

(No Model.)

C. C. COOK.
CAR BRAKE.

No. 244,858.

Patented July 26, 1881.

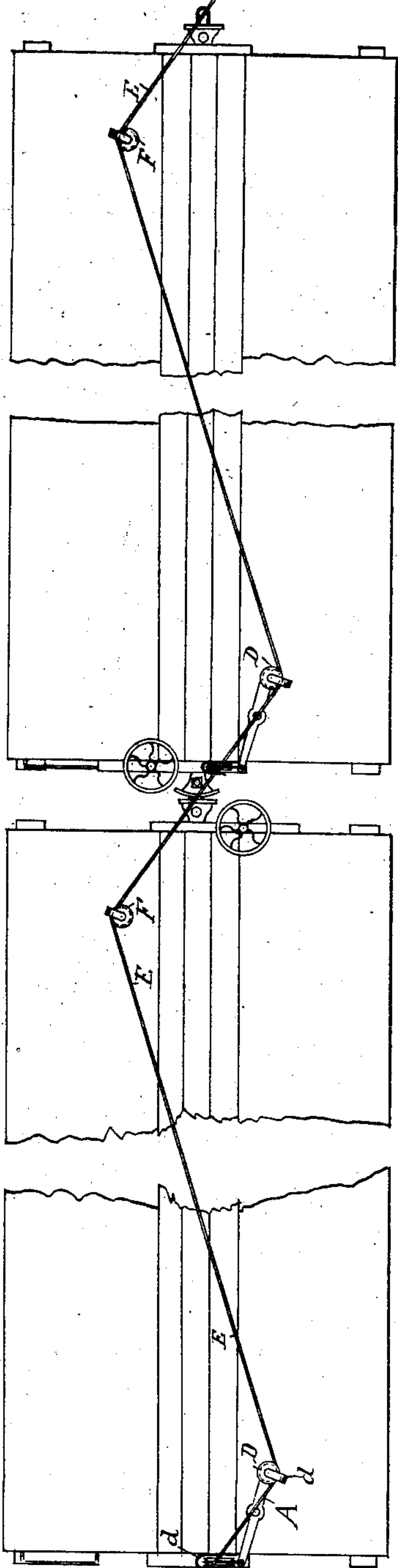


FIG. 1.

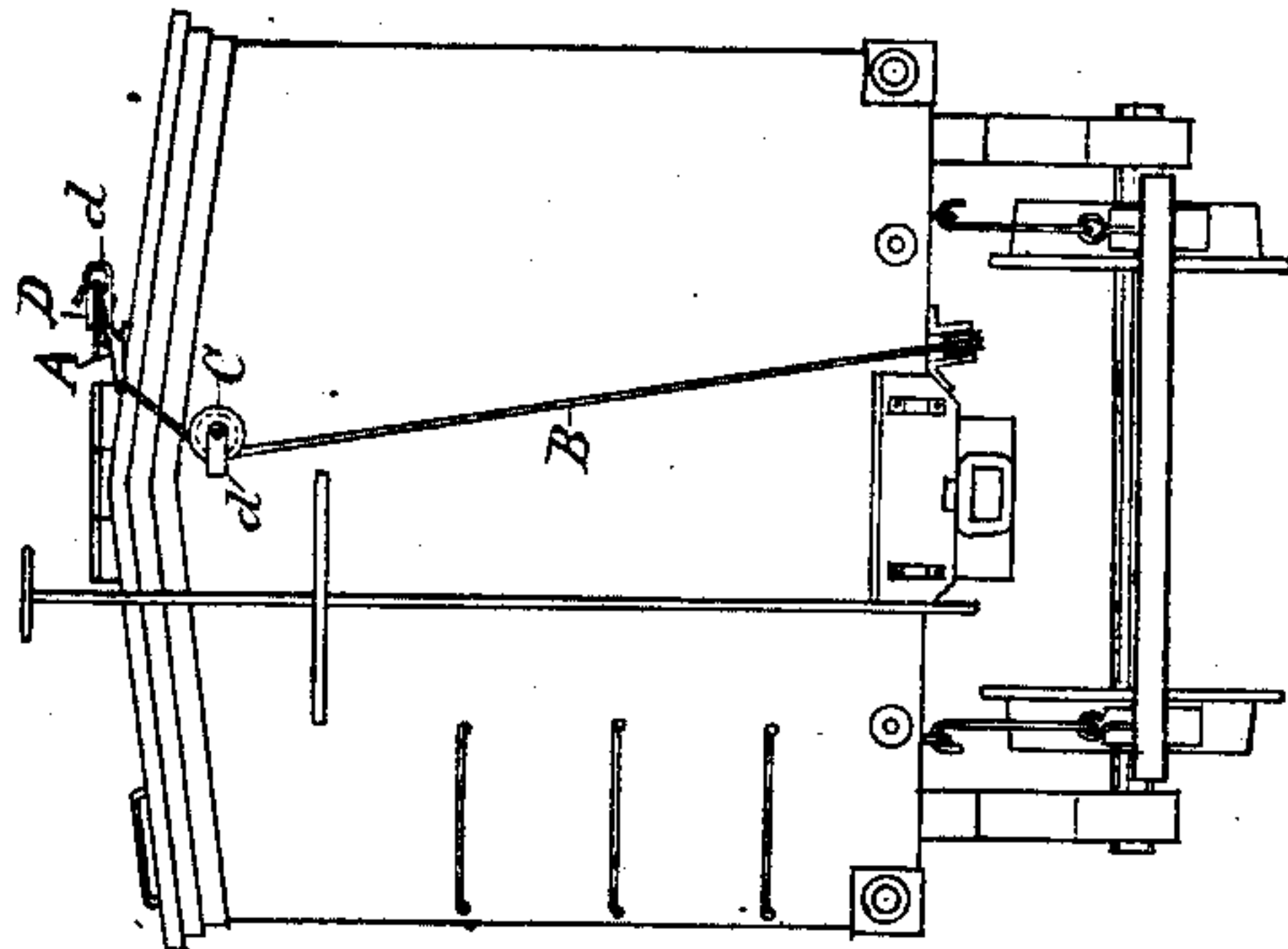


FIG. 2.

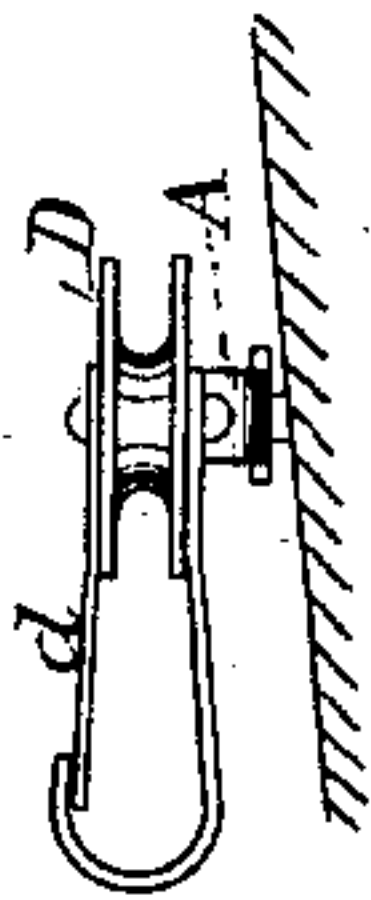


FIG. 4.

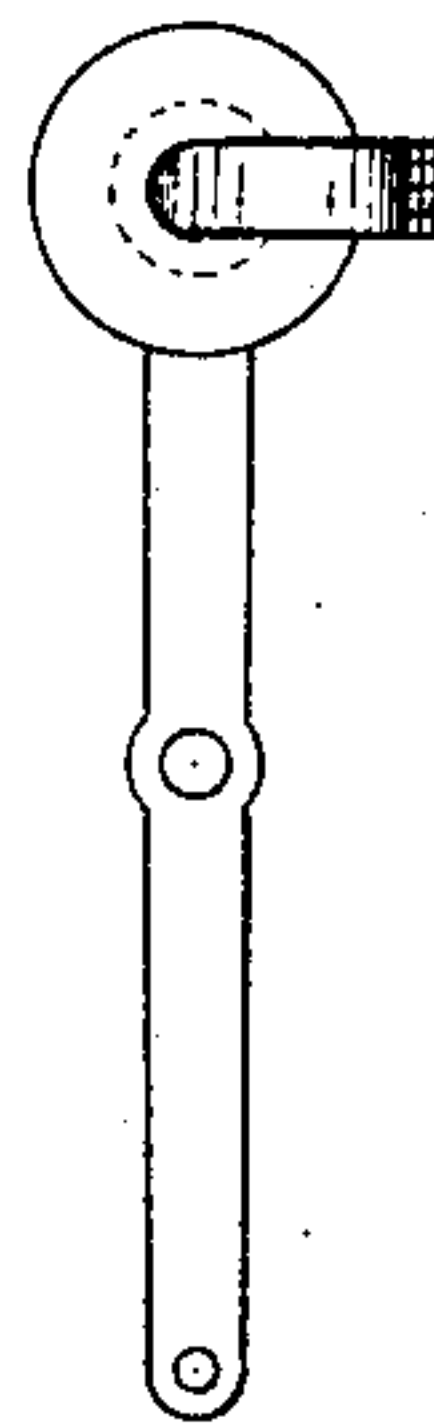


FIG. 3.

WITNESSES:
A. B. Robertson
Wm Turner.

INVENTOR:
C. C. Cook
BY Ridout, Bird & Co
ATTORNEYS.

UNITED STATES PATENT OFFICE.

CARSON C. COOK, OF TORONTO, ONTARIO, CANADA.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 244,858, dated July 26, 1881.

Application filed December 7, 1880. (No model.)

To all whom it may concern:

Be it known that I, CARSON CAUGHEY COOK, a subject of the Queen of Great Britain, residing at Toronto, in the county of York, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Car-Brakes, of which the following is a specification.

My invention relates to that class of car-brakes operated by a continuous rope or chain passing through levers connected to the brake-gear; and it consists in the peculiar construction and arrangement of the parts, as hereinafter more fully set forth.

In the accompanying drawings, Figure 1 is a plan showing the top of two cars provided with my improved brake-operating gear. Fig. 2 is an end view of a car, showing connection between the ordinary car-brake gear and my operating-lever. Fig. 3 is a detail of lever; Fig. 4, another detail of same.

In that class of brakes upon which mine is an improvement the continuous rope or chain is carried beneath the cars, operated through levers likewise situated. This arrangement generally necessitates considerable change in the arrangement of the ordinary car-brake gear, and it invariably makes it difficult if not impossible to carry out the system of applying a continuous brake upon a train composed of one or more cars not provided with the continuous braking mechanism. By placing the levers upon the top of the car the continuous rope used for operating them is readily placed in position, and as it rests upon the roof it can pass over the top of a car not provided with levers without disturbing the continuous brake on the other cars.

A is a lever pivoted to the top of the car in a position that will not interfere with the running-board. One end of this lever has attached to it a chain or rope, B, passing over a pulley, C, on the end of the car, and, descending to the bottom, is connected to the brake chain or rod of the ordinary brake-gear. The other end of the lever A is provided with a friction-pulley, D, having a suitable snap-guard, *d*, (see Fig. 3,) which will allow, when

it is open, a rope to be inserted without threading it, and when closed will hold the rope in position.

E represents an ordinary wire rope, either made the full length of the train it is intended to be connected with or divided in such suitable lengths as will facilitate its application and handling.

In the case where one lever only is used on the top of the car I pivot a friction-pulley, F, on the opposite side of the car to that upon which the lever A is pivoted. This pulley should also be supplied with a suitable snap to hold the rope E in position.

When the car is provided with brakes at both ends a lever similar to A is placed at the opposite end of the car, and a rope, E, is passed over its friction-pulley, which occupies the location of the friction-pulley F. When the rope E is pulled taut the lever A turns upon a pivot, and, drawing the chain or rope E, applies the brakes in the ordinary manner.

From this description it will be seen that my invention can be applied to cars without disturbing either the ordinary brake-wheels or other brake-gear used on the cars, thereby enabling it to be applied to cars without disturbing the existing brake-gear. It will also be seen that it will work quite as well should it be necessary to carry a rope over cars not supplied with my gear. In fact, I think it will be found in practice sufficient to have two or three cars supplied with the gear, while the others remain as usual.

What I claim as my invention is—

A continuous rope, E, passing over the tops of a series of cars and connected to and operating simultaneously a series of levers, A, each lever adapted to pull a rope, B, secured at one end to a lever, A, and at its opposite end to a brake, whereby the brake mechanism may be applied to or released from all the cars simultaneously, substantially as described.

C. C. COOK.

Witnesses:

H. DALLAS HEHUCKEN,
DONALD C. RIDOUT.