

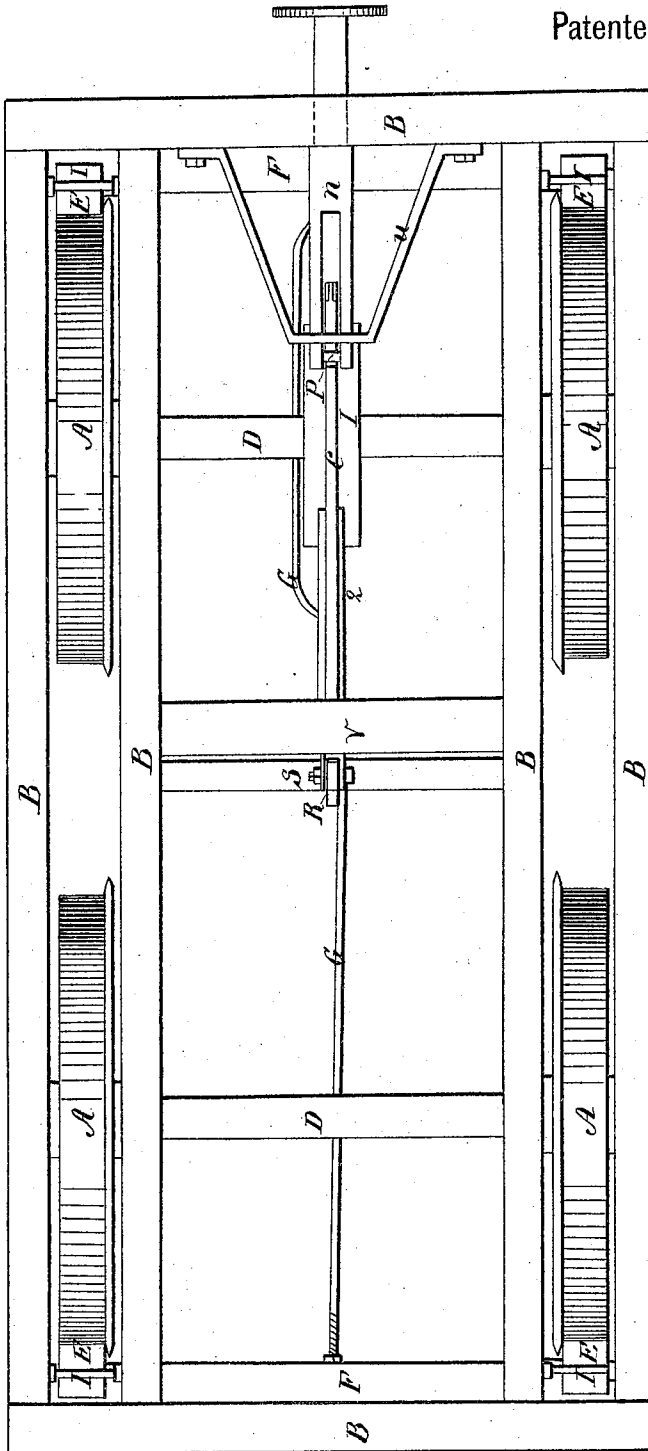
D. H. FEGER.

Car Brake.

No. 19,734.

Patented Mar. 23, 1858.

Fig. 1.



Witnesses:

*Thomas Moore,
at Martin*

Inventor:

Daniel H. Feger

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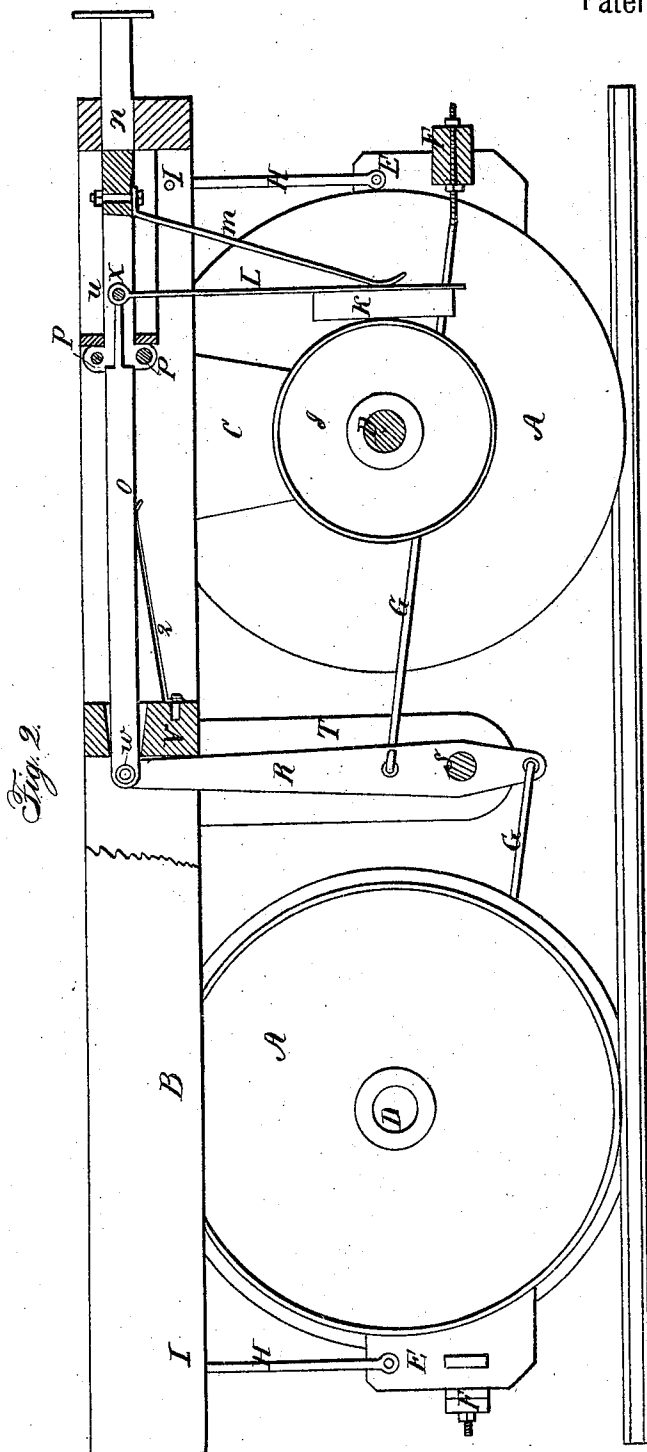


Fig. 2

Witnesses:

*Thomas Moore
& E. Martin*

Inventor:

Daniel H. Feger

UNITED STATES PATENT OFFICE.

DANIEL H. FEGER, OF CINCINNATI, OHIO, ASSIGNOR TO HIMSELF AND MAHLON M. WOMBAUGE, OF SAME PLACE.

RAILROAD-CAR BRAKE.

Specification of Letters Patent No. 19,734, dated March 23, 1858.

To all whom it may concern:

Be it known that I, DANIEL H. FEGER, of Cincinnati, in the county of Hamilton and State of Ohio, have invented new and useful Improvements in Railroad-Car Brakes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1, is plan or top view, and Fig. 2, a vertical central section and partial side elevation of a railroad car truck with my improved brake applied to it.

Similar letters of reference in each of the several figures indicate corresponding parts.

The nature of my invention consists in the arrangement of the friction pulley concentrically on the front axle of the truck and combining the same with the brake and with the sliding buffer, by means of a vertical spring friction block, horizontal pivoted rising and falling shouldered spring connecting link, and transverse stop pins, said parts being arranged relatively to each other and operating through the back and forward rotation of the axle. By this arrangement, which is exceedingly simple and not at all liable to derangement, the brakes can be instantaneously applied through the momentum of the cars and rotation of the wheels when the locomotive is stopped, or thrown off when the engine and train are backed, and held so during the time that a rear car in motion is against a forward one also in motion.

To enable others, skilled in the art, to make and use my invention, I will proceed to describe its construction and operation.

In constructing my improvement, I allow the pulling bar N, to move backward or forward three inches or more if necessary, for the purpose of moving the lever O, toward the left. To the pulley bar N, is attached the spring M, touching the rod L, to which is fastened the friction block K; when the car is moving to the right and the pulling bar N, is moved toward the center of the car and carrying the spring M, with it, it presses the friction block K, against the pulley J, causing the block to descend and the rod L, to be drawn down on the lower pin P, the brake is then set and by continuing to push in the pulling bar, it moves the lever R, back; to this lever are fastened the brake

rods G, above and below the fulcrum shaft S, supported by the hanger T; the brake rods G, are fastened to the timber F, to which the brake blocks E, are attached in the ordinary way; when the train or car has been brought to rest, by continuing the pressure on the pulling bar N, and moving the car or train backward, the friction between pulley J, and the block K, will raise the lever O, over the pin P, allowing the lever O, to pass between the pins P, P, thereby detaching the pulling bar from lever O. When the car or train is moving toward the left and the pulling bar N, is pushed in, and the spring M, is pressed against the block K, it causes it to raise the lever O, opposite the upper pin or pulling bar N, causing it to brake. When the car or train is brought to a stand, by continuing the pressure, and moving the car to the right, the block K, will descend with the lever O, and pass in between the pins P, P, thereby causing the brake to detach. When the car or train is at rest and the lever O, opposite or between the pins P, P, allowing the pulling bar N, to move in between; the car can then be moved in either direction, without putting the brake on.

A, are the wheels.

B, is the car frame.

C, is a pedestal; B, axle; H, links to suspend the brake blocks; I, pins to hold suspension links; Q, spring to bear the weight of lever O, keeping it in a horizontal position when at rest; U, bracket acting as guide to pulling bar; N, bolsters; W, pin connecting the levers O and R; X, pin connecting lever O, and rod L.

What I claim as my invention and desire to secure by Letters Patent, is—

The arrangement of the friction pulley J, concentrically on the front axle D, of the truck, and combining the same with the brake E, E, and with the sliding buffer or pulling bar N, by means of the pivoted vertical spring friction block K, pivoted horizontal rising and falling shouldered bar O, z, z, and transverse pins P, P, said parts being arranged relatively to each other and operating in conjunction; substantially as and for the purposes herein set forth.

DANL. H. FEGER. [L. s.]

Witnesses:

JAS. SERODINA,

S. MCGLAUGHLIN.