

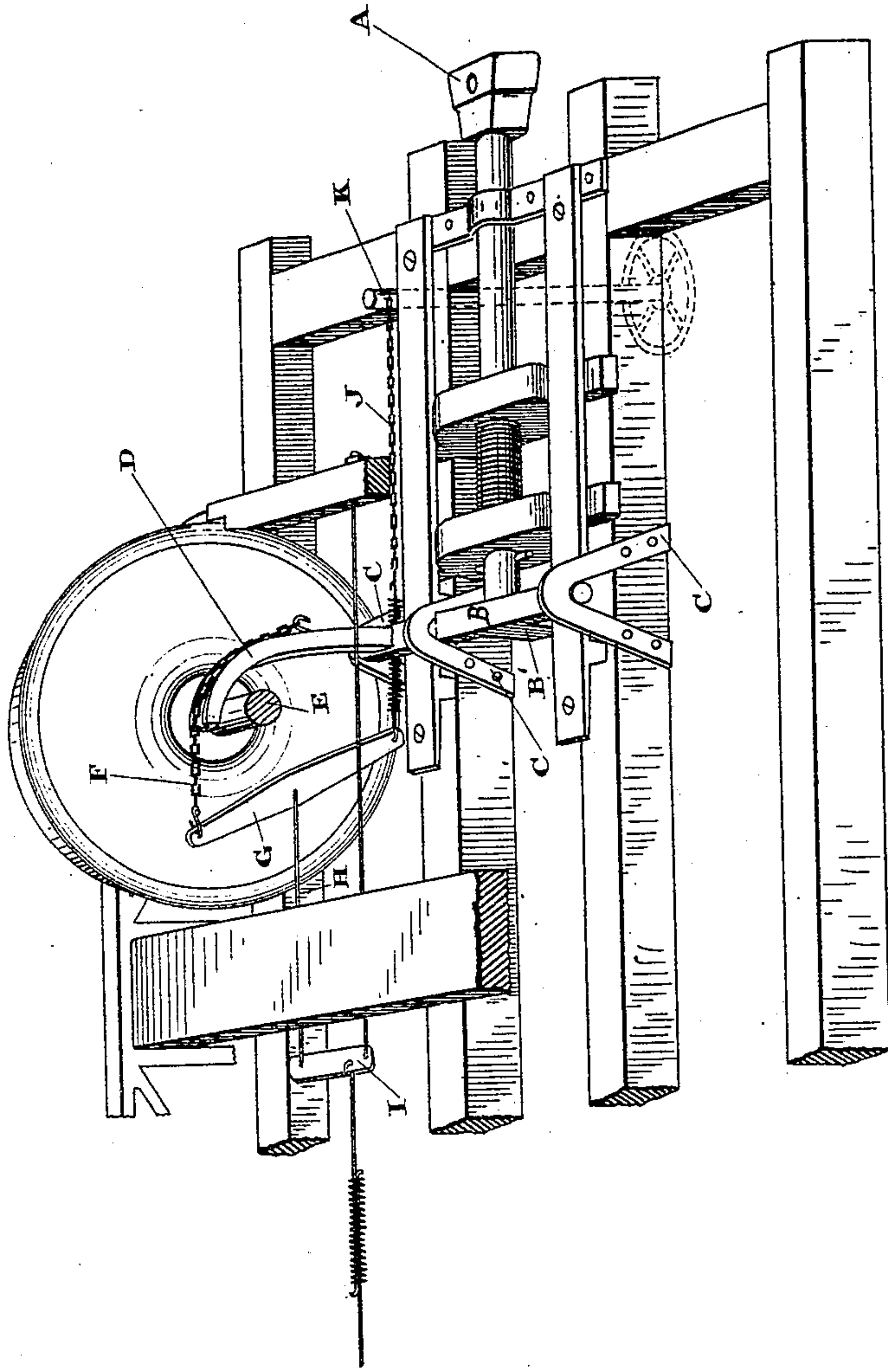
(No Model.)

J. G. SCHILLER.

CAR BRAKE.

No. 282,672.

Patented Aug. 7, 1883.



Witnesses.

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UNITED STATES PATENT OFFICE.

JOHN G. SCHILLER, OF YOUNGSTOWN, OHIO, ASSIGNOR OF ONE-HALF TO
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CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 282,672, dated August 7, 1883.

Application filed April 27, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHN GOTTLIEB SCHILLER, a citizen of the United States, of the city of Youngstown, in the county of Mahoning, in the State of Ohio, now temporarily residing at the city of Toronto, in the county of York, in the Province of Ontario, Dominion of Canada, have invented certain new and useful Mechanism for Operating Railroad-Car Brakes, of which the following is a specification.

The object of the invention is to devise simple mechanism so arranged that when set the compression of the draw-head will apply the brakes; and it consists in the peculiar construction, arrangement, and combination of parts, as hereinafter more fully described and claimed.

The drawing shows a perspective bottom view of a truck and car with one of the truck-wheels removed to show the brake-operating mechanism.

A is the draw-head, which may be of the ordinary pattern.

B is a rock-shaft journaled in the fixed hangers C, attached to the draw-head timbers, which rock-shaft has an arm, B', arranged immediately behind the end of the draw-head A, so that it will be acted upon by the draw-head when it is compressed.

D is an arm, also attached to the rock-shaft B, but extending in the opposite direction. This arm D, it will be noticed, is curved, so as to clear the truck-axle E.

F is a chain attached to the arm D at one end and at the other end to the lever G.

H is the ordinary brake-rod, attached at one end to the ordinary brake-lever, I, and its other end at or about the center of the lever G.

J is a chain, connected at one end to the lever G, as shown, and at the other to the brake-spindle K, around which it is intended to be wound. Owing to the connection between the brake-spindle and brake-lever I through the lever G, the brakes may be applied by turning the brake-spindle K in the ordinary manner, the chain F acting as a fulcrum for the lever G. When the chain F is thus drawn upon, the connection between the lever G and arm D is tightened, so that the lever G is immediately acted upon the moment the end of the draw-head A comes in contact with the arm B'.

I may mention here that in order to set the mechanism so that the operation of the draw-

head A will apply the brakes it is merely necessary to turn the brake-spindle K, so as to draw upon the chain J, thus tightening the chain F. The brake-spindle K need not be turned sufficiently to apply the brakes, but merely enough to tighten the connection between the arm D and lever G.

In order to set the mechanism so that the operation of the draw-head will not operate the brakes, it is merely necessary to slacken the chain F, by which action the connection between the lever G and arm D is slackened, so that the arm D may move without imparting any movement to the lever G. It will thus be seen that by the arrangement of the mechanism specified the brakes in a train may be so set that the operation of the draw-heads caused by the cars coming together will apply the brakes, and also that the mechanism may be set so that the draw-heads may be compressed without affecting the brakes. This is very important, for while the brakes may be set so that the slackening of the train will cause all the brakes in the train to be applied, it is equally important that the brakes can be so set that the train can be backed up without the brakes being acted upon.

I have not described any portion of the construction of the truck or of the ordinary brakes which are shown in the drawing, as the arrangement of the parts not specified are merely such as is commonly used, and will therefore be familiar to any one skilled in the construction of railroad-cars.

I am aware of Patents Nos. 53,544 and 263,925, and make no claim to the construction shown therein.

What I claim as my invention is—

The combination of the draw-bar A, the rock-shaft B, journaled in fixed bearings attached to the draw-bar timbers, said rock-shaft carrying the vertical arm B', arranged in the rear of the draw-bar, and the vertical curved lever D, constructed so as to clear the car-axle, with the brake-lever G, having one end connected to the lever D by a chain, F, and the other end to the brake-spindle K, as and for the purposes set forth.

Toronto, April 12, 1883.

JOHN G. SCHILLER.

In presence of—

CHAS. C. BALDWIN,

F. BARNARD FETHERSTONHAUGH.