

J. B. PELTON.
Car-Brakes.

No. 144,787.

Patented Nov. 18, 1873.

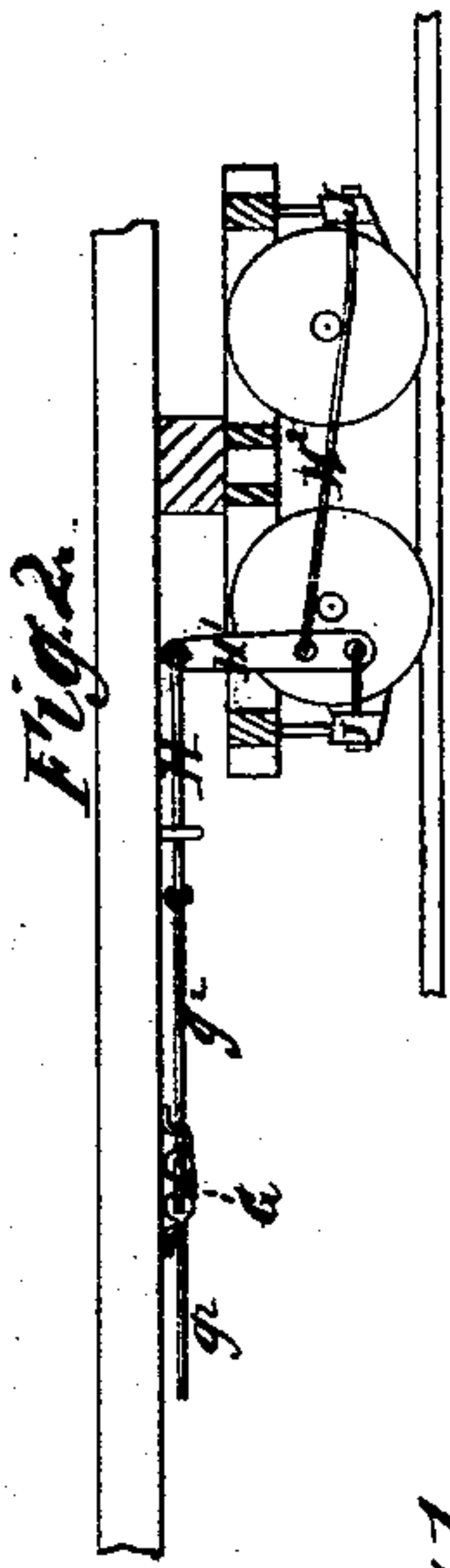


Fig. 2.

Fig. 1.

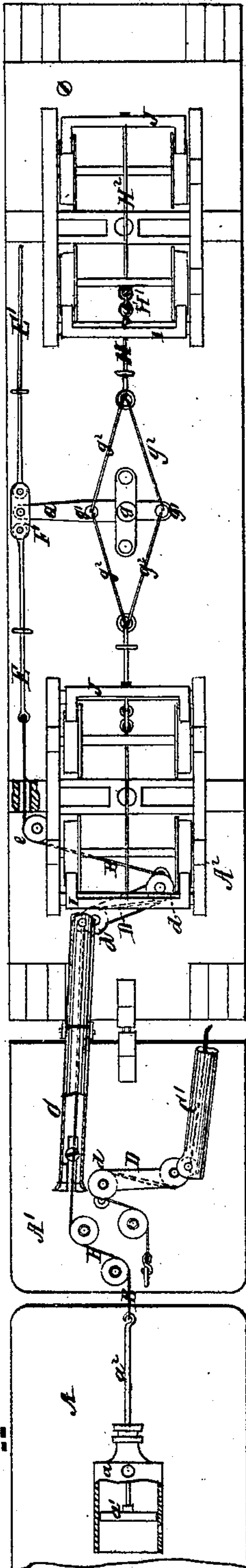
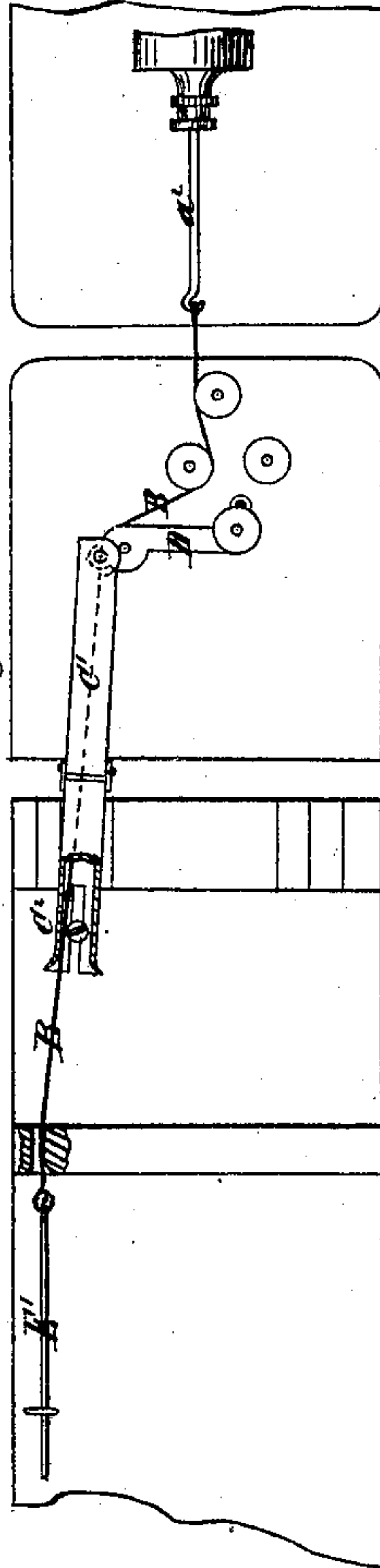


Fig. 4.

Fig. 5.



Fig. 3.



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UNITED STATES PATENT OFFICE.

JAMES B. PELTON, OF MOUNT PLEASANT, MARYLAND.

IMPROVEMENT IN CAR-BRAKES.

Specification forming part of Letters Patent No. 144,787, dated November 18, 1873; application filed June 25, 1873.

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 a new and Improved Car-Brake; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a plan; Fig. 2, a longitudinal sectional elevation; Figs. 3, 4, and 5, detail views.

The invention relates to that class of brakes which are operated by steam from the locomotive. It consists in the mode of providing the cord with a take-up mechanism, by means of a tube and pulley-frame, jointed so as to fold up when the trucks come close together and to unfold as they separate, thereby maintaining a constant tautness in the cord which connects the power with the brake mechanism, and preventing the brakes from being applied unintentionally. It also consists in the mode of forming the tube in two parts, jointed so that one can be turned up on the locomotive when not in use. It also consists in connecting the power mechanism and brake-bar mechanism with the intermediate actuating-lever on both sides of its fulcrum, so that, no matter on which end the locomotive is placed, the brake mechanism can be easily operated.

In the drawing, A represents the locomotive-truck, on which is the steam-cylinder *a*, having piston *a*¹, whose rod *a*² is connected by a cord, B, that passes to the tender A¹. This cord then passes through a tube, C, and over the pulleys *d d*, that are journaled in plates D, pivoted both to the tube and to the car-bottom A². The tube C and pulley-plates D thus form a joint which will fold and unfold,

enabling the slack of the cord to be taken up, whether the trucks are jammed up together, as when the train stops, or extended, as when the train is in motion. C¹ C² is a two-part tube, which allows the part C² to be turned up on the locomotive when not in use. This cord now passes over a pulley, *e*, and then connects with a rod, E, that is pivoted to a plate, F, on the brake-operating lever G. The latter is fulcrumed at *g*, and connected from two points, *g*¹ *g*¹, and by two sets of chains, cords, or rods, *g*² *g*², with the rods H H², that operate the lever H¹ of the brake-bars I J. By this construction, when the cars are operated from either direction, the brake is actuated with equal facility and in the same way.

I am aware that two toggle-arms, one attached to each adjacent car, have been used as a pulley-frame and tension device; but they are in the way between the platforms, and require to be taken apart; while my tube and pulley-frame are attached only to one car, extend over the platforms and not between them, the tube having the advantage of preventing any interference with the chain.

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

1. The tube C, jointed to a pulley-frame, D, and extending over the platforms of two adjacent cars, all combined as and for the purpose described.

2. The tension-tube C, made in two hinged sections, to fold back on the car to which it is attached when not in use, combined as and for the purpose described.

JAMES B. PELTON.

Witnesses:

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