

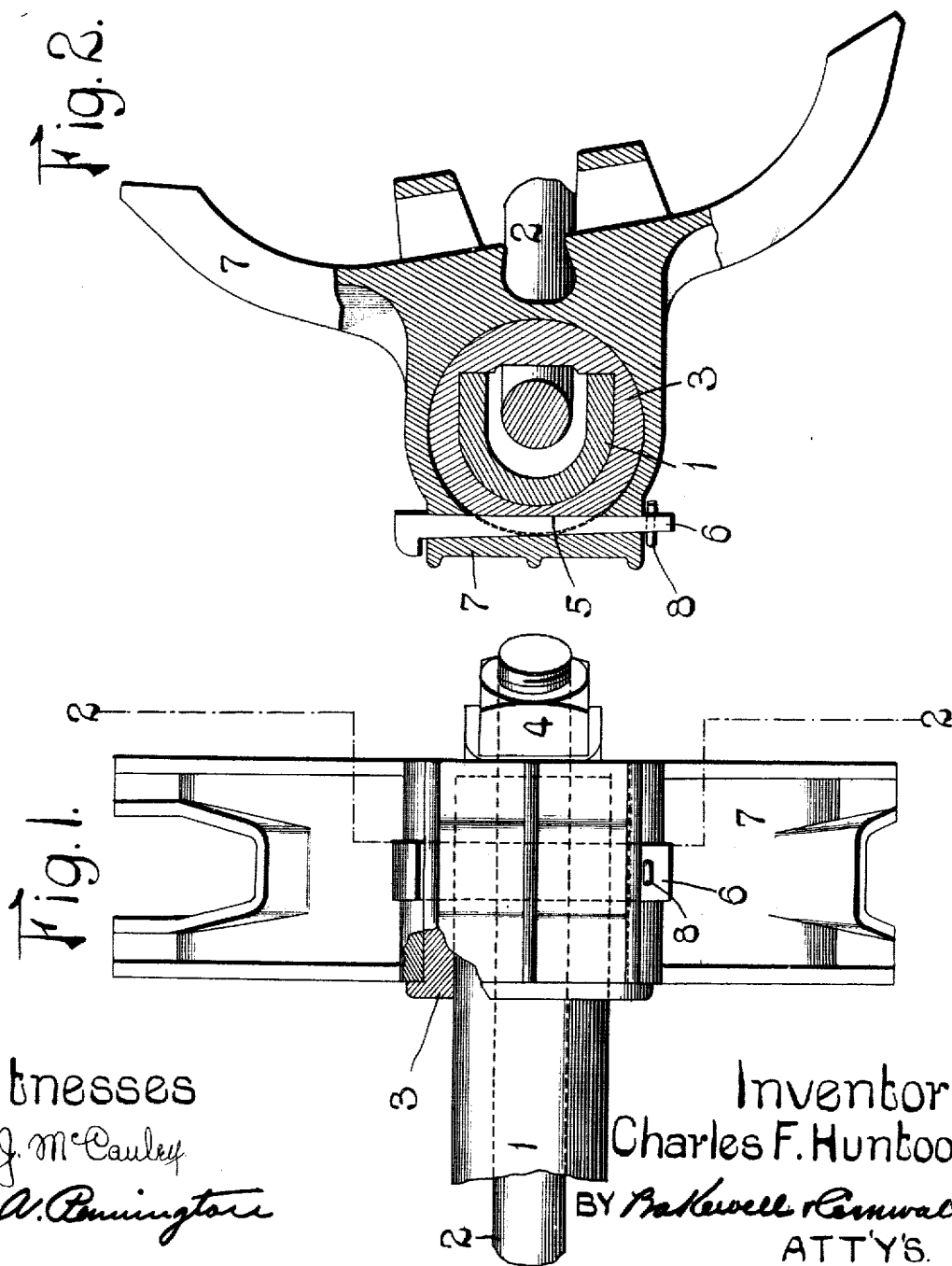
No. 813,798.

PATENTED FEB. 27, 1906.

C. F. HUNTOON.
BRAKE BEAM.

APPLICATION FILED JULY 18, 1905.

2 SHEETS—SHEET 1.



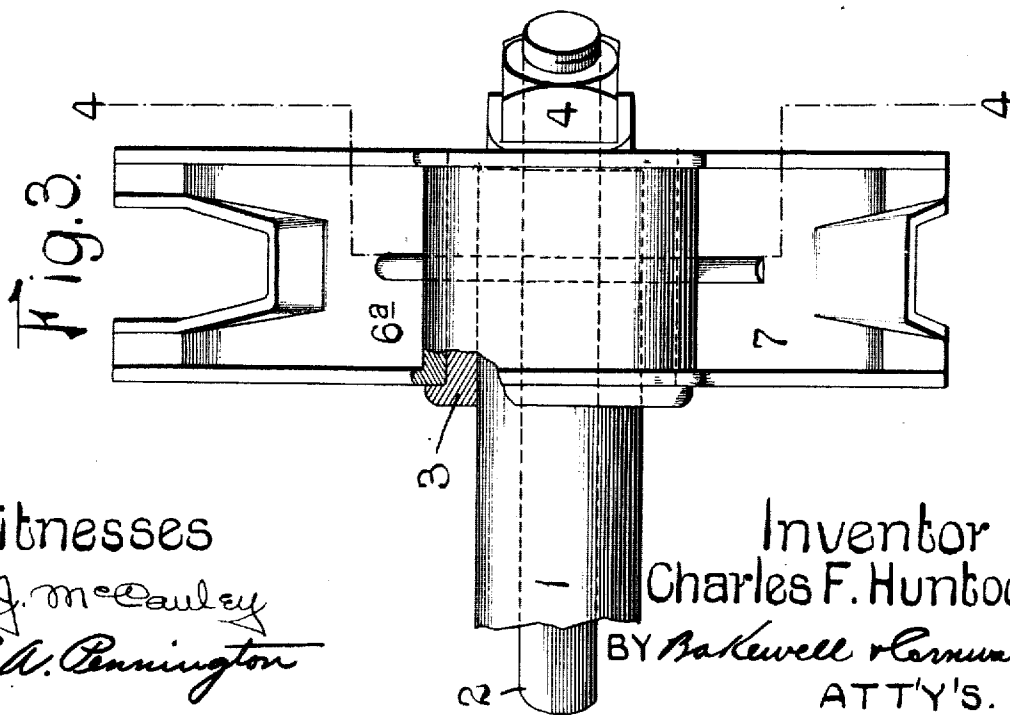
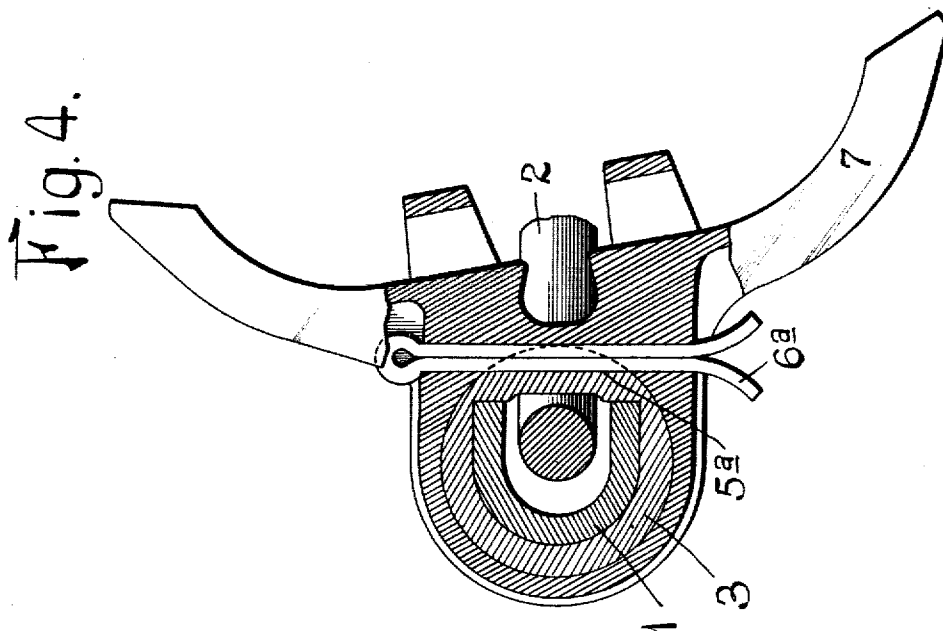
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2 SHEETS—SHEET 2.



Witnesses

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G. A. Pennington

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UNITED STATES PATENT OFFICE.

CHARLES FRANCIS HUNTOON, OF CHICAGO, ILLINOIS, ASSIGNOR TO
CHICAGO RAILWAY EQUIPMENT COMPANY, OF CHICAGO, ILLI-
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BRAKE-BEAM.

No. 813,798.

Specification of Letters Patent.

Patented Feb. 27, 1906.

Application filed July 18, 1905. Serial No. 270,172.

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 front elevational view of my improved brake-beam. Fig. 2 is a sectional view on line 2 2, Fig. 1. Fig. 3 is a front elevational view of a modified form of beam; and Fig. 4 is a sectional view on line 4 4, Fig. 3.

This invention relates to a new and useful improvement in brake-beams, the object being to enable the head to be readily and quickly removed in making repairs without necessitating the unhooking of the beam or the disturbance of the integrity of the truss.

With this object in view the invention consists in the novel construction, arrangement, and combination of the several parts, all as will hereinafter be described and afterward pointed out in the claims.

In the drawings, 1 indicates the compression member of appropriate type, and 2 the tension member.

3 indicates a thrust-block in which the end of the compression member is seated and through which the tension-rod passes, the latter having a nut 4 on its end for tightening the same and placing a camber in the compression member. This block is preferably made circular, so that the same pattern for brake-head may be used right and left. The rear face of this thrust-block is provided with a groove 5, in which fits a wedge-key 6, passing through an opening near the back wall of the brake-head 7. The lower portion of the wedge-key 6 is provided with an opening in which is received a cotter-pin 8, which prevents the wedge-key from rising in its seat. The wedge is preferably driven in place and is of such length that its head does not rest upon the brake-head. Thus in the event the parts tend to work loose the wedge-key

will work down in its seat and serve to key the parts tight. To remove the brake-head, it is only necessary to knock out the cotter-pin and lift the wedge-key from its seat, when the brake-head may be slipped from the thrust-block.

In Figs. 3 and 4 I have shown a thrust-block provided with a groove 5^a in its front face, through which passes a cotter-pin 6^a.

I am aware that minor changes in the construction, arrangement, and combination of the several parts of my beam may 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 my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a trussed brake-beam, the combination with a thrust-block provided with a groove, of a removable brake-head, and a key or pin passing through said brake-head and through said groove in the thrust-block; substantially as described.

2. In a trussed brake-beam, the combination with a cylindrical thrust-block having a groove in its periphery, of a removable brake-head provided with an opening registering with said groove, and a key or pin passing through said opening and fitting in said groove; substantially as described.

3. In a trussed brake-beam, the combination with a cylindrical thrust-block having a groove in its periphery, of a removable brake-head provided with an opening registering with said groove, and a wedge key or pin passing through said opening and fitting in said groove, whereby said wedge-key tends to make the parts fit tight; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 10th day of July, 1905.

CHARLES FRANCIS HUNTOON.

Witnesses:

E. B. LEIGH,
C. H. WILLIAMS, Jr.