(No Model.)

H. MOOERS.

CAR BRAKE.

No. 274,015. Patented Mar. 13, 1883.

Fig. 1.

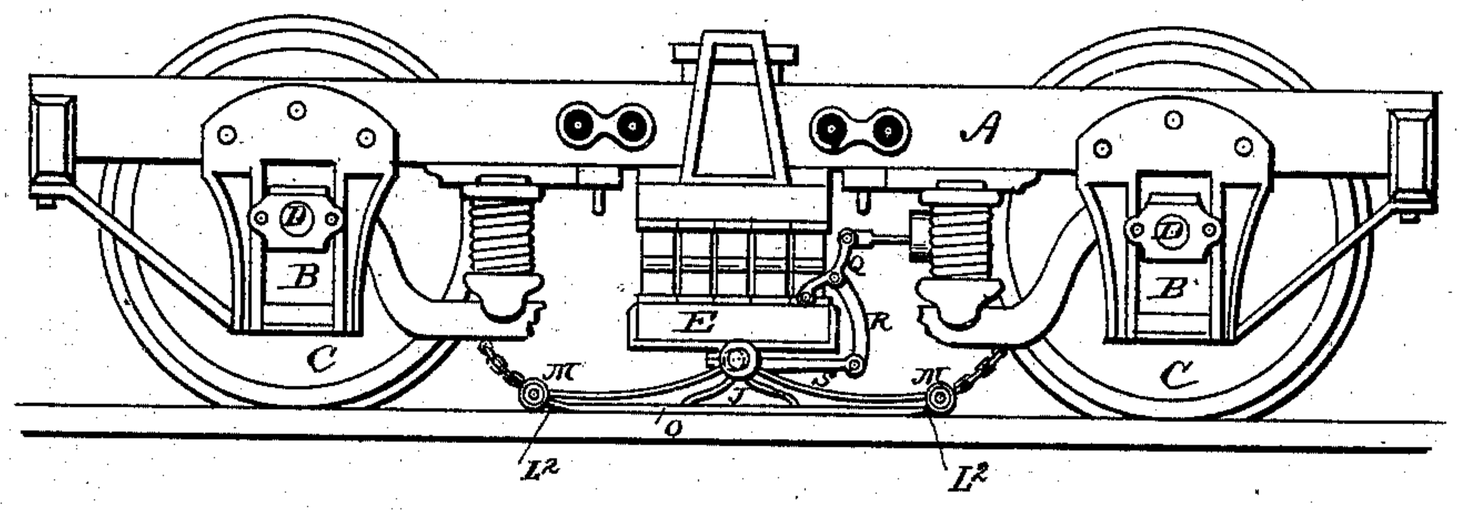


Fig. 2.

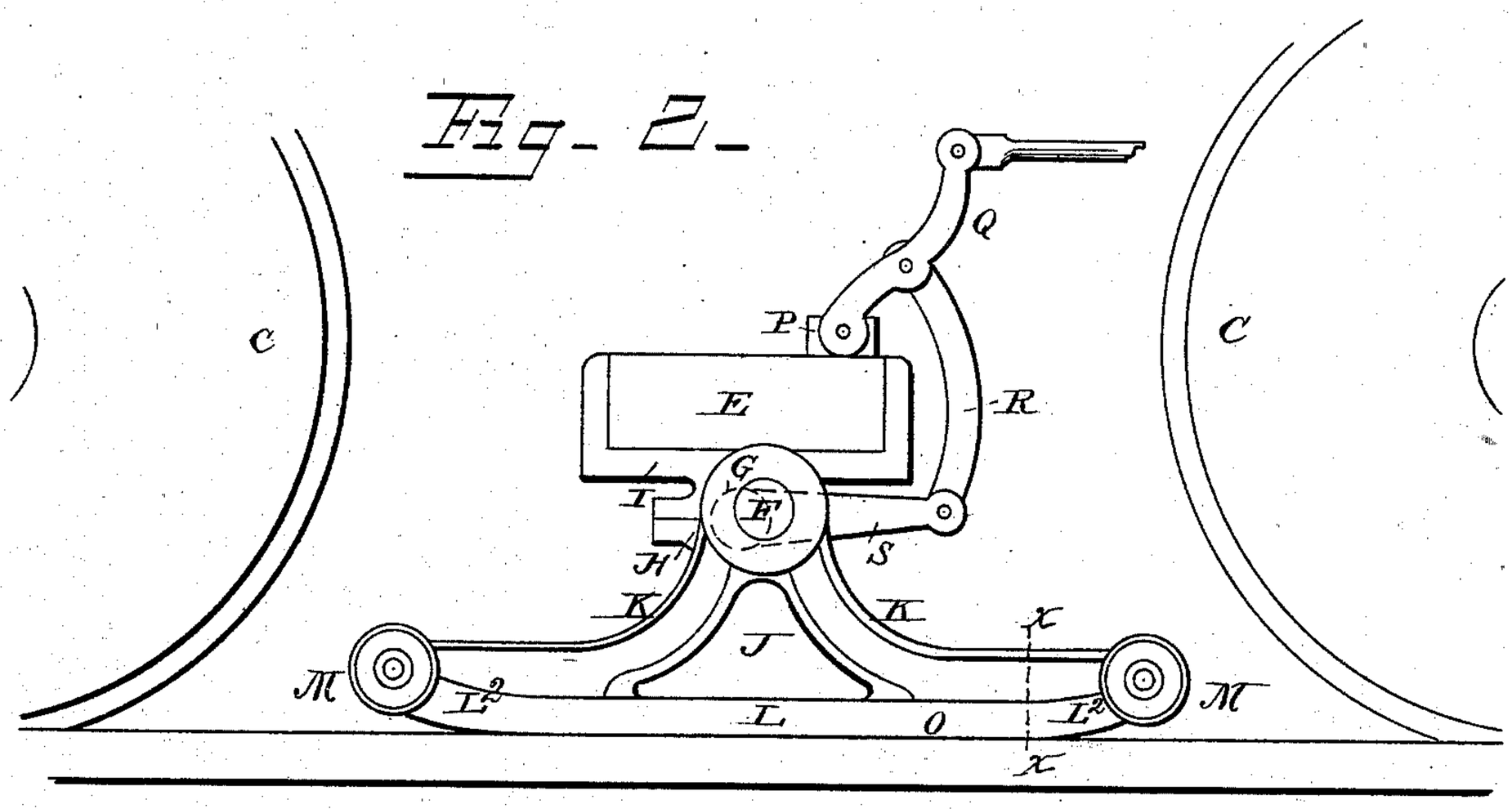
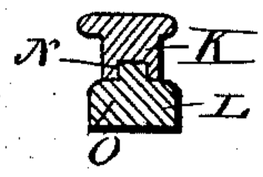


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

HENRY MOOERS, OF TOLEDO, OHIO.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 274,015, dated March 13, 1883.

Application filed January 8, 1883. (No model.)

To all whom it may concern:

Be it known that I, HENRY MOOERS, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented a new and useful Car-Brake, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to railroad-car brakes; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, Figure 1 is a side view of a car-truck equipped with my improved brake. Fig. 2 is a side view, on a larger scale, of the brake and operating mechanism; and Fig. 3 is a transverse sectional view of the brake and brake-shoe.

The same letters refer to the same parts in all the figures.

A in the drawings designates the frame of the truck, B the axle-boxes, C the wheels, and D the axles, all of which are of the usual well-known construction.

E is a heavy frame-piece, secured transversely under the truck-frame in hangers of any suitable description, or by any means that may be deemed expedient for the purpose, the said frame-piece serving to support the brake, the construction and operation of which I shall now proceed more fully to describe.

F designates an eccentric shaft, the spindles of which, G, (indicated in dotted lines in Figs. 1 and 2 of the drawings,) are journaled in boxes H of hangers or brackets I, secured to the transverse beam E, under which the said eccentric shaft is thus located.

The brakes J consist of suitable castings, each comprising two diverging arms, K K, connected by a flat tread, L, the ends of which are turned up, as at L^2, and carry loosely-journaled wheels or rollers M M. The brake-castings J are loosely journaled or pivoted by their upper central portions upon the eccentric shaft F in such positions as to be directly over the rails upon which they are designed to operate. The lower edges or treads of the brake-castings J are provided with longitudinal grooves or recesses N, in which the brake-shoes O, which may be of cast-iron or steel, are bolted or otherwise detachably secured.

Upon the upper side of the transverse beam E are bearings P for a lever, Q, the upper or outer end of which is connected in any suitable manner with the piston of the air-brake, or with the mechanism for setting the brake, of whatever nature it may be. R is a rod pivoted about centrally to the lever Q and connecting the same with an arm, S, extending from that portion of the shaft F which is concentric with the boxes and journals.

The operation of my invention will be readily understood. When the brake is "set" the eccentric shaft is turned, thus forcing the brakes down against the rails with a sufficient degree of pressure to accomplish the stoppage of the train. The wheels or rollers M at the upturned ends of the brake-castings prevent injury to the latter in case they should be tilted in the act of being applied. To release the brakes the operation is reversed.

I claim as my invention and desire to secure by Letters Patent of the United States—

1. In a car-brake, the herein-described brake-casting, mounted or journaled upon an eccentric shaft, by turning which the said brake-casting may be applied against the rail, and having upturned ends carrying friction wheels or rollers, substantially as described.

2. In a car-brake, the combination, with the car-truck, of a beam secured transversely under the same, an eccentric shaft journaled transversely under said beam and carrying the loosely-journaled brake-castings, having upturned ends, carrying friction wheels or rollers, an arm projecting from the said eccentric shaft, a lever pivoted on top of the transverse beam and having its end connected with the brake-setting mechanism, and a rod connecting said lever with the arm extending from the eccentric shaft, all substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

HENRY MOOERS.

Witnesses:
HENRY C. MOOERS,
EDWARD T. LEWIS.