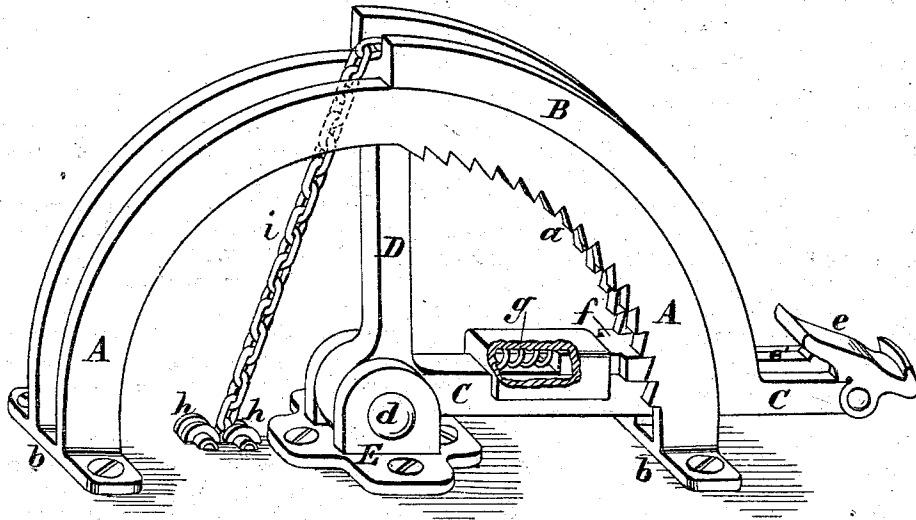


W. H. H. SNELLBAKER.
Car-Brakes.

No. 153,857.

Patented Aug. 4, 1874.



Attest:

Louis Walton
B. Edwards,

Inventor:

William H. H. Snellbaker.

by B. P. James,
his atty.

UNITED STATES PATENT OFFICE.

WILLIAM H. H. SNELLBAKER, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN CAR-BRAKES.

Specification forming part of Letters Patent No. **153,857**, dated August 4, 1874; application filed July 1, 1874.

To all whom it may concern:

Be it known that I, WILLIAM H. H. SNELLBAKER, of St. Louis, State of Missouri, have invented an Improved Car-Brake, of which the following is a specification:

The object of my invention is to construct a simple and effective brake, which can be applied to either horse or steam cars; and it consists of a semicircular iron casting, upon and between which a rectangular segment slides, and whose circumference is grooved to receive a brake-chain. One half of the inner face of the casting is serrated to receive a pawl situated on a foot-lever, which is connected with the segment-arm, which is attached to a cast-iron stool by a loose wrist.

By reference to the accompanying drawing its construction will be readily understood.

A is a semicircular frame or casting, which has teeth *a* on half of its inner surface, which is bolted to the car-platform parallel to the end of the car by its flanges *b*. The segment B, whose outer surface is grooved to receive a brake-chain, *i*, and is connected with the brake-lever C by means of its arm D at the loose wrist *d* of the cast-iron stool E, is made to slide upon and between the frame by pressing the foot-treadle *e*, which throws the pawl *f* in or out of gear with the teeth *a* by means of a spring, *g*, operated by a rod connected with the foot-treadle *e*. The brake-chain

passes from the segment B through the platform of the car between two pulleys, *h*, and connect with the brake-rods beneath the floor of the car.

The operation of my improved car-brake will be perceived when it is stated that by pressing the foot-treadle *e* the pawl *f* attached to the rod *e'* and impinging upon and against the face of the treadle *e'* is disengaged from or united to the teeth *a* by means of the spring *g*.

The brake is adapted to steam-cars by dispensing with the treadle *e* and lengthening the lever C.

By constructing my brake in this simple manner I secure the advantages of greater power and instant application, as well as greater safety, by enabling the driver to devote himself to managing his horses.

Upon street-railway lines where drivers act as conductors it will enable them to make change or sell tickets without inconvenience.

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

The combination of the treadle *e* with the rod *e'*, pawl *f*, spring *g*, and arm C of the segment B, in the manner and for the purpose set forth.

W. H. H. SNELLBAKER.

Witnesses:

JAMES G. JENNINGS,
W. A. BENNETT.