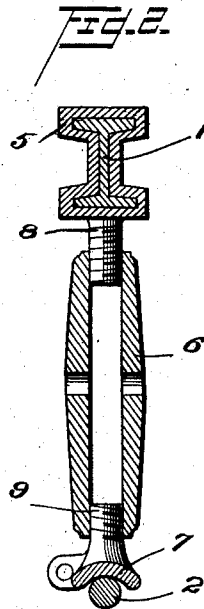
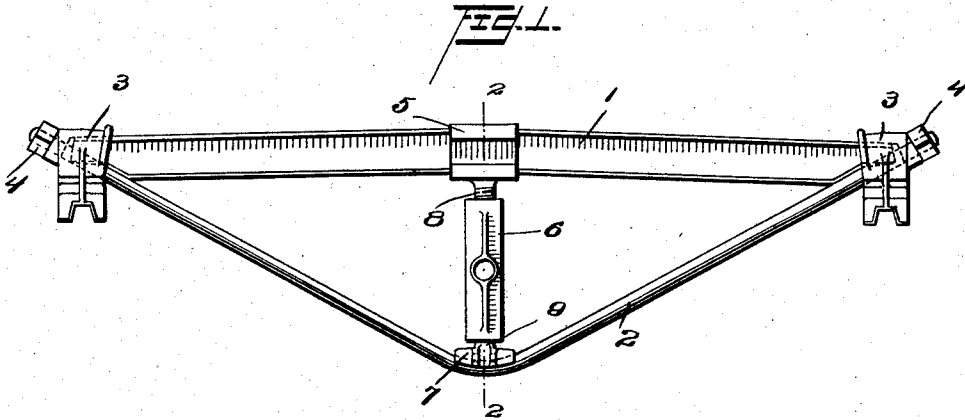


E. M. APPLEBAUGH.
BRAKE BEAM.
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1,013,102.

Patented Jan. 2, 1912.



Witnesses

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EUGENE M. APPLEBAUGH, OF DANVILLE, PENNSYLVANIA.

BRAKE-BEAM.

1,013,102.

Specification of Letters Patent.

Patented Jan. 2, 1912.

Application filed June 8, 1911. Serial No. 631,914.

To all whom it may concern:

Be it known that I, EUGENE M. APPLEBAUGH, a citizen of the United States, residing at Danville, in the county of Montour and State of Pennsylvania, have invented certain new and useful Improvements in Brake-Beams, of which the following is a specification.

My invention relates to improvements in brake beams, the object of the invention being to provide an improved trussed beam in which the strut may be adjusted longitudinally to insure a stiff beam with compression and tension members rigid.

Trussed beams that are at present in use become loose and allow a greater deflection than that demanded by the trade. To overcome this my invention was devised and will now be described in detail.

With these and other objects in view, the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described and pointed out in the claims.

In the accompanying drawings: Figure 1, is a plan view illustrating my improvements, and Fig. 2, is a view in section on the line 2—2 of Fig. 1.

1, represents the compression member which is illustrated as an I-beam, but the invention is not limited to any particular shape of this member.

2 is the tension member which is shown as a round rod, but may be of other shape, and is projected through castings 3 on the ends of the compression member, and is held by means of nuts 4, screwed onto the ends of the tension member and against the castings 3.

My improved strut comprises three sections 5, 6, and 7 respectively. Section 5 is shaped at one end to envelop and snugly fit the compression member at its center, and is made with a screw-threaded lug 8 to screw into one end of section 6. Section 7 constitutes a screw-threaded lug 9 to screw into the end of section 6, and said section 7 has an enlarged grooved head to receive the cen-

tral portion of tension member 2. In other words, section 6 constitutes a turnbuckle to adjust the strut longitudinally, as it is to be understood lugs 8 and 9 are oppositely screw-threaded.

By simply turning section 6, the strut may be lengthened or shortened to secure the desired results, and this adjustable feature will result in lengthening the life of the brake beam, which would otherwise have to be discarded because in a comparatively short time ordinary beams become loose and allow a too great deflection.

Various slight changes might be made in the general form and arrangement of parts described without departing from my invention, and hence I do not limit myself to the precise details set forth, but consider myself at liberty to make such changes and alterations as fairly fall within the spirit and scope of the appended claims.

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

1. A trussed brake beam comprising a compression member, a tension member connected at its ends to the compression member, and a strut between said compression and tension member, said strut comprising three sections, one section inclosing the compression member at its center and having a screw-threaded lug, another section bearing against the tension member and having a screw-threaded lug, and the third or intermediate section having screw-threaded ends receiving said lugs.

2. A trussed brake beam comprising a compression member, a tension member connected at its ends to the compression member, and a strut between said compression and tension member, said strut comprising three sections, one section inclosing the compression member at its center and having a screw-threaded lug, another section bearing against the tension member and having a screw-threaded lug, and the third or intermediate section having screw-threaded ends receiving said lugs, said compression member comprising an I-beam, said tension

member comprising a rod having screw-threaded ends, castings on the ends of said compression member having openings through which the ends of said tension member project, and nuts screwed onto the ends of said tension member against the castings.

In testimony whereof I have signed my

name to this specification in the presence of two subscribing witnesses.

EUGENE M. APPLEBAUGH.

Witnesses:

K. E. MARKS,

P. F. FARNSWORTH.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
