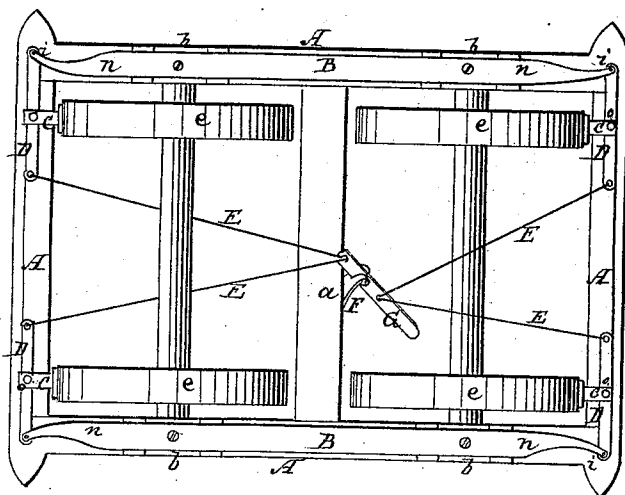
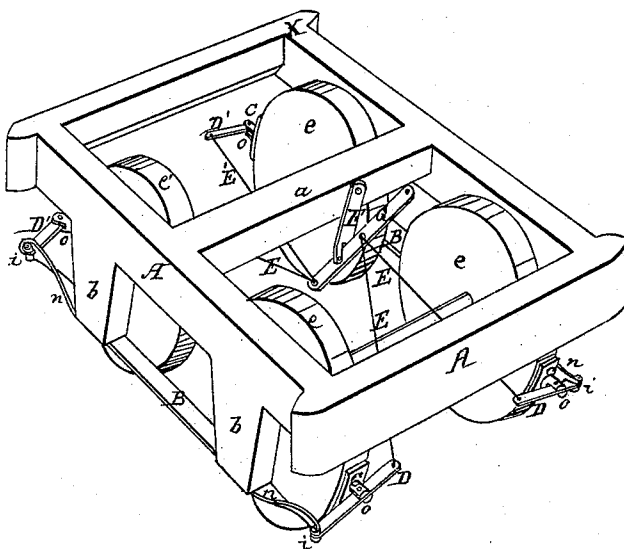


C. F. LANGFORD.

Car Brake.

No. 28,990.

Patented July 3, 1860.



Witnesses:

*James Ford*  
*James Hixon*

Inventor:

*Charles F. Langford*

# UNITED STATES PATENT OFFICE.

CHARLES F. LANGFORD, OF FALL RIVER, MASSACHUSETTS.

## RAILROAD-CAR BRAKE.

Specification of Letters Patent No. 28,990, dated July 3, 1860.

*To all whom it may concern:*

Be it known that I, CHARLES F. LANGFORD, of Fall River, in the county of Bristol and State of Massachusetts, have invented a new and useful Improvement on Railroad - Car Brakes; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same.

10 In the drawings, Figure 1 is a perspective view; and Fig. 2 a plan view of the same.

In Figs. 1 and 2, A, A, represent the frame of the truck; *e, e, e, e*, the wheels; and *b, b, b, b*, are the jaws, in which the journal boxes  
15 are supported.

B, B, are the straps that connect and brace the jaws; to the straps B, B, are secured the pieces, *n, n, n, n*, by welding or bolting; said pieces have slots *i i i i* cut in the ends; levers, D, D, D, D, are supported and have their fulcrum in said slots *i, i, i, i*, and pass diagonally across the face of the wheels *e, e, e, e*.

The brake shoes *c, c, c, c*, have slotted studs *o o o o*, cast or riveted on them; said shoes  
25 are secured to the center of levers D, D, D, D, by letting said levers into the slots in the studs *o, o, o, o*, and fastening by a pin or bolt, so that when said levers are moved toward the center of the truck, they will carry said  
30 shoes with them; thereby pressing them against the wheels and stopping them.

The lever G, has its fulcrum in the piece F, which is secured to the cross-bar (*a*) of the truck; the rods E, E, hook into levers, D, D, and connect said levers with lever G above  
35 its fulcrum; and rods E, E, hook into levers D, D, and connect said levers with lever G, below its fulcrum; so that, when lever G, is brought forward in the line *x*, it will draw rods E, E, and E, E, toward the center of the  
40 truck; with them, the levers, D, D, D, D, which carry the shoes, *c, c, c, c*; thereby pressing said shoes against the side of each wheel, and stopping them, as occasion may  
45 require.

The claim and drawings will explain the nature of this invention.

I am aware, that the straps are used to brace the jaws on car-trucks; these, therefore, I do not claim; but  
50

What I do claim and am desirous to secure by Letters Patent, is—

Hinging the levers, D, which support the brake rubbers, to the ends of the pedestal, brace B, when constructed and operated,  
55 substantially as described.

CHARLES F. LANGFORD.

Executed in presence of—

JAMES FORD,  
JAMES WIXON.