

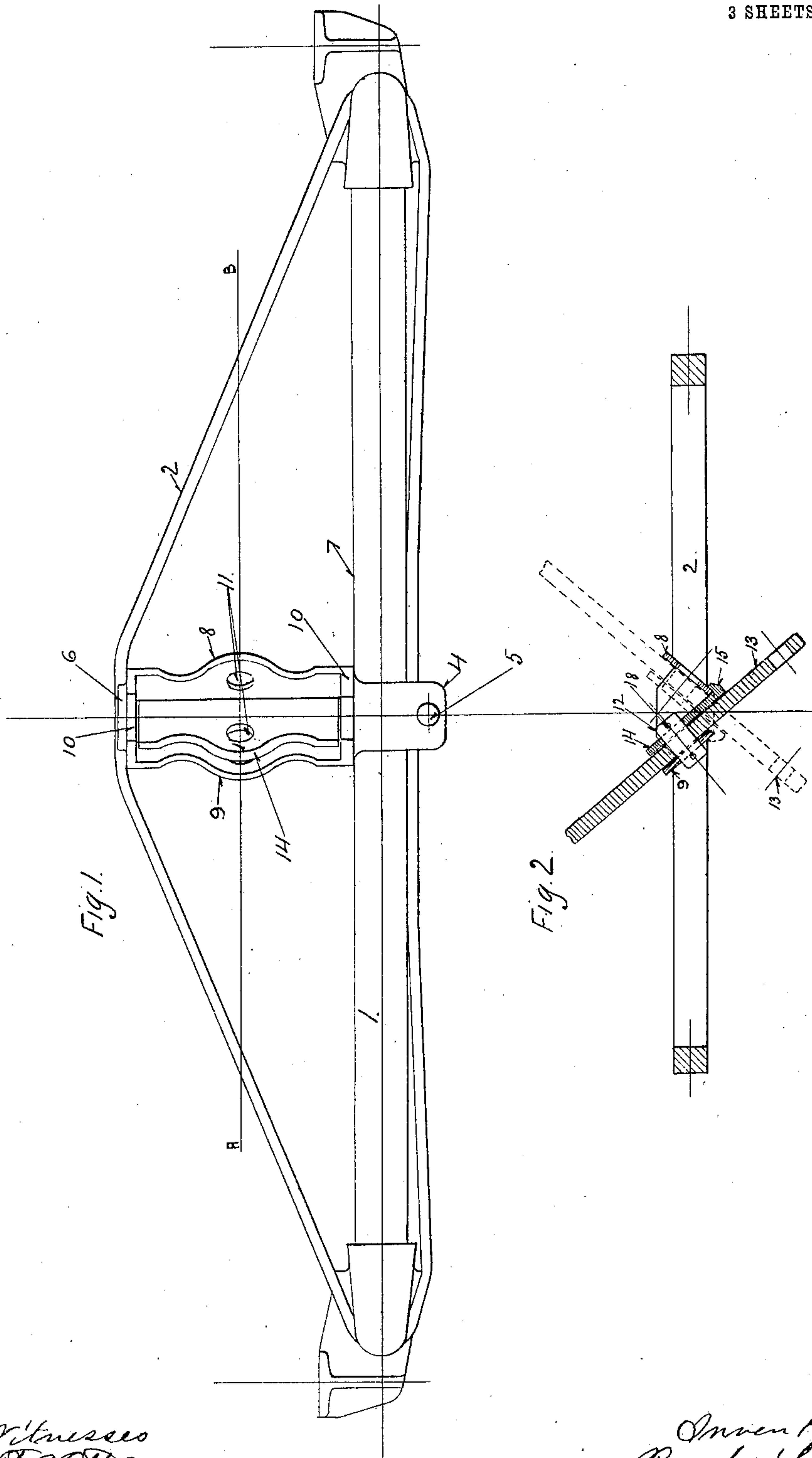
No. 827,788.

PATENTED AUG. 7, 1906.

F. W. COX.
REVERSIBLE BRAKE BEAM FULCRUM.

APPLICATION FILED MAR. 14, 1904.

3 SHEETS—SHEET 1.



Witnesses
J. A. Otto
E. K. Storr.

Inventor
Frederick M. Cox
By Erwin E. Wheeler
Attorneys

No. 827,788.

PATENTED AUG. 7, 1906.

F. W. COX.

REVERSIBLE BRAKE BEAM FULCRUM.

APPLICATION FILED MAR. 14, 1904.

3 SHEETS—SHEET 2.

Fig. 3.

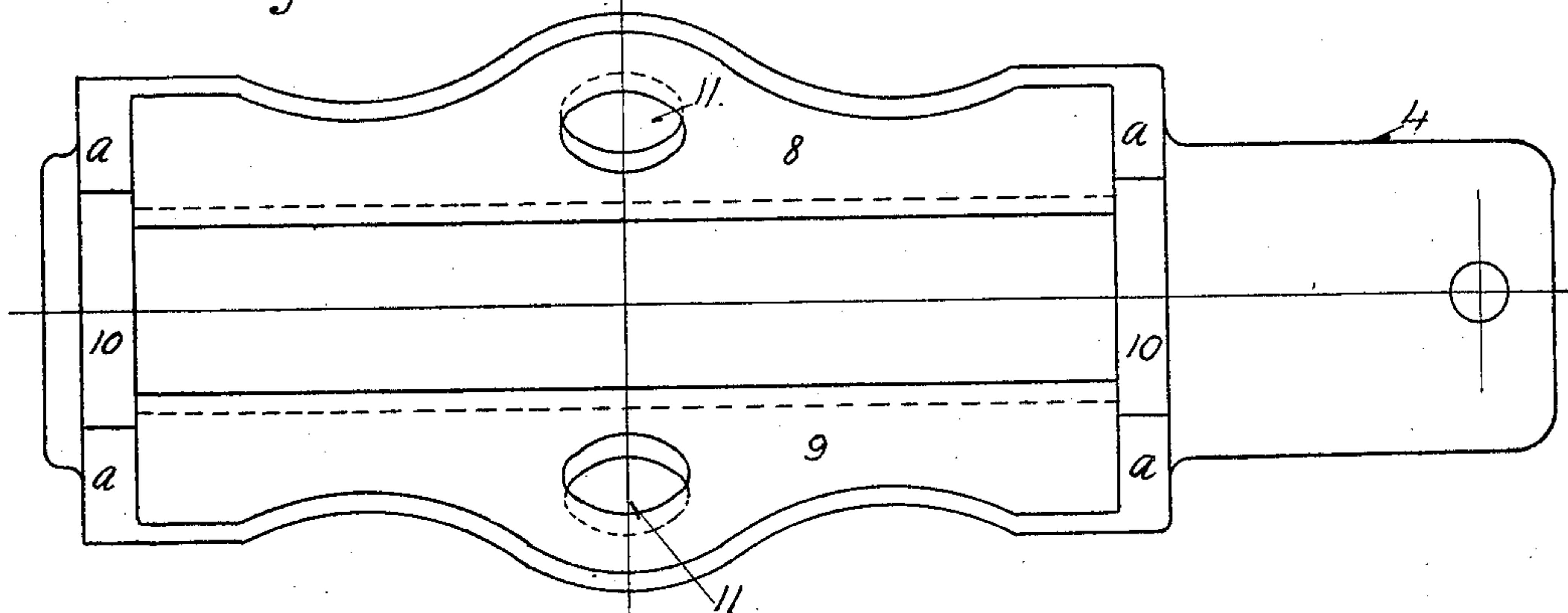


Fig. 4.

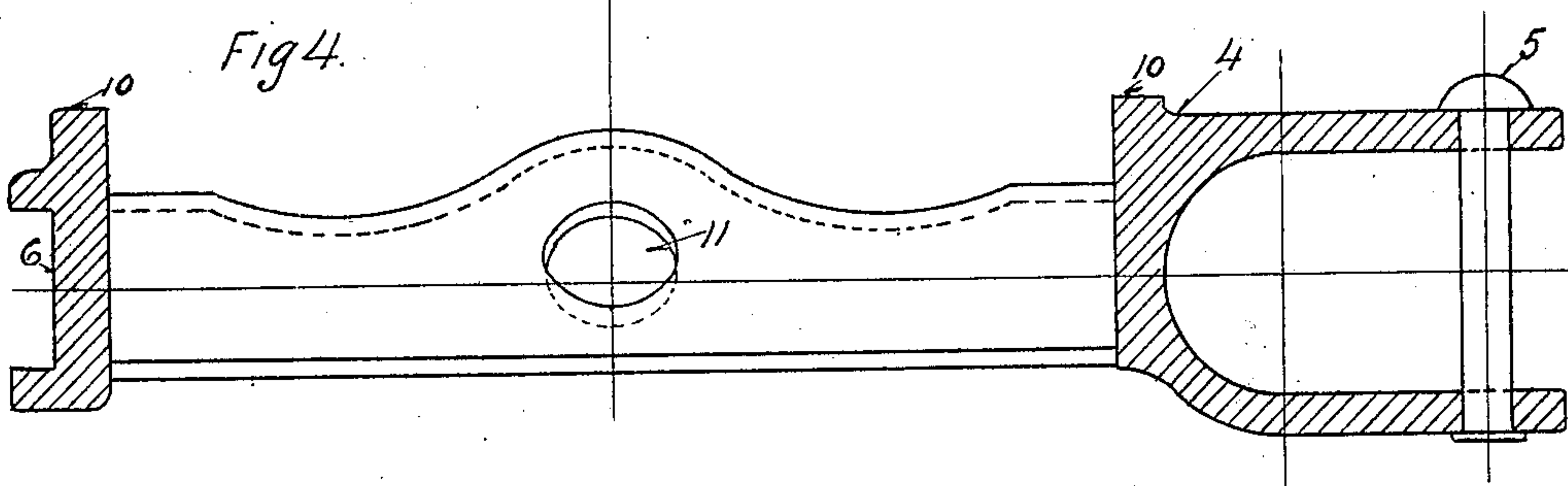


Fig. 5.

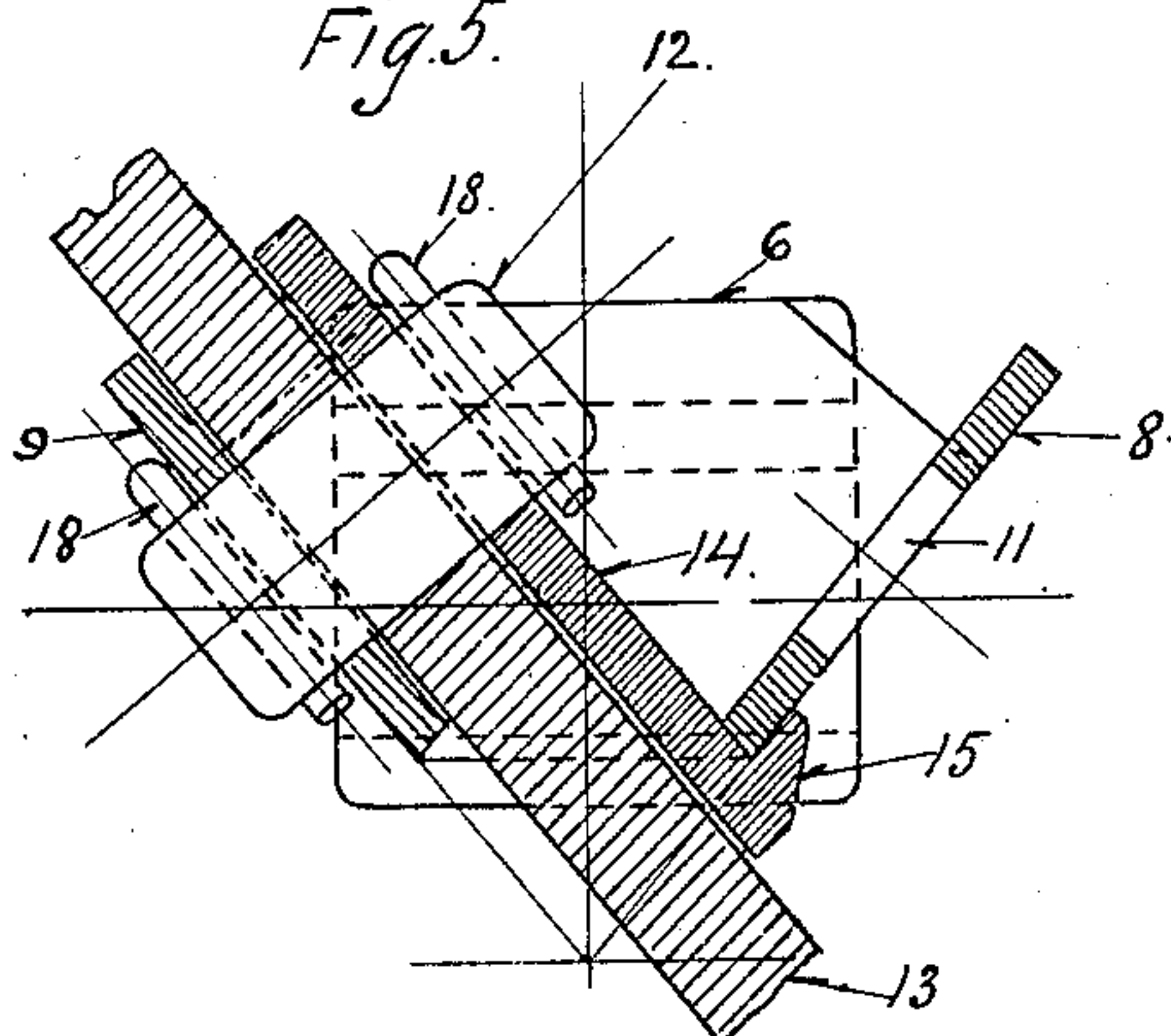
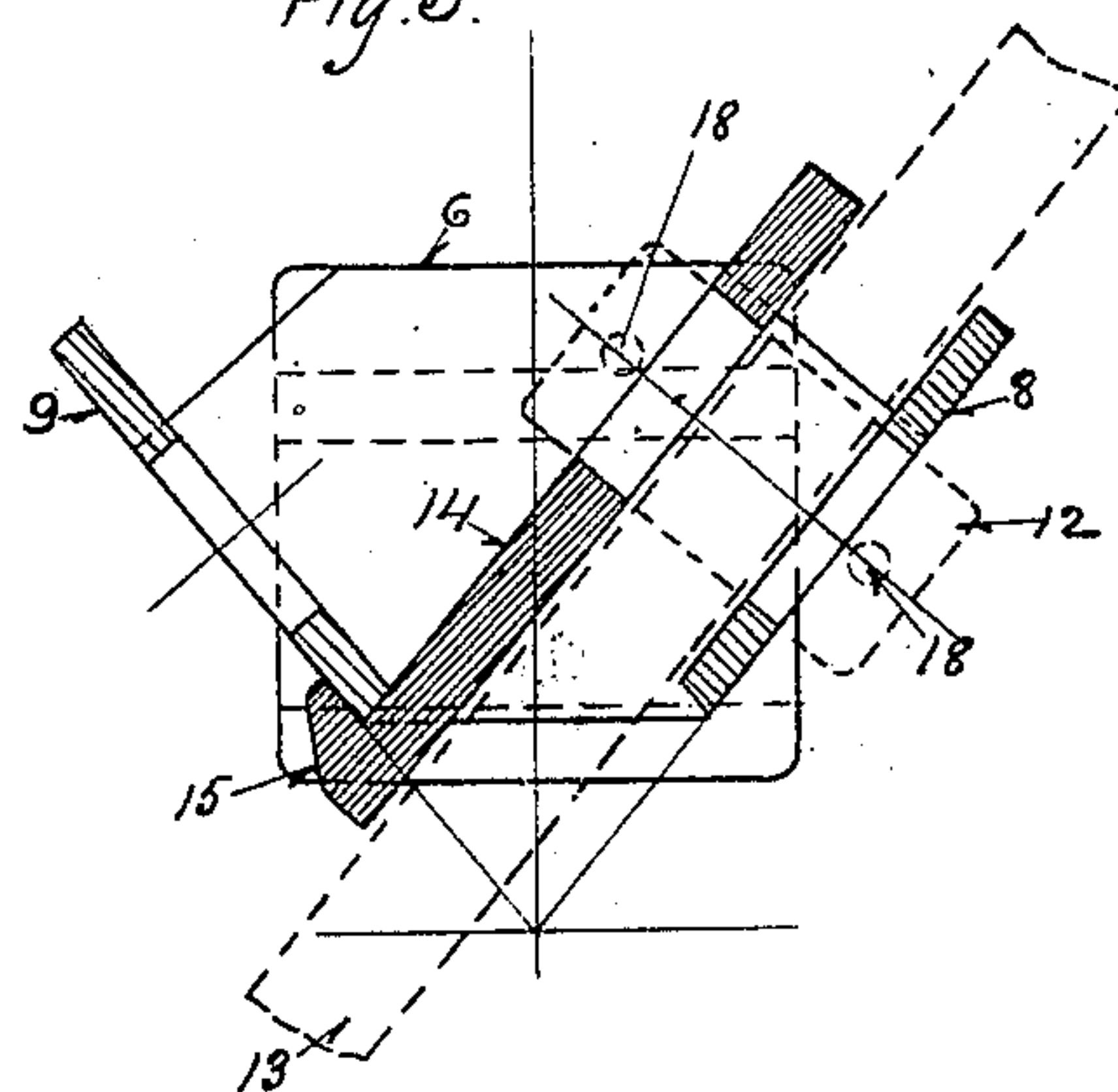


Fig. 6.



WITNESSES:

E. K. Storr.

INVENTOR.

Frederick M. Cox
BY *Erwin E. Wheeler*
ATTORNEYS.

No. 827,788.

PATENTED AUG. 7, 1906.

F. W. COX.
REVERSIBLE BRAKE BEAM FULCRUM.

APPLICATION FILED MAR. 14, 1904.

3 SHEETS—SHEET 3.

Fig. 7.

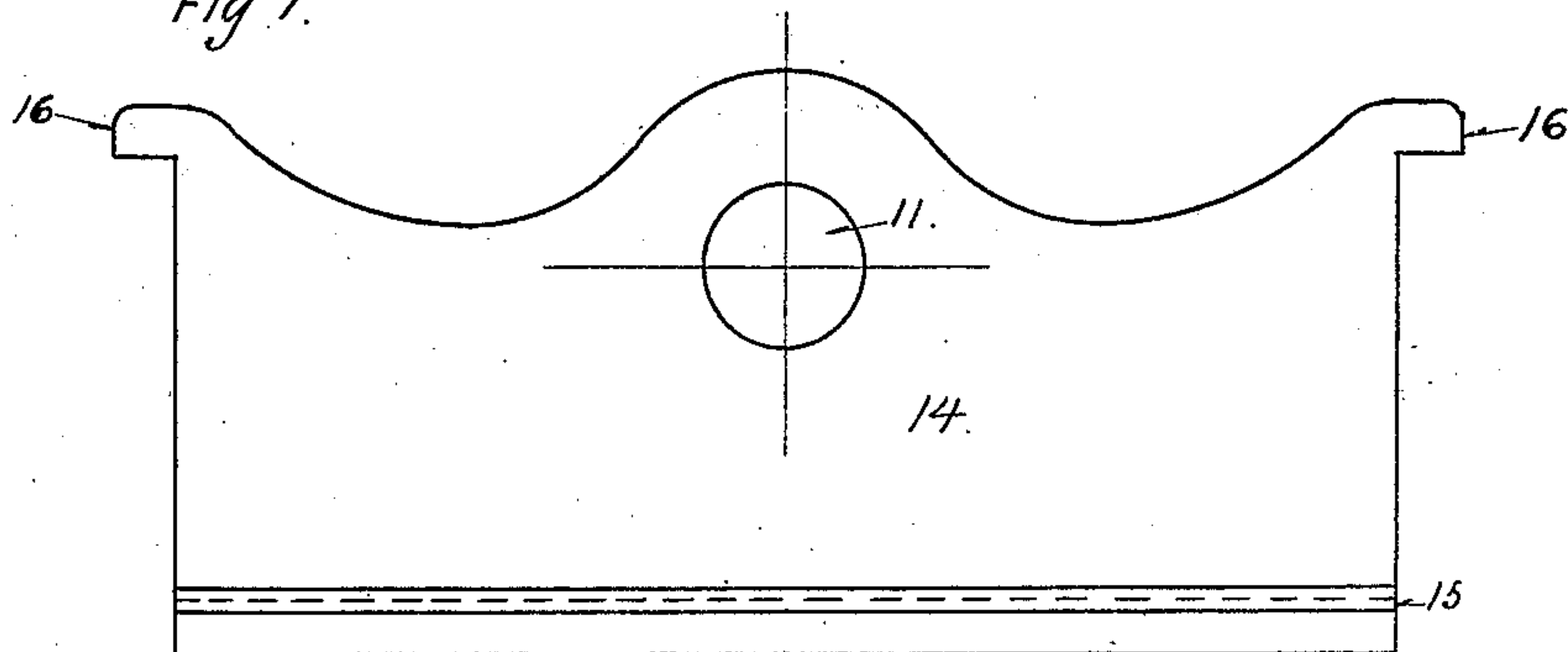


Fig. 8.

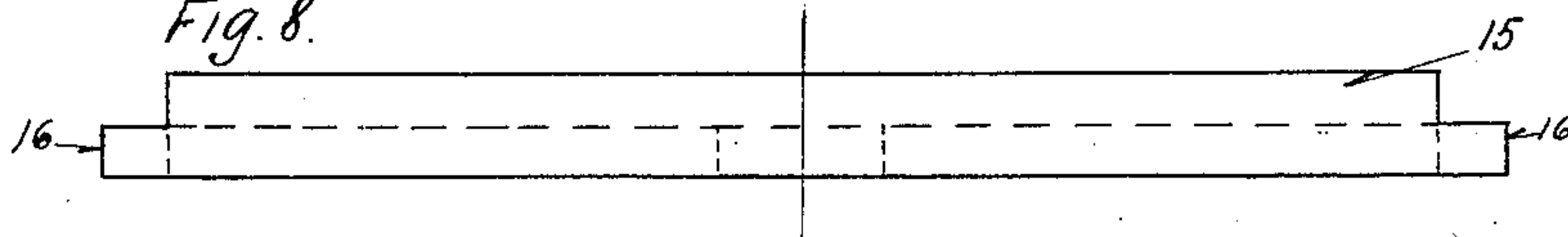


Fig. 10.

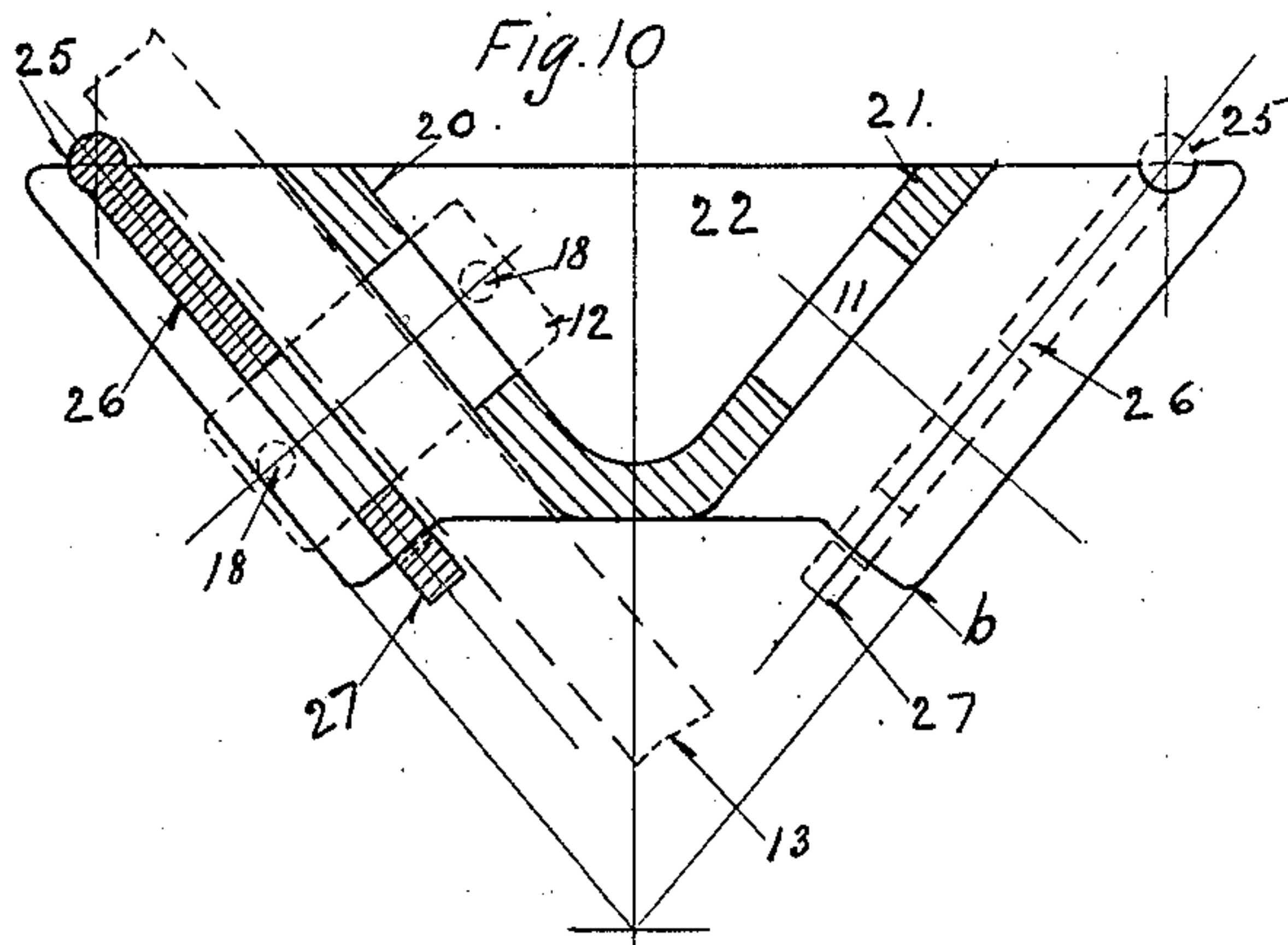


Fig. 9.

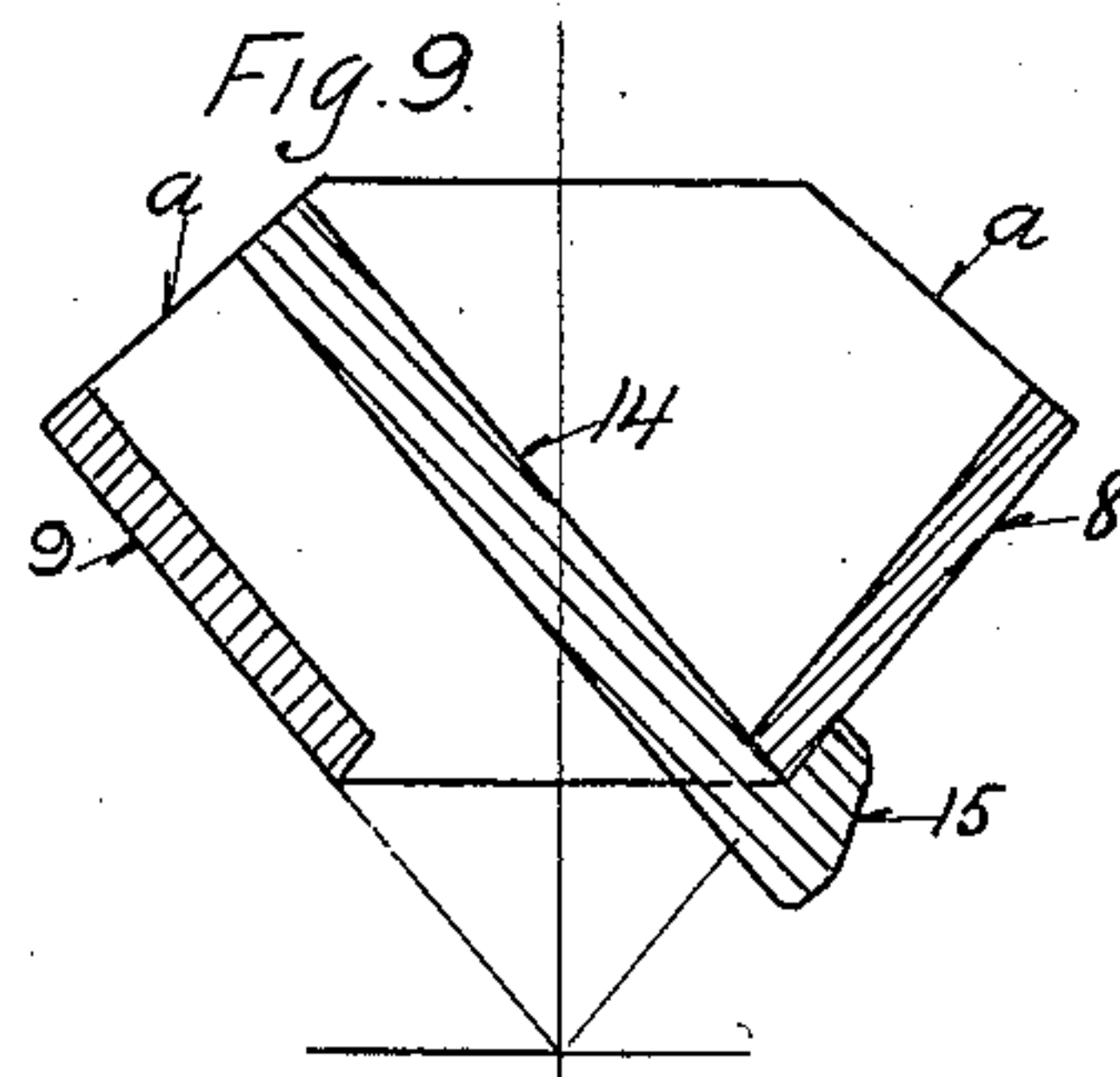


Fig. 11.

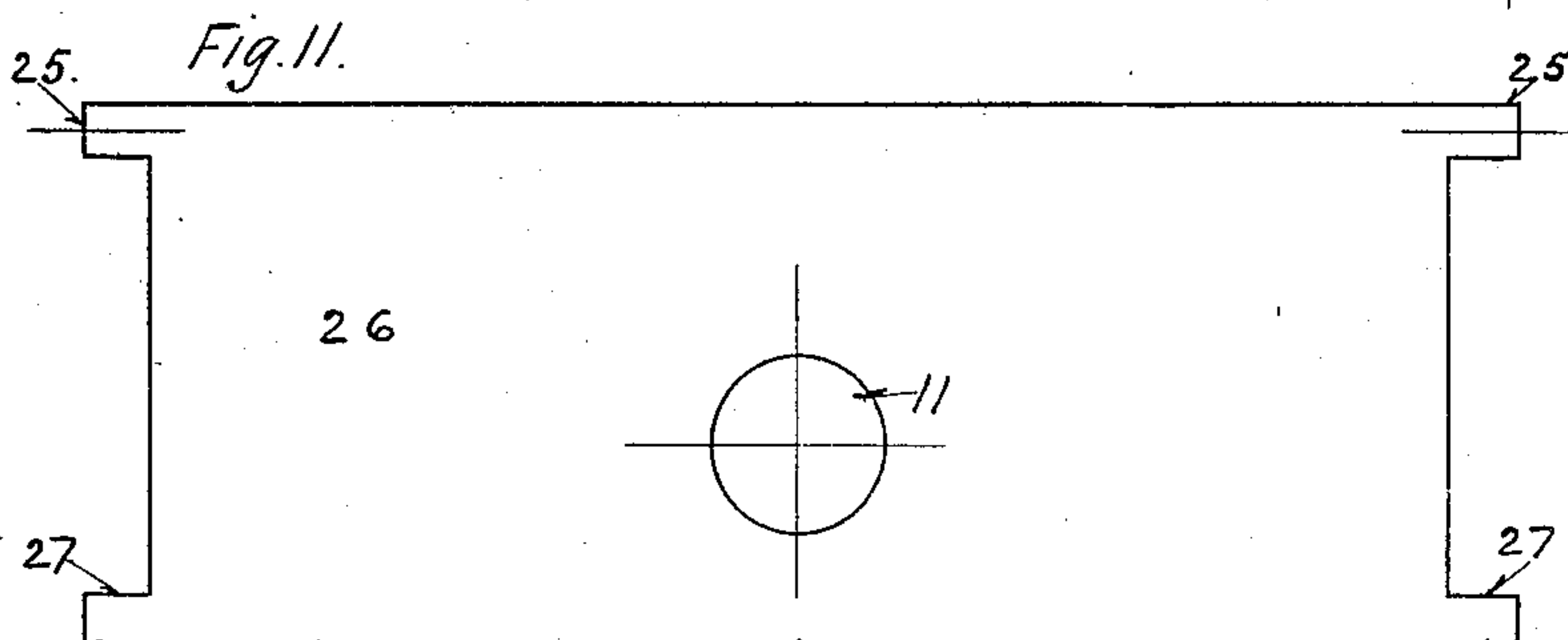
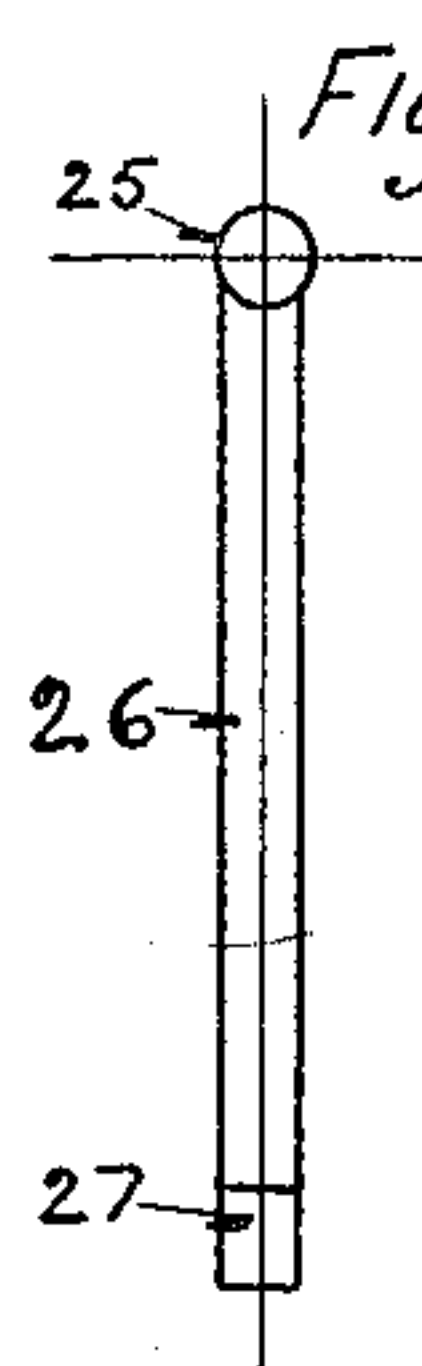


Fig. 12.



WITNESSES:
F. Otto
E. K. Storr.

INVENTOR.
Frederick W. Cox
BY *Edwin J. Wheeler*
ATTORNEYS

UNITED STATES PATENT OFFICE.

FREDERICK W. COX, OF MILWAUKEE, WISCONSIN.

REVERSIBLE BRAKE-BEAM FULCRUM.

No. 827,788.

Specification of Letters Patent.

Patented Aug. 7, 1906.

Application filed March 14, 1904. Serial No. 197,946.

To all whom it may concern:

Be it known that I, FREDERICK W. COX, a citizen of the United States, residing at Milwaukee, county of Milwaukee, and State of Wisconsin, have invented new and useful Improvements in Reversible Brake-Beam Fulcrums, of which the following is a specification.

My invention relates to improvements in brake-beam fulcrums.

The object of my invention is to provide a simple and practical fulcrum which will permit the brake-lever to be adjusted at different angles, so that the same may be applied to either the right or left hand side of the car.

In the following description reference is had to the accompanying drawings, in which—

Figure 1 is a plan view of a trussed brake-beam embodying my invention. Fig. 2 is a sectional view drawn on line A B of Fig. 1 and showing the brake-lever in one position of adjustment with dotted lines indicating the other position. Fig. 3 is a detail plan view of the fulcrum detached. Fig. 4 is a sectional view of the same drawn at right angles to the axis of the brake-beam. Fig. 5 is a sectional view drawn on the axis of the pivot-pin and showing the latter, together with a portion of the brake-lever, in position. Fig. 6 is a similar view with dotted lines showing the brake-lever in another position of adjustment. Figs. 7 and 8 are side and edge views, respectively, of the movable plate. Fig. 9 is a sectional view drawn transversely of the fulcrum at one side of the pivot-pin and showing the movable plate in position. Fig. 10 is a sectional view on the axis of the pivot-pin, showing a modified form of construction in which the movable plate is located on the outside. Figs. 11 and 12 are side and end views, respectively, of the modified movable plate.

Like parts are identified by the same reference characters throughout the several views.

1 is a brake-beam, and 2 a truss-bar, both of these parts being of ordinary construction. The fulcrum is provided with a yoke 4, engaging the brake-beam 1 and secured in position thereon by a bolt or rivet 5. The other end of the fulcrum is provided with a socket at 6, in which the truss-bar fits. The intermediate portion of the fulcrum comprises two stationary plates 8 and 9, respectively connecting end members 10. The plates 8 and 9 are separated sufficiently at

their lower edges to permit the insertion of the brake-lever and movable plate, as hereinafter explained, and said plates 8 and 9 are arranged to diverge upwardly and are each provided with an aperture 11 for the fulcrum-pin 12 of the brake-lever, which may thus be adjusted interchangeably to either of the plates 8 or 9 with its lower end portion passing between the plates. A movable plate 14, provided with a hooked lower edge 15, is adapted to be inserted between the plates in a position parallel with one of them and with the hook 15 engaging the lower edge of the other. The upper edge of this plate is provided at each end with outwardly-projecting arms 16, which when the plate is in position bear upon the angular faces *a* of the end members 10 of the fulcrum.

The brake-lever 13 is located between the movable plate and the parallel stationary plate and is secured to both plates by the fulcrum-pin 12, which is held in position by keys 18.

It will be observed that the movable plate 14 is reversible, being capable of adjustment in a position parallel with either of the plates 8 or 9, with its hooked lower end engaging the other plate. The brake-lever may therefore be adjusted to either of the stationary plates 8 or 9, and thus adapted for use at either side of the car.

Referring to Fig. 10, it will be observed that the movable plate may, if desired, be applied exteriorly to the stationary plate or plates. In such case the stationary plates 20 and 21 form a V-shaped support connecting the end plates 22, which end plates extend outwardly beyond the plates 20 and 21, respectively, and are provided with sockets for the reception of end arms 25 of a movable plate 26. The movable plate when so constructed is provided with end arms 27 at its lower edge, which are arranged to engage diagonal edge faces *b* at the bottom of the end plates 22. This movable plate 26 may therefore be adjusted in a position parallel with either of the plates 20 or 21 and the brake-lever inserted between them; but in such case the movable plate does not assist in supporting the brake-lever, as it does in the construction shown in the preceding views.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A brake-beam fulcrum, comprising end portions connected by diverging stationary

plates; and a movable plate, adjustable interchangeably to positions parallel with either of the stationary plates respectively; said movable plate having projections adapted to
5 engage the end portions of the fulcrum, and all of said plates being apertured for the reception of a brake-lever pivot-pin.

2. A brake-beam fulcrum, comprising end portions engaged by diverging stationary
10 plates; a movable plate adapted to engage the end portions in positions parallel with either of the stationary plates, and provided with a hooked projection adapted to engage
15 with which it is not parallel.

3. A brake-beam fulcrum, comprising end portions, connected by diverging stationary plates; a movable plate adjustable in a position parallel with either of the stationary plates and having arms engaging angular
20 edge faces of the end portions; and a brake-lever interposed between one of the stationary plates and the movable plate, and connected to both by suitable pivot-pins.

In testimony whereof I affix my signature
25 in the presence of two witnesses.

FREDERICK W. COX.

Witnesses:

LEVERETT C. WHEELER,
N. Z. TANGHER.