June 4, 1935. S. A. CRONE 2,003,802

SAFETY SUPPORT FOR BRAKE RODS

Filed Aug. 1, 1934

Fig. 1.

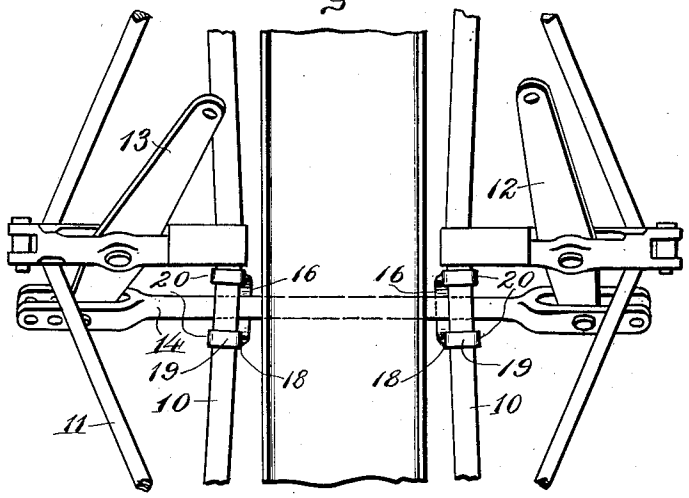


Fig. 2.

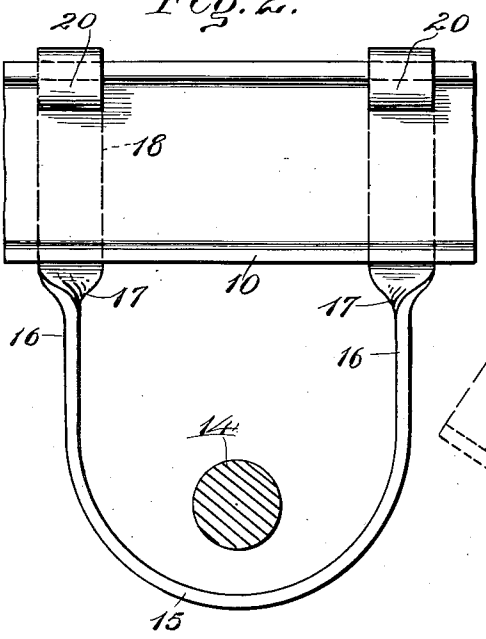
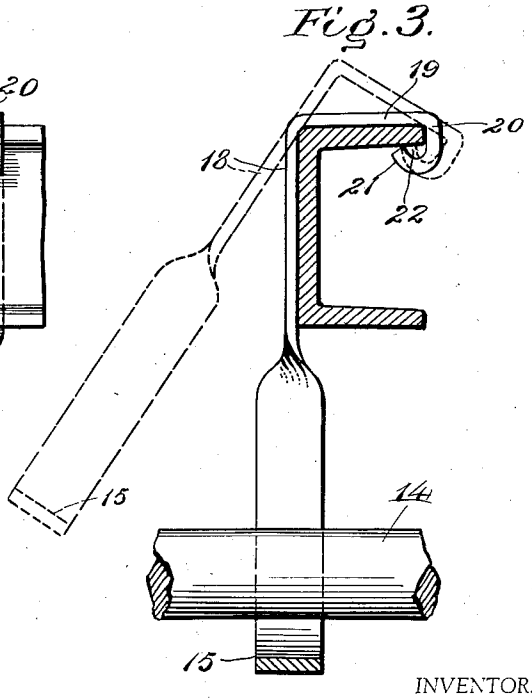


Fig. 3.



INVENTOR.

Seth A. Crone.

BY Geo. L. Wheelock

ATTORNEY.

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SAFETY SUPPORT FOR BRAKE RODS

Seth A. Crone, East Orange, N. J., assignor to Buffalo Brake Beam Company, New York, N. Y., a corporation of New York

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3 Claims. (Cl. 188—210)

The present invention relates to safety supports for the connecting bottom rods of brake levers for the purpose of supporting the bottom rod in case it should tend to fall upon the track.

An object of the present invention is to provide a safety attachment or support which may be readily applied to the compression member of a brake beam by first engaging portions thereof with the edge of the upper flange of the compression member and then gradually working the support around to normal position so that it may then support the bottom rod if it should fail in use.

Another object of the invention is to provide a simple and efficient safety support for bottom rods which may be readily applied for use.

These being among the objects of the present invention, the same consists of certain features of construction and combinations of parts to be hereinafter described and then claimed with reference to the accompanying drawing illustrating a preferred embodiment of the invention and wherein

Fig. 1 is a plan of parts of the brake mechanism of a car truck showing the present improvements attached thereto;

Fig. 2 is an elevation of the safety support showing it applied to a beam, the bottom rod being in section; and

Fig. 3 is a sectional elevation at right angles to Fig. 2 showing the attachment in broken lines as when applying it and also showing it in full lines in position for use.

Referring to the drawing, the compression member 10 and the tension member 11 of the brake beam, which is but partially disclosed, may be of the usual construction. Mounted upon the brake beam so as to fulcrum thereon are the brake levers 12, 13 which at their lower ends are secured together by the bottom connecting rod 14.

The improved brake beam attachment is preferably formed from a metal strip or flat bar constituting safety means for supporting a bottom rod, such as 14, and it comprises a stirrup or loop 15 constituting the supporting member for the rod 14 in case of its failure, such stirrup having parallel upwardly extending side portions 16. These upwardly extending portions 16 are provided with twists 17 in order to set the planes of the upward extensions 18 at right angles to the planes of the flat faces of the side portions 16.

From the upper ends of the upward extensions 18 there are bent a pair of arms 19 extending at substantially right angles thereto. These arms 19 are terminated by hooks formed by short down turned portions 20 and inturned end portions 21, that is the end portions 21 extend toward the upward extensions 18. The inturned portions 21 are also bent or curved around towards the arms 19, that is they extend substantially at an inclination thereto. The manner in which the inturned portions 21 are bent provides cavities or recesses 22 at their inner faces at points adjacent to the down turned portions 20.

In order to apply the improved safety attachment to a brake beam, the same is first engaged with the compression member 10 in about the position shown in Fig. 3 in dotted lines. This is because of the reason that while there is some clearance between the safety attachment and the compression member when the former is in using position, the slightness of the clearances require that the attachment be first applied in an inclined position, so that the upper flange of the compression member fairly snugly engages in between the edges of the end portions 21 and the arms 19, the upward extensions 18 being then in contact with the upper corner of the compression member from which the upper flange extends. In other words, when the safety attachment is initially applied the fit is fairly snug, but the formation of the parts of the same with respect to the compression member is such that the attachment or safety support is required to be gradually worked from its inclined position to the position shown in full lines in Fig. 3. When the attachment or safety support is in the full line position, it will be seen that there is a very slight clearance left between the edge of the upper flange and the down turned portions 20, the recesses or cavities 22 providing spaces into which the free edge of the flange may enter in working the support around to full line position.

This simple method of attachment may be all that is necessary in order to satisfactorily mount the improved safety hangers upon a brake beam, but if desired they may be clinched to the beam by blows upon the portions 20, 21, sufficient to cause the same to clinch with the upper flange of the compression member.

What I claim as new is—

1. In a safety support for brake rods, the combination of a brake-beam channel member, and a stirrup formed of a metallic bar, having at its upper ends outwardly bent arms, each arm having an inwardly directed hook for engagement over and under the upper flange of the channel member.

2. In a safety support for brake rods, the com-

bination of a brake-beam channel member, and a stirrup formed of a metallic bar, having at its upper ends outwardly bent arms, each arm having an inwardly directed hook for engagement over and under the upper flange of the channel member, the inturned end portion of the hook being inclined upwardly.

3. In a safety support for brake rods, the combination of a brake-beam channel member, and a stirrup formed of a metallic bar, having at its upper ends outwardly bent arms, each arm having an inwardly directed hook for engagement over and under the upper flange of the channel member, the inturned end portion of the hook being inclined upwardly, and the inner surface of the hook having a clearance with respect to the edge of the upper flange and the underside of such flange.

SETH A. CRONE.