

L. P. DUCOURNAU & C. J. STRATA.

CAR-BRAKE.

No. 176,937.

Patented May 2, 1876.

Fig. 1.

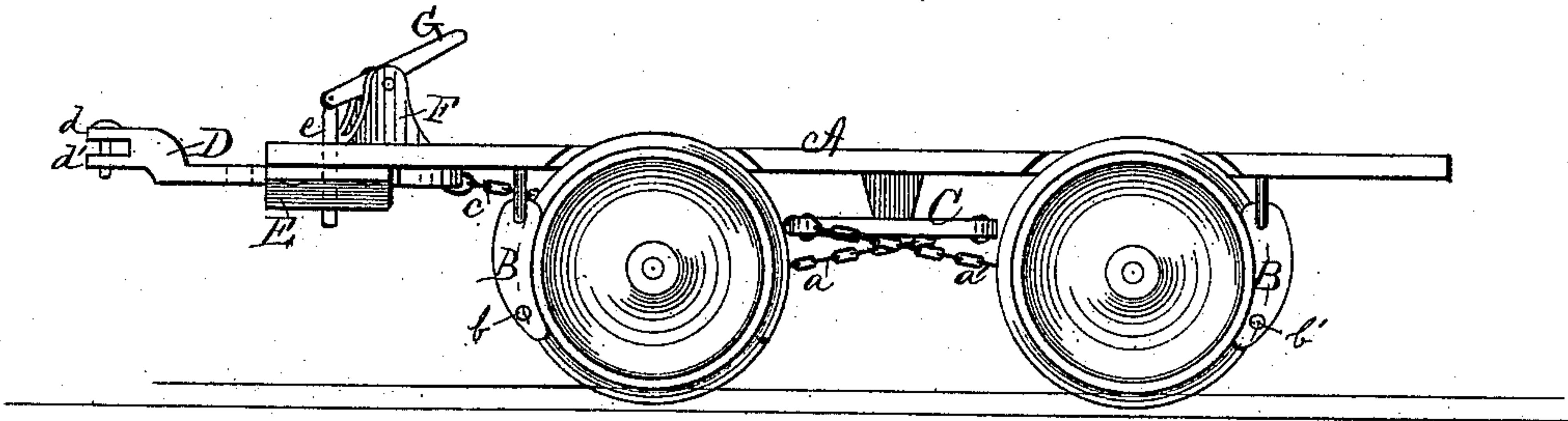
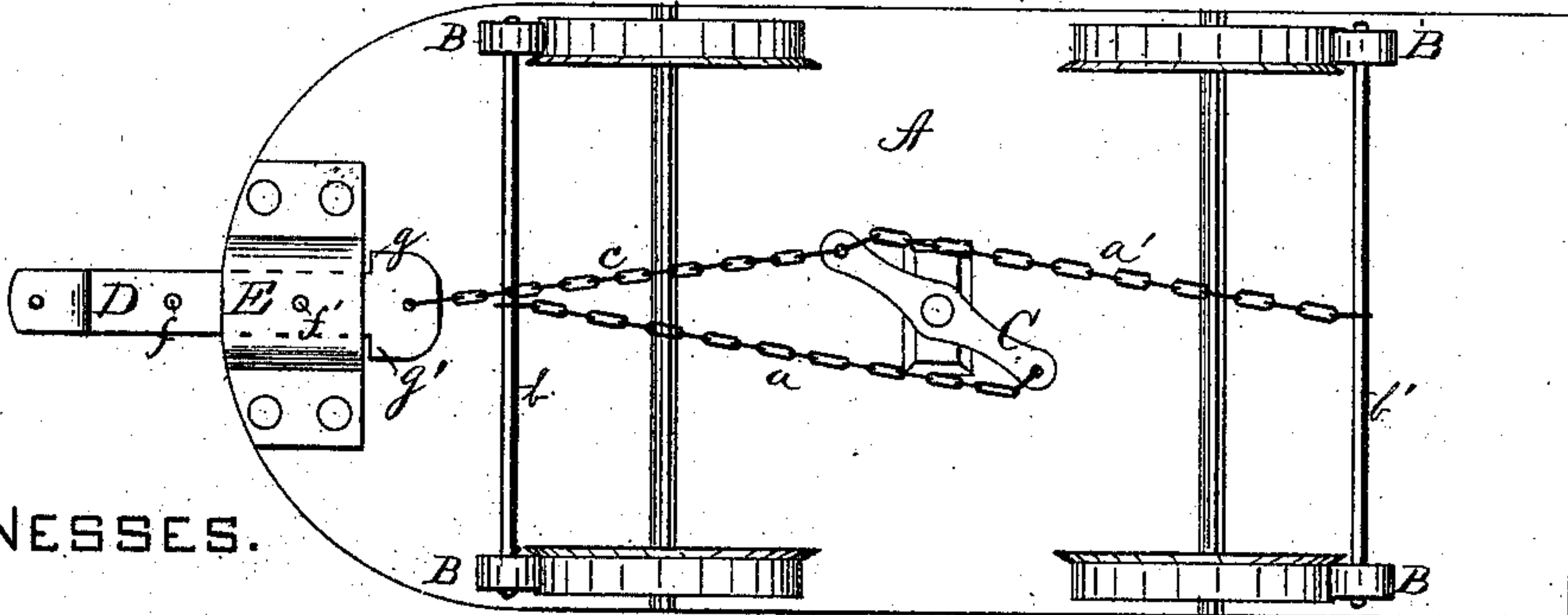


Fig. 2.



WITNESSES.

J. C. Hubbell
T. J. Roach

INVENTOR.

L. P. Ducournau
C. J. Strata
By H. A. Jenkins
Attorney

UNITED STATES PATENT OFFICE.

LEONCE P. DUCOURNAU AND CHARLES J. STRATA, OF NEW ORLEANS,
LOUISIANA.

IMPROVEMENT IN CAR-BRAKES.

Specification forming part of Letters Patent No. **176,937**, dated May 2, 1876; application filed
December 14, 1875.

To all whom it may concern:

Be it known that we, LEONCE P. DUCOURNAU and CHAS. J. STRATA, residents of the city of New Orleans and State of Louisiana, have invented a certain new and useful Improvement in Railroad-Car Brakes; and we do hereby declare the following to be a full, clear, and correct description of the same, reference being had to the annexed drawing, making a part of this specification.

This invention relates to a new and useful improvement in street-railroad-car brakes, whereby the draft-animal, instead of the driver, furnishes the power for stopping the cars. It consists of a sliding draw-bar, the rear of which is connected to the brake-shoes, in a manner clearly shown in the accompanying drawing, and on which—

Figure 1 represents a side elevation of a railroad-car as when provided with our improvement, and Fig. 2 a view of the under side of the same.

A represents the platform or lower frame of a car, to which are secured, in the usual manner, the brake-shoes B. To the bottom of the car, at a point midway between the axles thereof, is pivoted, at its center, a lever, C, the outer ends of which are connected, by means of chains *a a'*, to the braces or connecting-ties *b b'* of the brake-shoes, as shown. D is a sliding draw-bar, having an endwise movement in a slide, E, that is secured to the bottom of the front platform of the car, on a line midway between the sides thereof. The rear end of the draw-bar D is connected with the brake-lever C by means of a chain, *c*, so that a forward movement of the said bar will bring the brake-shoes to bear upon the tread of the car-wheels. The front end of the draw-bar is provided

with jaws *d d'*, between which the whiffletree *i* is secured by a pin, in the usual manner.

On the platform, convenient to the driver, is secured a small stand, F, in which is pivoted a foot-lever, G, provided at one of its ends with a hanging bolt, *e*, having a vertical movement in perforations that are made through the platform and guide E. The draw-bar operating between the latter is provided with perforations *f f'*, so that it may, by means of the bolt *e*, be locked in either its inward or outward position. As the car proceeds forward the draw-bar is held by the hanging bolt *e* in its inward position.

When the driver wishes to stop the car he raises the bolt *e* by pressing downward with his foot the free end of the lever G. He then causes the draft-animal, by an extra pull, to operate the brake and stop the car, by drawing out the bar D until its lugs *g g'* are brought in contact with the slide E. In this position the whole apparatus is securely locked by the driver depressing the foot-lever G, so as to cause its hinged bolt to pass down through the perforations in the platform and slide, and engage at same time the rear perforation of the draw-bar.

What we claim as new is—

The perforated draw-bar D, slide E, foot-lever G, and bolt *e*, in combination with the brake-lever C, as described, and for the purpose set forth.

In testimony whereof we have hereunto set our hands this 15th day of May, 1875.

L. P. DUCOURNAU.
C. J. STRATA.

Witnesses:

J. C. HUBBELL,
T. J. ROACH.