

No. 883,997.

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V. WILLOUGHBY.
DETACHABLE JAW FOR CAR BRAKE RODS.
APPLICATION FILED APR. 18, 1907.

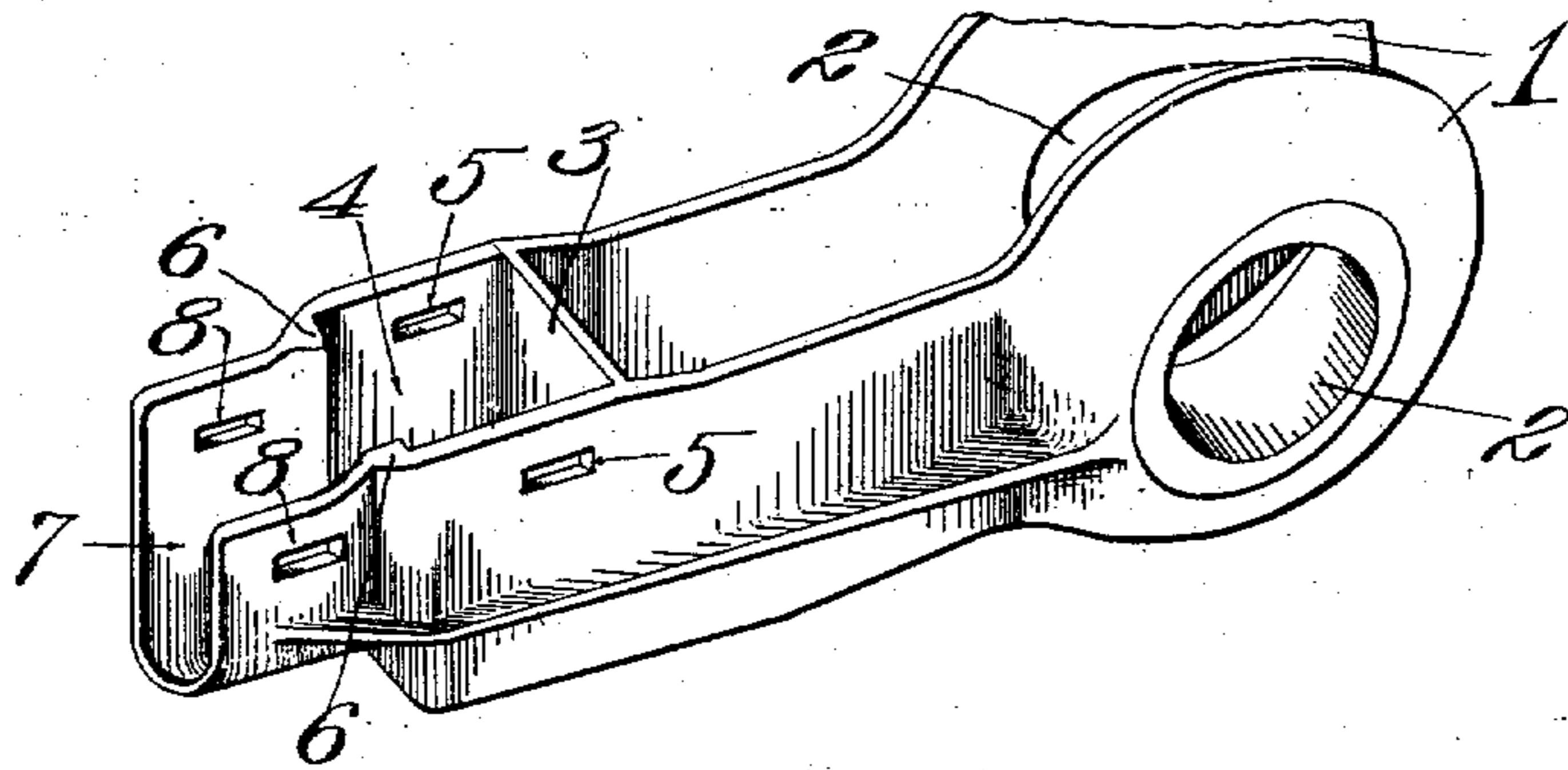


FIG 2

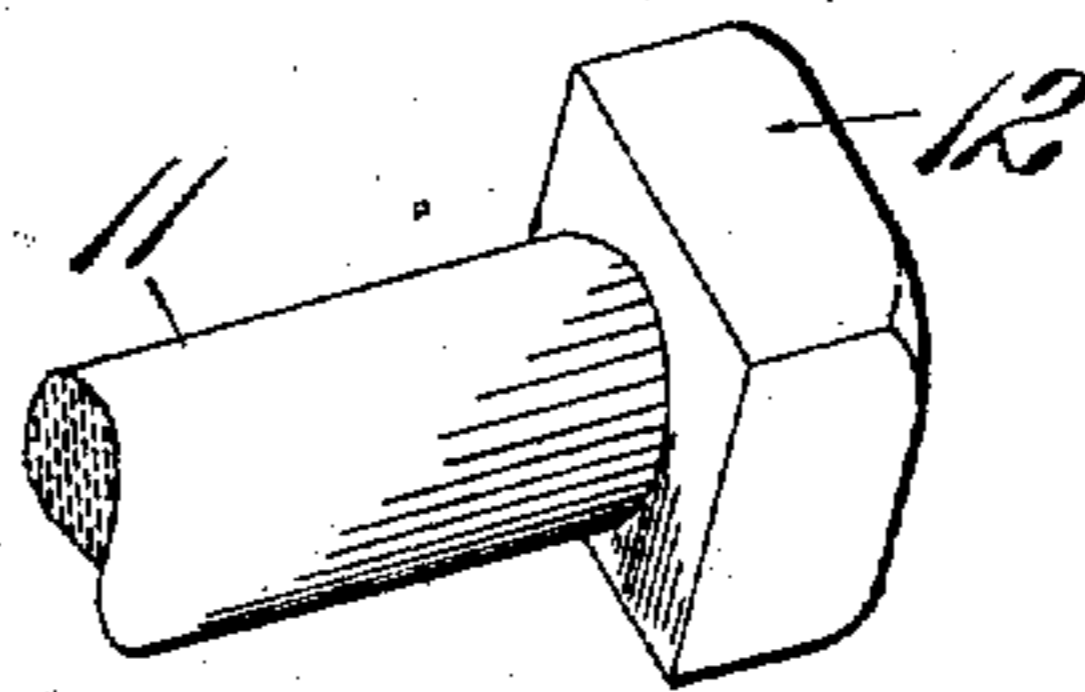


FIG 3.

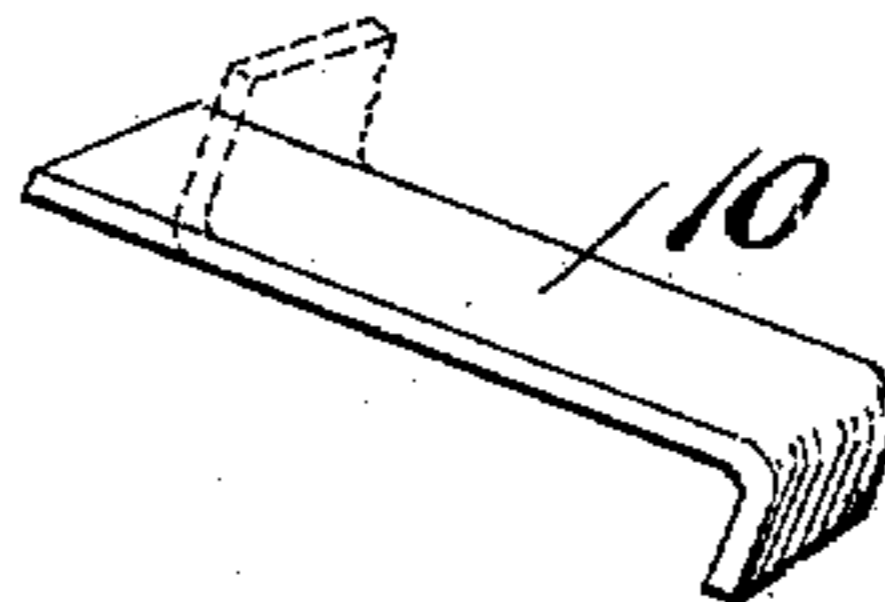


FIG 5

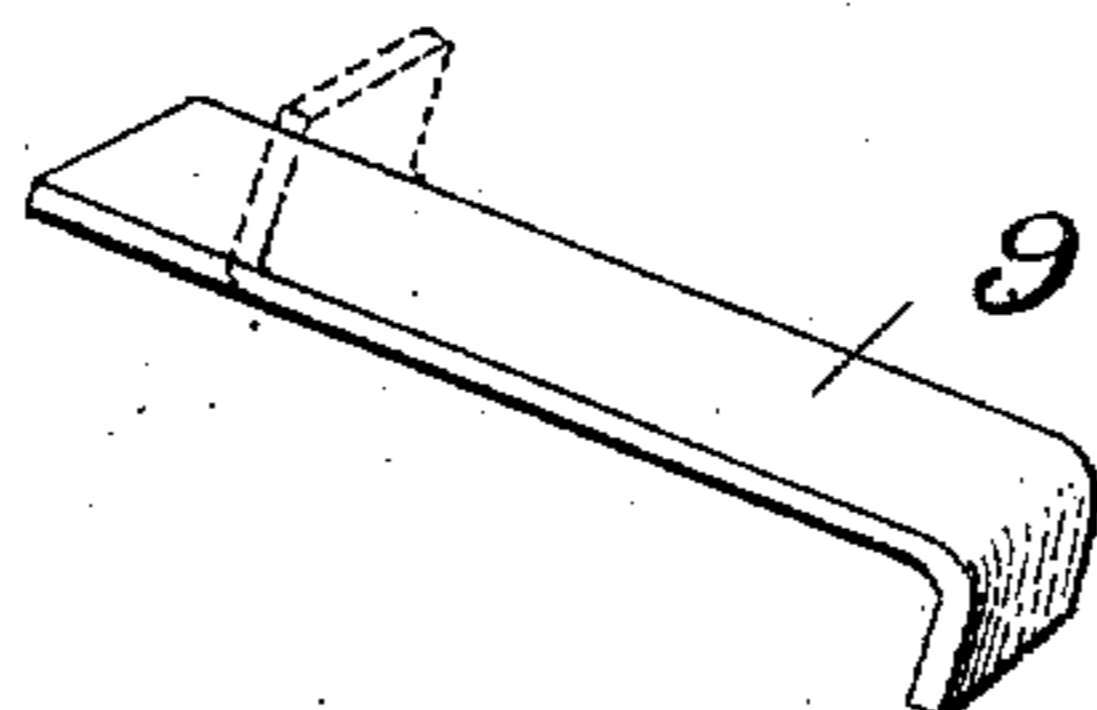


FIG 4

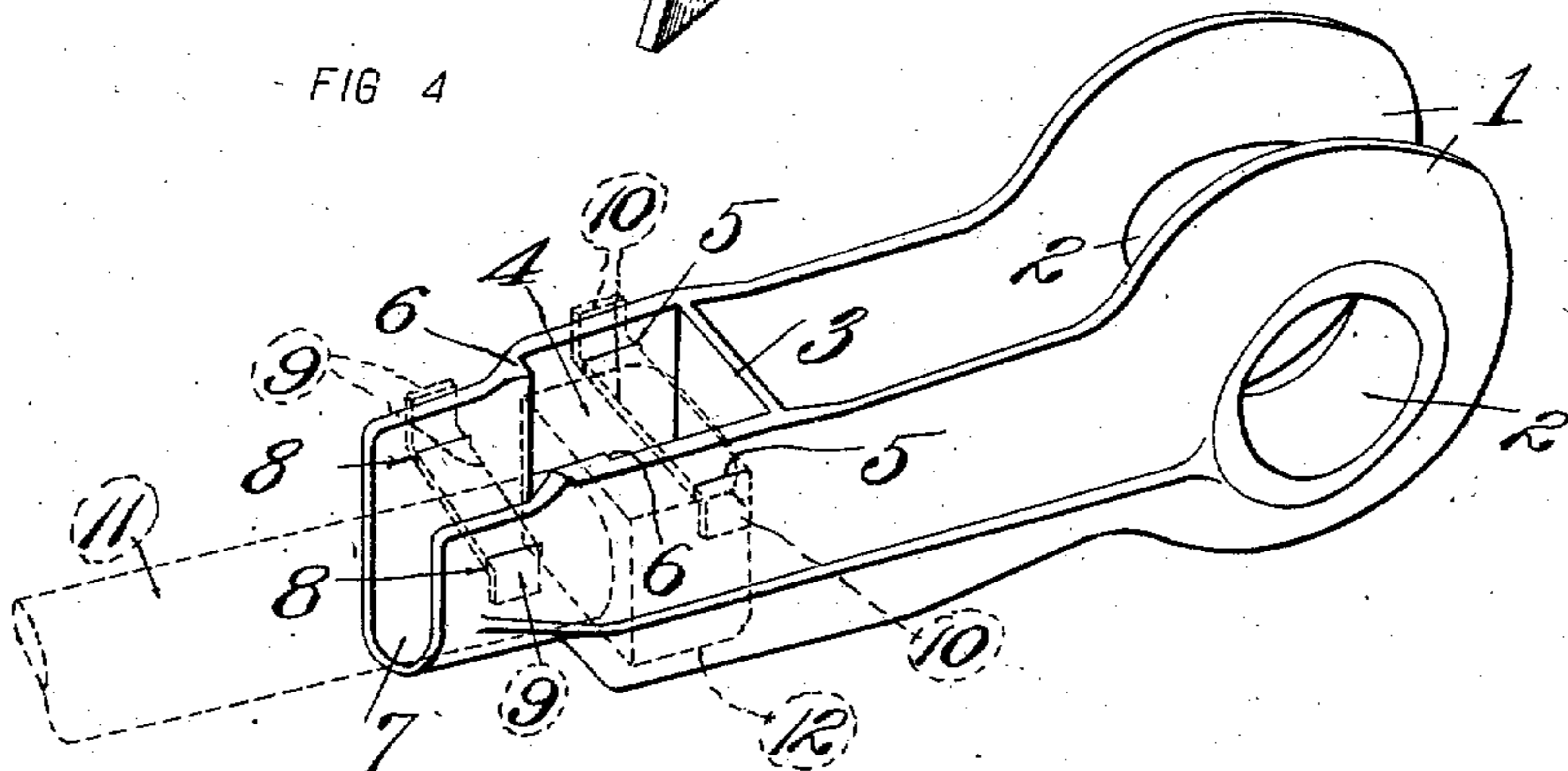


FIG 1

WITNESSES:

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DETACHABLE JAW FOR CAR-BRAKE RODS.

No. 883,997.

Specification of Letters Patent.

Patented April 7, 1908.

Application filed April 18, 1907. Serial No. 368,830.

To all whom it may concern:

Be it known that I, VICTOR WILLOUGHBY, a citizen of the United States of America, residing in Jeffersonville, in the county of Clark and State of Indiana, have invented certain new and useful Improvements in Detachable Jaws for Car-Brake Rods, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, forming part of this specification.

My invention relates to a detachable jaw for use upon the operating rods of car brakes for the reception of brake levers, the invention having for its object to provide a jaw of this character which may be readily and quickly applied to the operating rod or detached from it without injury to either the jaw or the rod and a jaw which may be applied to the rod without the necessity of heating the jaw or the rod to the detriment of the strength therein.

Figure I is a perspective view of my detachable jaw shown applied to the end of a brake operating rod illustrated in dotted lines. Fig. II is a view similar to Fig. I of the jaw without the operating rod fitted thereto. Fig. III is a perspective view of a head end of the brake operating rod. Fig. IV is a perspective view of the key that is utilized in the pocket portion of the jaw. Fig. V is a perspective view of the key that is utilized in the socket portion of the jaw.

In the accompanying drawings: 1 designates the fork arms of the jaw which are properly spaced from each other for the introduction of a brake lever between them and are provided with pin holes 2 through which the pin that connects the brake lever to the jaw may be mounted in the fork arms. The fork arms project forwardly from the shank of the jaw at the forward end of which is a transverse web 3. The shank of the jaw is of channel shape and immediately back of the web 3 is a pocket 4 in the walls of which are key holes 5. At the rear end of the pocket 4 and disposed in opposition to the web 3 are shoulders 6. The shank terminates at its rear end in a socket 7 in the walls of which are key holes 8.

9 is a key, preferably of rolled steel, that is adapted to be introduced into the key holes 5 in the walls of the pocket of the jaw shank and 10 is also a key, preferably of rolled steel, adapted to be introduced into the key holes in the walls of the socket 7. The two keys

are made of rolled steel or other suitable metal in order that they may be bent without breakage.

11 designates a part of a brake operating rod that is provided at its termination with a head 12, preferably of non-circular shape to which my detachable jaw is adapted to be applied.

In applying my jaw to the brake operating rod, the jaw is fitted to the headed end of the rod while the keys 9 and 10 are absent from the jaw and in such manner that the head of the jaw will seat in the pocket 4 of the jaw shank while the portion of the rod immediately back of its head is seated in the socket 7 of the jaw shank. The keys 9 and 10 are then introduced respectively into the walls of the pocket 4 and socket 7 and bent outwardly and to the shank of the jaw as indicated in dotted lines in order that they will be effectually secured from dislodgment from the jaw and serve as retaining members to hold the jaw confined to the brake operating rod with the head of the rod occupying a position between the web 3 and the shoulders 6.

When there is any occasion for detaching the jaw herein described from the brake operating rod, the parts may be readily disconnected by bending one end of each of the retaining keys 9 and 10 into alinement with the body of the key and the key may be then readily driven out of the jaw and the keys to free the jaw from the rod. Before introducing the keys into the jaws each key is preferably bent at one end as illustrated in Figs. IV and V, and after the key has been driven into its proper key holes in the shank of the jaw, preferably with its bent end extending toward the back of the jaw shank, as seen at the front of Fig. I, the projecting forward end of the key is bent forwardly, for instance, by a blow with a hammer, so that the key is drawn tightly to seat in the walls of the shank that receive it.

I claim:

1. A jaw for brake rods having a shank provided with a pocket to receive the head of a brake operating rod, and a socket adjacent to said pocket to receive the body of said rod adjacent to said head, and means for holding said jaw to said rod, substantially as set forth.

2. A jaw for brake rods having a shank provided with a pocket adapted to receive the head of a brake operating rod, and a

socket adjacent to said pocket to receive the body of said rod adjacent to its head, and keys removably seated in the walls of said pocket and socket for holding the jaw to
5 said rod, substantially as set forth.

3. A jaw for brake rods having a shank provided with a pocket, and a socket adapted to respectively receive the head and
10 being closed at its forward end by a web extending transversely of said jaw, substantially as set forth.

4. A jaw for brake rods having a shank comprising side walls, and a web located at the forward end of the shank, and shoulders 15 between said web and the rear end of the shank, and means for confining the head of a brake operating rod between said web and shoulders, substantially as set forth.

VICTOR WILLOUGHBY.

In presence of—

J. N. RYAN,

A. S. UDSTAD.