

D. WELLINGTON.
Brake-Beams for Cars.

No. 145,605.

Patented Dec. 16, 1873.

Fig. 1.

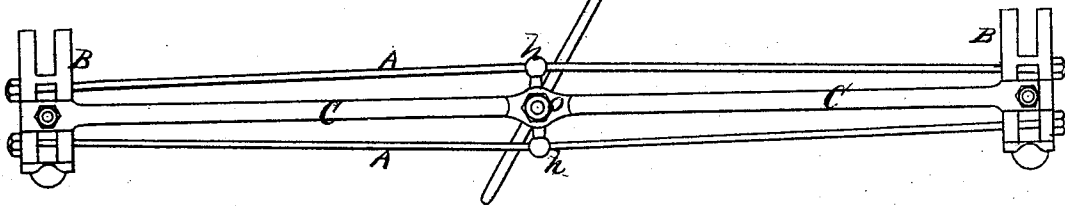


Fig. 2.

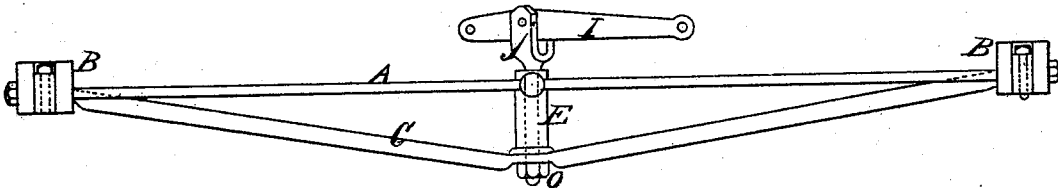
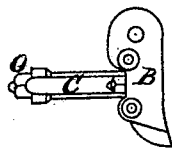


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

DANIEL WELLINGTON, OF VIRGINIA CITY, NEVADA.

IMPROVEMENT IN BRAKE-BEAMS FOR CARS.

Specification forming part of Letters Patent No. **145,605**, dated December 16, 1873; application filed March 16, 1872.

To all whom it may concern:

Be it known that I, DANIEL WELLINGTON, of Virginia City, Storey county, State of Nevada, have invented an Improved Brake-Beam for Cars; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains, to make and use my said invention and improvement without further invention or experiment.

The object of my invention is to provide a brake-beam for cars, locomotives, and other heavy vehicles, which will be cheap and light, and yet sufficiently strong to withstand the strain to which it is constantly subjected in applying the brakes. This I accomplish by employing wrought-iron bars forming the brake-beam, and combining them in such a manner that they will, when secured to the cast-iron brake-heads, be braced against the strain, and consequently provide a beam of great strength.

In order to explain my invention, so that others will be able to understand its construction and operation, reference is had to the accompanying drawings forming a part of this specification, in which—

A A represent two straight bars of wrought-iron, of the proper length to extend across beneath the car. These bars are secured at each end to the cast-iron brake-head *b*. C is a wrought-iron bar or rod, which is bent so as to form a truss or brace each way from the center, its ends being fitted against a shoulder on the brake-head, as shown, midway between the ends of the bars or rods A A. The ends of the bar C may be flattened and fitted in a depression in the brake-head, or otherwise firmly

secured to it, always fitting against a shoulder to prevent the ends from spreading when the strain comes upon the middle of the bar. I then unite the bars A A and C at their middle, by means of a casting, F. This casting is simply a short barrel or tube, which is provided at one end with a lug, *h*, on opposite sides. The rods A A pass through holes in the lugs *h*, while the opposite ends of the casting bear against the flattened middle of the brace-rod C, thus holding the middle of the rods in their proper relative positions. I is the brake-lever, by means of which the power is applied to the brake-beam. This lever is secured in the bifurcated end of the bolt *j* which passes through the barrel or tube E, and is secured above the brace-rods C by a nut, O.

By this means I provide a cheap construction of brake-beams for cars, which will be light, yet capable of withstanding any ordinary amount of strain.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In combination with the brake-head B, and detachably secured thereto, the straight rods A A and arch-rod C, substantially as and for the purpose set forth.

2. The straight wrought-iron rods A, and wrought-iron bracing-rod C, in combination with the barrel E, with its lugs *h*, substantially as and for the purpose described.

In witness whereof I hereunto set my hand and seal.

DANIEL WELLINGTON. [L. S.]

Witnesses:

CHARLES EDWARD FLETCHER,
WILL H. BURRALL.