

No. 760,709.

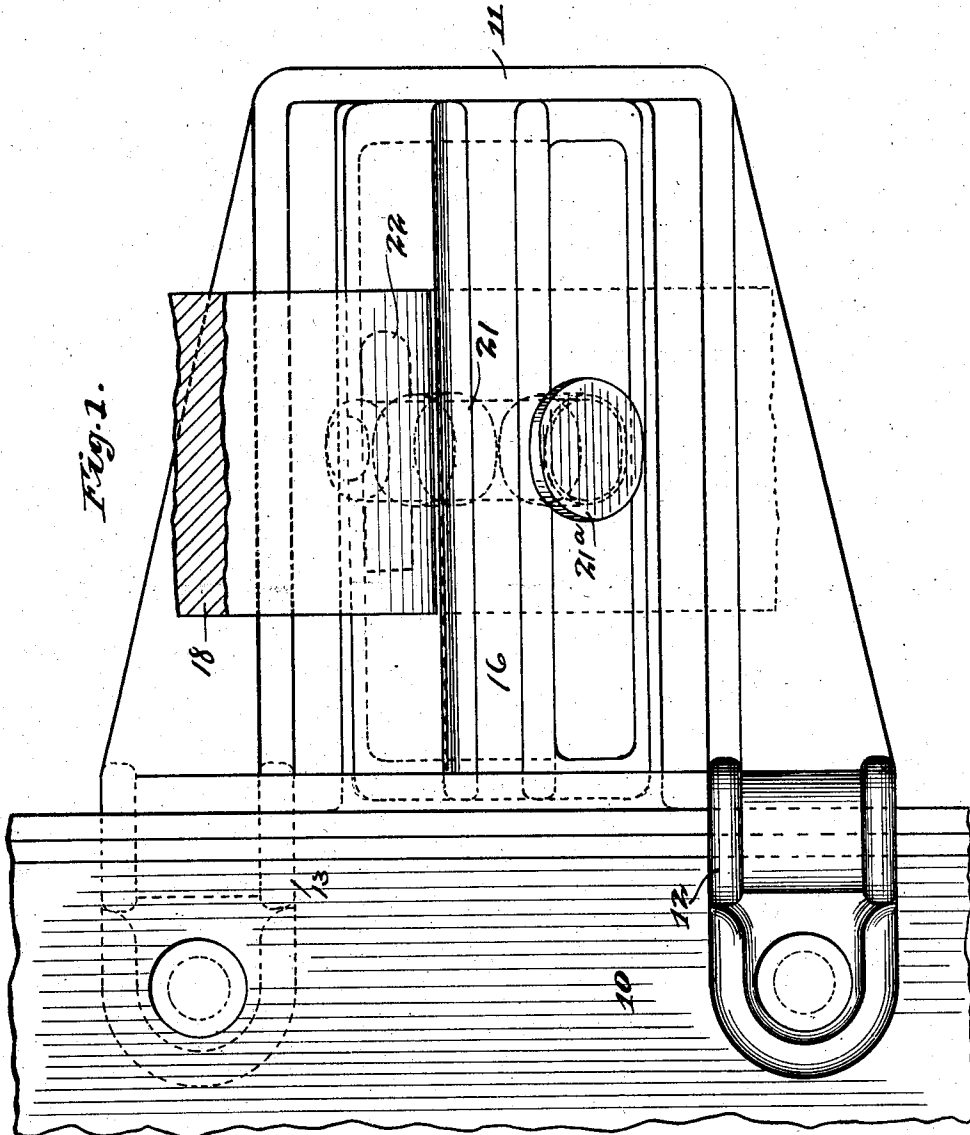
PATENTED MAY 24, 1904.

W. E. SHARP.  
BRAKE BEAM FULCRUM POST.

APPLICATION FILED JAN. 8, 1904.

NO MODEL.

3 SHEETS—SHEET 1.



Witnesses.

*J. B. Mann,*

*S. N. Pond*

*Inventor,*

*William E. Sharp,*

*By* *Offield, Ivole & Smith*  
*Attys.*

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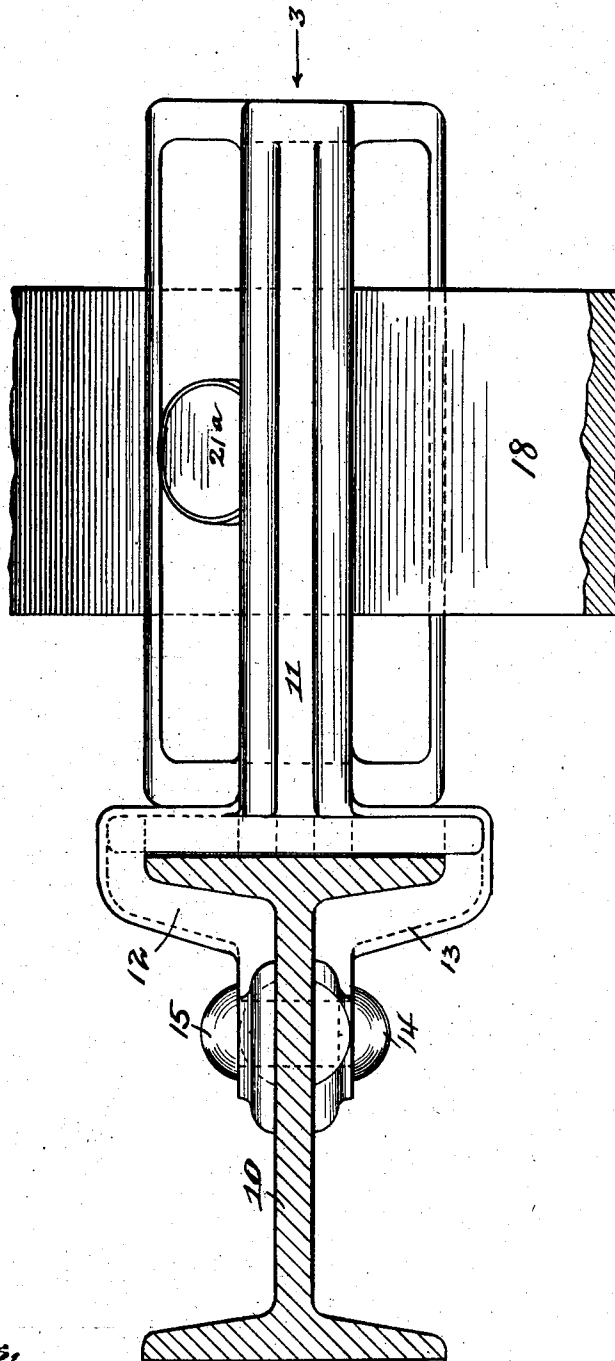
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3 SHEETS—SHEET 2.

Fig. 2.



Witnesses,  
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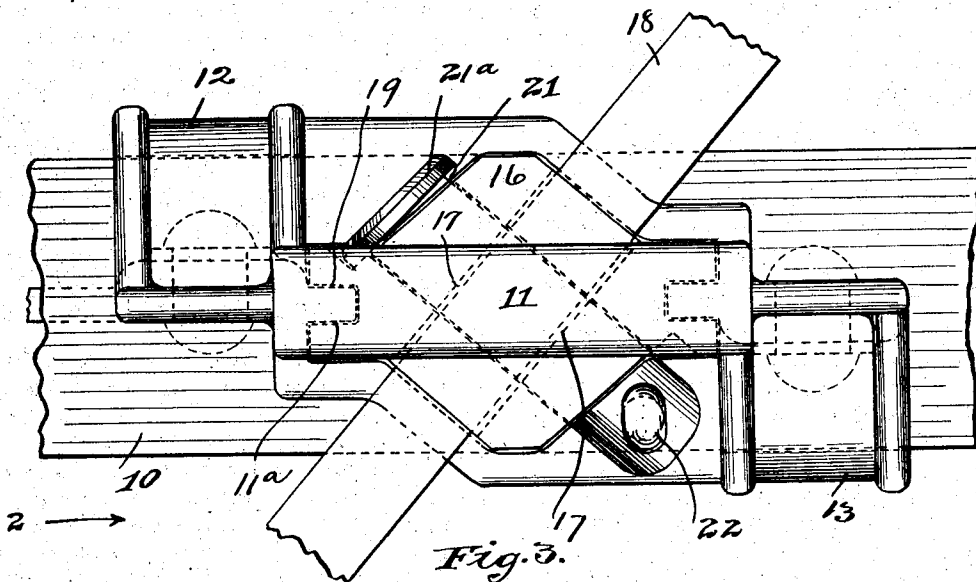
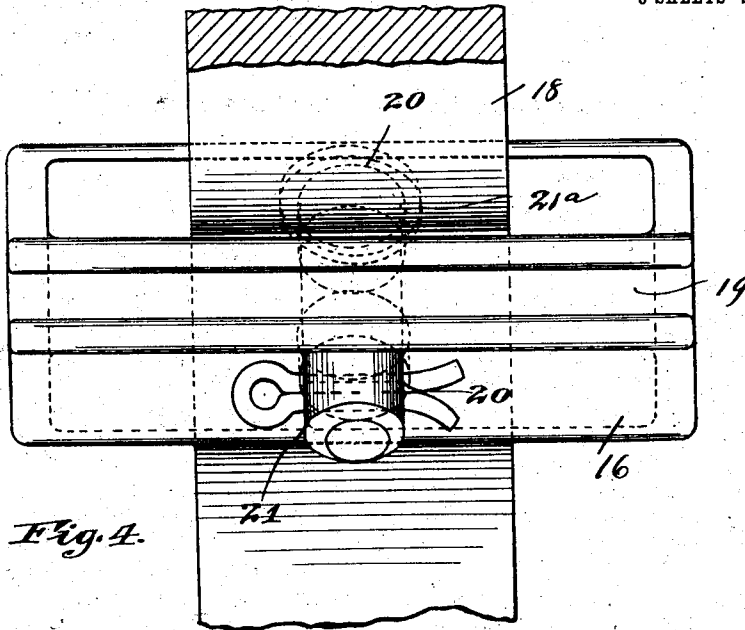
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APPLICATION FILED JAN. 8, 1904.

NO MODEL.

3 SHEETS—SHEET 3.



Witnesses,  
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# UNITED STATES PATENT OFFICE.

WILLIAM E. SHARP, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO  
GEORGE B. ROBBINS, OF HINSDALE, ILLINOIS.

## BRAKE-BEAM FULCRUM-POST.

SPECIFICATION forming part of Letters Patent No. 760,709, dated May 24, 1904.

Application filed January 8, 1904. Serial No. 188,194. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM E. SHARP, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Brake-Beam Fulcrum-Posts, of which the following is a specification.

My invention relates to the art of brake-beams for railway-cars, and has reference more particularly to a new and improved construction of fulcrum-post for supporting the brake-lever.

My invention in the preferred form is illustrated in the accompanying drawings, wherein—

Figure 1 is a top plan view of the outer or supporting element of my improved fulcrum-post shown attached to a brake-beam of I-beam formation. Fig. 2 is a transverse sectional view through the brake-beam, showing the complete fulcrum-post in edge elevation, with a section of the brake-lever mounted therein. Fig. 3 is an end view of the parts shown in Fig. 2 viewed in the direction indicated by the arrow in the latter figure; and Fig. 4 is an edge view of the lever-carrying block which coöperates with and is carried by the supporting-frame shown in Fig. 1, showing also a section of the brake-lever mounted therein.

My improved fulcrum-post comprises two separable elements or members, one of which is rigidly united to the brake-beam, while the other is slotted and apertured to receive the brake-lever and its pivot-pin and is capable of engagement with said first-named element or member in two different positions to accommodate either a right-hand or a left-hand brake-lever.

Referring to the drawings, 10 designates a brake-beam of I-beam formation, to the center of which the fulcrum-post is applied. 11 designates a U-shaped casting the ends of which are provided with oppositely-extending lugs 12 and 13 so shaped as to engage and snugly fit, respectively, the flanges on that side of the brake-beam to which the fulcrum-post is attached, the ends of said lugs being extend-

ed down alongside the opposite sides of the web and united thereto by rivets 14 and 15, respectively. The lugs 12 and 13 are spaced apart a distance at least equal to the width of the double flange on the brake-beam with which they engage, so that the casting can be applied to the latter by first setting it against said double flange in a direction transversely of the latter and then giving it a quarter-turn to carry the lugs into engagement with said flange and the web. The inner surface of the parallel main arms of the casting 11 are provided with longitudinally-extending tongues 11<sup>a</sup>.

16 designates what I term the "lever-block," being the element which directly carries the brake-lever. This block, which is of a length equal to the inside length of the U-shaped casting 11, has a diagonal slot formed therethrough and extending nearly from end to end thereof for the reception of the brake-lever 18, such slot being indicated at 17 by the dotted lines in Fig. 3. This block also has formed in opposite edges thereof parallel grooves 19, extending from end to end thereof and adapted to engage the tongues 11<sup>a</sup>, and also apertures 20, disposed in a direction at right angles to the slot 17, for the reception of a pivot-pin 21, which may be removably secured in place by a head 21<sup>a</sup> on one end thereof and a cotter-pin 22 passing through the opposite end of said pin.

In applying the device to a brake-beam the lever-block 16 is first inserted in the casting 11 from the open end of the latter, after which the casting 11, containing the lever-block, is applied to the brake-beam in a manner and by the means already described. According as the lever-block is designed to carry a right or left hand lever said block is inserted in the U-shaped casting with one or the other end foremost, it being evident that by inserting the lever-block with one end foremost the slot 17 will lie in a position to accommodate a right-hand lever, while by inserting it with the opposite end foremost the same slot will lie in a position to accommodate a left-hand brake-lever. When the parts are assembled, the lever-block is sustained

rigidly in operative position throughout its entire length by the tongues 11<sup>a</sup> and is also prevented from displacement through end-wise movement by the face of the brake-beam at one end and the transverse member of the casting 11 at the other end.

I claim—

1. A fulcrum-post for brake-beams comprising a pair of parallel arms adapted to be rigidly united at their inner ends to the brake-beam, and a brake-lever block mounted between said arms and removably united to the latter by tongue-and-groove connections on said arms and block, respectively, substantially as described.

2. A fulcrum-post for brake-beams comprising a U-shaped member adapted to be rigidly united to the brake-beam, and a brake-lever block mounted within said U-shaped member, said members being separably united by tongue-and-groove connections, substantially as described.

3. A fulcrum-post for brake-beams comprising a U-shaped member adapted to be rigidly united to the brake-beam, the parallel arms of said member having longitudinally-extending tongues, and a brake-lever block having longitudinally-extending grooves on opposite sides thereof engaging the tongues

of said U-shaped member, substantially as described.

4. A fulcrum-post for brake-beams comprising a U-shaped member adapted to be rigidly united to the brake-beam, and an obliquely-slotted brake-lever block insertible either end foremost within said U-shaped member, said member and block having cooperating tongue-and-groove connections whereby they are removably united, substantially as described.

5. A fulcrum-post for brake-beams comprising a U-shaped member having at its base a pair of oppositely-extending lugs shaped to embrace the web and flange of the brake-beam on opposite sides of the latter and spaced apart a distance equal to or greater than the width of the flange of said brake-beam, in combination with an obliquely-slotted brake-lever block insertible either end foremost within said U-shaped member, said member and block having cooperating tongue-and-groove connections whereby they are separably united, substantially as described.

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Witnesses:

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