F. J. SCHROEDER.

METHOD OF FORGING BRAKE FULCRUMS.

APPLICATION FILED JUNE 8, 1915.

1,166,858. Patented Jan. 4, 1916.

FIG. 1.

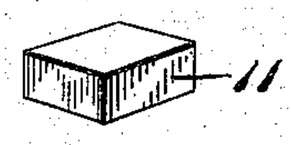


FIG. 2.

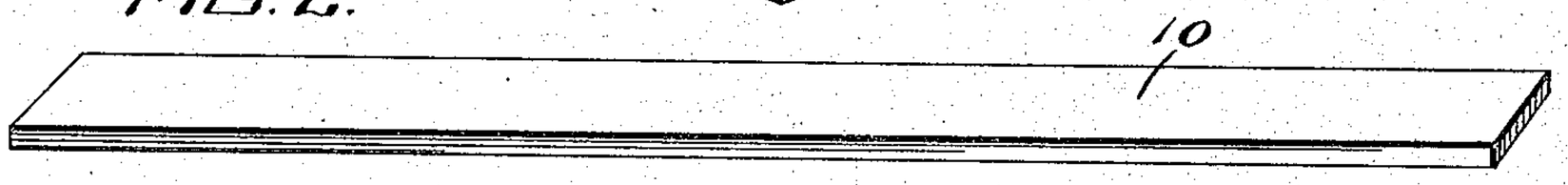


FIG. 3.

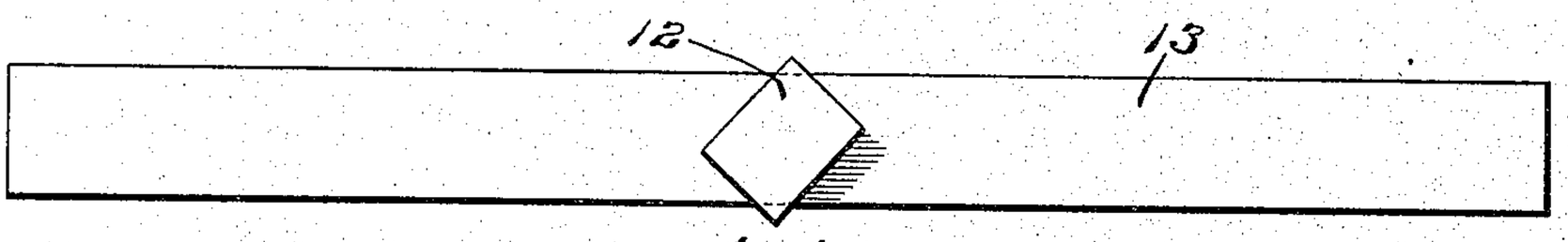


FIG. 4.

FIG. 5.

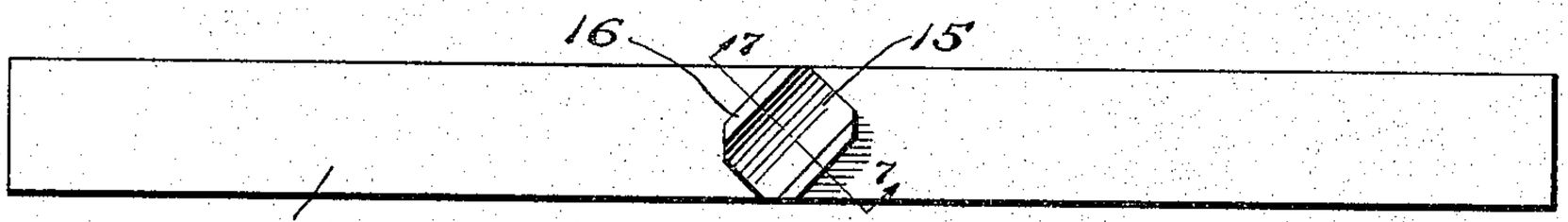


FIG. 6.

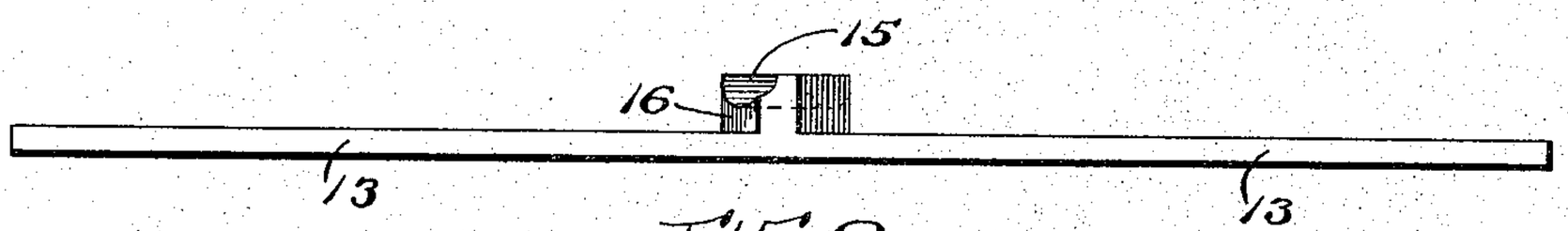
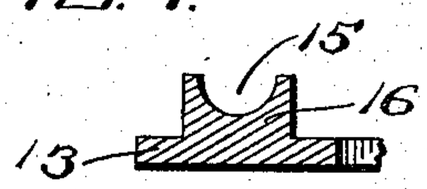
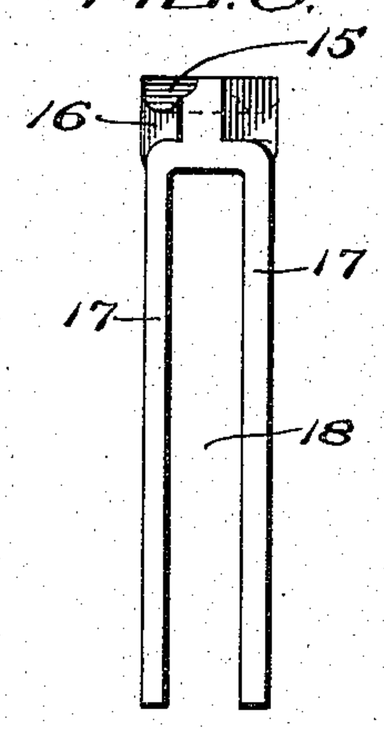


FIG. 8.

FIG. 7.





Witness

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UNITED STATES PATENT OFFICE.

FREDERICK J. SCHROEDER, OF CLEVELAND, OHIO, ASSIGNOR TO THE DAMASCUS BRAKE BEAM CO., OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

METHOD OF FORGING BRAKE-FULCRUMS.

1,166,858. Specification of Letters Patent. **Patented Jan. 4, 1916.**

Application filed June 8, 1915. Serial No. 32,947.

To all whom it may concern:

Be it known that I, FREDERICK J. SCHROEDER, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Methods of Forging Brake-Fulcrums, of which the following is a specification.

The present invention relates to improvements in the forging of brake fulcrums and the object of the invention is to produce such fulcrums in one piece instead of the usual two piece fulcrums. Ordinarily they consist of two shanks which are bolted or riveted together at both ends and receive between them the brake lever. The advantage of the present invention over the prior art is now that the fulcrums produced thereby are very strong and solid and are simple to manufacture.

In the accompanying drawing the different steps of the method have been illustrated and Figure 1 shows a square rectangular block and Fig. 2, a flat bar forming together with the block in Fig. 1 the blank for the brake fulcrum; Fig. 3 is a plan view of the fulcrum in the first step of the present method; Fig. 4 is an elevation of Fig. 3; Fig. 5 is a plan view of the fulcrum after having passed through the second step of the method; Fig. 6 is an elevation of Fig. 5; Fig. 7 is a diagonal section along line 7—7 of Fig. 5, and Fig. 8 shows the fulcrum after having passed through the last step of the method.

The bar 10 and the block 11 are first welded together, the block being set diagonally in the center of the bar so as to form the head 12 and shanks 13, see Figs. 3 and 4. The second step in the operation consists in impressing the head 12 to form a semi-circular recess 15 in the head 16 as illustrated in Figs 5, 6 and 7. Lastly the two shanks 13 are bent back until they extend in a parallel direction beneath the head 16 as illustrated in Fig. 8, where the shanks 17 are parallel, leaving a space 18 between them.

I claim:—

1. A method of forging brake fulcrums, consisting in first welding together a block and a bar, at the center of said bar; second, in impressing a recess on said block which forms the head of the fulcrum, and lastly, in bending the shanks back until they extend in a parallel direction beneath said head, leaving a suitable space between them.

2. A method of forging brake fulcrums, consisting in first welding together a block and a flat bar at the center of said bar; second, in impressing a recess on said block which forms the head of the fulcrum and lastly, in bending the shanks back until they extend in a parallel direction beneath said head, leaving a suitable space between them.

3. A method of forging brake fulcrums, consisting in first welding together a block with parallel sides and a flat bar at the center of said bar; second, in impressing a recess on said block which forms the head of the fulcrum and lastly, in bending the shanks back until they extend in a parallel direction beneath said head, leaving a suitable space between them.

4. A method of forging brake fulcrums, consisting in first welding together a block with parallel sides and a flat bar at the center of said bar, said block being set diagonally on said bar; second, in impressing a recess on said block which forms the head of the fulcrum, and lastly, in bending the shanks back until they extend in a parallel direction beneath said head, leaving a suitable space between them.

The foregoing specification signed at Cleveland, Ohio, this 13th day of May, 1915.

FREDERICK J. SCHROEDER.