

S. A. CRONE.
RAILWAY BRAKE BEAM.
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1,007,273.

Patented Oct. 31, 1911.

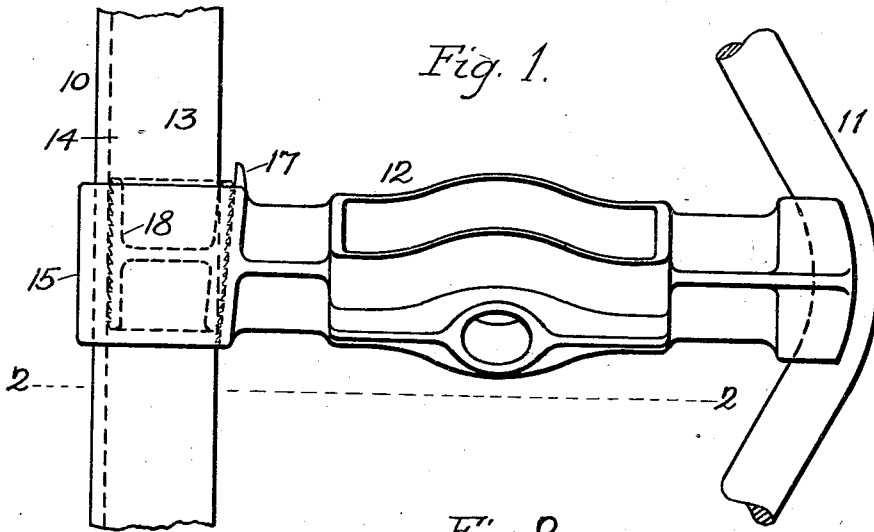


Fig. 2.

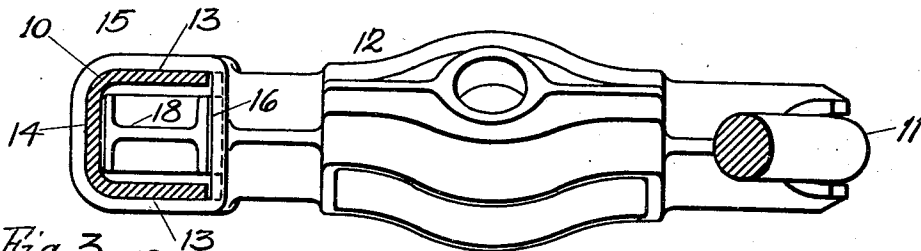


Fig. 3.

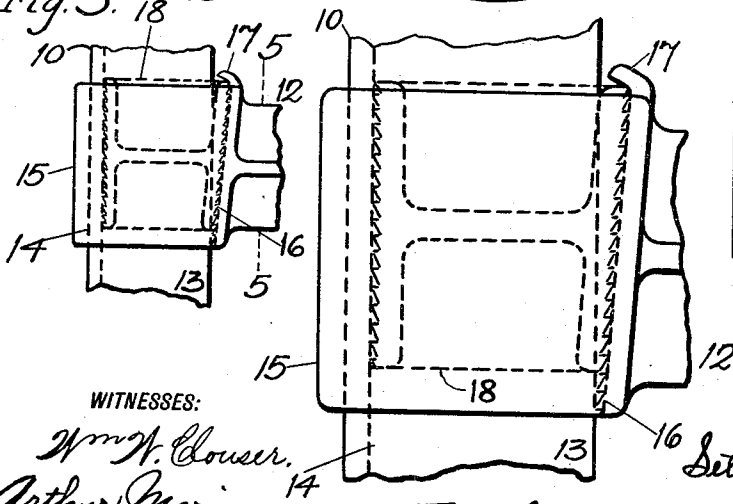


Fig. 4.

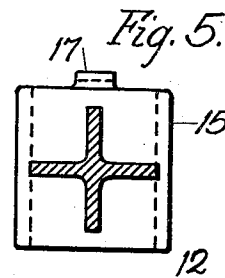


Fig. 5.

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RAILWAY BRAKE-BEAM.

1,007,273.

Specification of Letters Patent.

Patented Oct. 31, 1911.

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To all whom it may concern:

Be it known that I, SETH A. CRONE, a citizen of the United States, and a resident of East Orange, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Railway Brake-Beams, of which the following is a specification.

The invention relates to improvements in railway brake-beams, and it consists in the novel features and structure hereinafter described, and particularly pointed out in the claims.

My invention pertains more especially to truss-beams and resides in the novel structure and features for securing the strut and compression-member together.

The object of the invention is to provide effective means for securing the strut and compression-member firmly together without the use of screws, bolts, or the like.

The invention will be fully understood from the detailed description hereinafter presented, reference being had to the accompanying drawings, in which:

Figure 1 is a top view of the middle portion of a railway brake-beam embodying my invention; Fig. 2 is a vertical section of the same on the dotted line 2—2 of Fig. 1; Fig. 3 is a top view of a portion of the beam and shows a locking lug (17) formed on the strut in its outwardly-turned operative position, said lug being shown in its initial position in Fig. 1; Fig. 4 is a top view corresponding with Fig. 3 but on a larger scale so that the details of the structure shown may be more readily understood, and Fig. 5 is a section through the strut on the dotted line 5—5 of Fig. 3.

In the drawings, 10 designates the compression-member, 11 the truss-rod and 12 the strut, the truss-rod at its middle portion engaging the strut and at its ends being secured at the ends of the compression-member in any suitable or usual way. The compression-member 10 is of generally channel cross-section and preferably pressed or drawn-up from a flat rolled plate to form upper and lower corresponding sides 13 and back 14. The compression-member 10, truss-rod 11, and strut 12 are of usual character, except that at its outer end where it is engaged with the compression member, the strut is formed with an open box-loop or yoke 15 to snugly receive and engage the middle portion of said member and having

an outwardly inclined inner side or wall 16 terminating in an integral locking-lug 17.

Within the channel-chamber of the compression member 10 and to engage the inner inclined side or wall 16 of the box or loop 15 and the inner surface of the back 14 of said member, I force a filler-block 18, which serves not only to strengthen the middle portion of the beam but as a wedge to bind the strut and compression member in rigid relation to each other. By preference the block 18 at both its inner and outer ends is formed with transverse ratchet-teeth, as shown in Fig. 4, or other suitable roughened surfaces, to enter into binding or biting engagement with the inner wall 16 of the box or loop 15 and the inner surface of the back 14 of the compression-member and thereby become securely held in its operative position and enabled to resist any jarring action of the car tending to loosen said block from its confining surfaces. The aforesaid ratchet teeth may be applied to only one end of the filler-block 18 but obviously the wedging and binding action of said block will be increased or rendered more effective if said teeth are on both ends of said block. In addition to providing the block 18 with the ratchet teeth or roughened surfaces as means for assuring its retention in operative position, I form the strut 12 with the integral lug 17 which when the said block has been driven into the box or loop 15, I bend outwardly from its initial position shown in Fig. 1 to that illustrated in Figs. 3 and 4 against the end of said block, for locking said block against any outward movement tending to loosen the connection of the strut with the compression member.

From the foregoing description it will be seen that my invention resides in novel means or structure for insuring a firm connection of the outer end of the strut with the compression member.

What I claim as my invention and desire to secure by Letters Patent, is:

1. A brake-beam comprising a channel compression-member, a truss-rod and a strut, said strut having on its outer end a yoke encompassing said channel and inclined on its inner side facing the open side of the channel, combined with a wedge filler-block within said channel engaging the inner side of the back thereof and the inclined side of said yoke and having a transversely toothed end-surface.

2. A brake-beam comprising a channel compression-member, a truss-rod and a strut, said strut having on its outer end a yoke encompassing said channel and inclined on its inner side facing the open side of the channel, combined with a wedge filler-block within said channel engaging the inner side of the back thereof and the inclined side of said yoke and having a transversely toothed end-surface, said strut having at one edge of said yoke a lug to be bent outwardly against said block to additionally secure it in operative position.

3. A brake-beam comprising a channel compression-member, a truss-rod and a strut, said strut having on its outer end a yoke encompassing said channel and inclined on its inner side facing the open side of the channel, combined with a wedge filler-block within said channel engaging the inner side of the back thereof and the inclined side of said yoke and having transversely toothed end surfaces to enter into binding relation with said channel and yoke.

4. A brake-beam comprising a channel compression-member, a truss-rod and a strut, said strut having on its outer end a yoke encompassing said channel and inclined on its inner side facing the open side of the channel, combined with a wedge filler-block within said channel engaging the inner side of the back thereof and the inclined side of said yoke and having transversely toothed end surfaces to enter into binding relation with said channel and yoke, said strut having at one edge of said yoke a lug to be bent outwardly against said block to additionally secure it in operative position.

5. A brake-beam comprising a channel compression-member, a truss-rod and a strut, said strut having on its outer end a yoke

encompassing said channel and inclined on its inner side facing the open side of the channel, combined with a wedge filler-block within said channel engaging the inner side of the back thereof and the inclined side of said yoke and having its inner end surface formed with transverse ratchet teeth to enter into binding relation with said yoke.

6. A brake-beam comprising a channel compression-member, a truss-rod and a strut, said strut having on its outer end a yoke encompassing said channel and inclined on its inner side facing the open side of the channel, combined with a wedge filler-block within said channel engaging the inner side of the back thereof and the inclined side of said yoke and having its inner end surface formed with transverse ratchet teeth to enter into binding relation with said yoke, said strut having at one edge of said yoke a lug to be bent outwardly against said block to additionally secure it in operative position.

7. A brake-beam comprising a channel compression-member, a truss-rod and a strut, said strut having on its outer end a yoke encompassing said channel and inclined on its inner side facing the open side of the channel, combined with a wedge filler-block within said channel engaging the inner side of the back thereof and the inclined side of said yoke, said strut having at the edge of the entering end of said yoke a lug to be bent outwardly against said block.

Signed at New York city, in the county of New York and State of New York, this 3rd day of April, A. D. 1911.

SETH A. CRONE.

Witnesses:

CHAS. C. GILL,
ARTHUR MARION.