

C. MINEART & E. E. WHITE.

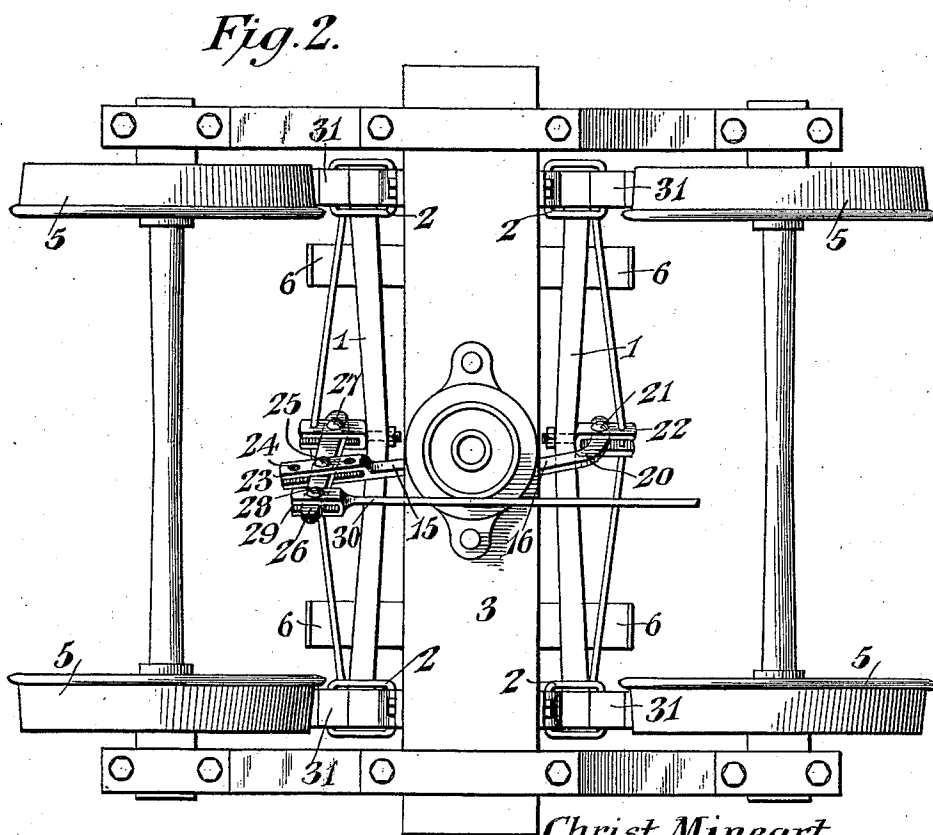
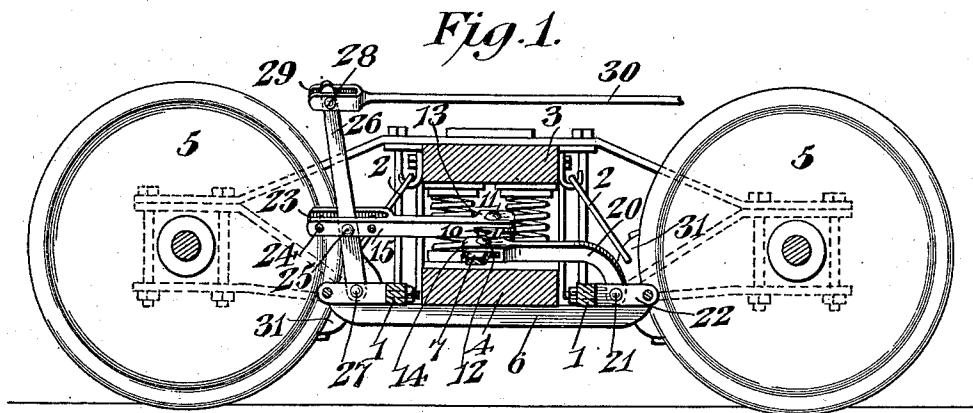
CAR BRAKE.

APPLICATION FILED FEB. 20, 1913.

1,065,828.

Patented June 24, 1913.

2 SHEETS—SHEET 1.



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Edward E. White, INVENTORS

BY

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WITNESSES

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H. J. Riley

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2 SHEETS—SHEET 2.

Fig. 3.

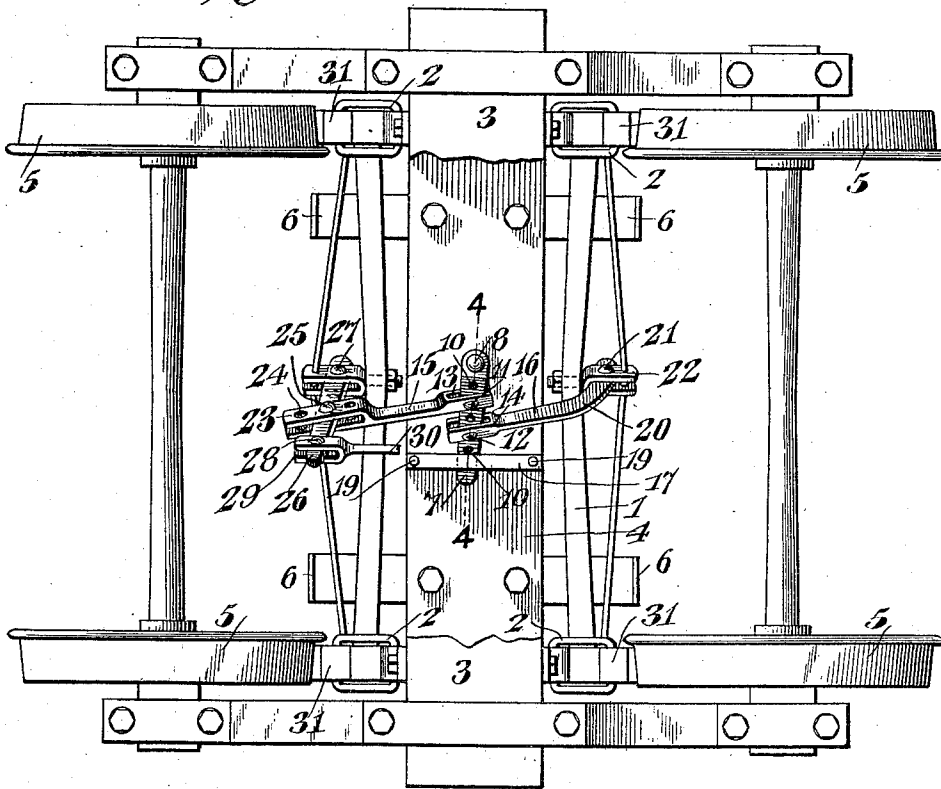


Fig. 4.

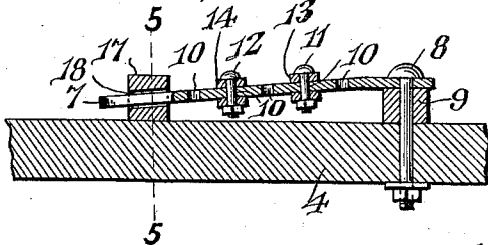
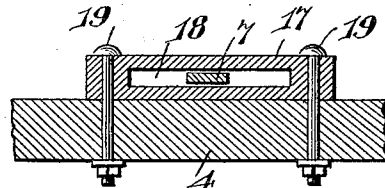


Fig. 5.



WITNESSES

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UNITED STATES PATENT OFFICE.

CHRIST MINEART, OF EAST PLEASANT PLAIN, AND EDWARD E. WHITE, OF BRIGHTON,
IOWA.

CAR-BRAKE.

1,065,828.

Specification of Letters Patent.

Patented June 24, 1913.

Application filed February 20, 1913. Serial No. 749,754.

To all whom it may concern:

Be it known that we, CHRIST MINEART and EDWARD E. WHITE, citizens of the United States, residing, respectively, at East Pleasant Plain and Brighton, in the counties of Jefferson and Washington and State of Iowa, have invented a new and useful Car-Brake, of which the following is a specification.

10 The invention relates to improvements in car brakes.

The object of the present invention is to improve the construction of car brakes, more especially that shown and described in Patent No. 1,036,878, granted to Christ Mineart Aug. 27, 1912, and to provide a simple, strong and durable car brake of inexpensive construction, adapted to be readily applied to an ordinary truck and equipped with adjustable means to enable a uniform pressure to be applied to both pairs of the car wheels.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction, within the scope of the claims, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

35 In the drawings: Figure 1 is a vertical longitudinal sectional view of a car truck provided with a brake, constructed in accordance with this invention. Fig. 2 is a plan view of the same. Fig. 3 is a similar view, the bolster being broken away to show the equalizing device. Fig. 4 is a detail sectional view on the line 4—4 of Fig. 3. Fig. 5 is a detail sectional view on the line 5—5 of Fig. 4.

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

In the accompanying drawings in which is illustrated the preferred embodiment of the invention, 1—1 designate inside brake beams of the truss type suspended by suitable hangers 2 from the upper portion of the truck at opposite sides of the bolster 3 thereof and operating in the spaces between 55 the spring plank 4 and the car wheels 5.

The brake beams are supported above the plane of the lower face of the spring plank 4 and are prevented from dropping below the same by means of approximately horizontal guards 6, extending across the lower face of the spring plank 4 and projecting outwardly beyond the side edges thereof and having their projecting portions arranged beneath the brake beams.

The guards besides preventing the brake beams from dropping upon the rails enable them to be arranged in a position, which will admit of the employment of connecting means including an equalizing lever 7, capable of adjustment so that the pressure may be made the same on both pairs of car wheels. The lever 7 is pivoted to the spring plank 4 by a bolt 8, piercing the spring plank and extending through a spacing sleeve or member 9, which supports the pivoted end of the lever above the upper face of the spring plank, as clearly illustrated in Fig. 4 of the drawings. The lever is provided with a plurality of perforations 10 for the reception of bolts 11 and 12, which pivot inner bifurcated ends 13 and 14 of links 15 and 16 to the equalizing lever 7. The equalizing lever 7 and the links 15 and 16 operate in the spaces between the bolster and the spring plank, and the said lever 7, which is disposed transversely with relation to the truck, extends along the spring plank at the central portion thereof. The free end of the equalizing lever operates in a guide 17, extending across the upper face of the spring plank and having an opening 18 through which the lever 7 extends. The guide may consist of a casting, as illustrated in Figs. 4 and 5 of the drawings, or it may be formed by a metallic strap, and it is secured at its terminals to the spring plank 4 adjacent to the side edges thereof by bolts 19, or other suitable fastening devices.

The link 16, which extends from the equalizing lever to one of the brake beams 1, has a slight bend 20 near its outer end and its outer terminal, which extends downwardly, is pivoted by a bolt 21, or other suitable fastening device in the central strut member 22 of the adjacent brake beam 1. The outer end 23 of the link 15 is bifurcated and is provided with a plurality of perforations 24 for the reception of a bolt 25, which adjustably pivots the outer end of the link 15 to an upright lever 26. The

lower end of the upright lever 26 is pivoted by a bolt 27 in the bifurcation of the strut member of the other brake beam, and its upper end is pivoted by a bolt 28 in a bifurcated end 29 of a rod 30, which connects the lever with suitable brake operated mechanism. When the upper end of the upright lever 26 is moved toward the bolster of the truck, the brake shoes 31 of both brake beams are carried into engagement with the car wheels, and pressure is applied thereon. The inner ends of the links 15 and 16 are adjustable on the equalizing lever by means of the bolts and perforations to enable the same pressure to be applied on both pairs of brake wheels, and any number of the perforations 10 of the equalizing lever may be employed for this purpose.

What is claimed is:—

1. The combination with a car truck, of brake beams located at opposite sides of the spring plank and operating between the same and the car wheels, an upright lever connected at its lower end with one of the brake beams and extending upwardly therefrom, a transversely disposed equalizing lever located centrally of the truck, and links connected respectively at their outer ends

with the upright lever and with the brake beam at the opposite side of the spring plank and having their inner ends adjustably pivoted to the equalizing lever.

2. The combination with a car truck, of brake beams located at opposite sides of the spring plank and operating in the spaces between the same and the car wheels, an upright lever connected at its lower end with one of the brake beams, a transversely disposed equalizing lever located in the space between the spring plank and the bolster and pivoted at one end, a guide or guard extending longitudinally of the truck and receiving the free end of the equalizing lever, and links pivoted at their inner ends to the equalizing lever and connected, respectively, at their outer ends to the said upright lever and to the brake beams at the opposite side of the spring plank.

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

CHRIST MINEART.
EDWARD E. WHITE.

Witnesses:

C. H. PAULS,
S. M. BRINTON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."