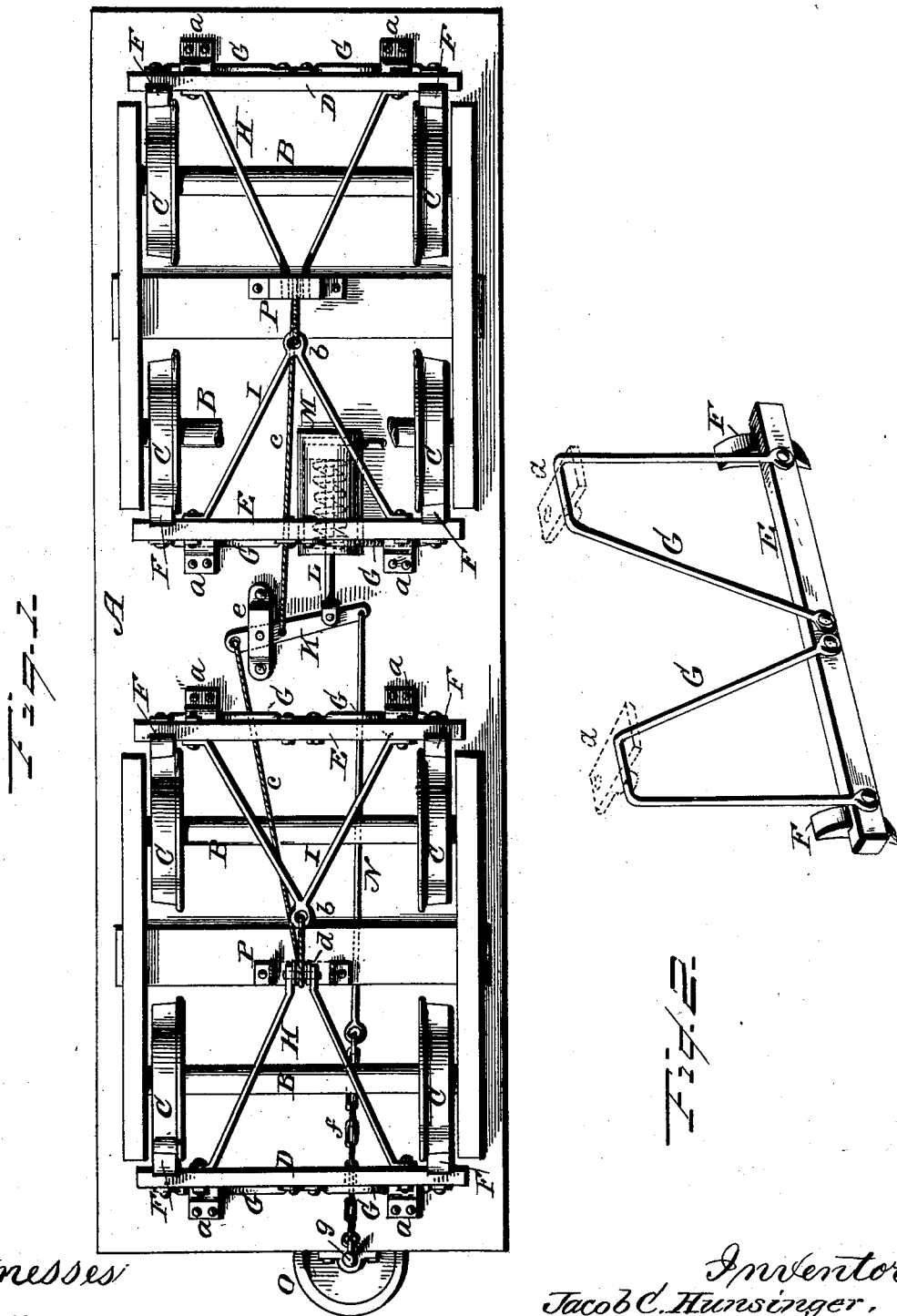


(No Model.)

J. C. HUNSINGER & W. ENSMINGER.
CAR BRAKE.

No. 508,316.

Patented Nov. 7, 1893.



Witnesses

W. Williamson,
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UNITED STATES PATENT OFFICE.

JACOB C. HUNSINGER AND WILLIAM ENSMINGER, OF LAUREL, INDIANA.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 508,316, dated November 7, 1893.

Application filed August 21, 1893. Serial No. 433,642. (No model.)

To all whom it may concern:

Be it known that we, JACOB C. HUNSINGER and WILLIAM ENSMINGER, citizens of the United States, residing at Laurel, in the county of Franklin and State of Indiana, have invented certain new and useful Improvements in Car-Brakes; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

The present invention has relation to that class of car-brakes in which are employed a steam or air cylinder and piston connecting with the brake-mechanism, and the object thereof is to improve the brakes of this character whereby the operating parts will be simple in construction and possess strength and durability and be perfect in their action and the brake mechanism easily controlled. These several objects we attain by the construction substantially as shown in the drawings and hereinafter described and claimed.

Figure 1 of the drawings represents an under side plan view of a car-truck with our improved brake-mechanism connected thereto; Fig. 2 a detail view in perspective and on an enlarged scale of the brake-bar and shoes and its connections.

In the accompanying drawings A represents the under side of a car truck or frame of the usual construction and B the axles to which are connected the wheels C, said parts being of the ordinary construction and are shown to better illustrate the application thereto of the brake-mechanism.

The brake-bars D E have connected to them the usual brake-shoes F and to pivotally connect the bars to the under side of the car frame or truck, said bars have rigidly attached to them suitable hangers G which hangers are loosely connected to under side of the car frame or truck by means of suitable brackets *a*. The brake-bars D E have connected to them bifurcated draft-frames H I respectively, so that each arm of the frame will be connected to the brake-arm at or near its outer end in close proximity to the brake-shoes. These draft-frames being bifurcated as shown take the draft from the center or apex of the angle form by the angular arms of the frame and the arms being connected to the brake-bars at or near their ends the bars will have a steady movement through-

out their length and also uniformly so that each brake-shoe upon the respective ends of the bar will be brought simultaneously against the periphery of the wheels when the brake is put on.

The draft-frames I have eyes *b* at their apex or other suitable means for attaching thereto one end of a chain or rope *c*, said ropes passing around grooved pulleys *d* upon the ends of the frames H, the opposite ends of the ropes being suitably connected to a lever K pivoted to a bracket *e*.

To the pivoted lever K is connected the piston-rod L upon which is a suitable piston-head and spring located in a cylinder M, the piston-rod, piston-head, spring and cylinder being all of the usual construction and may be varied or changed as circumstances may require, or any other similar device of this character used in air or steam brakes may be employed. Connected to one end of the lever K is a suitable rod N, said rod having connected to its opposite end a chain *f* which chain is connected with the usual rod *g* arranged vertically upon the end of the car and provided with the usual hand-wheel O for operating it.

The ends of the draft-frames H are guided in their movement by guide-plates P or by any other suitable means that will form guides for the pulley ends of the frames.

We claim—

A brake-mechanism, consisting of suitable brake-arms provided with brake-shoes, hangers connected thereto and pivotally connected to the under side of the car frame or truck, bifurcated draft frames connected to the brake-bars near their respective ends, pulleys upon the ends of the outer ones of the frames, a pivoted lever connected with the piston-rod, chains or ropes connected to the inner ones of the draft-frames and extending over the pulleys upon the outer draft-frames and connected to the pivoted lever, and suitable means for operating the lever, substantially as and for the purpose set forth.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

JACOB C. HUNSINGER.
WILLIAM ENSMINGER.

Witnesses:

H. RUSTERHOLZ,
FREDRIK HERRMANN.