

W. L. HOFHECKER.

CAR-BRAKE.

No. 174,421.

Patented March 7, 1876.

Fig. 1

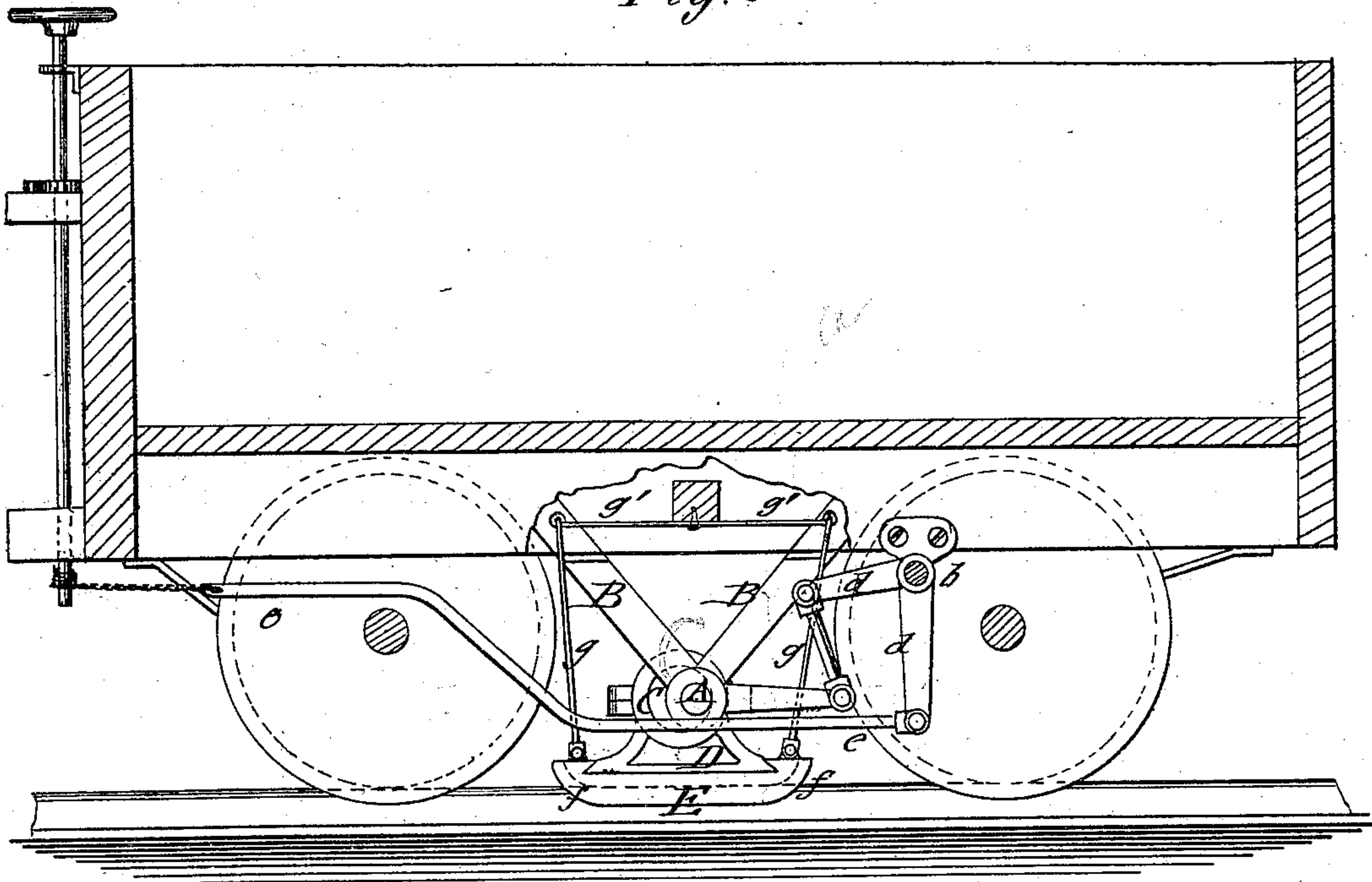
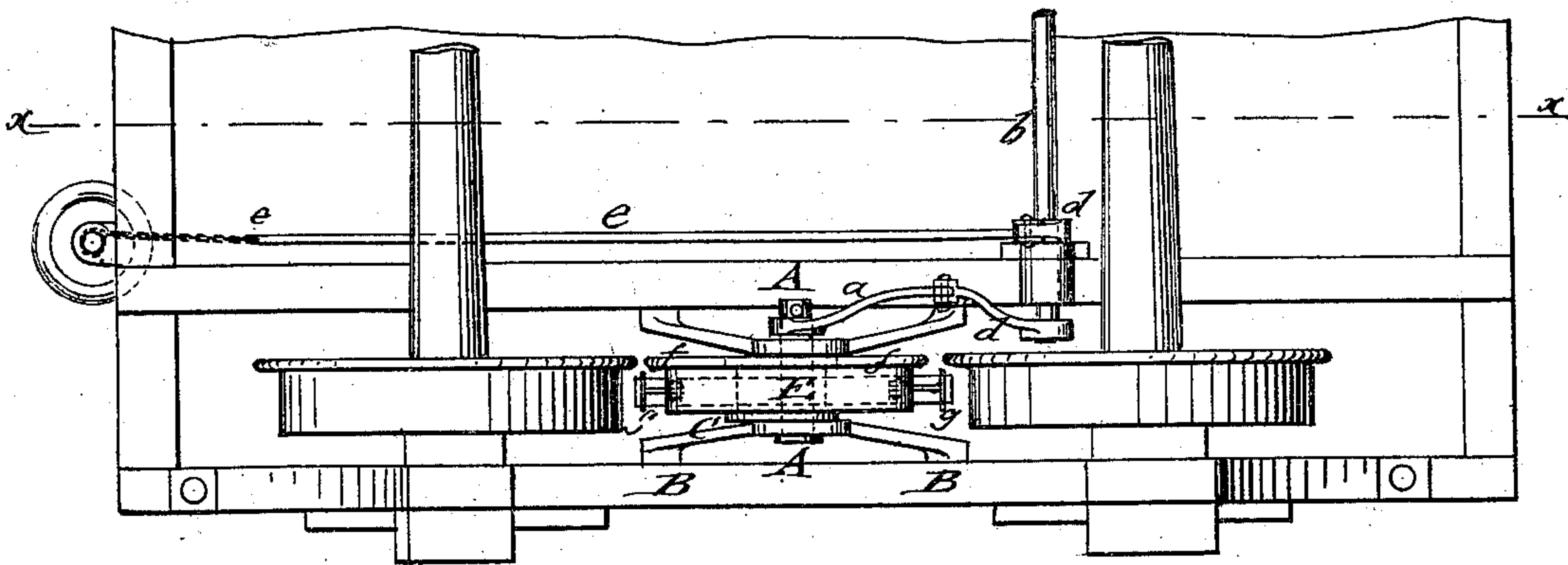


Fig. 2



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM L. HOFHECKER, OF WHITE HAVEN, PENNSYLVANIA.

IMPROVEMENT IN CAR-BRAKES.

* Specification forming part of Letters Patent No. 174,421, dated March 7, 1876; application filed January 7, 1876

To all whom it may concern:

Be it known that I, WILLIAM L. HOFHECKER, of White Haven, Luzerne county, Pennsylvania, have invented a new and Improved Car-Brake, of which the following is a specification:

Figure 1 represents a sectional side elevation of a car-truck, with my improved car-brake, and Fig. 2 a bottom view of the same.

Similar letters of reference indicate corresponding parts.

My invention relates to an improved car-brake, which may be quickly and effectively applied to bear on the rail without coming in contact with the wheels; and it consists in the combination of parts, as hereinafter described.

In the drawing, A represents a short lateral shaft that is supported on hangers B applied rigidly to the truck-frame, between the wheels. A lever-arm, *a*, is keyed to the shaft, and connected either directly or by an intermediate shaft, *b*, crank *d*, and connecting-rods *e*, with the hand-wheel and ratchet and pawl mechanism at the front and rear platforms of the car, or to steam or vacuum appliances, by which the brakes are operated in the customary manner. Shaft A carries vertically above the rail of the track an eccentric, C, keyed thereto, to which is applied, by an encircling band, the loosely-sliding frame D that supports at its lower end the brake-shoe E. The encircling band and shoe-carrying frame are secured by fastening-bolts, or in other suitable manner, around the eccentric, the brake-shoe being

connected by a dovetail groove and bolts to the frame, and suspended at the ends by rods *g* attached to a spring of the truck-frame, by which the brake-shoe is steadied, and carried in upward direction. The shoe is made of suitable length with a side flange, *f*, extending downward along the rail-head for the purpose of bearing jointly on the top and side of the same. The shoe is carried by the turning of the eccentric either toward or from the rail, being retained by its weight, and the sliding band parallel to the top of the rail.

The brakes are applied by turning the operating wheel in one direction, and raised from the wheel by means of the spring *g* on releasing the hand-wheel mechanism.

The parallel motion of the shoe may also be accomplished in place of the eccentrics by knuckle-joints, or any other equivalent device by which the same powerful friction on the rail is obtained.

I am aware that the parallel motion above described is not new, and desire to confine myself to the specific device.

What I claim is—

The combination, with shaft A connected with hand-wheel and operative mechanism, of the eccentric C having brake-shoe at lower end, the encircling band and the shoe-carrying frame, as and for the purpose described.

WILLIAM L. HOFHECKER.

Witnesses:

PAUL GOEPEL,
ASHBEL HOFHECKER.