

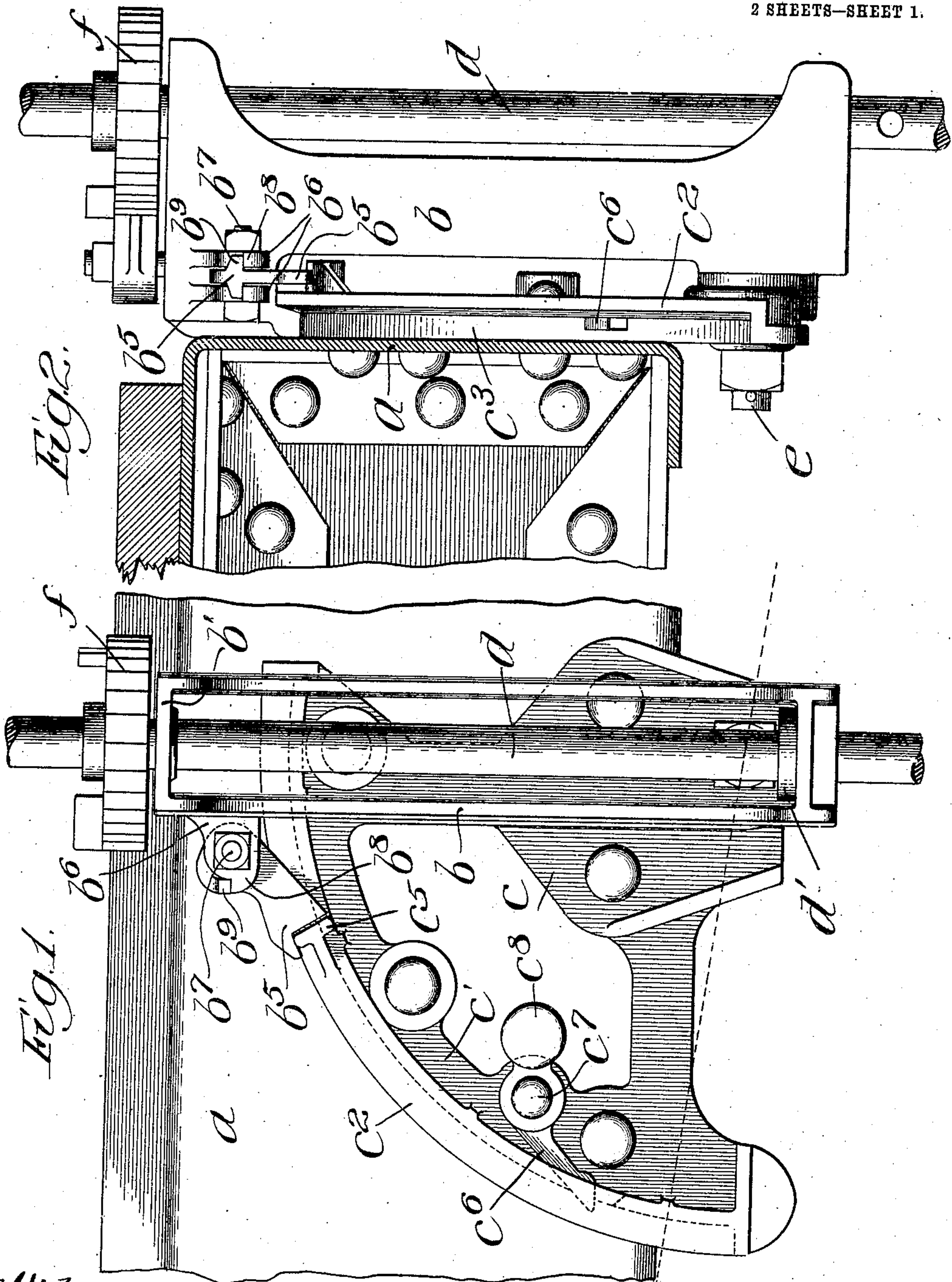
No. 844,465.

PATENTED FEB. 19, 1907.

E. POSSON.
BRAKE STAFF FOR RAILWAY CARS.

APPLICATION FILED SEPT. 27, 1906.

2 SHEETS—SHEET 1.



Witnesses:
Edw. J. Gaylord,
Chas. H. Buell.

Inventor:
Edward Posson,
By Thomas F. Sheridan
Atty.

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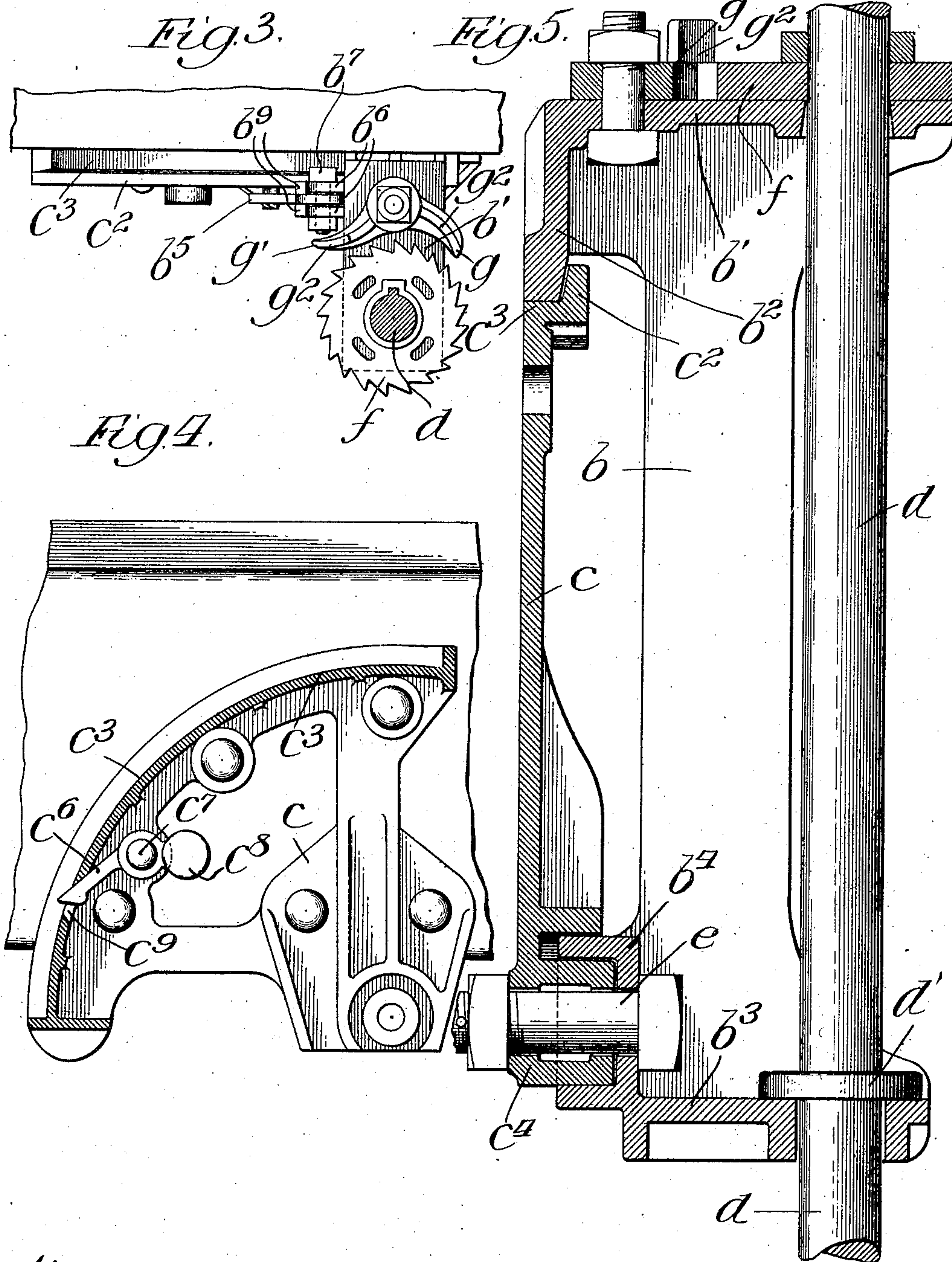
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UNITED STATES PATENT OFFICE.

EDWARD POSSON, OF CHICAGO, ILLINOIS.

BRAKE-STAFF FOR RAILWAY-CARS.

No. 844,465.

Specification of Letters Patent.

Patented Feb. 19, 1907.

Application filed September 27, 1906. Serial No. 336,491.

To all whom it may concern:

Be it known that I, EDWARD POSSON, 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-Staffs for Railway-Cars, of which the following is a specification.

My invention relates to brake-staffs for railway-cars, and has for its object to provide a tilting brake-staff which may be operated in the usual vertical position or turned down to be operated in an approximately horizontal position.

To this end my invention consists in the combinations and details hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a front elevation of a portion of the end of a railway-car, showing my improved mechanism applied thereto. Fig. 2 is a side elevation of the parts shown in Fig. 1, partly in section. Fig. 3 is a top plan view. Fig. 4 is a detail sectional view. Fig. 5 is a sectional elevation.

In the accompanying drawings I have shown my invention as applied to a flat steel freight-car. It is sometimes desirable in cars of this type that the brake-staff, which, as is well known, is usually applied at the ends of the car in a vertical position, may be turned down to a position approximately horizontal and parallel with the end of the car, especially when it is desired to load the car with long beams projecting over the ends thereof or when from the nature of the load it is not convenient to operate the brakes with the brake-staff in its usual vertical position. I accordingly provide means for tilting the brake-staff, as before mentioned, to approximately a horizontal position, so that it will be out of the way of the load and so that the brake may be operated from the side of the car.

In the drawings, *a* represents the end sill of a flat car of any desired construction. Upon the end sill I mount a housing *b*, this housing being pivoted near its lower ends to the lower end of a track-plate *c*, which is suitably secured to the end sill of the car, this track-plate being provided with a segmental track portion *c'*. The housing *b* consists of side members, a top member *b'*, and a bottom member *b³*, the top and bottom members being provided with passage-ways for the brake-staff *d*, this brake-staff being pro-

vided with a flange or collar portion *d'* intermediate its length, which rests upon the bottom portion *b³* of the housing and prevents the brake-staffs from dropping through the housing, as will be readily understood. Integral with the top portion *b'* of the housing is a depending guide-track *b²*. The segmental track portion *c'* is provided with a guide-flange *c²*, spaced from the end of the car to provide a track *c³*, and the depending guide-track *b²* of the housing travels upon the track *c³* between the guide-flange *c²* and the end of the car. The housing *b* is pivoted upon a pivot-bolt *e*, this pivot-bolt passing through a boss *c⁴*, formed upon the lower end of the track-plate, and the lower end of the housing is formed with a recess portion *b⁴*, surrounding this boss, the whole forming a suitable pivot for the housing.

Upon the upper plate *b'* of the housing I mount a pawl *g*, which is pivoted so as to be thrown into and out of engagement with the teeth of a ratchet-wheel *f*, secured to the brake-staff. The pawl is provided with an extension or foot piece *g'*, by means of which it may be thrown out of engagement with the teeth of the ratchet-wheel, and both the pawl and foot-piece are provided with vertical flanges *g²*, adapted to be struck by the foot to throw the pawl into and out of engagement, as will be readily understood.

In order to retain the housing and the brake-staff in vertical position, I mount upon the housing a pawl *b⁵*, pivoted upon a bolt *b⁷* between ears or lugs *b⁶*, integral with the side of the housing. This pawl is provided with oppositely-extending lugs *b⁹*, which are adapted to engage with projections *b⁸* of the ears *b⁶* and limit the downward movements of the pawl. This pawl engages with a projection *c⁵* upon the side of the guide-flange *c²*, thus retaining the housing in vertical position. Upon the side of the segmental portion *c'* of the track-plate and near the lower end thereof I mount pivotally, as at *c⁷*, a pawl *c⁶*, which is provided at one end with a weight *c⁸*. The opposite end of the pawl *c⁶* projects through an opening *c⁹* near the lower end of the track *c³* and is normally in the path of the depending guide-track *b²* of the housing. When the housing is turned from vertical position, the guide-track thereof passes over the pawl *c⁶*, forcing it out of the way of the guide-track. After the guide-track has passed over the pawl, however, the weight causes the pawl to

return to normal position, (shown in Fig. 4,) thus preventing the return of the housing brake-staff to vertical position.

In Fig. 1 the dotted line indicates the lowest position of the brake-staff, which I have described as approximately horizontal.

The operation of my device will be understood from the foregoing description.

I claim—

10 1. A railway-car provided with the usual end sills, a track-plate provided with a segmental guide-track secured to the end sills, a housing provided with a guide-track pivotally secured at its lower end to the track-plate, and a brake-staff mounted in the housing.

2. A railway-car having the usual end sills, a track-plate secured to the end sills, said track-plate being provided with a segmental

guide, a housing having a guide-track pivotally secured to the track-plate, a brake-staff carried by the housing, a retaining-lug mounted on the segmental guide, and a pawl pivoted on the housing cooperating therewith, substantially as described.

3. A railway-car having the usual end sills, a track-plate having a segmental track provided with an opening near its lower end, a pawl normally projecting through the opening, a housing pivotally secured to the track-plate, said housing being provided with a guide-track cooperating with the pawl in one position of the housing.

EDWARD POSSON.

Witnesses:

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