(No Model.)

J. JAMIESON & R. GRAY.

CAR BRAKE.

No. 568,908. Patented Oct. 6, 1896.

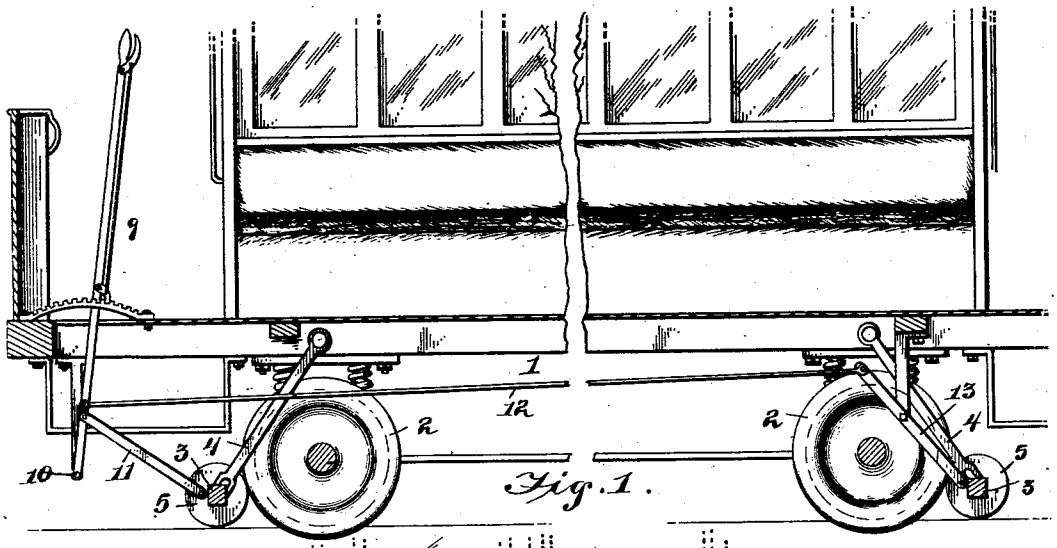


Fig. 1.

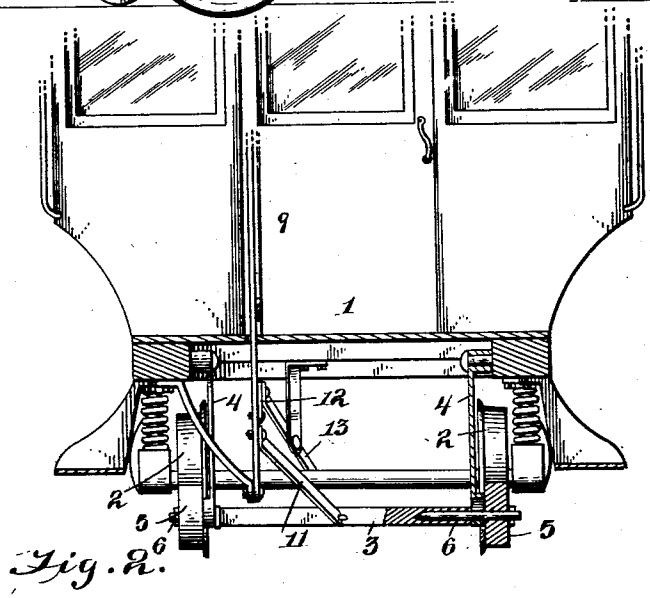
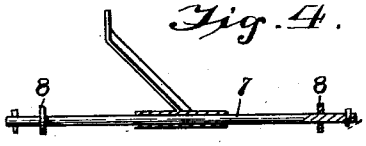


Fig. 2.

Fig. 3.

Fig. 4.



Witnesses
Thos. W. Riley
T. F. Riley

Inventors
James Jamieson and
By their Attorneys, Robert Gray
Cashow & Co.

UNITED STATES PATENT OFFICE.

JAMES JAMIESON AND ROBERT GRAY, OF PITTSBURG, PENNSYLVANIA.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 568,908, dated October 6, 1896.

Application filed February 10, 1896. Serial No. 578,774. (No model.)

To all whom it may concern:

Be it known that we, JAMES JAMIESON and ROBERT GRAY, citizens of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Car-Brake, of which the following is a specification.

The invention relates to improvements in car-brakes.

The object of the present invention is to improve the construction of car-brakes and to provide a simple, inexpensive, and efficient one adapted to be readily applied to all kinds of cars and capable of easy operation and of rapidly checking the forward movement of a car and of bringing the same to a standstill.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a side elevation of a portion of a car provided with a brake constructed in accordance with this invention. Fig. 2 is a transverse sectional view. Fig. 3 is a detail view of one of the hangers. Fig. 4 is a similar view illustrating a modification of the brake-beam.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates a car or truck frame having axles journaled on it in any suitable manner and provided with car-wheels 2 of the ordinary construction. Transverse brake-beams 3 are suspended from opposite sides of the frame 1 by hangers 4 and have journaled on their terminals brake-wheels 5, adapted to be swung downward, by means hereinafter described, into contact with the car-wheels and with the track, and the brake-wheels by contact with the car-wheels are rotated in a reverse direction and operate to bring the car rapidly to a standstill. An ordinary brake-beam 3 may be employed, with the shanks of journals 6 inserted in the ends of the brake-beam, the latter being strengthened by bands shrunk on them, or, as illustrated in Fig. 4 of the accompanying drawings, a transverse rod 7 may be employed, collars or stops 8 being provided to limit the inward movement of the wheels thereof.

The hangers 4 are provided at their upper ends with perforations to receive the fastening devices for securing them to the frame 1, and the lower ends of the hangers are slotted to permit a movement of the brake-beam as the brake is being applied.

The brake is operated by a lever 9, fulcrumed at its lower end at 10 and connected by a bar 11 with the adjacent brake-beam. This operating-lever is connected by a rod 12 with a brake-lever 13 at the other end of the frame, and the lever 13, which is fulcrumed intermediate of its ends, is connected at its lower end with the adjacent brake-beam and at its upper end with the connecting-rod 12, whereby both sets of brake-wheels will be simultaneously operated to carry them to and from the car-wheels and the track. Instead of extending the lever 9 to form a handle for operating the brake this lever may be connected with any other suitable operating mechanism to enable the brake to be applied from any point of a car or train.

It will be seen that the brake is simple and comparatively inexpensive in construction, that it is applicable to all kinds of cars, and that it is capable of rapidly checking the movement of the car and of bringing the same quickly to a standstill.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What we claim is—

1. In a car-brake, the combination with a frame, and car-wheels, of a transverse brake-beam, inclined hangers depending from the frame and suspending the transverse brake-beam therefrom, brake-wheels journaled on the ends of the brake-beam and arranged to swing downward to contact with the car-wheels and track, a substantially vertically-disposed operating-lever fulcrumed at its lower end and located at one end of the frame, and an inclined bar pivoted at its upper end to the lever and connected at its lower end to the transverse brake-beam, substantially as described.

2. In a car-brake, the combination with a frame, and car-wheels, of brake-beams arranged adjacent to the car-wheels, hangers suspended from the frame and carrying the

brake-beams, brake-wheels journaled on the ends of the brake-beams and arranged to swing downward to contact with the car-wheels and the track, a lever 13 fulcrumed intermediate of its ends and located at one end of the frame and connected at its lower end with the adjacent brake-beam, a lever 9 located at the other end of the frame and fulcrumed at its lower end, a bar connected with the lever 9 and the adjacent brake-beam, and a rod connecting the levers, substantially as and for the purpose described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

JAMES JAMIESON.
ROBERT GRAY.

Witnesses:
JOHN FINK,
JNO. W. FINK.