

J. MCGINN.

Brake for Hand-Cars.

No. 133,872.

Patented Dec. 10, 1872.

Fig. 1.

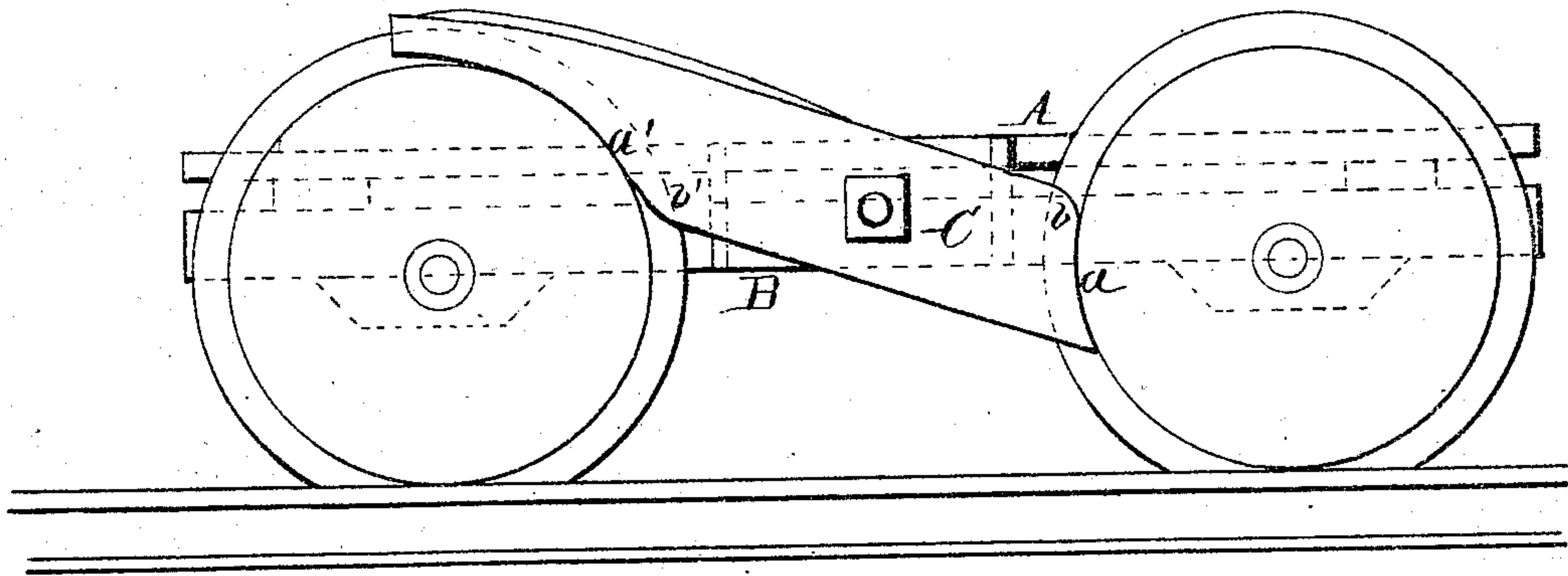


Fig. 2.

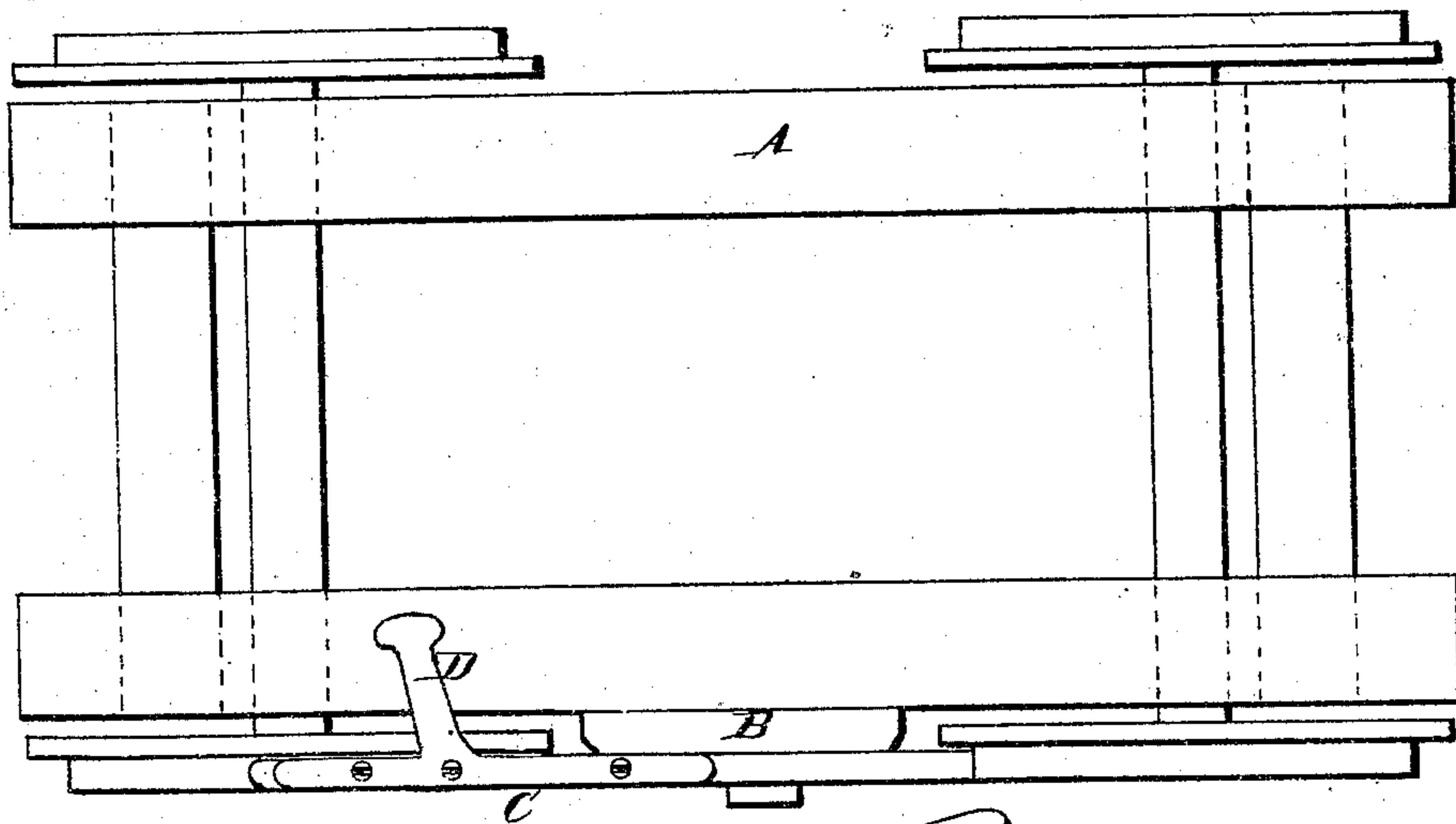
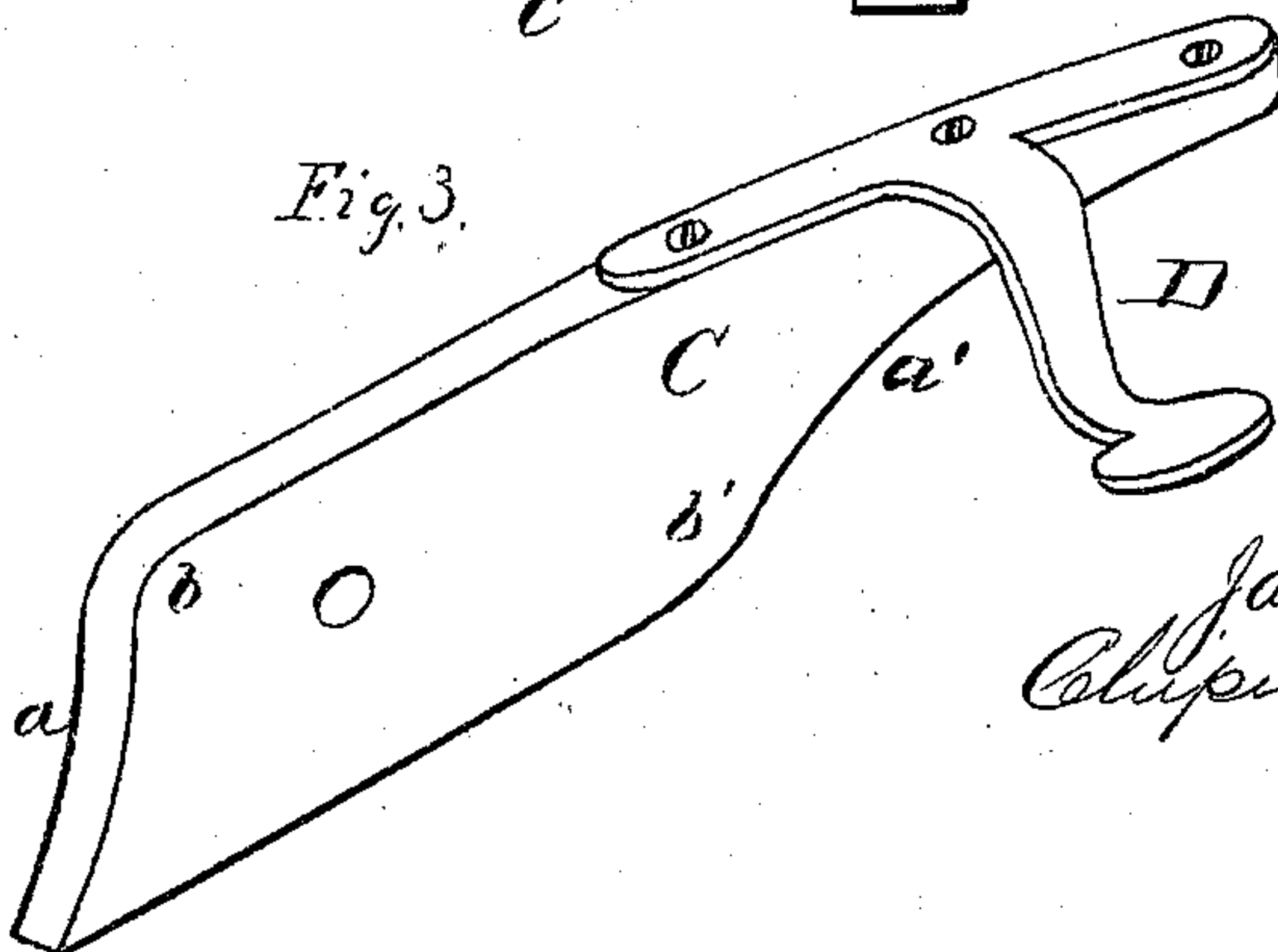


Fig. 3.



Witnesses
E. H. Bates.
Phil. C. Hosi.

Inventor
James McGinn,
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Atty.

UNITED STATES PATENT OFFICE.

JAMES MCGINN, OF NORWALK, OHIO, ASSIGNOR OF ONE-HALF HIS RIGHT
TO CHARLES T. MERRY, OF SAME PLACE.

IMPROVEMENT IN BRAKES FOR HAND-CARS.

Specification forming part of Letters Patent No. 133,872, dated December 10, 1872.

To all whom it may concern:

Be it known that I, JAMES MCGINN, of Norwalk, in the county of Huron and State of Ohio, have invented a new and valuable Improvement in Car-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a side view of my invention. Fig. 2 is a top view of my invention. Fig. 3 is a view of the brake separated from the car-truck.

This invention has relation to brakes for hand-cars; and it consists in the novel construction and arrangement of a pivoted brake-shoe with concave ends, and provided with a bent foot-piece near its upper end, designed to be used in operating the brake-shoe, substantially as hereinafter described.

Referring to the drawing, A designates the body of a hand-car, to one side of which is attached a block, B, which projects between the front and hind wheels, and has pivoted to it a lever or double-brake shoe, C, provided with a bent foot-piece, D, attached to it near its upper end, and designed to be used in operating the brake. The lower end of the shoe C lies toward the forward end of the car, and is formed with a concave recess, *a*, corresponding nearly to the circular form of the wheel-rim. A similar concave recess, *a'*, is formed in the under side or lower edge of the shoe C, near its higher end. This recess fits the hind wheel, and when the brake is down receives the upper part of the rim of the wheel. The surfaces of these concave recesses are brought into binding contact with the wheels by press-

ing down upon the foot-piece with the foot. The corners or shoulders *b b'*, which, as the brake is pressed down approach close to the rims of the wheel, are rounded off so as not to interfere with the adaptation of the concave surfaces to the form of said rims.

As soon as the shoulder *b* touches the rim of the front wheel it begins to bind. The motion of the wheel then creates an upward pressure, bringing the surface of the concavity tightly against the rim of the wheel and effecting the stoppage of the latter. The shoe C being pivoted and its pivot located above the axis of the wheel, the pressure above referred to is transmitted to the other end of the shoe, and a downward pressure exerted upon the perimeter of the hind wheel. In this way the car is stopped at once.

In lifting the brake, either the hand or foot may be used to loosen the concave surfaces from the wheel.

Another brake may be attached to the opposite side of the car and arranged the reverse to that shown, for the purpose of stopping the car when the same is being moved backward.

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

The improved car-brake herein described, having the pivoted inclined brake-shoe C, and provided with the bent foot-piece D, so constructed and arranged that the concave ends *a a'* will fit the periphery of the wheels, as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JAMES MCGINN.

Witnesses:

ETHAN A. PRAY,
C. LAWRENCE MERRY.