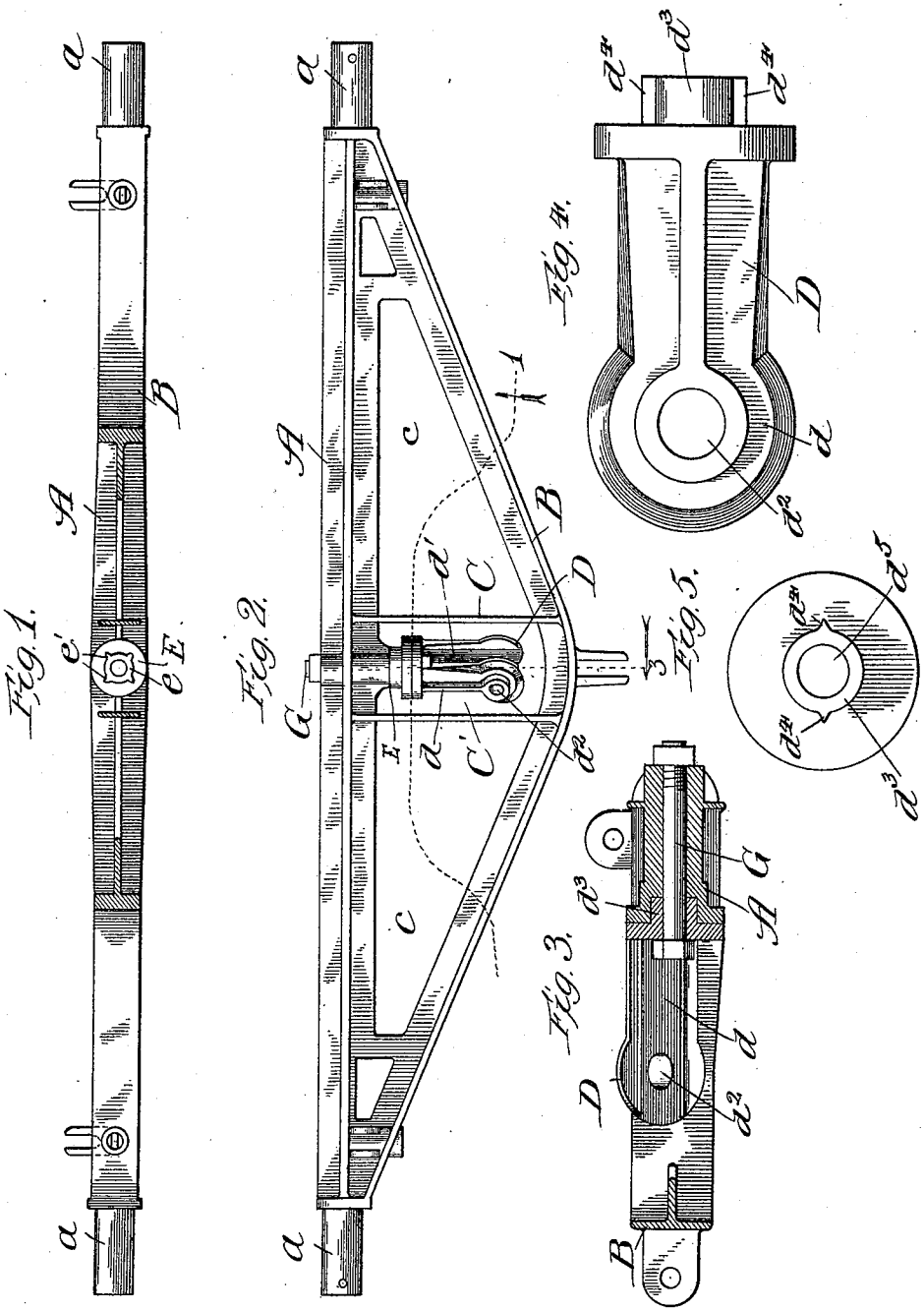
(No Model.)

J. PLAYER.

BRAKE BEAM.

No. 589,269. Patented Aug. 31, 1897.



Witnesses:
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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOHN PLAYER, OF TOPEKA, KANSAS.

BRAKE-BEAM.

SPECIFICATION forming part of Letters Patent No. 589,269, dated August 31, 1897.

Application filed October 26, 1896. Serial No. 610,107. (No model.)

To all whom it may concern:

Be it known that I, JOHN PLAYER, a citizen of the United States, residing at Topeka, Kansas, have invented certain new and useful Improvements in Brake-Beams, of which the following is a specification.

The principal object of my invention is to provide a simple, economical, and efficient brake-beam formed, preferably, of malleable iron and in one integral structure.

A further object of my invention is to provide an integral malleable-iron brake-beam with a lever-block adapted to be rotated from right to left.

The invention consists principally in constructing a brake-beam comprising a main member, an angular tie member, and a strut portion formed of one integral casting with a removable lever-block rotatably mounted between the members and adapted to be used in either a right or left hand position.

The invention consists, finally, in the features, combinations, and details of construction hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side view of my improved beam, shown partly in section, taken on line 1 of Fig. 2; Fig. 2, a plan view; Fig. 3, an enlarged sectional view taken on line 3 of Fig. 2; Fig. 4, an enlarged view of the detachable and rotatable lever-block, and Fig. 5 an end view of the inner part of the lever-block.

In constructing a brake-beam in accordance with my improvements I make a beam having a main or compression member A, an angular tie or tension member B, a strut portion C, and bearing portions *a* at each end, to which the usual heads and shoes may be attached. I make these parts in one integral piece and preferably formed of cast malleable iron. The parts are so proportioned, constructed, and arranged that the expansion and contraction of the metals due to heating and cooling do not tend to crack or warp the same, a difficulty which has been frequently encountered in the past and never obviated.

The compression member A is preferably made cross-shaped in cross-section and the tension member B of an inverted-T shape in cross-section, the parts being joined together at their ends so as to leave an open space *c*.

The strut portion is preferably made in two parts, leaving a space *c'* between the same, in which space is arranged the rotatable lever-block D. To secure the lever-block to the brake-beam and make it of such construction that it may be used in a right or left hand position, I make the strut preferably with two free ends *d*, so as to provide an angular opening *d'*, through which the usual brake-lever may be passed. The lever-block is provided with bearing portions d^2, by which the brake-lever is pivoted.

The inner part of the compression member is provided with a boss or projection E, having an irregular-shaped recess *e* in the same. This recess is preferably circular in shape, having indentations *e'* in its circumference, so that the hub or projecting boss d^3 on the lever-block may fit in the same. This projecting boss or hub on the lever-block is provided with wings or lateral projections d^4, adapted to enter the recesses *e'* in the brake-beam. A bolt-hole d^5 is provided in the lever-block, through which a bolt G may be passed and also passed through the compression member of the brake-beam for the purpose of securely holding the parts together.

It will be noticed that the recess in the projection on the brake-beam has four indents and that the hub or boss on the lever-block has but two projections, so that the block may be used in two positions. In Fig. 2 of the drawings the parts are shown in one position. When it is desired to use them in the other position, all that is necessary to do is to release the bolt, rotate the lever-block ninety degrees, and then retighten the bolt.

I claim—

1. A brake-beam, consisting of a tension member, a compression member, a strut portion interposed between the same, and bearing portions *a* formed of cast malleable iron in one integral portion, in combination with a rotatable lever-block arranged to adapt the beam for use either in a right or left hand position, substantially as described.

2. A brake-beam provided with tension and compression members formed in one integral casting, a rotatable lever-block rotatably secured to one of such members, with its other end free, and means to prevent the rotation of the lever-block when in operative position, substantially as described.

3. A brake-beam provided with tension and compression members formed in one integral casting, and a rotatable lever-block rotatably mounted on the compression member with its free end extending in the direction of the tension member, and means to prevent the rotation of the lever-block when in operative position, substantially as described.

4. A brake-beam provided with tension and compression members, one of such members having an irregular-shaped recess, a rotatable lever-block free at one end secured at opposite end in the irregular-shaped recess, and means for detachably securing the lever-block in position, substantially as described.

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