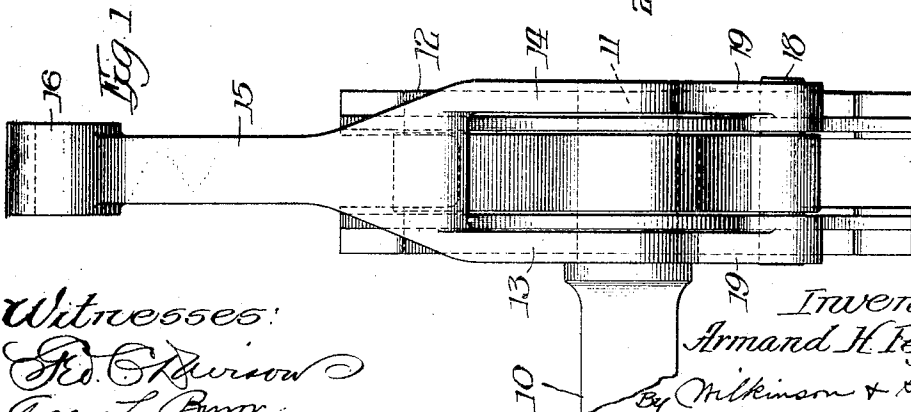
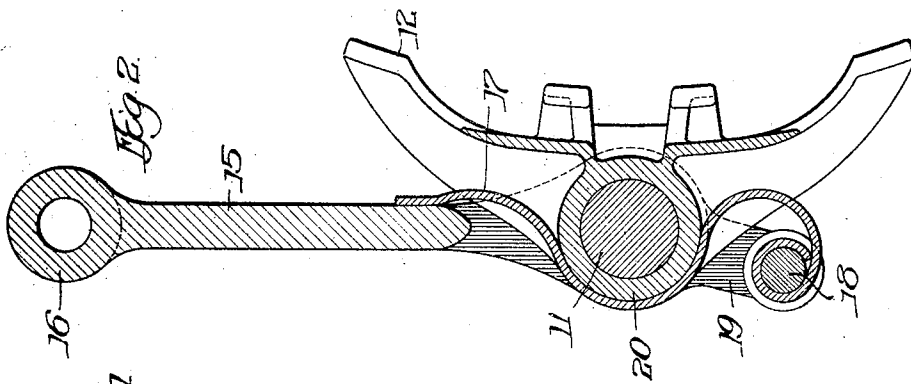
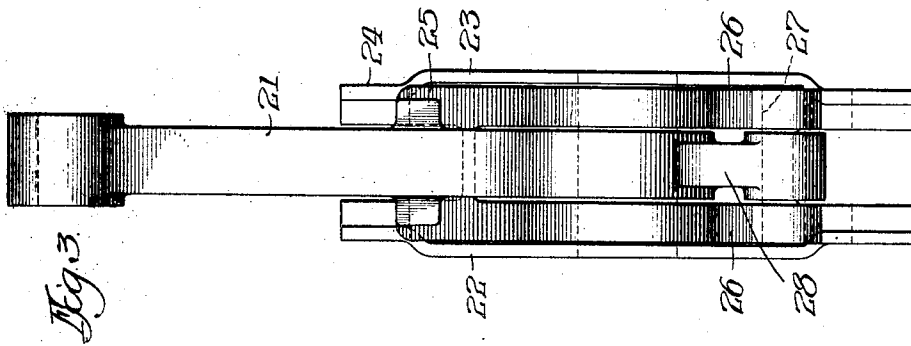
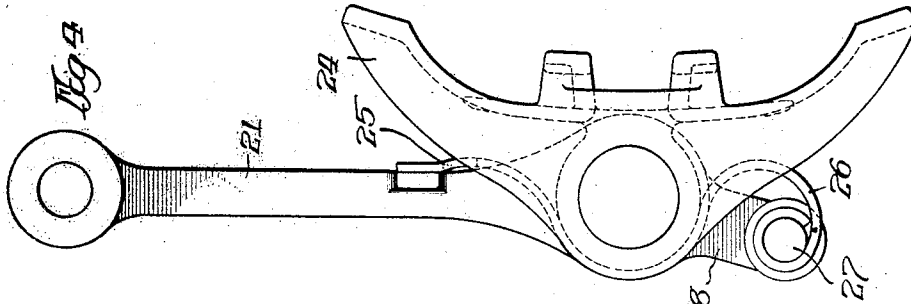


A. H. PEYCKE.
 BRAKE HEAD ADJUSTABLE MEANS.
 APPLICATION FILED NOV. 17, 1917.

1,295,367.

Patented Feb. 25, 1919.

3 SHEETS—SHEET 1.



Witnesses:

Geo. C. Harrison
 Chas. L. Byrne

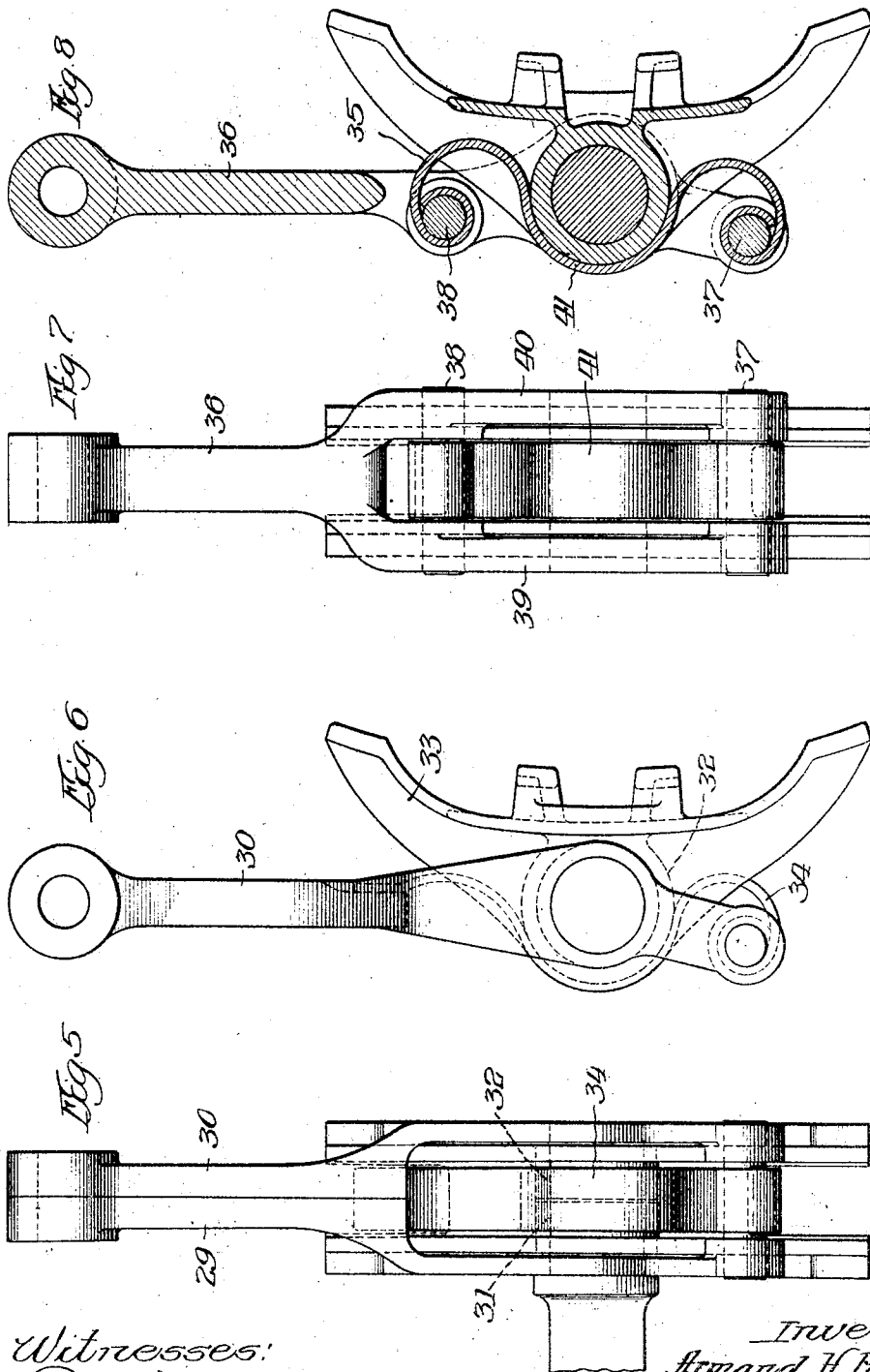
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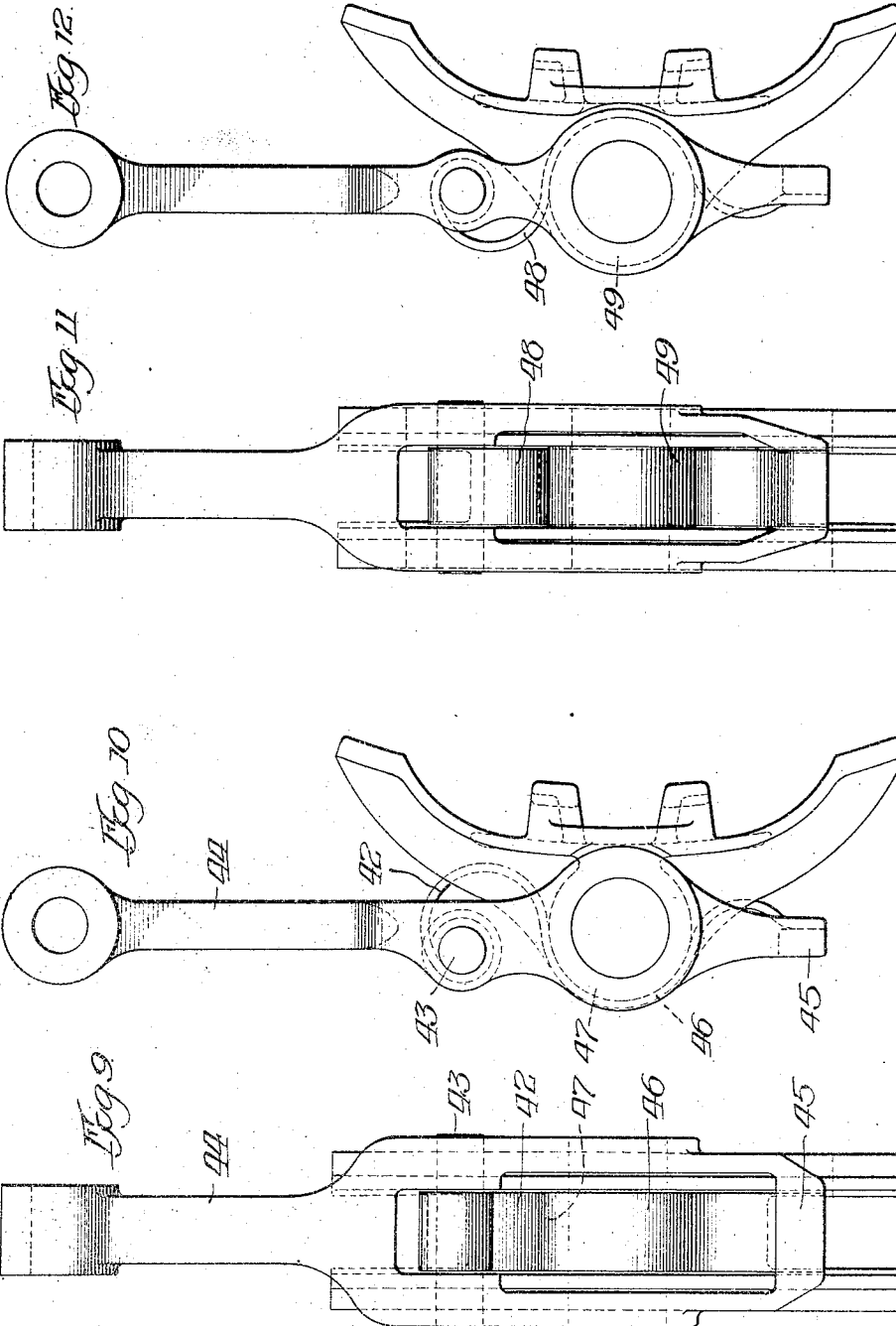
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 3 SHEETS—SHEET 3.



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UNITED STATES PATENT OFFICE.

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FOUNDRIES, OF CHICAGO, ILLINOIS, A CORPORATION OF NEW JERSEY.

BRAKE-HEAD ADJUSTABLE MEANS.

1,295,367.

Specification of Letters Patent.

Patented Feb. 25, 1919.

Application filed November 17, 1917. Serial No. 202,500.

To all whom it may concern:

Be it known that I, ARMAND H. PEYCKE, a citizen of the United States, and resident of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Brake-Head Adjustable Means, of which the following is a specification.

This invention relates to brake mechanism, and more particularly to a novel brake head and hanger arrangement.

One of the objects of the invention is to improve and simplify means whereby a brake head normally may be yieldably held in a given position.

Another object is to connect brake heads and hangers in a novel manner to occupy a minimum amount of space.

Another object is to provide a novel combination of a brake head and hanger arrangement to meet the various requirements for successful commercial operation.

Generally speaking, these and other objects are accomplished by providing in brake mechanism, the combination of a brake head, a hanger associated therewith, and means carried by the hanger and engaging a portion of said brake head to yieldably hold the latter.

The invention is illustrated on the accompanying sheets of drawings, in which—

Figures 1 and 2 are rear and side elevations, respectively, of brake mechanism embodying my invention, parts being shown in section in Fig. 2;

Figs. 3 and 4 are rear and side elevations, respectively, of a modification of my invention;

Figs. 5 and 6 are rear and side elevations, respectively, of another modification of my invention;

Figs. 7 and 8 are rear and side elevations, respectively, of a further modification, parts being shown in section in Fig. 8;

Figs. 9 and 10 are rear and side elevations, respectively, of still another modification; and,

Figs. 11 and 12 are rear and side elevations, respectively, of another modification of the invention.

The various novel features of the invention will be apparent from the following

description and drawings, and will be particularly pointed out in the appended claims.

Referring first to Figs. 1 and 2 of the drawings, it will be noted that I have provided a brake beam 10 having a trunnion 11 upon which is adjustably rotatably mounted a brake head 12. Also pivotally mounted upon the trunnion 11 are the jaws 13 and 14 of a hanger 15, the jaw being pivotally mounted upon the trunnion 11 on opposite sides of the brake head. The upper portion of the hanger 15 is provided with the usual eye 16, by means of which it may be connected to any suitable portion of the truck.

In order at all times to maintain the braking surface of the brake shoe in concentricity with the tire of the associated wheel, and also to prevent uneven wear of the brake shoe, it is necessary that the brake head be adjustably mounted upon a suitable support for movement with respect thereto. At the same time normally the brake head must not be permitted too free an adjustable movement. Preferably the brake head should be yieldably held in adjusted position, or any other position which it may assume in accordance with working conditions. To this end I have provided yieldable means which is interposed between the brake head and associated hanger.

In Figs. 1 and 2 I have shown a spring plate 17, the lower end of which is secured to or wrapped around a pin 18 extending between depending tail portions 19 of the hanger 15. The intermediate portion of the spring plate conforms to and is pressed into engagement with the brake head trunnion bearing 20, the upper end of the spring plate being free to slide a limited amount upon the front surface of the hanger 15 slightly above the jaw portion. This spring plate 17 embraces substantially half of the brake beam trunnion bearing 20 and in this way yieldably or frictionally holds the brake head in any adjusted position and at the same time permits the brake head automatically to adjust itself in accordance with working conditions.

The arrangement shown in Figs. 3 and 4 differs from that shown in Figs. 1 and 2, in that the hanger 21 extends between the side walls 22 and 23 of the brake head 24 and the

spring plate 25 has two legs 26, the lower portion of each of which is connected to the cross pin 27 carried by the depending tail portion 28 of the hanger, the leg portions 26 being joined at the top portion of the spring plate and being in sliding engagement with the hanger. Otherwise, the arrangement is substantially the same as shown in Figs. 1 and 2. The operation in both cases is the same.

In Figs. 5 and 6 I have disclosed a hanger including two parts 29 and 30 separable along a longitudinal center line, said parts respectively having inwardly extending trunnion bearings 31 and 32 for the reception of the brake beam trunnion. Pivottally mounted over the inwardly extending hanger trunnion bearings 31 and 32 is the brake head 33. It will be noted in this case that the hanger is mounted upon the brake beam trunnion and the brake head 33 is mounted upon the trunnion bearings of the hanger portions 29 and 30. In this case the spring plate 34 is arranged with respect to the brake head and hanger, as shown in Figs. 1 and 2.

The modification disclosed in Figs. 7 and 8 shows the opposite ends of the spring plate 35 both anchored to the hanger 36, the ends of said spring plate being looped around pins 37 and 38, respectively, carried at the lower end and at an intermediate portion of the hanger. The pins 37 and 38 extend between the jaw members 39 and 40 of the hanger 36, and the brake head trunnion bearing is arranged intermediate the jaw members 39 and 40. In this arrangement the spring plate 41 is more positively held than in the arrangement disclosed in the preceding figures. Its function is the same as heretofore explained.

The arrangement disclosed in Figs. 9 and 10 is similar to the one shown in Figs. 1 and 2. It will be noted, however, that the spring plate 42 has its upper end looped around the cross pin 43 of the hanger 44, and the lower end of the spring plate is free to slide a limited amount upon the depending tail portion 45 of the hanger, the intermediate portion 46 of the spring plate pressing against the head trunnion bearing 47 to yieldingly hold the brake head in adjusted position.

The arrangement disclosed in Figs. 11 and 12 differs from that disclosed in Figs. 9 and 10 by looping the spring plate 48 around the brake head trunnion bearing 49 at the front of the trunnion bearing 49 instead of around the rear portion thereof. The operation otherwise is the same.

In all of these arrangements the brake head is yieldably held by a spring plate which is carried by the hanger and which bears against the brake head bearing portion whereby the brake head may be adjusted

automatically and yieldably retained in adjusted position in accordance with operating conditions.

It is apparent that there may be various modifications of the invention herein particularly shown and described, and it is my intention to cover all such modification which do not depart from the spirit and scope of the invention as set forth in the following claims.

I claim:

1. In brake mechanism, the combination of a brake head, a hanger associated therewith, and means carried by the hanger and bent around and engaging a portion of said brake head to yieldably hold the latter.

2. In brake mechanism, the combination of a brake head, a hanger associated therewith, and resilient means carried by the hanger and bent around a portion of said brake head to yieldably hold the latter.

3. In brake mechanism, the combination of a brake head, a hanger associated therewith, and means one portion of which is anchored to said hanger and another portion of which is bent around a portion of said brake head engaging the same to yieldably hold the latter.

4. In brake mechanism, the combination of a brake head having a bearing portion, a hanger associated therewith, and means carried by the hanger, located between the walls of the brake head and engaging the bearing portion of said brake head to yieldably hold the latter.

5. In brake mechanism, the combination of a brake head, a hanger associated therewith having a depending tail portion, and means carried by said hanger operatively connected to said tail portion and engaging a portion of said brake head to yieldably hold the latter.

6. In brake mechanism, the combination of a brake head, a hanger associated therewith, and a spring carried by the hanger and embracing a portion of said head for yieldably holding the same relative to said hanger.

7. In brake mechanism, the combination of a brake head having a bearing portion, a hanger associated therewith, and a spring carried by said hanger having a looped portion engaging the bearing portion of said head for yieldably holding the latter in adjusted position.

8. In brake mechanism, the combination of a brake head, a hanger associated therewith having a pin, and a spring secured to said pin and frictionally engaging a portion of said brake head to yieldably hold the latter in adjusted position.

9. In brake mechanism, the combination of a brake head having a bearing portion, a hanger comprising separable parts with laterally extending trunnion bearings upon

which the brake head is movably mounted, and means operatively connected with said hanger and bent around a portion of the brake head for yieldably holding the latter in adjusted position.

10. In brake mechanism, the combination of a brake head having a bearing portion, a hanger comprising separable parts having laterally extending trunnion bearings upon which said brake head is mounted, and

spring means carried by the hanger and engaging the bearing portion of said brake head for yieldably holding the latter in adjusted position.

Signed at Chicago, Illinois, this 8th day 15 of November, 1917.

ARMAND H. PEYCKE.

Witnesses:

CHAS. L. BYRON,
A. F. WADE.