

J. KLASNICK.
CAR BRAKE.

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1,034,252.

Patented July 30, 1912.

Fig. 1

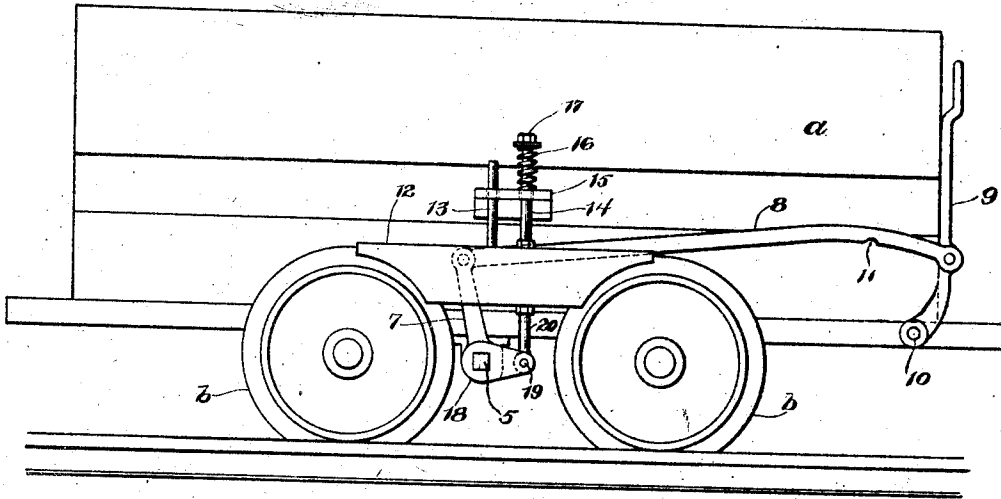
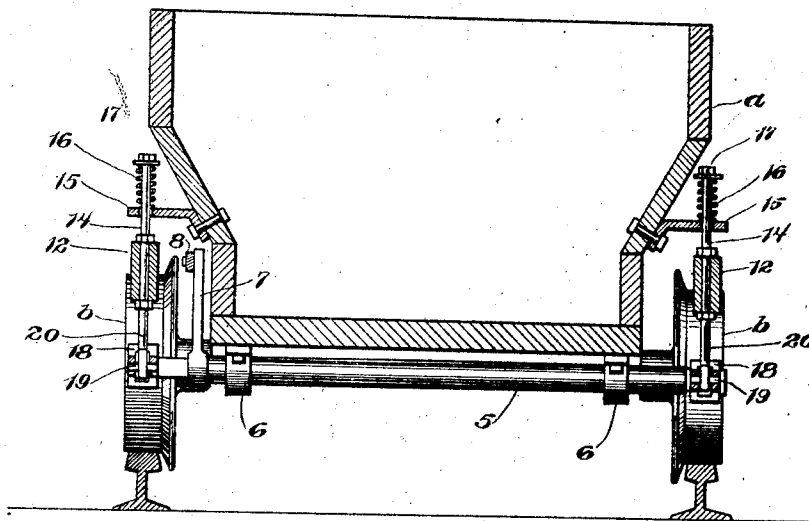


Fig. 2



Inventor

John Klasnick

Witnesses

Wm. H. Mulligan
J. H. Anderson

By Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE

JOHN KLASNICK, OF ROUNDUP, MONTANA.

CAR-BRAKE.

1,034,252.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JOHN KLASNICK, a citizen of the United States, residing at Roundup, in the county of Musselshell and State of Montana, have invented new and useful Improvements in Car-Brakes, of which the following is a specification.

The general object of the invention is to simplify the construction of car brakes and to admit of the application of these devices in a minimum of time and with a minimum of effort on the part of the operator.

Other objects will appear and be better understood from the following description taken in connection with the accompanying drawings, in which,

Figure 1 is a side elevation of a car equipped with my improved brake. Fig. 2 is a vertical cross section of the said car. *a* is a car body, and *b* are car wheels all of which may be of any conventional construction and connected together in any preferred manner.

5 is a rock shaft extending transversely of the body *a* and journaled in suitable bearings 6.

7 is an arm fixed on the rock shaft 5 and pivoted to one end of a connecting rod 8, which latter extends longitudinally of the car and has its opposite end portion slightly curved and suitably connected to an operating lever 9 fulcrumed on a pin 10 on the body *a* of the car. When the lever is moved outwardly from the end of the car which also serves as an abutment or stop for limiting movement of the lever in one direction and into a substantially horizontal position, the point of connection between the connecting rod and lever, owing to the curvature in the latter, will be below the fulcrumed point of the lever and the pin 10 will be received by a notch 11 in the rod 8. Thus, the lever will not yield under a horizontal pull on the rod 8.

12—12 are vertically movable brake shoes on opposite sides of the body *a* and between the wheels *b*. The shoes are provided with guide rods 13 and 14 which pass loosely through brackets 15—15 on the body *a*.

Springs 16—16 surround the guide rods 14 and have bearings on the brackets 15, and the tension of these springs is adjusted by means of nuts 17—17 screwed onto the guide rods 14. The springs serve to maintain the shoes 12—12 in spaced relation to the peripheries of the wheels *b*, but when the operating lever 9 is moved outwardly and downwardly as previously described, the brake shoes are brought into contact with the wheels through suitable connections between the rock shaft and brake shoes. The connections between the rock shaft and brake shoes may be effected in any preferred manner such as by arranging cranks 18—18 on the opposite end portions of the rock shaft and passing the pins 19—19 in the ends of these cranks through the lower end portions 20—20 of the guide rods projecting below the brake shoes. Thus, it will be seen that when the operating lever is moved outwardly and downwardly a compound leverage will be exerted on the brake shoes 12—12. This will enable the operator to tighten the brakes with a minimum of effort and, since the slightest movement of the operating lever outwardly and downwardly will cause the brake shoes to descend, it is evident that since there will be no lost motion, the brakes may be applied in a minimum of time.

The device is particularly adapted for dump cars or mining cars, but it will, of course, be understood that it may be used equally as well with other types of cars.

What I claim as new is:

In a car brake, the combination with a car body and wheels supporting the same and arranged at opposite sides thereof; of brackets extending laterally from the car body, vertically movable brake shoes arranged between the wheels on each side of the car body and having guide rods extending through the brackets, springs surrounding certain of the guide rods and serving to yieldingly hold the brake shoes in spaced relation to the peripheries of the wheels, a rock shaft extending transversely of the body and connected thereto, connections between the rock shaft and brake shoes,

arm connected to the rock shaft, a lever fulcrumed on one end of the car and adapted to abut the end wall of the car when in one position, and a rod connected at one end to the arm and having a curved end portion connected to the lever for the purpose set forth.

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

JOHN KLASNICK

Witnesses:

M. T. POLISH,
WILLIAM J. JARVISON.