inclined track is to guide the brake beam so that the brake shoe will

be properly applied to the tread of the wheel 55 and be uniformly worn, as is well known in devices of this kind.

7 is a safety bar preferably sufficiently rigid so as to support and hold the brake beam in the event that the sustaining devices 60 thereof are disabled.

In Fig. 1, the ends of this safety bar are bent downwardly so as to form the eyes of a hinge to match with complementary eyes of a hinge on a yielding supporting track 8, 65 being preferably made of spring steel. 9 is the hinge pintle. The track 8 is bent so as to have a vertical portion parallel to the vertical bent portion of the safety bar, these two vertically disposed portions of the track 70 and safety bar, respectively providing seats for an adjusting bolt 10 having a nut whereby the track member may be adjusted vertically with respect to the safety bar and the angle of its inclined portion thereby 75 changed, as indicated in dotted lines in Fig. 1.

In Fig. 2 I have shown a spring plank 11 having a rigid safety bar 12 secured there-
under in the ends of which safety bar are 80 mounted threaded rods 13 having guiding eyes at their upper ends, as shown in Fig. 3. The vertical position of these eyes may be adjusted by means of nuts 14 arranged above and below the horizontal flange of the rigid 85 safety bar.

15 indicates a U-shaped member, one leg of which forms a pintle for the eye 16 of the track support 17. The other leg of this U-shaped member 15 passes through the ver- 90 tical flange of the rigid safety bar. There is a plate 18 forming a seat for nuts 19 by which the member 15 may be secured in position. Adjustment of the angle of inclination of the yielding supporting track 17 95 may be effected by turning the nuts 14, or the height of the guiding eye at the upper end of the rod 13, through which the supporting track 17 passes, may be left un- 100 changed and the inner end of the supporting track 17 adjusted inwardly and outwardly by positioning the lower leg of member 15, in one of the holes 20 of which there are a series in the vertical flange of the rigid sup- 105 porting bar.

In Fig. 5 I have shown a rigid supporting bar 21 mounted under a spring plank 22, the inclined track supports 23 in this case being

rigid and hinged at their inner ends to the outer ends of the rigid safety bar by means of leaf hinges 24.

In the horizontal flanges of the rigid safety bar and the inclined track supports are openings through which pass the threaded ends of U-shaped rods 25. Nuts 26 on the threaded ends of these rods, by impinging against the upper and lower faces of the horizontal flanges of the rigid safety bar and inclined track supports enable the outer ends of the latter to be adjusted, thereby changing the angle of inclination of said track supports.

The forms shown in Figs. 2 and 3 involve dual means of adjustment, consequently the range of adjustment with respect to the inclination of the track supports is thus correspondingly increased.

What I claim is:

1. The combination of a truck spring plank, a safety bar member secured thereto, an inclined third or fourth point supporting track for brake beams hinged at the end of

said safety bar, and means cooperating with the safety bar and the supporting track for adjusting the vertical height and angle of inclination of the latter.

2. The combination of a truck spring plank, a safety bar member secured thereto, an inclined third or fourth point supporting track for brake beams hinged at the end of said safety bar, and dual means cooperating with the safety bar and the supporting track for adjusting the vertical height and angle of inclination of the latter.

3. The combination of a spring plank, a safety bar secured thereto, an inclined supporting track for the third or fourth point support of a brake beam, which track is hinged to said safety bar at its end, and a threaded element provided with a nut for effecting a vertical adjustment of the supporting track.

In testimony whereof I hereunto affix my signature this 19th day of May, 1920.

CHARLES HAINES WILLIAMS.