

No. 608,392.

Patented Aug. 2, 1898.

B. HASKELL.
BRAKE ROD.

(Application filed Mar. 4, 1898.)

(No Model.)

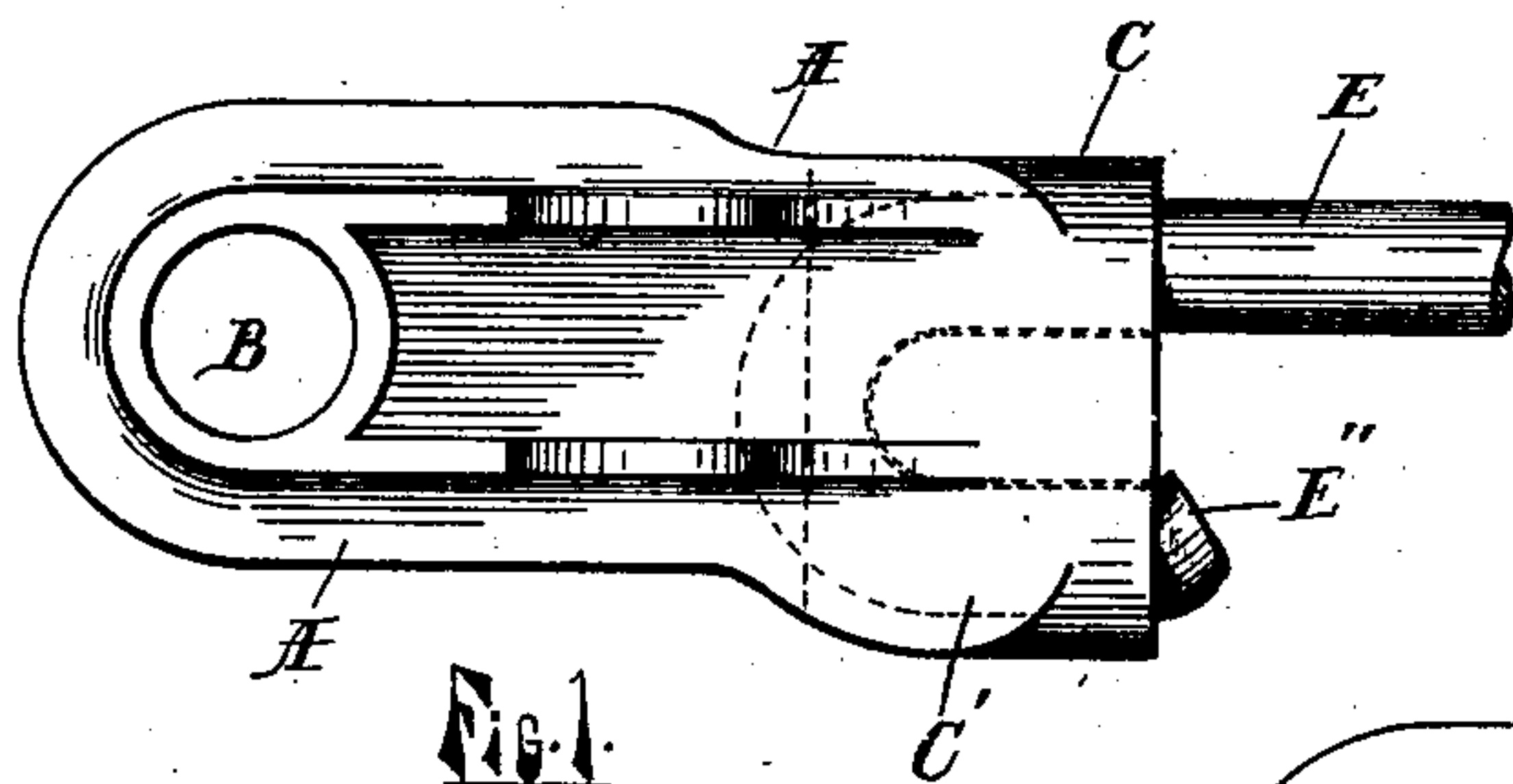


Fig. 1.

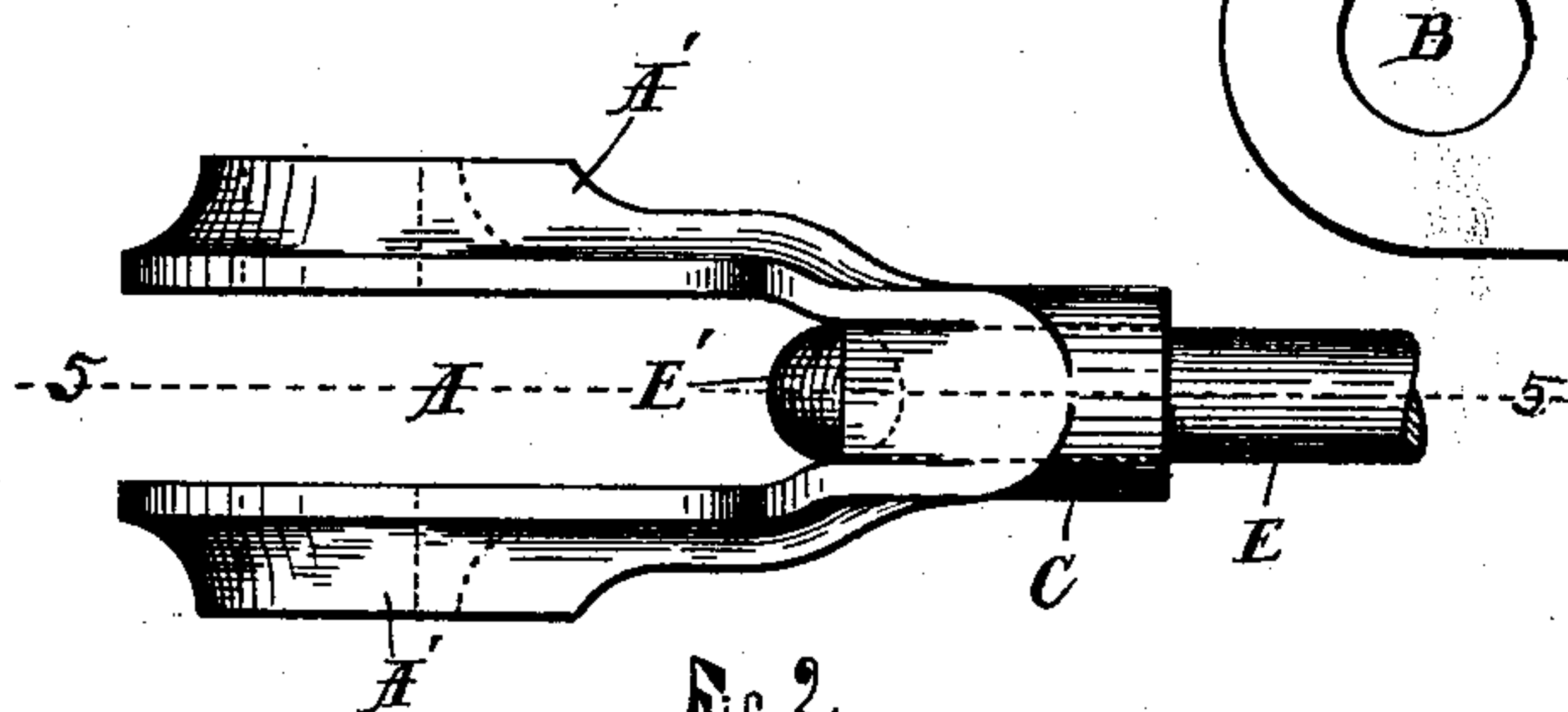


Fig. 2.

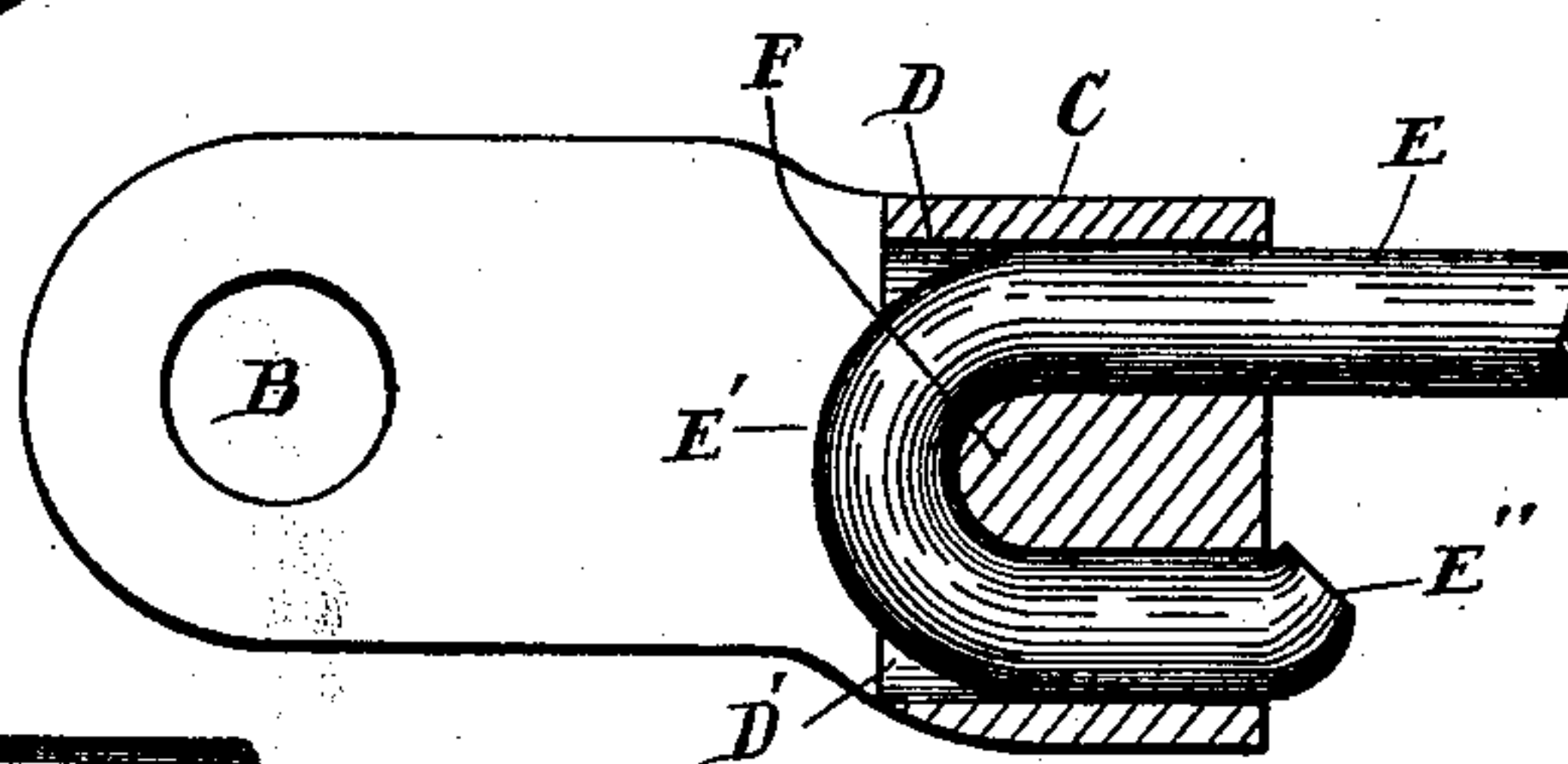


Fig. 5.

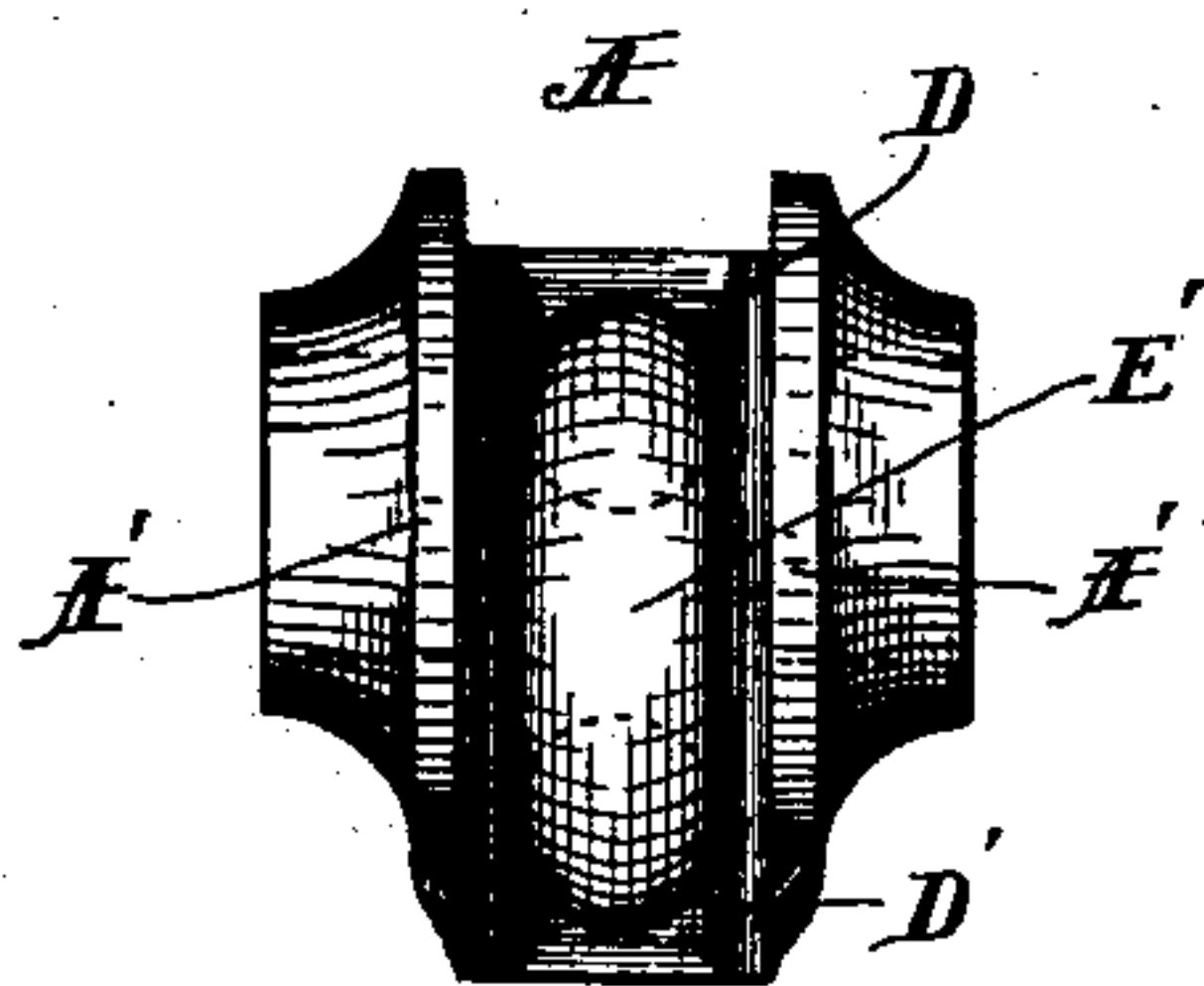


Fig. 3.

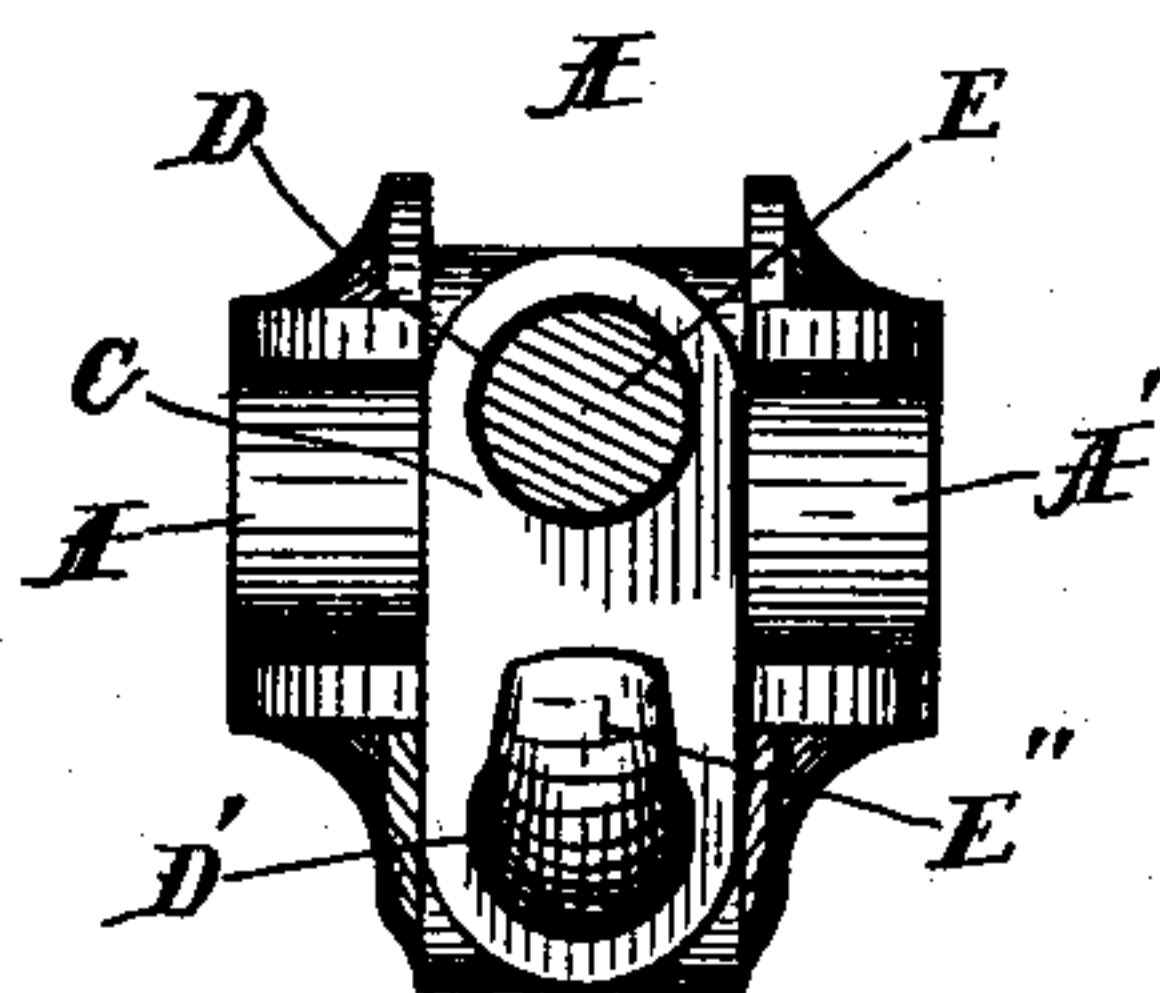


Fig. 4.

WITNESSES:

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BRAKE-ROD.

SPECIFICATION forming part of Letters Patent No. 608,392, dated August 2, 1898.

Application filed March 4, 1898. Serial No. 672,517. (No model.)

To all whom it may concern:

Be it known that I, BRODERICK HASKELL, a citizen of the United States, residing at Grand Rapids, in the county of Kent and State of Michigan, have invented certain new and useful Improvements in Attaching Brake-Rods to Brake-Jaws; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in attaching brake-rods to the brake-jaws by which said rods are connected to the brake levers or beams and for other purposes. Heretofore it has been usual to effect such attachment by means of a screw-thread on the end of the rod engaged with a screw-threaded opening in the jaws or by passing the rod through an opening in the jaws and forming a head thereon. The former requires thread-cutting tools and weakens the rod and the latter requires the use of heading-tools, thus rendering the device expensive and difficult of repair, especially away from shops fitted with such tools; and the object of my invention is to provide a simpler and more effective means of such attachment.

Referring to the accompanying drawings, Figure 1 is a side elevation of a device embodying my invention; Fig. 2, a plan view of the same; Fig. 3, a front end elevation of the same; Fig. 4, a rear end elevation of the same, and Fig. 5 a longitudinal section of the same on the line 5 5 of Fig. 2.

Like letters refer to like parts in all of the figures.

A represents a casting of malleable iron, steel, or other suitable material, having parallel jaws A' A' to embrace the brake-lever or eyebolts in the brake-beam, and provided with opposing transverse openings B to receive a coupling-pin to pivotally connect the same. Said jaws are connected at the end by an integral neck C, having a downward lateral enlargement C' and provided with an upper longitudinal opening D nearly in the plane of the openings B, and a second opening D', parallel with the opening D and at a distance below the same. Between said openings is a seat F, convex in the plane of the axes

of said openings and concave in the plane at right angles thereto, thus forming a semicircular concave groove connecting the inner ends of the openings D D' to fit the concave side of the bend formed near the end of the brake-rod E. Said rod E consists of a round rod of iron or steel and is of suitable diameter to pass freely through the openings D and D' and is attached to the described casting forming the jaws by first passing said rod through the upper opening D and then bending the rod in a semicircular return-bend E', having a suitable radius to fit the seat F and with its end E'' extending parallel to the main part thereof, and then drawing the rod backward in the opening D until the end E'' passes through the opening D' and projects therefrom and the bend E' in the rod engages the seat F. The rod is then secured in place by bending the extreme end upward or riveting the same. I am thus able to securely attach a rod to the jaws without the use of thread-cutting tools or heading-tools, all that is necessary to the operation being a hammer and means for bending said rod.

Having thus fully described my invention, what I claim, and wish to secure by Letters Patent, is--

1. As an article of manufacture, brake-rod jaws, consisting of a metallic body having parallel jaws provided with transverse openings for a coupling-pin, and an integral neck having parallel openings and a seat between said openings convex in the plane of the axes of said openings, and concave at right angles thereto substantially as described.

2. The combination of parallel jaws having transverse openings for a coupling-pin, a neck connecting said jaws, and having a longitudinal opening with its axis substantially in line with said openings and a second opening parallel thereto, and a seat between said openings convex in the plane of the axes of said openings and concave at right angles thereto, and a rod inserted in said openings and having a semicircular bend engaging said seat and bent or riveted at one end substantially as described.

3. The combination of jaws having parallel sides and a downwardly-elongated neck having an upper and lower parallel openings,

and a seat between said openings convex in
its vertical plane and concave in its horizon-
tal plane, and a rod having a semicircular
bend engaging said seat, and parallel por-
5 tions within said openings and having its ex-
treme end bent or riveted, substantially as
described.

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

BRODERICK HASKELL.

Witnesses:

LEWIS E. FLANDERS,
LUTHER V. MOULTON.