

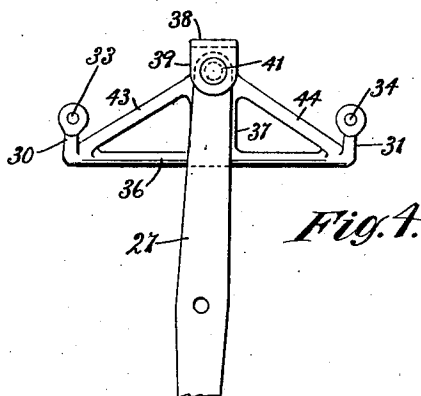
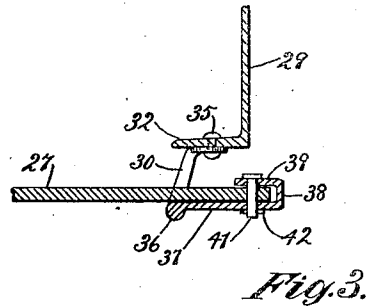
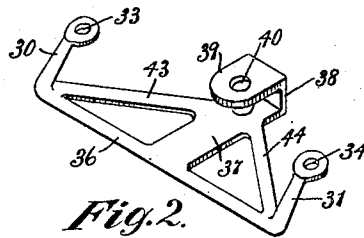
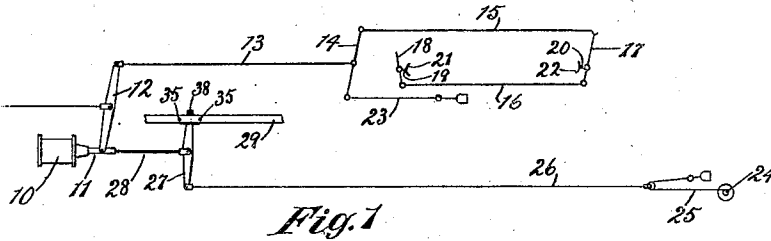
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S. F. BEASLEY

BRAKE LEVER BRACKET AND GUIDE

Filed March 31, 1924



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UNITED STATES PATENT OFFICE.

STARLEY F. BEASLEY, OF KANSAS CITY, KANSAS.

BRAKE-LEVER BRACKET AND GUIDE.

Application filed March 31, 1924. Serial No. 703,322.

To all whom it may concern:

Be it known that I, STARLEY F. BEASLEY, a citizen of the United States, and resident of Kansas City, county of Wyandotte, and State of Kansas, have invented certain new and useful Improvements in Brake-Lever Brackets and Guides, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

This invention relates to brake mechanisms for railway cars, and has for its principal object to provide an improved mounting for the hand brake lever.

Other objects and advantages of the invention will be made known as the disclosure proceeds and the description is read in connection with the accompanying drawings, illustrating a selected embodiment of the invention, and in which

Fig. 1 is a diagrammatic plan view of one form of brake mechanism to which the invention is applicable;

Fig. 2 is a perspective view of a fulcrum bracket and support for the hand brake lever;

Fig. 3 is a transverse sectional view showing the bracket assembled with the car sill and the hand brake lever; and

Fig. 4 is a plan view of the assembly shown in Fig. 3.

Referring to Fig. 1, 10 indicates a brake cylinder, 11 the push rod, 12 the cylinder lever, 13 the cylinder and floating lever connection, 14 the floating lever, 15 the top connection, 16 the bottom connection, 17 and 18 truck levers, 19 and 20 brake beams, 21 and 22 brake shoes, 23 the floating lever fulcrum chain, 24 the brake staff, 25 the brake chain, 26 the hand brake connection, 27 the hand brake lever, 28 the hand brake and cylinder lever connection, and 29 the center sill of the car.

This diagram illustrates the recommended practice for high speed foundation brake gear in passenger service having outside-hung brakes, but the invention is applicable to a great variety of foundation brake gear.

In Figs. 2, 3 and 4 is shown an improved fulcrum and support for the hand brake lever. This device includes two arms 30 and 31 that depend from the flange 32 of the center sill and may be inclined as illustrated in Fig. 3. The upper ends of these arms are enlarged and perforated as indicated at 33 and 34 to receive rivets 35 or other fastening

devices for securing them to the center sill. The lower ends of the arms 30 are connected by a supporting or guide bar 36 lying in spaced relation to the center sill and substantially parallel thereto. A fulcrum arm 37 projects laterally from an intermediate portion of the bar 36 and has its free end bent upwardly as indicated at 38 and backwardly as indicated at 39 to form a pocket for the fulcrum end of the hand brake lever as illustrated in Fig. 3. The top and bottom of the pocket are perforated as indicated at 40 to receive the fulcrum pin 41, which may be secured in place by a cotter 42, or otherwise as desired.

The fulcrum arm is strengthened by braces 43 and 44 extending along the line connecting the axis of the fulcrum pin with the juncture of the arms 30 and the bar 36.

This construction provides in a single element a strong and rigid mounting for the fulcrum of the hand brake lever and a convenient guide and support for the intermediate portion of the lever.

I claim as my invention:

1. In a brake mechanism for railway cars, the combination of a sill, a bracket including arms secured to and depending from the sill, a support between the arms, a lateral bearing on the support, and a hand brake lever fulcrumed on the lateral bearing and extending across said support.

2. In a brake mechanism for railway cars, a sill, a bracket including arms secured to and depending from the sill, a support spaced from said sill and connecting said arms, an arm projecting laterally from said support, a bearing on said arm, and a hand brake lever fulcrumed on said bearing and extending across said support.

3. In a brake mechanism for railway cars, a sill, a bracket including arms secured to and depending from the sill, a support connecting the arms and spaced below the sill, an arm extending laterally from the support, a bearing on the last-mentioned arm, braces between the bearing and the first arms, and a hand brake lever fulcrumed on the bearing and extending across said support.

4. In a brake mechanism for railway cars, a bracket including a supporting bar, arms projecting upwardly from the ends of said bar, and an arm projecting laterally from the intermediate portion of said bar.

5. In a brake mechanism for railway cars, a bracket including a supporting bar, arms

projecting upwardly from the ends of said bar, and an arm projecting laterally from the intermediate portion of said bar, the remote end portion of said last-mentioned arm
5 being reversely bent and lying in spaced relation to the body of the arm.

6. In a brake mechanism for railway cars, a bracket including a supporting bar, arms

projecting upwardly from the ends of said bar, an arm projecting laterally from the intermediate portion of said bar, and braces
10 connecting the remote portion of the laterally projecting arm with the upwardly projecting arms.

STARLEY F. BEASLEY.