

(No Model.)

N. C. PRICE.
ATTACHMENT FOR BRAKE RODS.

No. 405,798.

Patented June 25, 1889.

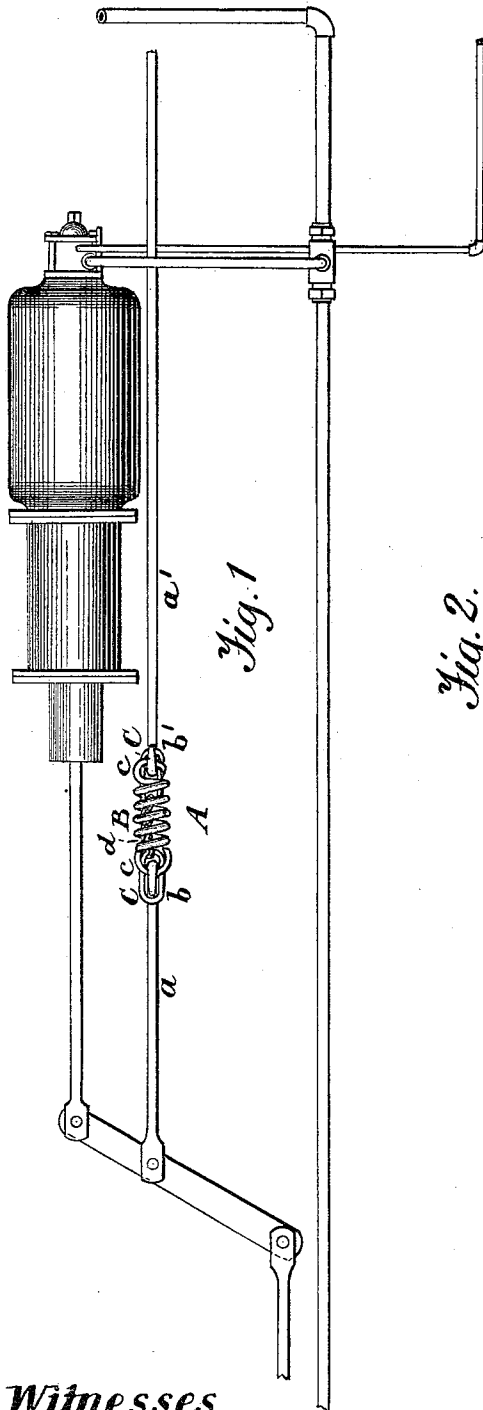
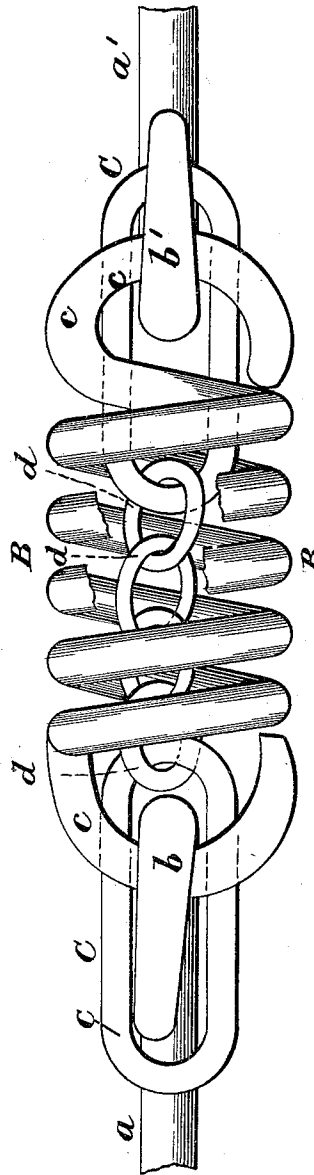


Fig. 2.



Witnesses.

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ATTACHMENT FOR BRAKE-RODS.

SPECIFICATION forming part of Letters Patent No. 405,798, dated June 25, 1889.

Application filed 4, 1889. Serial No. April 305,974. (No model.)

To all whom it may concern:

Be it known that I, NOAH C. PRICE, a citizen of the United States, residing at Pocatello, in the county of Bingham, and Idaho Territory, have invented certain new and useful Improvements in Attachments for Brake-Rods; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in brake-rods designed to be used in the connection between the brake and the brake-lever; and it has for its object the prevention of the breaking of the rods in case of sudden and forced application of air and the sliding or skidding of the wheels.

The invention consists in the peculiar combinations and in the novel construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a side view of a portion of the air-brake mechanism, showing my improvement. Fig. 2 is a perspective view, with parts broken away, illustrating my improvement.

Reference now being had to the details of the drawings by letter, A designates the connecting-rod consisting of the two parts *a* and *a'*, provided at their adjacent ends with hooks *b* and *b'*.

B is a stout coiled spring or rod formed at its ends with loops *c*, engaging the hooks upon the ends of the two parts of the rod, and thus connecting the portions or parts of the rod together.

C are elongated loops connected together by the short chain *d*, said links being hooked over the hooks on the two parts of the rod, as shown best in Fig. 2. This safety-chain and the links are normally inactive; but in case of a sudden or forced strain or pull upon the rods the said chain and links come into play and prevent too great an expansion of the spring, and in case the spring should

break the chain and links will serve to hold the two parts of the rod together and hold them up and will prevent the same from being bent or broken.

The action of the spring prevents the sliding of the wheels by allowing the wheels to turn on account of the elasticity of the spring, but holding the brakes to the wheel with sufficient force to cause the required restraining motion of the same.

The advantages of the construction above set forth are: The use of my device in connection with either air or hand brakes will serve to prevent the wheels from sliding; it will tend to release the levers of air-brakes, which ordinarily have a tendency to stick or set; it will prevent the breaking of the brake-rod in case of sudden application of the air or brake; it will, by reason of its recoil, enable the brakes to be released more quickly; the elasticity of the spring will be found to materially assist in the setting of hand-brakes, and, lastly, its use will result in the stoppage of the car much more quickly than the ordinary brake, as the elasticity of the spring causes the brake to clutch the wheel more equally.

What I claim to be new, and desire to secure by Letters Patent, is—

1. The combination, with the two parts of the rod, of the coiled spring connected at its ends to the adjacent ends of said two parts, and the safety-chain arranged within the spring independent of and disconnected from said spring and having at each end elongated loops loosely held in the hooks of the two parts of the rod, substantially as shown and described.

2. The combination, with the two parts of the rod having hooked ends, and the coiled spring connecting the same, and the normally inactive safety-chain and links independent of the rod and spring and arranged within the coils of said spring and disconnected therefrom, with the end links loosely engaging the hooks of the rods, substantially as shown and described, and for the purpose specified.

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

NOAH C. PRICE.

Witnesses:

W. H. SAVIDGE,
H. B. KINPORT.