

(No Model.)

H. SCHENCK.
CAR BRAKE.

No. 596,339.

Patented Dec. 28, 1897.

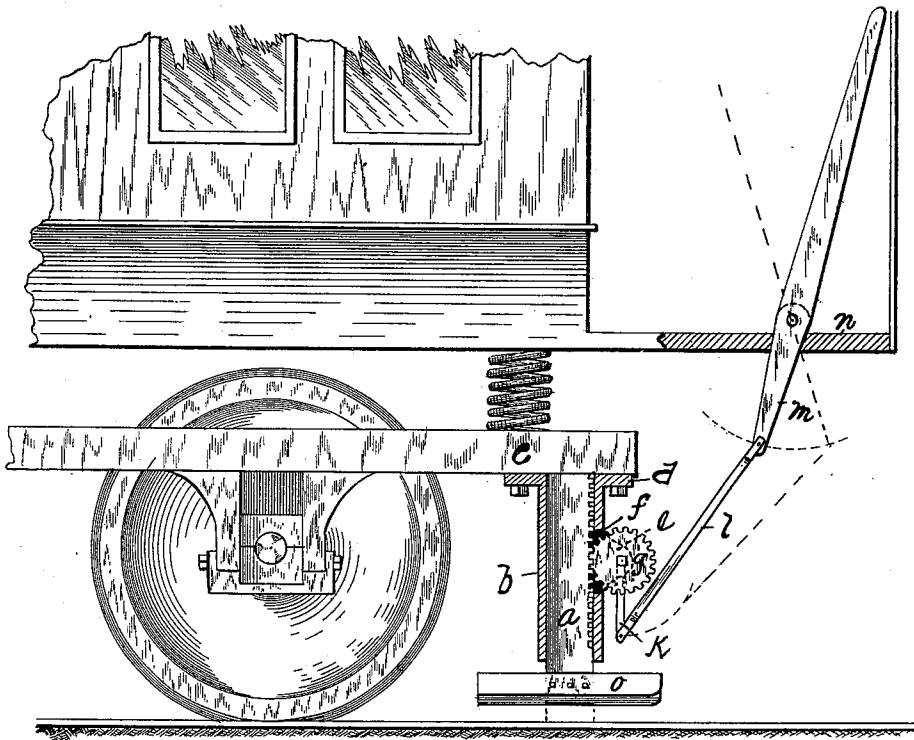


Fig. 1.

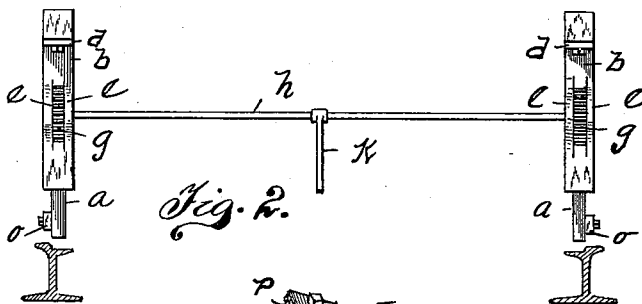


Fig. 2.

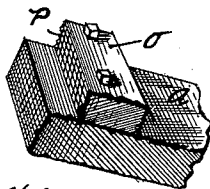


Fig. 3.

Witnesses
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HENRY SCHENCK, OF PITTSBURG, PENNSYLVANIA.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 596,339, dated December 28, 1897.

Application filed August 9, 1897. Serial No. 647,513. (No model.)

To all whom it may concern:

Be it known that I, HENRY SCHENCK, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Brakes, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in car-brakes, and has for its object to construct a brake which may be readily attached to the frame of the truck and operated so as to engage the rail instead of on the wheel, as in the ordinary manner.

The invention has for its object to construct a brake of this nature the shoe of which is provided with two gripping-surfaces, one to engage the tread of the rail and the other to engage the flange thereof, and to further provide means whereby the speed of the car may be checked gradually or a sudden stop made, as may be desired.

The invention has for its further object to provide a brake that will be extremely simple in its construction, strong, durable, comparatively inexpensive to manufacture, and effectual in the performance of all its functions.

With the above and other objects in view the invention finally consists in the novel construction, combination, and arrangement of parts to be hereinafter more specifically described, and particularly pointed out in the claim; and in describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like letters of reference indicate similar parts throughout the several views, in which—

Figure 1 is a side elevation, partly in section, of a portion of a car, showing my improved brake in position. Fig. 2 is a front view of the brake, showing the normal position of the same when not in operation. Fig. 3 is a perspective view of the brake-shoe and a portion of the rack-bar on which same is carried.

Referring now to the drawings by reference-letters, *a* indicates the rack-bars, which operate in casing *b*, attached to the side rails *c* of the truck-frame by means of bolts passing through flanges *d*, formed on said casings.

These casings have formed on their forward faces lugs *ee*, and are provided between said lugs with an opening *f* to receive the operating-cog *g*, carried upon a cross-rod *h*, which is journaled in the lugs *e* of the casing, said cogs engaging the teeth of the rack-bar *a* to raise or lower the same, which is accomplished by means of a lever-arm *k*, attached to the center of said rod, and to the outer end of said rod is attached the intermediate lever *l*, having its opposite end attached to the lower end of the operating-lever *m*, passing up through the platform *n* and being fulcrumed at a suitable position thereon, said intermediate lever being preferably provided with both ends bifurcated, serving as a simple means for fastening to the other two levers. Near the lower end of the rack-bar, which projects below the lower end of the casing, is secured a block *o*, the lower face *p* of which is corrugated, said block extending for some distance on each side of the rack-bar and being rounded at its lower front edge, so as to prevent the same engaging against the ends of the rails at the joints thereof. The lower ends of the rack-bars are similarly constructed, their engaging or lower faces being corrugated or otherwise roughened, so as to firmly engage the rail.

Although I have shown the device applied in position in front of the wheels, it will be observed that it may be applied between the front and rear wheels or at any suitable position on the truck; but in the construction shown the brake will serve as a fender to prevent any object when struck by the car passing under the wheels, and it will also serve as a sweeper to remove the snow and dirt from the rails when so located on the truck. The brake block or shoe secured to the side of the rack-bars may be made adjustable, so as to regulate the same when either the shoes or the rail become worn, and it will also be noticed that by this construction the brake may be applied gradually, or, where necessity requires, the speed of the car may be instantly checked by the application of the brake.

It will be noted also that various changes may be made in the details of construction without departing from the general spirit of my invention.

Having fully described my invention, what

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

5 In a car-brake, the combination of a car-truck, casings rigidly attached to the side rails of said truck-frame, lugs formed integral with the forward face of the casing, a shaft carrying cog-wheels journaled thereon, a lever secured to said shaft, said cog-wheels
10 engaging a rack-bar operating in said casing, blocks secured near the lower ends of the rack-bars and extending some distance on each side thereof, the lower faces of said blocks being corrugated and their lower front edges being rounded so as to prevent the same from

engaging the ends of the rails at the joints 15 thereof, an operating-lever secured to the car-platform, intermediate levers secured to the operating-lever and to the aforesaid shaft, whereby the blocks are applied to the rails to stop the car, substantially as shown and de- 20 scribed.

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

HENRY SCHENCK.

Witnesses:

JOHN NOLAND,
GEO. B. PARKER.