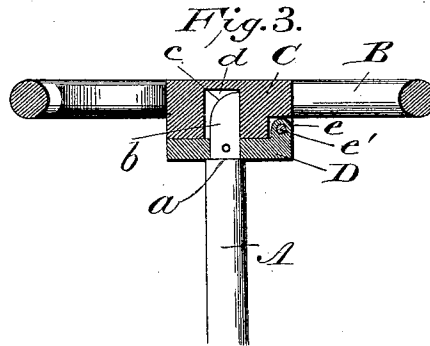
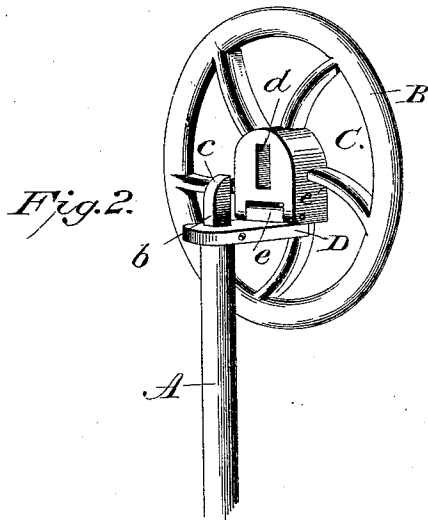
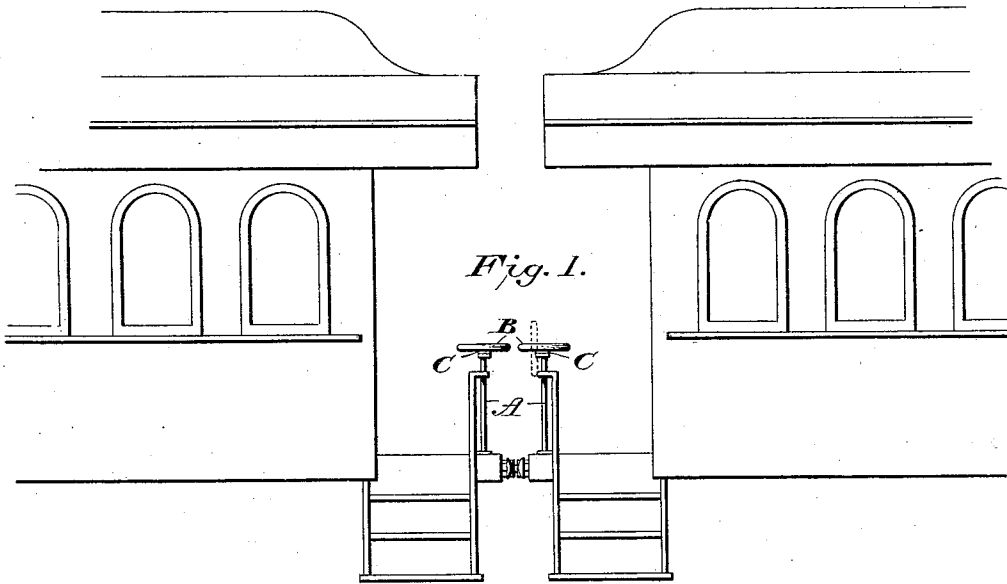


(No Model.)

C. H. ALLEN.
CAR BRAKE.

No. 479,236.

Patented July 19, 1892.



Witnesses

L. S. Elliott.
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by  Inventor
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UNITED STATES PATENT OFFICE.

CHARLES H. ALLEN, OF STROUDSBURG, PENNSYLVANIA.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 479,236, dated July 19, 1892.

Application filed April 7, 1892. Serial No. 428,213. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. ALLEN, a citizen of the United States of America, residing at Stroudsburg, in the county of Monroe and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Car Brakes; 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in wheels for railway-brake shafts.

The object of the invention is to provide an improved brake-wheel which can be readily attached to a brake-shaft of ordinary construction and turned from a horizontal to a vertical position, so as to occupy but little room and not obstruct the passage-way between the car-platforms; and it consists in the construction and combination of the parts, as will be hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, forming part of this specification, Figure 1 represents the contiguous ends of two railway passenger-cars coupled together and provided with a brake-shaft to which my invention is applied. Fig. 2 is a perspective view of a brake-wheel, showing the same applied to a brake-shaft. Fig. 3 is a sectional view.

A designates the brake-shaft, which is provided near its upper end with a shoulder *a*, adjacent to which is a rectangular portion *b*. The brake-shaft A is usually provided with a shoulder and a rectangular portion, as well as a perforation above the shoulder for rigidly securing the ordinary brake-wheel thereto, and the only material change which is made in the brake-shaft is to cut away one corner of the upper end of the rectangular portion *b*, preferably to form thereon a rounded edge, as indicated by the letter *c*.

B designates the brake or hand wheel, having a central hub C, with a socket *d*, which is adapted to fit over the upper end *b* of the brake-shaft. To one side of this socket the hub is recessed or cut away at its lower edge

to provide a space within which will lie a raised lug or portion *e*, formed integral with a plate D, which plate has a rectangular aperture which fits upon the end *b* of the brake-shaft and rests upon the shoulder *a*, being secured to said shaft by a suitable pin or set-screw. It will be noted that the hub of this brake-wheel has a straight edge, as well as the plate, to which it is binged by means of a pintle *e'*.

By means of the construction herein shown and described, when it is desired that the rim of the brake-wheel should be at right angles to the brake-shaft, it is only necessary to turn the same upon its hinge, when the socket will fit over the upper end of the brake-shaft, and being secured to the plate will be in engagement with the shaft and properly positioned to turn said shaft, and when it is not desired to use the brake-wheel said wheel may be turned so as to be positioned vertically and out of the way, so as to not offer an obstruction to the free ingress and egress to and from the platform.

By means of this device the brake-wheel is at all times permanently attached to the brake-bar and cannot be removed therefrom except by removing the pintle of the securing-bolt, and it is not necessary to provide a specially-constructed brake-bar to apply my improvement thereto, as all brake-bars, as far as I am aware, are provided with an upper reduced rectangular portion, to which the brake-wheel is attached.

I am aware that prior to my invention it has been proposed to secure a brake-wheel to the brake-shaft, so that it can be turned to a vertical position, and I do not claim such a device, broadly; but

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

1. In a railway-brake, the combination, with the brake-shaft, of a plate rigidly secured thereto and a brake-wheel hinged to said plate to one side of the shaft, said brake-wheel when turned to a horizontal position being adapted to engage with the upper end of the shaft, substantially as shown, and for the purpose set forth.

2. In a railway-brake, the combination, with the brake-shaft, of a plate rigidly attached to

said shaft and having a projecting portion, to which a brake-wheel is hinged, said brake-wheel having a socket within which the upper end of the brake-shaft lies when the plate
5 and hub of the brake-wheel contact with each other, substantially as shown, and for the purpose set forth.

3. In a railway-brake, the combination of a brake-shaft having a squared or reduced upper end, one side being curved or cut away,
10 as shown, a plate D, rigidly secured to the brake-shaft and provided with an upwardly-projecting lug *e*, a brake-wheel B, having a

hub with a cut-away portion at one end, to which the lug of the plate D is secured by a
15 pintle, and a recess *d* to one side of the hinged connection, said recess being adapted to receive the upper portion of the brake-shaft, substantially as shown, and for the purpose
20 set forth.

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

CHARLES H. ALLEN.

Witnesses:

STEWART SHOOK,
W. A. ERDMAN.