C. H. WILLIAMS, Jr.

BRAKE LEVER STRUT OR POST.

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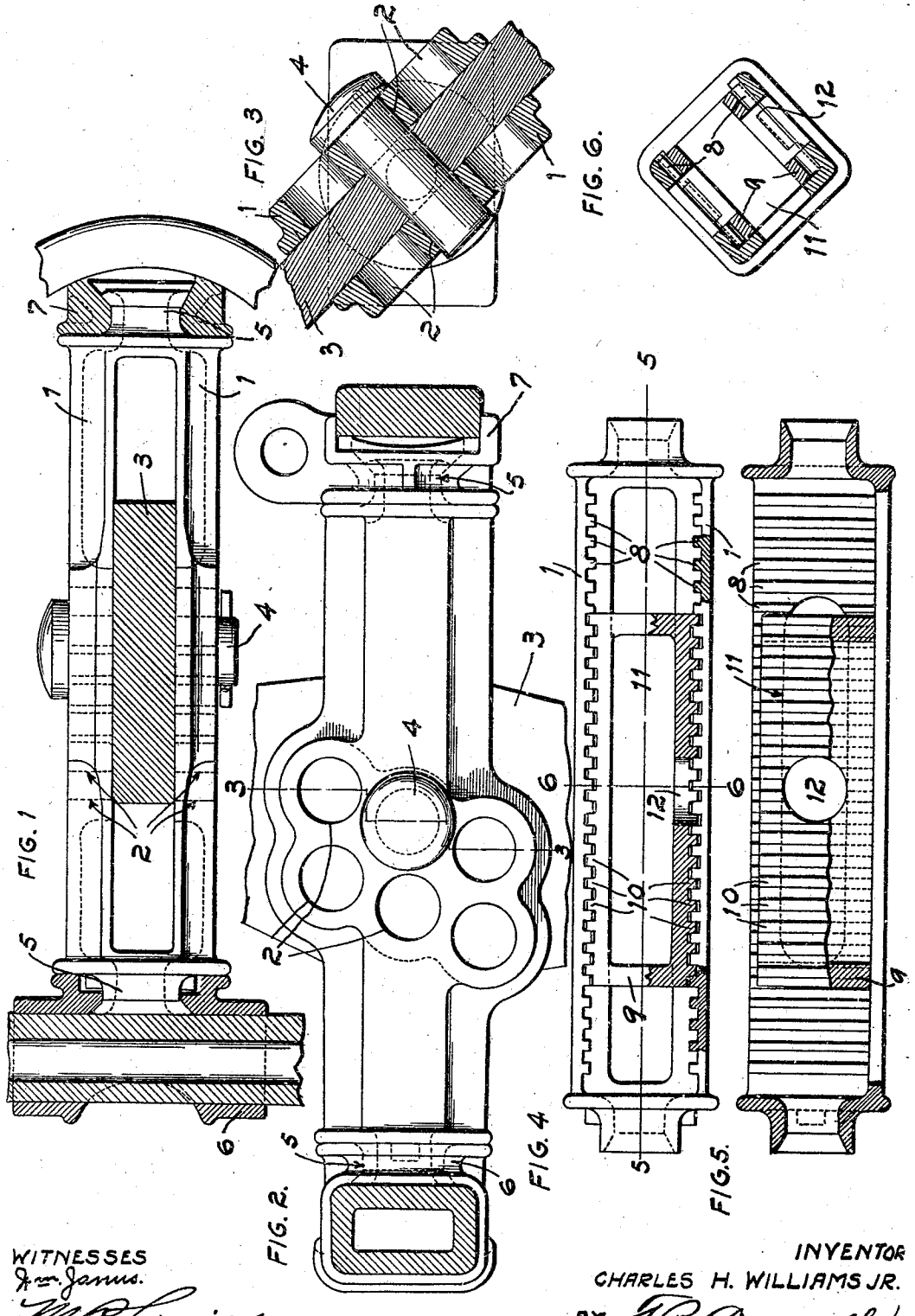
956,249. Patented Apr. 26, 1910.



WITNESSES

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UNITED STATES PATENT OFFICE.

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BRAKE-LEVER STRUT OR POST.

956,249. Specification of Letters Patent. Patented Apr. 26, 1910.

Application filed July 17, 1909. Serial No. 508,123.

To all whom it may concern:

Be it known that I, CHARLES H. WILLIAMS, Jr., a citizen of the United States, residing at Chicago, Illinois, have invented a certain new and useful Improvement in Brake-Lever Struts or Posts, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view of the strut. Fig. 2 is a side elevation of a brake lever strut of my improved construction, with the compression and tension members of the brake beam shown in section. Fig. 3 is a cross section taken on the line 3—3 of Fig. 1. Fig. 4 is a plan view, partly in section, of a modified form of the strut. Fig. 5 is a section taken on the line 5—5 of Fig. 4. Fig. 6 is a cross section taken on the line 6—6 of Fig. 4.

My invention relates to an improved brake lever strut, particularly designed to permit its use in either right or left hand beams and to permit the adjustment of the brake lever pin hole forward and backward in the strut to suit different conditions and requirements.

In practice, by the use of my invention it is possible to reduce the stock of beams now generally carried at different railroad points, as my improved beam will eliminate the present trouble at isolated interchange and inspection points, of frequently having only right hand beams when a left hand beam is wanted, or vice versa, which makes it necessary to send cars to the nearest car shop for repairs, or to hold the car for the proper beam.

My improved construction provides a strut which is adapted for universal use in any truss beam, and therefore is of special value in shops where various makes of cars are repaired.

The object of my invention is to provide a simple, inexpensive strut, the main body of which may be readily locked to any angle so as to accommodate right or left hand brake levers, and said strut being provided with a plurality of apertures which receive the brake lever fulcrum pins, thereby providing for the adjustment of the brake lever longitudinally in the strut.

It is obvious that the construction employed for adjusting the brake lever pivot pin may be advantageously employed in the so-called solid beams, or in struts which are not reversible.

To the above purposes, my invention consists in certain novel features of construction and arrangement of parts hereinafter more fully described and claimed.

As shown in the drawings, the main body of my improved strut comprises a pair of parallel side walls 1, which are preferably formed with longitudinally disposed strengthening ribs. Formed through the central portions of these walls 1 is a plurality of pairs of apertures 2 which are adapted to receive the brake lever pivot or fulcrum pin. Brake lever 3, of usual construction, occupies a position between the walls 1 and is pivoted or fulcrumed upon a pin 4 which is seated in any one of the pairs of apertures 2. The construction just described provides simple means whereby the brake lever may be pivoted at different points of the strut, as is required to suit different conditions.

Formed integral with the ends of the walls 1 of the strut are studs 5, one of which is swiveled in a sleeve 6, which embraces the central portion of the compression member of the brake beam, and the stud on the opposite end of the strut being swiveled in a block 7 which engages the center portion of the tension member of the beam. By thus swiveling the ends of the strut in the members 6 and 7, the main body portion of said strut carrying the adjustable brake lever is arranged so that it may be rocked in either direction, thus changing the position of the brake lever and adapting it for either right or left hand service.

In the modified construction shown in Figs. 4, 5 and 6, the inner faces of the side walls 1 of the strut are provided with vertically disposed ribs or teeth 8, and removably positioned between the side walls 1 is a block 9, on the sides of which are formed vertically disposed ribs or teeth 10 which are

adapted to interlock with the teeth 8 when said block is positioned between the walls 1. The block 9 is provided with a slot or opening 11 which accommodates the brake lever, and formed through the sides of said block is a pair of apertures 12 adapted to receive the pivot or fulcrum pin which also passes through the brake lever.

The construction just described provides simple means whereby the brake lever can be adjusted forward or backward in the strut, it being understood, of course, that the brake lever and pivot pin are removed from the block 9 to permit the same to be removed from the strut and reinserted therein in a different position.

A brake lever strut of my improved construction is comparatively simple, comprises a minimum number of parts, is reversible to permit the shifting of the brake lever from one position to the other, and is so constructed that said brake lever can be adjusted forward or backward in the strut, as is required to suit different conditions.

It will be readily understood that minor changes in the construction and form of my improved device can be made and substituted for those herein shown and described, without departing from the spirit of my invention.

I claim:

1. A brake lever strut having a pair of side walls through which is formed a series of pairs of brake lever pivot pin receiving apertures.

2. A reversible brake lever strut having a pair of side walls through which is formed a series of pairs of brake lever pivot pin receiving apertures.

3. A brake lever strut having a pair of side walls through which is formed a series of pairs of brake lever pivot pin receiving apertures, and members swiveled on the ends of said strut and adapted to engage the ends of the compression and tension members of a brake beam.

4. A reversible brake lever strut having a pair of side walls through which is formed a series of pairs of brake lever pivot pin receiving apertures, and members swiveled on the ends of said strut and adapted to engage the ends of the compression and tension members of a brake beam.

5. A brake lever strut comprising a slotted body, there being a plurality of pairs of apertures formed through the walls of said slotted body, and members swiveled on the ends of said slotted body and adapted to engage the compression and tension members of a brake beam.

6. A brake lever strut comprising a slotted body constructed with a plurality of openings to adjustably receive a brake lever pivot pin, and members swiveled on the ends of said slotted body and adapted to engage the compression and tension members of a brake beam.

7. A brake lever strut comprising a slotted body constructed with a plurality of openings to adjustably receive a brake lever pivot pin, studs on the ends of said slotted body, and members loosely mounted on said studs and adapted to engage the compression and tension members of a brake beam.

8. The combination with a slotted body, in the walls of which is formed a plurality of pairs of brake lever pivot pin receiving apertures, and members swiveled to the ends of said slotted body and adapted to engage the compression and tension members of a brake beam.

9. A brake lever strut comprising a slotted body, a slotted pivot pin block arranged in said slotted body, and the side faces of which pivot pin block interlock with the inside faces of the walls of the slotted body, by transverse corrugations.

10. A brake lever strut comprising a slotted body, a slotted pivot pin block arranged in said slotted body, the side faces of which pivot pin block interlock with the inside faces of the walls of the slotted block, and members swiveled on the ends of the slotted block and engaging the ends of the compression and tension members of a brake beam.

11. A brake lever strut comprising a slotted block, members swiveled on the ends thereof and adapted to engage the compression and tension members of a brake beam, a slotted brake lever pivot pin block arranged in the first-mentioned slotted block, and there being interlocking engagement between the side faces of said blocks.

12. A brake lever strut comprising a block having parallel walls, the inside faces of which are provided with vertically disposed teeth, a brake lever pivot pin block arranged in the first-mentioned block between the walls thereof, and there being teeth formed on the side faces of the pivot pin block which engage the teeth on the walls of the slotted block.

13. A brake lever strut comprising a block having parallel walls, the inside faces of which are provided with vertically disposed teeth, a brake lever pivot pin block arranged in the first-mentioned block between the walls thereof, there being teeth formed on the side faces of the pivot pin block which engage the teeth on the walls of the slotted block, and members swiveled on the ends of the first-mentioned block and adapted to engage the compression and tension members of a brake beam.

14. A brake lever strut or post, having a block adjustably arranged therein, said block being slotted for the passage of the brake lever, a brake lever pin being mount-

ed in said block and preventing the displacement of the block.

15. A brake lever strut or post, comprising parallel walls, an adjustable lever mounting interlocking with said walls in its adjusted positions, and a brake lever pin which prevents the displacement of said lever mounting.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this 2nd day of July 1909.

CHARLES H. WILLIAMS, JR.

Witnesses:
EDWARD T. WALKER,
M. F. HUNTOON.