

No. 814,895.

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O. W. WITTMER.
BRAKE LEVER FULCRUM.
APPLICATION FILED OCT. 31, 1905.

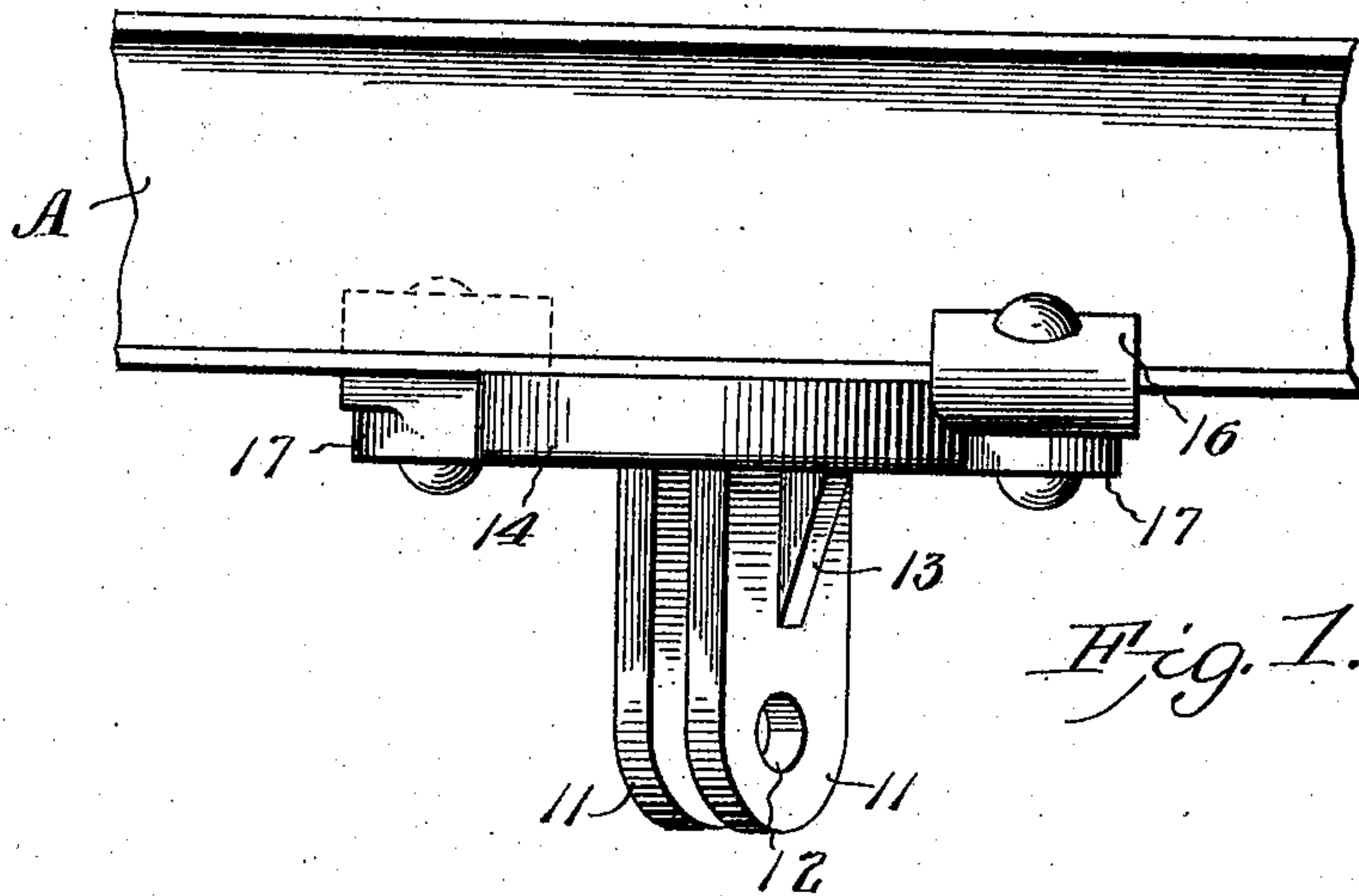


Fig. 1.

Fig. 2.

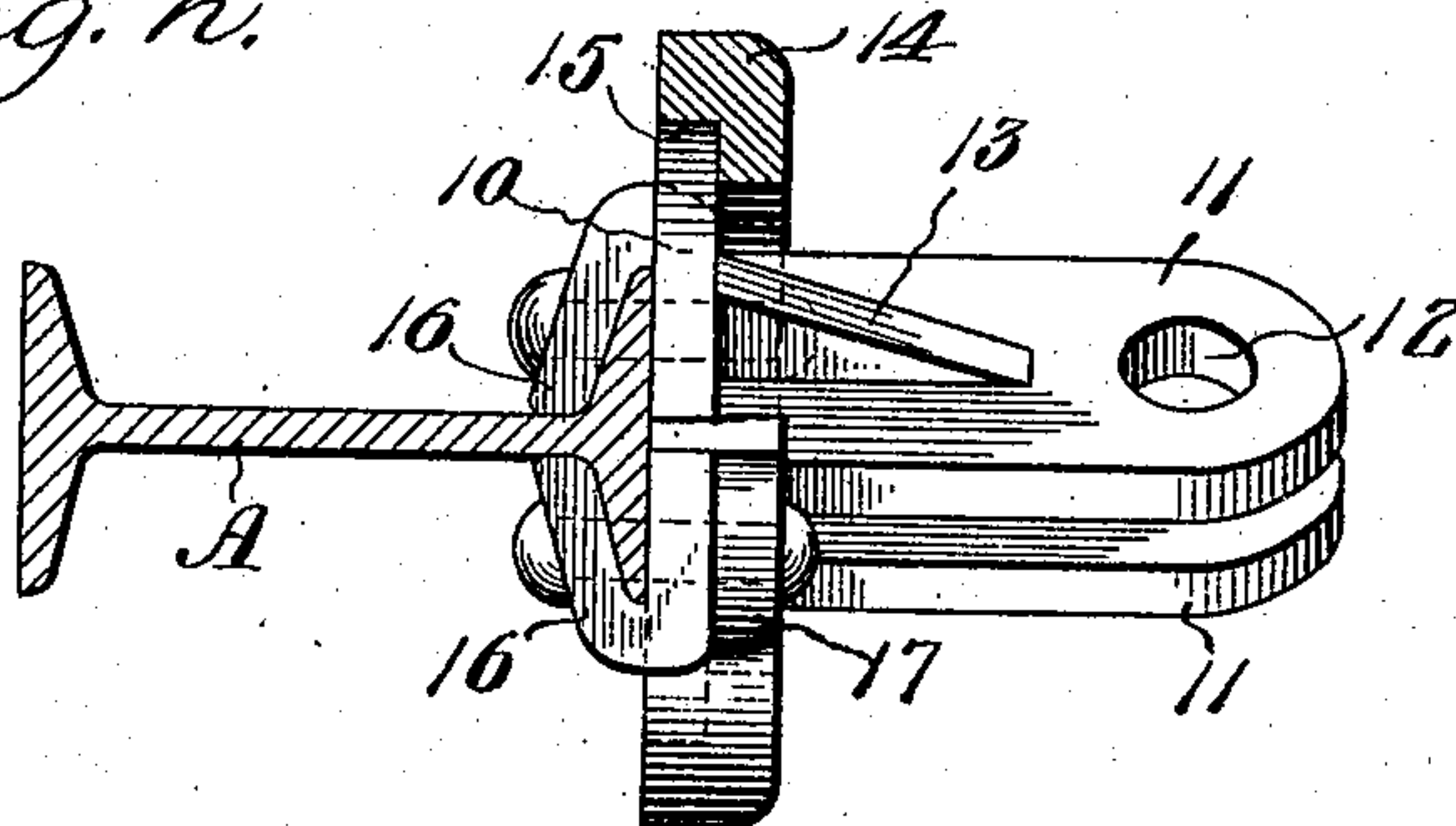


Fig. 4.

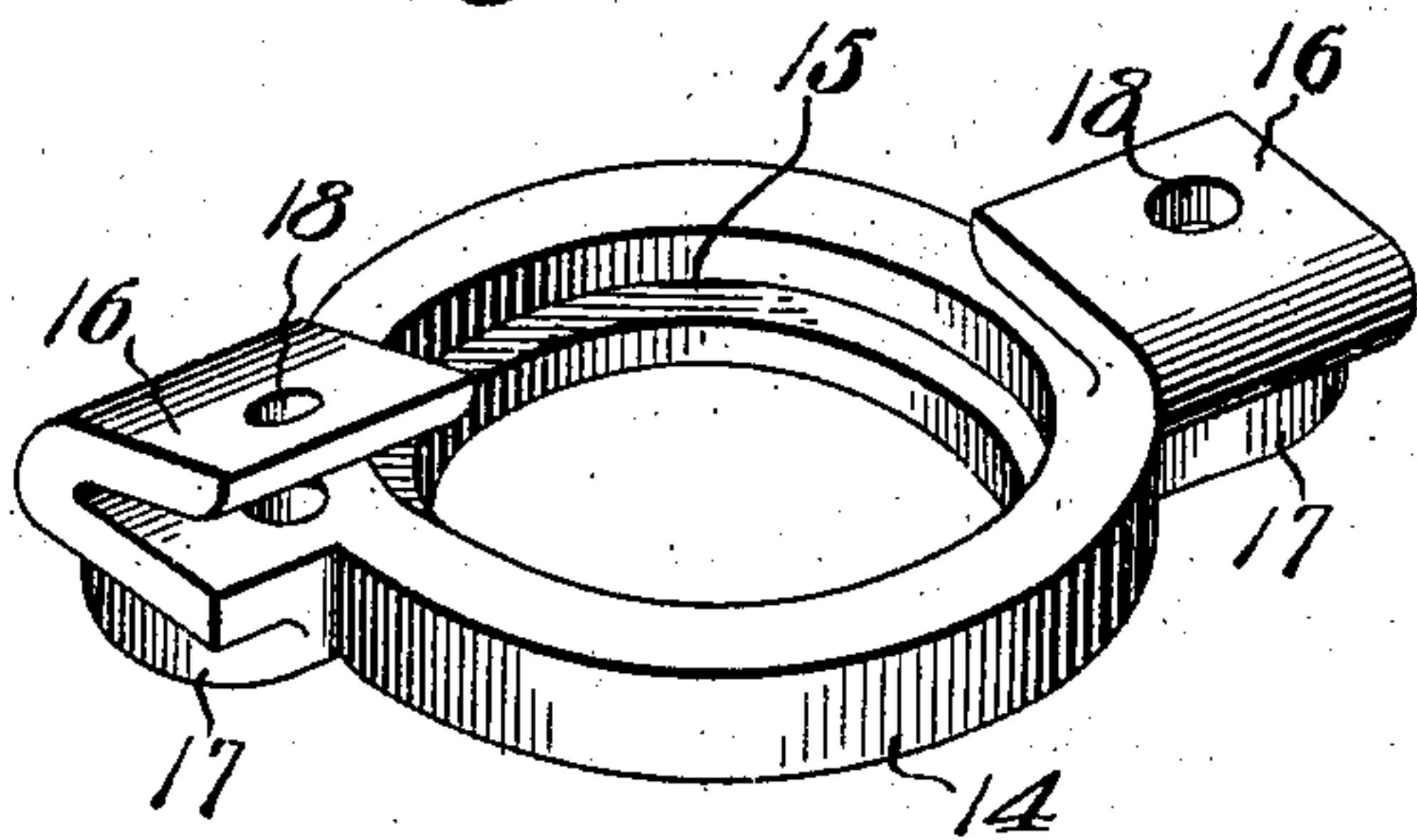
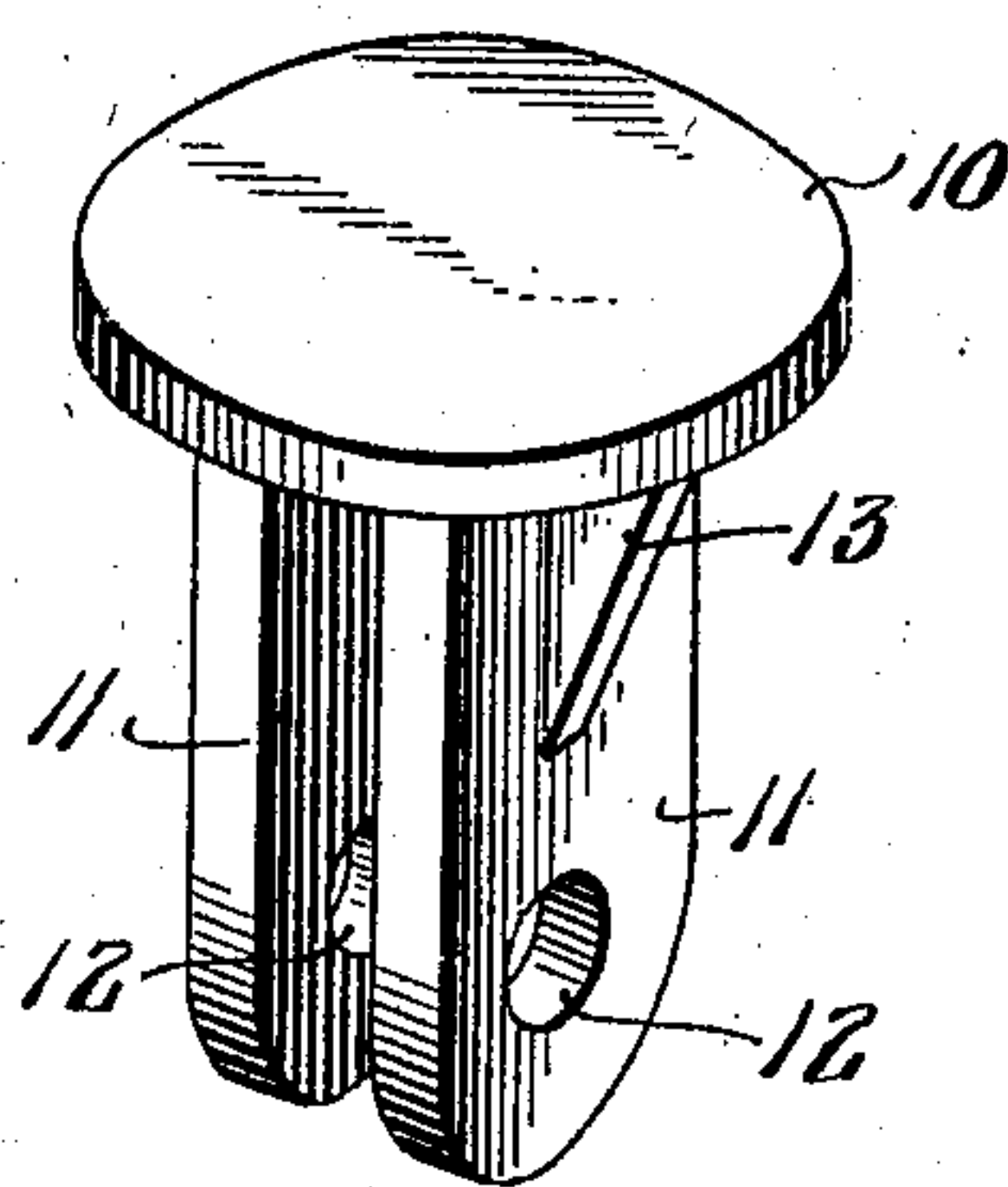


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

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BRAKE-LEVER FULCRUM.

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Specification of Letters Patent.

Patented March 13, 1906.

Application filed October 31, 1905. Serial No. 285,336.

To all whom it may concern:

Be it known that I, OWEN W. WITTMER, a citizen of the United States, residing at Columbus, in the county of Franklin and State of Ohio, have invented a new and useful Brake-Lever Fulcrum, of which the following is a specification.

The principal object of the present invention is to provide a simple form of a brake-lever fulcrum which may be attached to a brake-beam and adjusted to any desired position as required by the angle of the brake-lever, so that separate castings for each brake-lever angle are rendered unnecessary.

A further object of the invention is to provide a brake-lever fulcrum of simple construction which may be readily applied to standard beams and which when once adjusted to the required angle may be firmly locked in position by its attaching means.

With these and other objects in view, as will more fully hereinafter appear, the invention consists in certain novel features of construction and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that various changes in the form, proportions, size, and minor details of the structure may be made without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings, Figure 1 is a plan view of a brake-lever fulcrum constructed in accordance with the invention, the view showing a portion of a standard brake-beam. Fig. 2 is a side elevation of the same, partly in section, the brake-beam being also shown in section. Fig. 3 is a detached perspective view of the brake-lever fulcrum detached. Fig. 4 is a similar view of the fulcrum-clamping ring.

Similar numerals of reference are employed to indicate corresponding parts throughout the several figures of the drawings.

The device forming the subject of the present invention is intended for application to standard metallic brake-beams, which are usually formed of I-beams, the fulcrum being rigidly attached at a point midway between the ends of the beam and being connected to the brake-lever.

The fulcrum member comprises a base in the form of a disk 10, that is formed integral with a pair of pivot ears or lugs 11, provided

with openings 12 for the passage of the pin by which the brake-lever is connected, and the structure is strengthened by suitable ribs 13. Over the disk 10 is placed a clamping-ring 14, having at its inner face a groove 15 of such diameter as to permit free turning of the fulcrum member until the ears are presented at the angle required by the brake-lever. Projecting from the rear face of the ring are two ears 16, that are arranged to engage over the opposite edges of the forward flange of the brake-beam, and these ears, together with the lugs 17, projecting from the ring proper, are provided with openings 18 for the passage of securing members in the form of rivets or bolts, said rivets or bolts extending also through openings formed in the flange of the brake-beam.

The device forming the subject of the present invention may be attached at any point in the length of the beam, it being merely necessary to first place the fulcrum member in position within the ring and then turn the ring and fulcrum member until the ears 16 fit over the opposite edges of the flange, care being taken that the fulcrum member is adjusted to the required angle. The disk 10 will then be clamped between the flange of the brake-beam and the ring 14 and will be held from rotative movement. The securing bolts or rivets are then placed in position, and the fulcrum is ready for use.

With a fulcrum constructed in accordance with the present invention it is unnecessary to make special castings for each angle of the brake-lever, thus doing away with rights and lefts, and may be applied at any desired point without the removal of the brake-shoes, so that repairs may be quickly made in case of accidental breakage.

Having thus described the invention, what is claimed is—

1. A brake-lever fulcrum having pivot-ears and a base member, and a clamping-ring having a circular recess for the reception of said base and provided with inclined brake-beam-engaging lugs facing, respectively, in opposite directions to permit their engagement with the beam by circumferential adjustment of the ring.

2. A brake-beam fulcrum having pivot-lugs and a base member, and a clamping-ring having a recess to receive said base member, said clamping-ring being provided with brake-beam-engaging lugs arranged at dia-

metrically opposite points and facing, respectively, in opposite directions to permit their engagement with the beam by circumferential adjustment of the ring, the inner faces of
5 said lugs being inclined and serving to force the clamping-ring tightly against said base member.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

OWEN W. WITTMER.

Witnesses:

C. L. REAMER,
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