J. B. PELTON.

Car-Brakes.

No. 134,484. Patented Dec. 31, 1872.

Fig. 1.

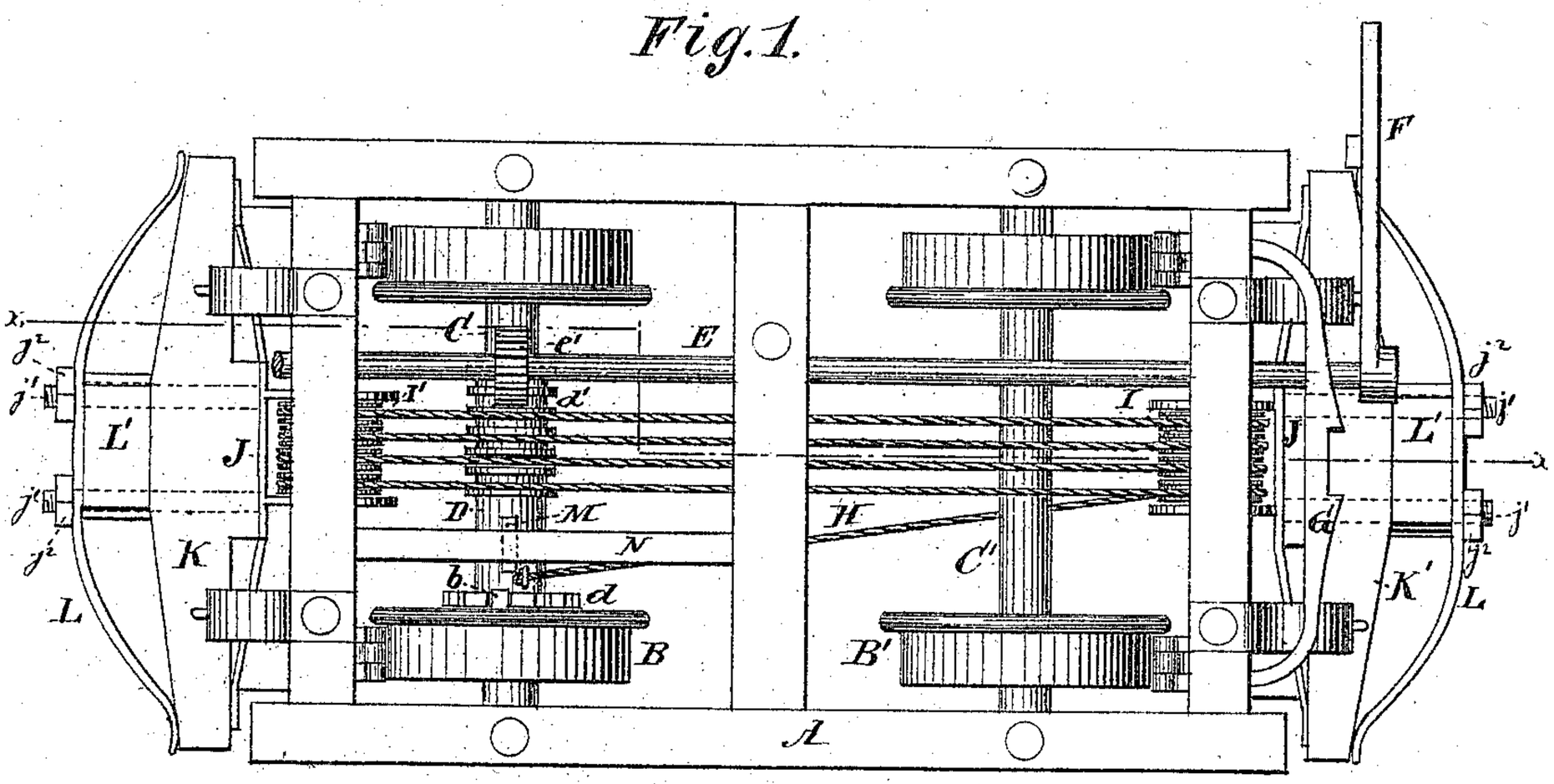
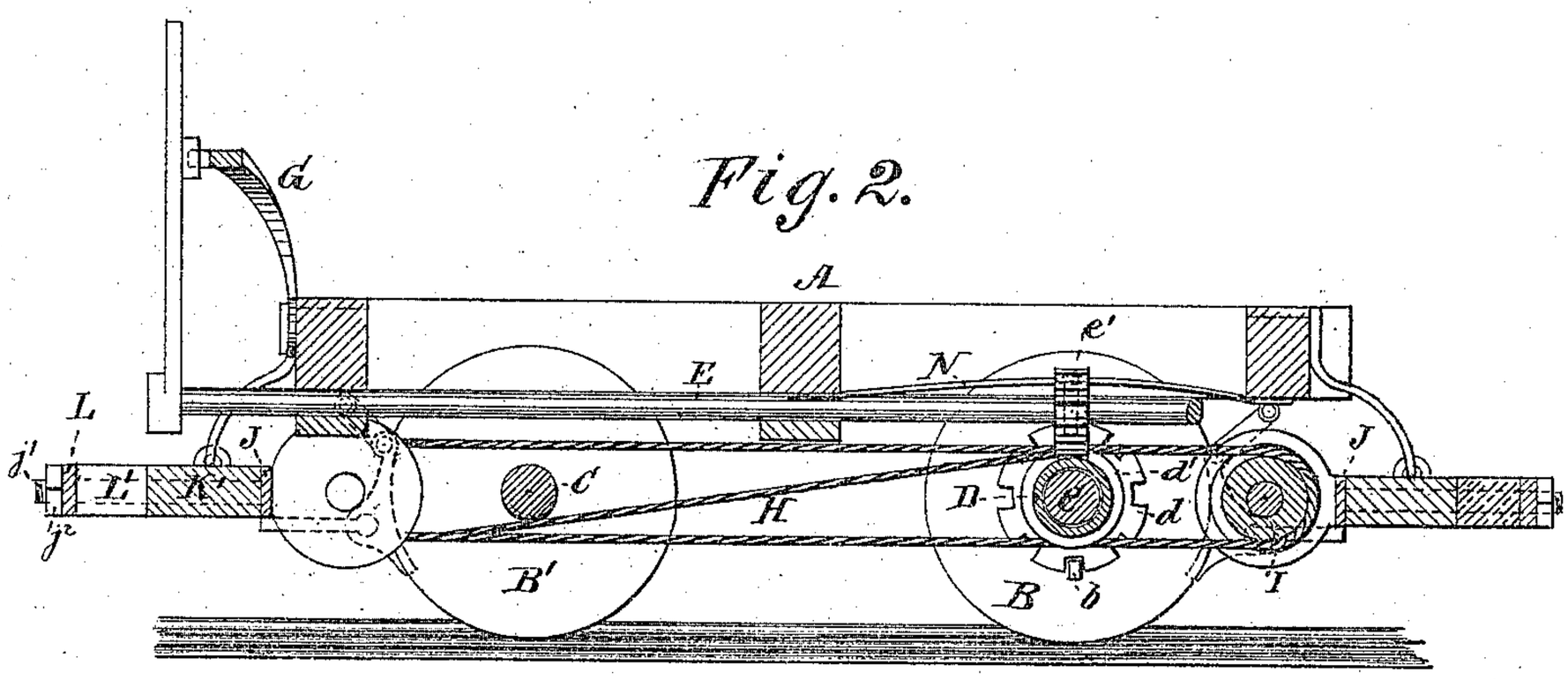


Fig. 2.



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UNITED STATES PATENT OFFICE.

JAMES B. PELTON, OF MOUNT PLEASANT, MARYLAND, ASSIGNOR TO HIMSELF AND JOHN DILLER, OF SAME PLACE.

IMPROVEMENT IN CAR-BRAKES.

Specification forming part of Letters Patent No. **134,484**, dated December 31, 1872.

To all whom it may concern:

Be it known that I, JAMES B. PELTON, of Mount Pleasant, in the county of Frederick and State of Maryland, have invented an Automatic Car-Brake, of which the following is a specification:

The invention consists in novel means for drawing the brake-bars and bringing their shoes in contact with the peripheries of the wheels; in a new mode of preventing the loose drum from turning with the axle when the brakes are off; and in novel means for preventing the loose windlass from sliding on the axle when the brakes are off, all as hereinafter fully described and subsequently claimed.

In the drawing, Figure 1 is a top view, and Fig. 2 is a longitudinal section through line *x x* of Fig. 1.

A represents a car-truck; B B′, the wheels; and C C′, the axles. D is a sliding drum on axle C, having annular ribs *d′* at intervals, and the notched disk *d*, which locks with the side studs *b* on wheel B. E is a rock-shaft, having a pinion, *e′*, which slides the drum or windlass when said shaft is rocked by means of the hand-lever F. G is a bar, in whose notch *g* the hand-lever F may be moved to lock the notched disk away from the wheel. H is a cord, rope, chain, or strap fastened to drum D, passed successively about the two series of pulleys I I′, and attached finally to one of the former. These pulleys rotate upon arbors in pulley-frames J J, one of which is connected with each one of the brake-bars K K′. These pulleys may be placed, however, with equal advantage between the axles. The pulley-frames J J are each provided with a pair of end-threaded bolts, *j j*^{1}, which are passed through the brake-bars, and secured on the further side by nuts *j*^{2} *j*^{2}. Between the nuts and brake-bars are placed flat brace or spring L and rubber spring L′. M is a stop on a flat spring, N, arranged over the notched disk.

The operation is as follows: When it is desired to put on the brake, the lever F and rock-shaft E are turned, so that the pinion *e′* will work against the ribs *d′*, and throw the sleeve or drum toward the wheel B. The notches of disk *d* receiving the studs *b* of wheel, the drum is turned with axle C and caused to wind up the cord H. This draws a brake-shoe against the periphery of each wheel, and creates the friction desired, while the springs L L′ give the proper yielding pressure.

When it is desired to remove the brakes from the wheels the operation is reversed; and to prevent the drum from turning with the axle, the stud M is carried by spring N into a notch of disk, *d*.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The means described of drawing, by the car-axle, the brake-bars, so that their shoes will come in contact with the wheels, consisting of two series of pulleys, a cord, and a drum, all arranged as set forth.

2. The stud M and spring N, combined with notched disk *d*, as and for the purpose described.

3. The means for preventing the loose windlass from sliding on axle when the brakes are off, consisting of the bar G, having notch *g*, the lever F, the rock-shaft E, the pinion *e′*, and the annular drum-ribs *d′*, all arranged as set forth.

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Witnesses:

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