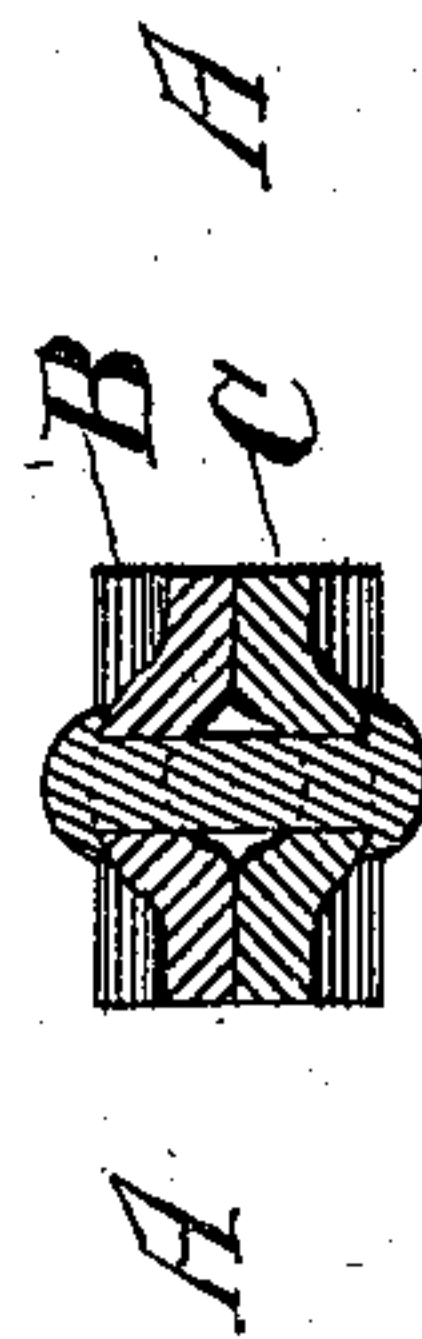
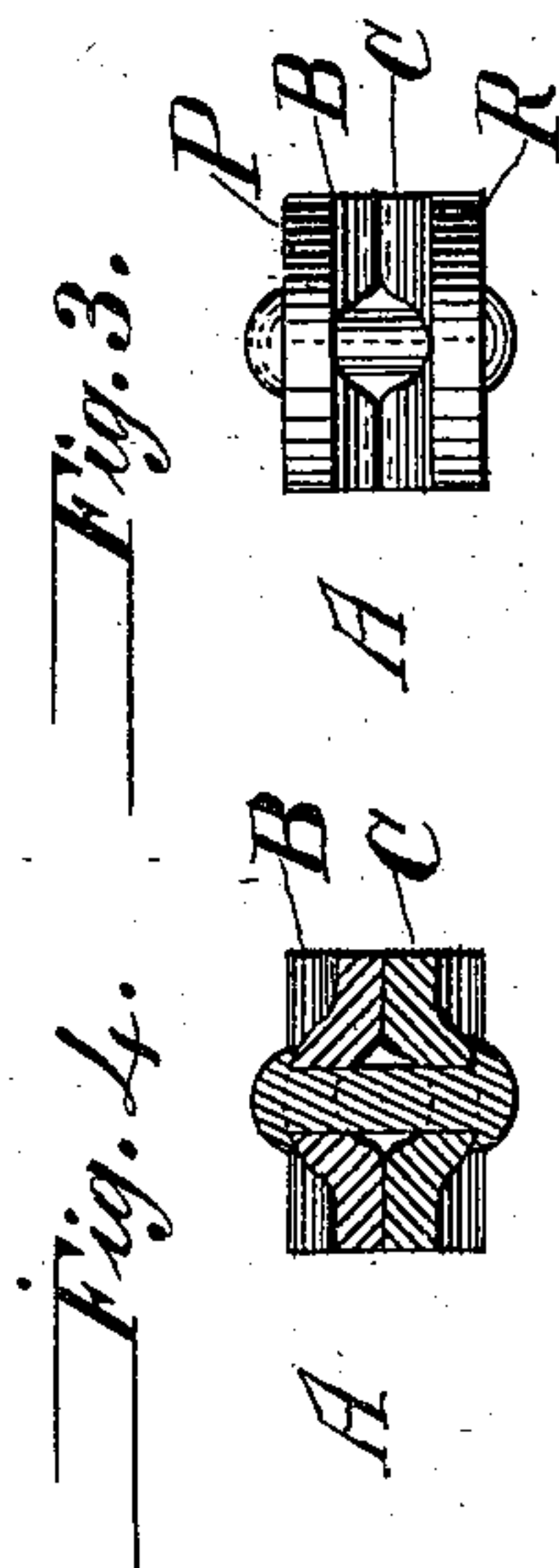
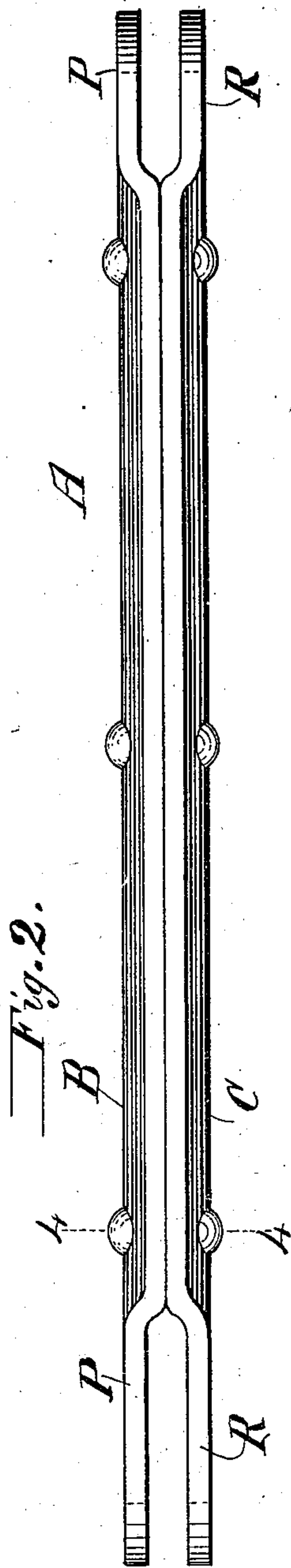
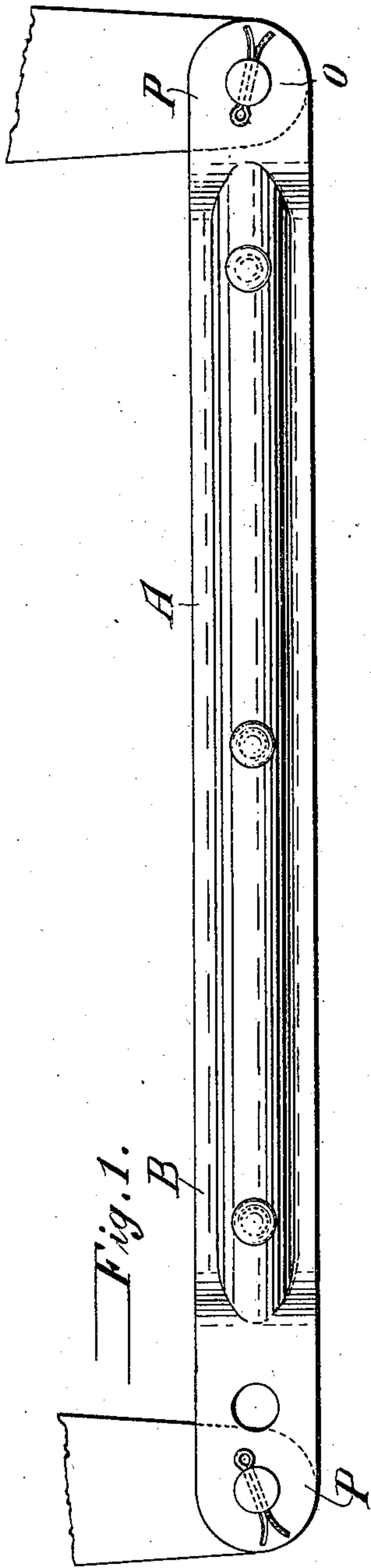


(No Model.)

C. HACKNEY.  
BOTTOM BAR FOR BRAKE LEVERS.

No. 557,122.

Patented Mar. 31, 1896.



WITNESSES:

*Wm. A. Pollock*  
*Philip Mart.*

INVENTOR

*Clem Hackney*

BY

*E. N. Dwyer*

HIS ATTORNEY

# UNITED STATES PATENT OFFICE.

CLEM HACKNEY, OF JOLIET, ILLINOIS, ASSIGNOR TO THE FOX SOLID  
PRESSED STEEL COMPANY, OF CHICAGO, ILLINOIS.

## BOTTOM BAR FOR BRAKE-LEVERS.

SPECIFICATION forming part of Letters Patent No. 557,122, dated March 31, 1896.

Application filed February 13, 1894. Serial No. 500,090. (No model.)

*To all whom it may concern:*

Be it known that I, CLEM HACKNEY, of Joliet, Will county, Illinois, have invented a new and useful Improvement in Bottom Bars for Brake-Lever Connections, of which the following is a full, true, and exact description, reference being had to the accompanying drawings.

This invention relates to an improvement in bottom bars for connecting the brake-levers of a car; and it consists in the peculiar and novel construction of such bars, as hereinafter set forth.

My invention will be readily understood from the accompanying drawings, in which—

Figure 1 represents a plan view of the bottom bar attached; Fig. 2, an edge view thereof; Fig. 3, an end elevational view, and Fig. 4 a section through Fig. 2 on the line 4 4.

A represents generally the bottom bar, which is made from two pressed, forged, or rolled bars B C. Each section B C has a central longitudinal corrugation, which tapers away at the ends, leaving flat ears P R projecting in the plane of the top of the corrugation. These sections are provided with a series of registering perforations along the corrugations.

In order to form the bar, the sections are placed together with the corrugations extending in opposite directions, and rivets, or other suitable connecting means, are passed through

and secured within the registering perforations.

The ears P R, extending in the plane of the top of the corrugation, leave openings between them, within which are secured the brake-levers. These ears are provided with holes o, adapted to receive securing bolts or pins.

Bottom bars of this character have usually heretofore been made either as a casting or of two flat bars separated by malleable thimbles. My new form of bar is much superior to these in that the corrugations give transverse stiffness, and in that it can be made of less weight for the same strength than those constructed by the previous methods.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a railway-car, the combination of the brake-levers, a bottom bar connecting the same and formed in two corrugated sections secured together with the corrugations extended in opposite directions, and flat ears prolonged in the plane of the top of said corrugations, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CLEM HACKNEY.

Witnesses:

W. O. JACQUETTE,  
JOHN E. PHILLIPS.