No. 823,603. PATENTED JUNE 19, 1906.

C. F. HUNTOON.

BRAKE BEAM.

APPLICATION FILED FEB. 26, 1906.

Fig. 2.

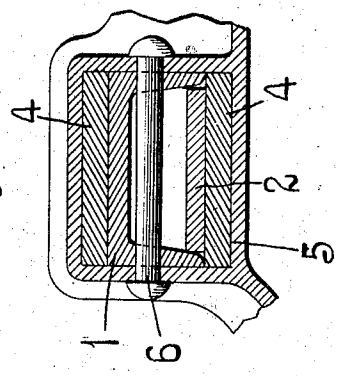


Fig. 3.

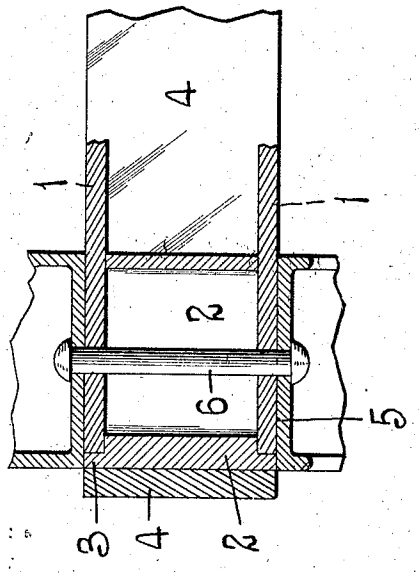
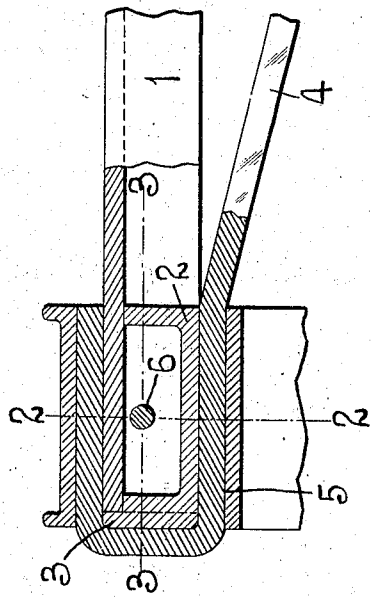


Fig. 1.



Witnesses

A. J. McCauley.

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Inventor:

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UNITED STATES PATENT OFFICE.

CHARLES FRANCIS HUNTOON, OF CHICAGO, ILLINOIS, ASSIGNOR TO CHICAGO RAILWAY EQUIPMENT COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

BRAKE-BEAM.

No. 823,603. Specification of Letters Patent. Patented June 19, 1906.

Application filed February 26, 1906. Serial No. 303,054.

To all whom it may concern:

Be it known that I, CHARLES FRANCIS HUNTOON, a citizen of the United States, residing at Chicago, 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 sectional view through the end of the brake-beam, showing my improved filler-block in position. Fig. 2 is a sectional view on the line 2 2 of Fig. 1, 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 utilize a flanged compression member and a flat plate tension member, the end of the flanged compression member containing a thrust-block in the form of a filler, which provides a seat for the compression member and around which thrust-block and compression member the tension member may be bent in a gentle curve, so as to avoid abrupt or sharp corners at the end of the tension member.

In the drawings, 1 indicates the compression member of a brake-beam, said compression member being in the form of a channel with its flanges presented forwardly or inwardly with respect to the wheel.

2 is a thrust-block, preferably formed hollow for the sake of lightness, which thrust-block fits within the channel and has lateral extensions 3 projecting over the flanges of the channel compression member.

4 is a flat plate tension member which lies against the thrust-block and the flanges of the compression member and is bent at its end around said thrust-block, said tension member terminating at the back of the compression member.

5 is a socket in the brake-head which is slipped over the parts and which serves to hold the end of the tension member in position.

6 is a rivet passing through the socket or sleeve portion of the brake-head and the flanges of the compression member.

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 is desired to be secured by Letters Patent, is—

1. In a trussed brake-beam, the combination with a flanged compression member, of a thrust-block fitting within the flanged compression member and having lateral extensions overlapping the ends of the flanges of said compression member, a tension member whose end is bent around said thrust-block and terminates behind the compression member, and a brake-head; substantially as described.

2. In a brake-beam, the combination with a channeled compression member, a thrust-block fitting between the flanges of said compression member and having lateral projections extending over the ends of the flanges of said compression member, a tension member fitting upon the flanges of the compression member and upon said thrust-block, and bent around said thrust-block and said compression member, a brake-head having a sleeve portion which is designed to be slipped in position on the end of the beam, and a fastening device for holding said brake-head in place; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 20th day of February, 1906.

CHARLES FRANCIS HUNTOON.

Witnesses:
E. T. WALKER,
FREDERICK T. DE LONG.