

(No Model.)

B. BENNETT.

CAR BRAKE.

No. 271,773.

Patented Feb. 6, 1883.

fig 1

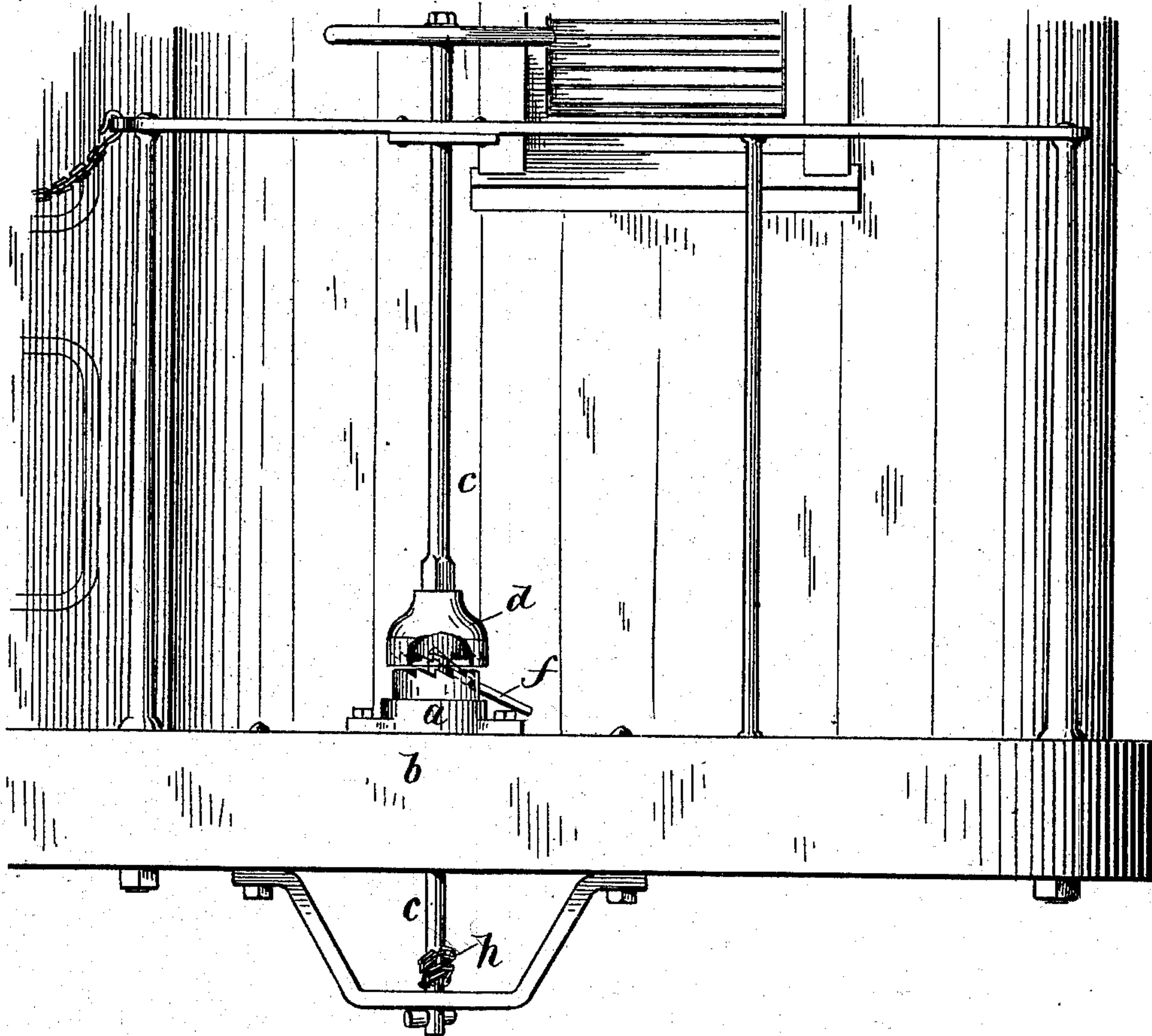


fig 3

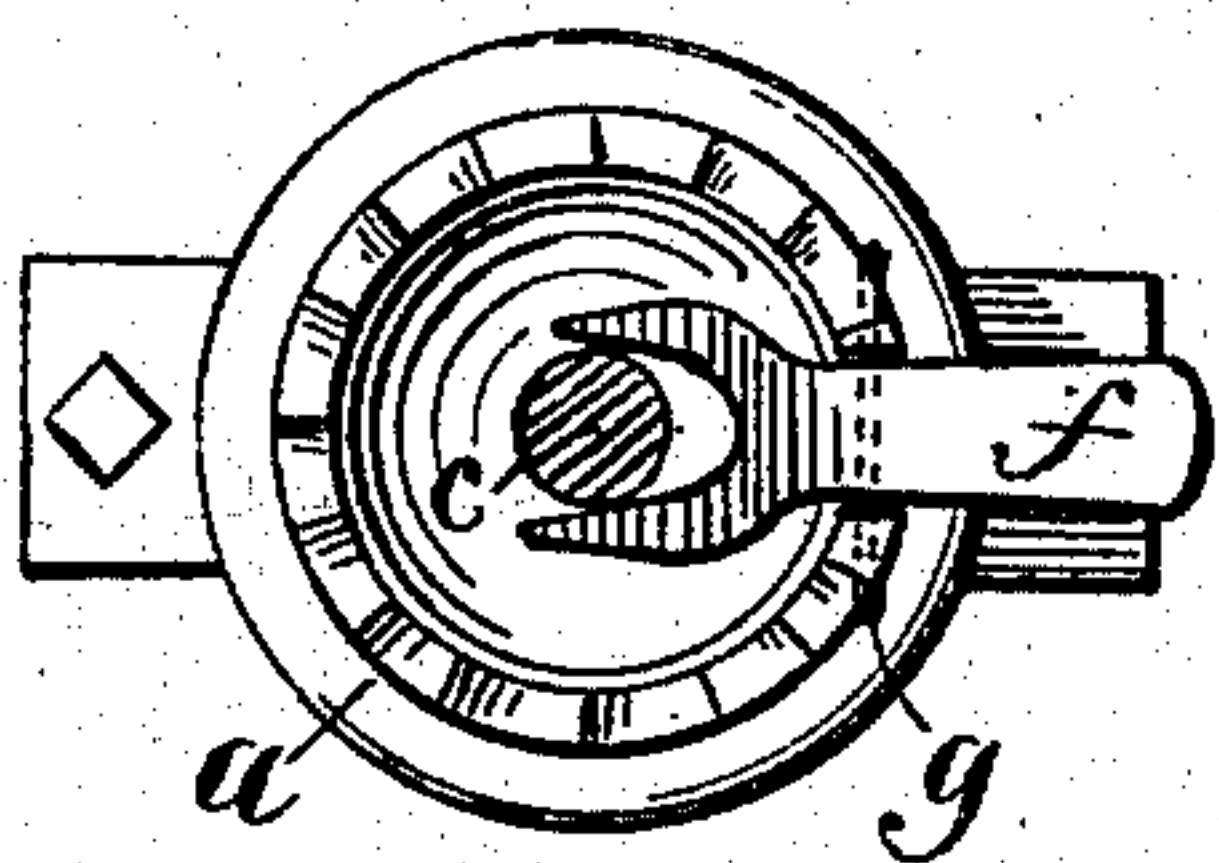


fig 2

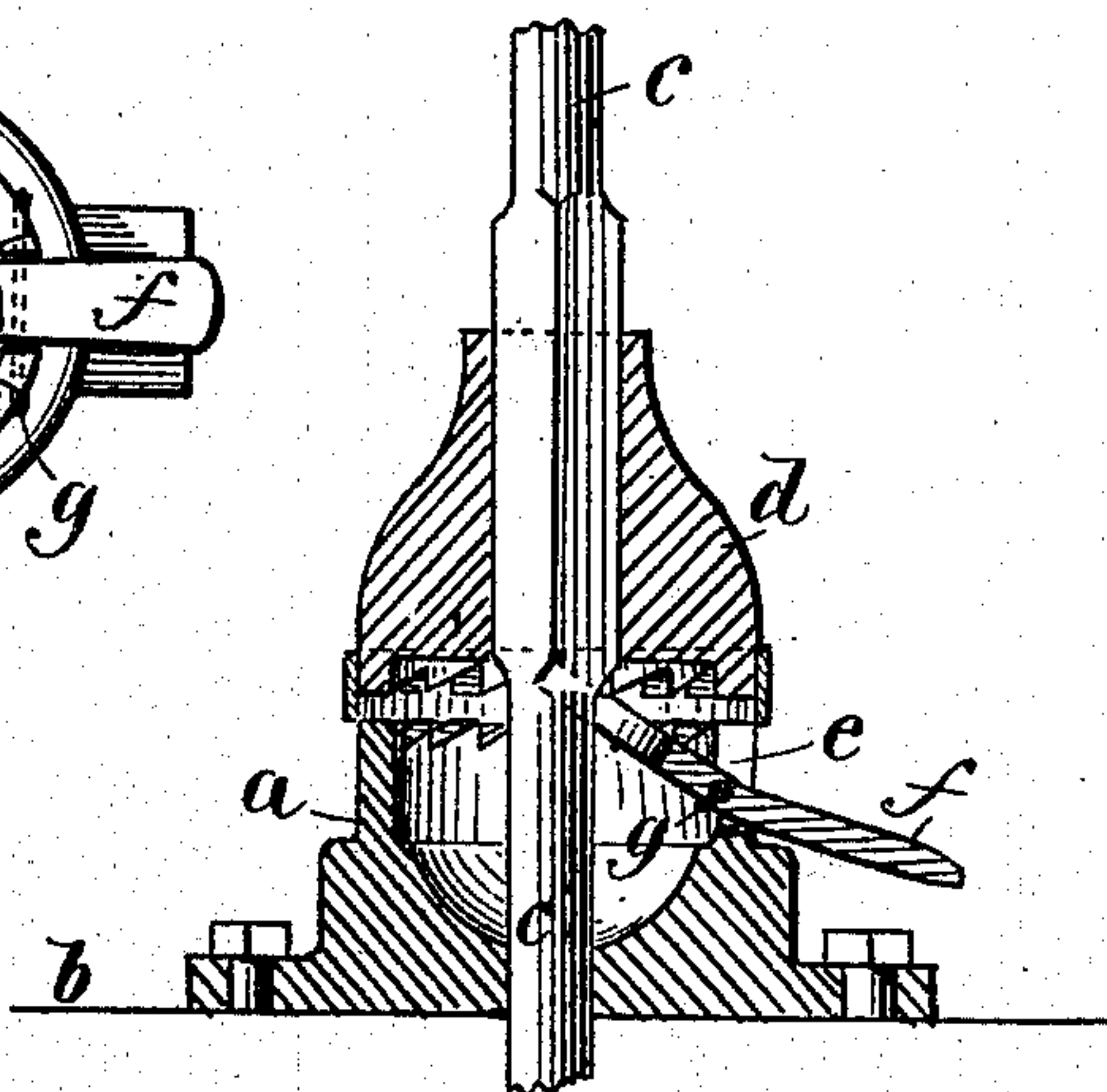
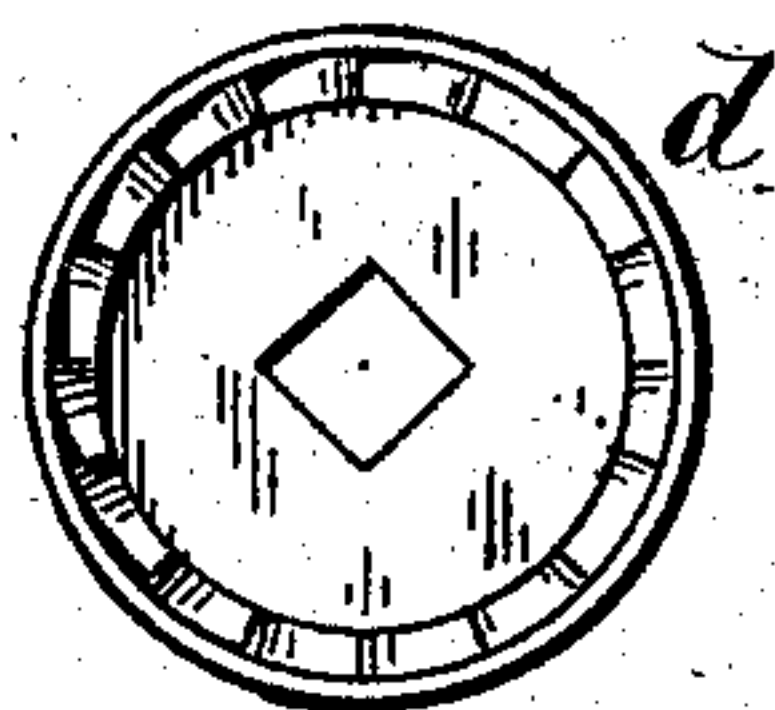


fig 4



WITNESSES:

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INVENTOR:

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UNITED STATES PATENT OFFICE.

BENJAMIN BENNETT, OF HYDE PARK, PENNSYLVANIA.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 271,773, dated February 6, 1883.

Application filed November 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN BENNETT, of Hyde Park, in the county of Lackawanna and State of Pennsylvania, have invented a new and useful Improvement in Car-Brakes, of which the following is a full, clear, and exact description.

The invention consists in the particular means which I employ by which the parts of the clutch will come together as the staff is turned to set the brakes, a slight pressure upon a lever causing the brakes to be removed from the wheels.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is an end elevation of the body of a car with my improved brake-staff arrangement applied to it. Fig. 2 is a sectional elevation of the clutch device. Fig. 3 is a horizontal section of the brake-staff and plan view of the stationary part of the clutch and the tripping-lever, and Fig. 4 is a plan view of the movable part of the clutch inverted.

I attach the permanent part *a* of the rose-clutch to the platform *b* of the car in any approved way, and arrange the staff *c* to turn freely in it with the movable part *d* of the clutch fitted on said staff, so as to turn with it by a square or other form, but to slide freely up and down on said staff.

In a slot, *e*, of the fixed part *a* of the clutch I fix a foot-lever, *f*, on a pivot, *g*, so that by pressing the lever down at its outer end with

the foot the inner end, which is preferably forked to straddle the staff, will lift part *d* of the clutch up and disengage the staff to allow the brakes to disconnect from the wheels.

It will be seen that when turning the staff in the direction for winding up the chain *h* the part *d* of the clutch will gravitate automatically into contact with the fixed part, and thus secure the staff without any manipulation of the lever as the pawl of the common contrivance requires to be actuated. Moreover, the down-pressure of the foot on lever *f* for disconnecting the clutch is simpler and easier for the brakeman than the common operation for disconnecting the brakes.

It is not essential to construct the ratchet-faces exactly in the rose-clutch form, for any equivalent thereof will serve. As this clutch-connection is automatic and positive, there is no loss of time in operating the brake.

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

The combination, with a brake-mechanism winding-chain and the shouldered staff *c*, of the sliding clutch part *d*, turning with said staff, the hollow clutch part *a*, having slot *e*, and made fast to the car-platform, and the end-forked lever *f*, pivoted in slot *e* of the fixed clutch part *a*, as and for the purpose specified.

BENJAMIN BENNETT.

Witnesses:

GEO. BARTHOLOMEW,
THOS. F. WELLS.