(No Model.)

E. PECKHAM.

CAR BRAKE.

No. 417,394. Patented Dec. 17, 1889.

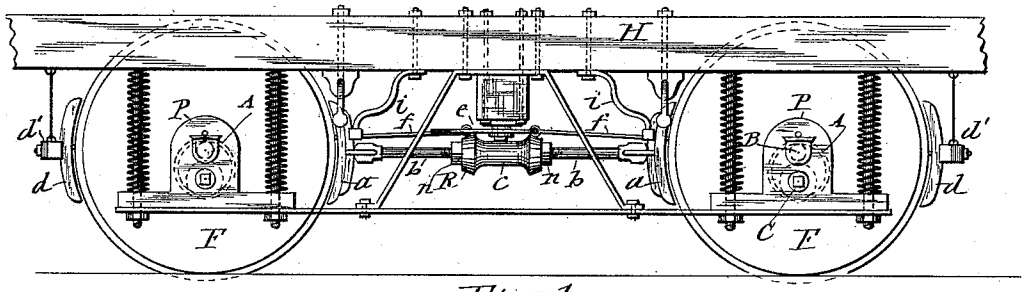


Fig. 1

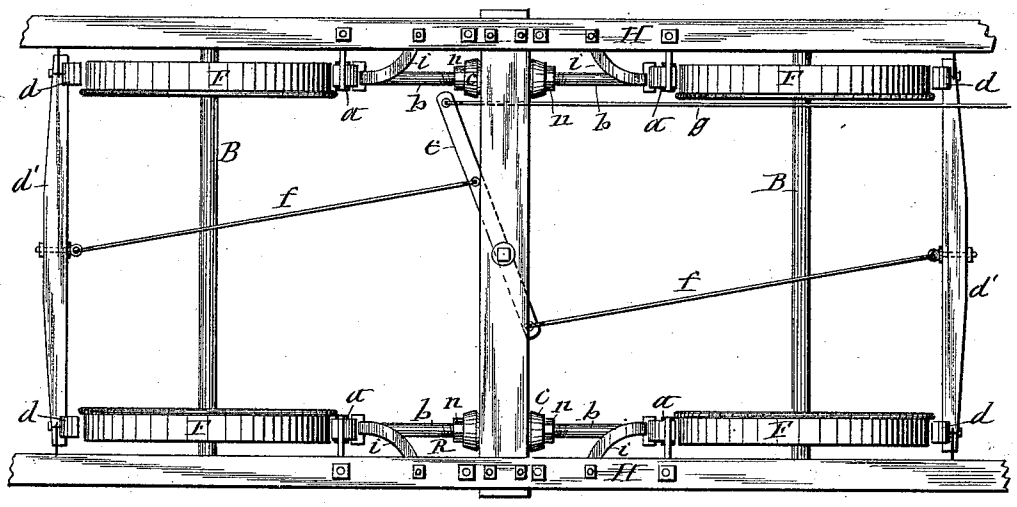


Fig. 2

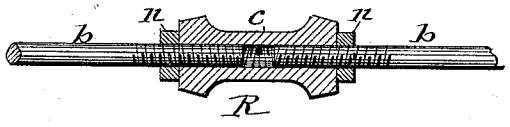


Fig. 3

WITNESSES:

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UNITED STATES PATENT OFFICE.

EDGAR PECKHAM, OF NEW YORK, ASSIGNOR TO THE PECKHAM CAR WHEEL COMPANY, OF SYRACUSE, NEW YORK.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 417,394, dated December 17, 1889.

Application filed May 9, 1889. Serial No. 310,094. (No model.)

To all whom it may concern:

Be it known that I, EDGAR PECKHAM, of New York, in the county of New York, in the State of New York, have invented new and useful Improvements in Car-Brakes, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention has reference to the class of car-gears which support the car-body by bearings mounted on rings suspended from the axles of the trucks.

On car-gears arranged as aforesaid it has been found very difficult to apply the brakes to the wheels, owing to the suspensory support of the car-body on the axle allowing the axle to yield laterally to the pressure of the brake.

The object of this invention is to overcome the aforesaid difficulty; and to that end the invention consists in the novel construction of the brake hereinafter described, and set forth in the claims.

In the annexed drawings, Figure 1 is a side view of a car-truck equipped with my improved brake. Fig. 2 is a top plan view of the same, and Fig. 3 is an enlarged longitudinal sectional view of the adjusting portion of the strut employed in connection with my improved brake.

Similar letters of reference indicate corresponding parts.

F F represent the wheels of one side of the car. On the axle of each of said wheels is hung the ring A, on the inner side of the bottom portion of which rides the roller C, which is pivoted to the pedestal P, as illustrated by dotted lines in Fig. 1 of the drawings, and more fully illustrated in my prior application for Letters Patent, Serial No. 300,243, filed February 18, 1889.

H denotes one of the sills or beams of the car-body or truck-frame, which is mounted on the pedestals P P in any suitable and well-known manner.

d d are the brake-shoes, which are connected to the usual brake-beams *d' d'*, and suspended from the car-body or truck-frame in such position as to allow said brake-shoes to be applied to the wheels F F at the outer portions of the peripheries thereof. Said brake-beams are connected by rods *f f* to a lever *l*, pivoted between the connection of said rods to the car-body or truck-frame about midway between the brake-beams, and another rod *g* connects one of the extremities of said lever with the shaft of the usual brake-wheel. (Not shown.)

Between the wheels F F, I employ a stationary brake consisting of the brake-shoes *a a*, suspended from the car-body or truck-frame and sustained rigidly opposed to the treads of the wheels by a strut R, to opposite ends of which the brake-shoes *a a* are attached.

In order to allow the brakes *a a* to be adjusted in their requisite proximity to the wheels and to compensate for the wear of the brakes, I make the strut R extensible, preferably by forming it of two end portions *b b*, having their adjacent ends screw-threaded, respectively right and left, and connecting said ends by a right and left screw-threaded sleeve *c*, by the turning of which the end portions *b b* can be forced toward the wheels, as may be required.

By means of jam-nuts *n n*, applied to the end portion *b b* at the ends of the sleeve *c*, the latter is retained in its adjusted position.

To steady the strut longitudinally, I attach spring-arms *i i* at one end to the car-body or truck-frame, and at the opposite end to the brake-shoes *a a*, as shown in Fig. 1 of the drawings.

What I claim is—

1. In combination with a car-wheel, a brake arranged movably to and from the wheel at one point of the periphery thereof, and a brake sustained stationary at a diametrically-opposite point of the said wheel, as set forth.

2. In combination with two pairs of car-wheels, brakes arranged movably at the outer portions of the wheel-treads, and brakes sus-

tained stationary between the inner wheel-treads, as described and shown.

3. In combination with two pairs of car-wheels, brakes arranged movably at the outer portions of the wheel-treads, brakes supported at the inner wheel-treads, and struts between the latter brakes, substantially as described and shown.

In testimony whereof I have hereunto signed my name this 6th day of May, 1889.

EDGAR PECKHAM. [L. S.]

Witnesses:
C. A. DIETERICH,
THORNLEY DICKSON.