

(No Model.)

J. C. PATTERSON.

CAR BRAKE.

No. 285,507.

Patented Sept. 25, 1883.

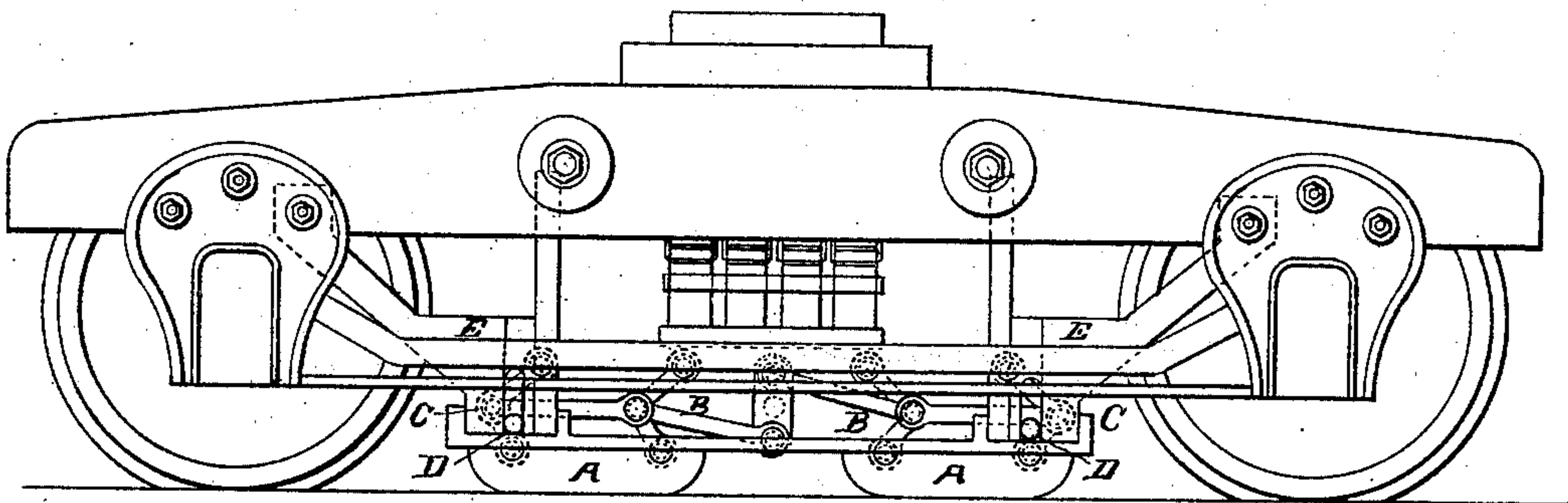


FIG. 1.

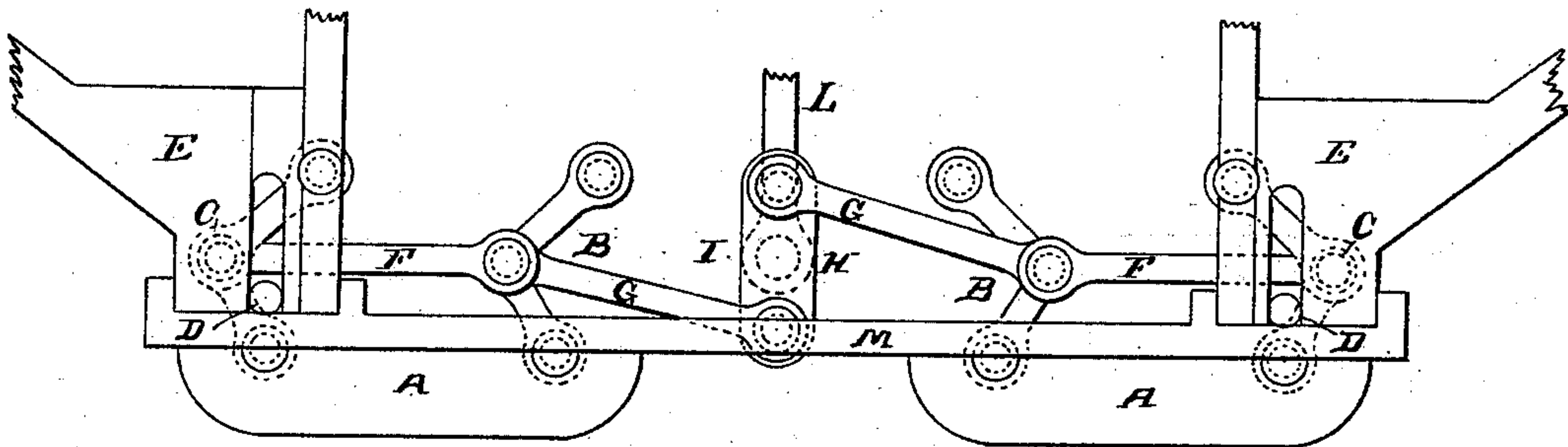


FIG. 2.

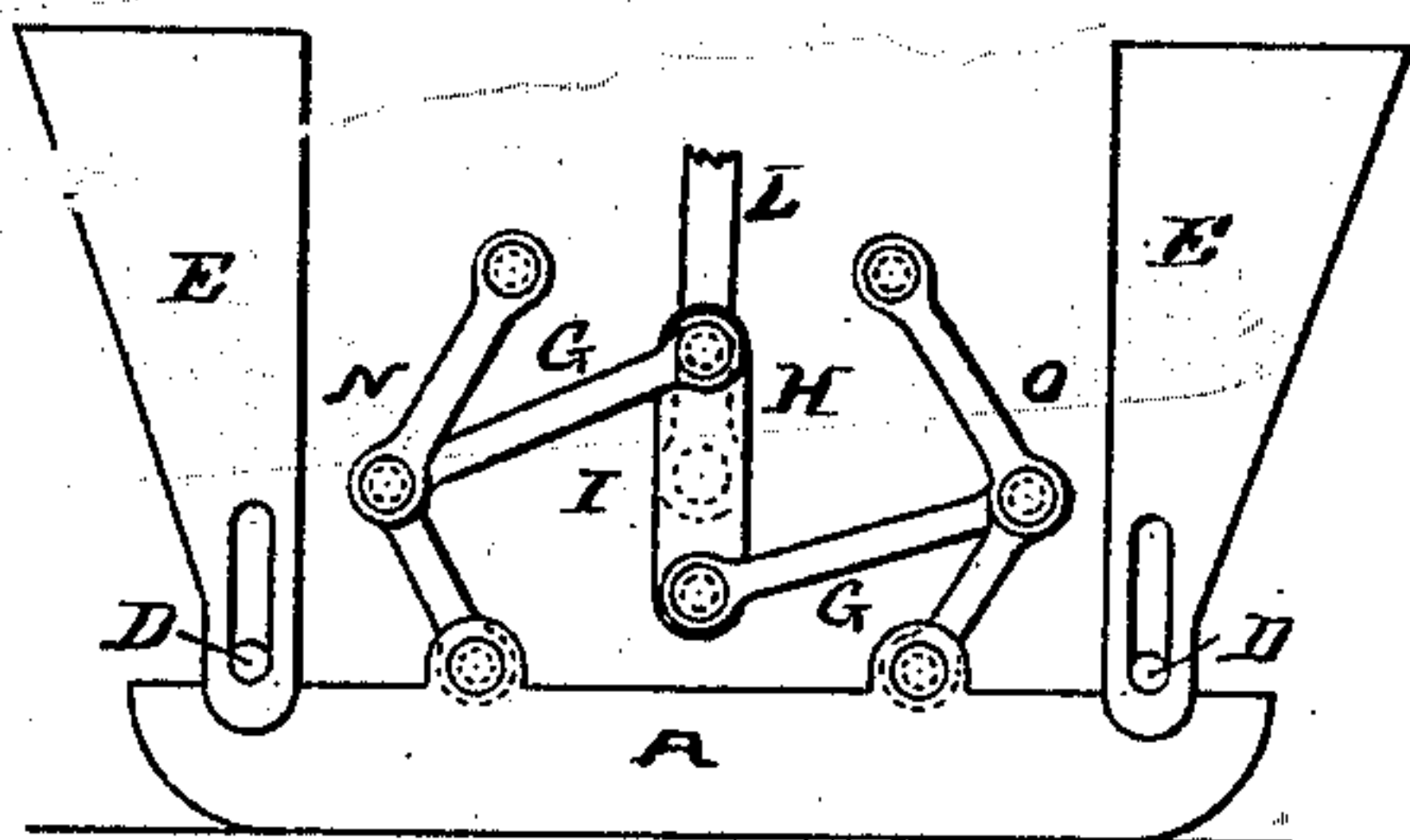


FIG. 3.

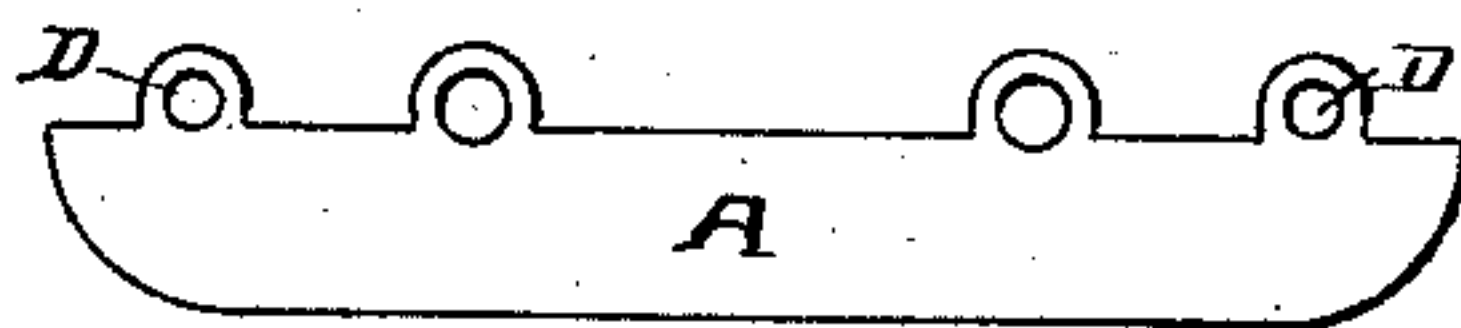


FIG. 4.

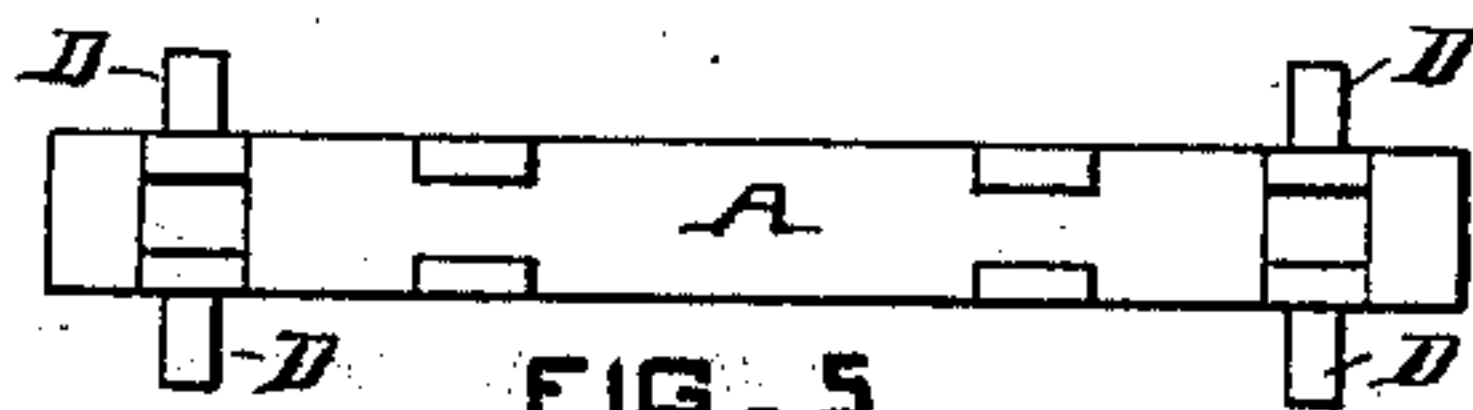


FIG. 5.

WITNESSES:

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CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 285,507, dated September 25, 1883.

Application filed February 10, 1883. (No model.)

To all whom it may concern:

Be it known that I, J. CURTIS PATTERSON, a citizen of the United States, and a resident of the city and county of Philadelphia, and State of Pennsylvania, have invented a new and useful Improvement in Car-Brakes, of which the following is a specification.

My invention relates, in general, to improvements in that kind of car-brakes in which the brake-shoe is applied directly to the rail, instead of to the wheel of the car, and more particularly to improvements in Letters Patent No. 271,111, granted me January 23, 1883.

In the accompanying drawings, forming part of this specification, and in which similar letters of reference indicate like parts throughout the several views, Figure 1 represents a side view of a car-truck embodying my invention; Fig. 2, an enlarged side view of my invention; Fig. 3, a side view of my invention when but one shoe is used; Fig. 4, a side view of one of my brake-shoes, and Fig. 5 a top view of the same.

The brake-shoes A, which bear directly upon the rails, are operated by a pair of toggle-levers, B C, so arranged that they form a parallel motion, and the shoe has at its end or ends a projecting pin, D, which travels up and down in a slot in the bracket E, which supports and guides the shoes.

The levers B and C, which are secured to some convenient place on the framing of the truck, are coupled together by a link, F, and motion is imparted to these levers by a link, G, one end of which is secured to the pin

which secures the levers B and link F together, and the other is secured to the end of a crank, H, which is carried upon a shaft, I, which extends from one side of the truck to the other, and which carries upon it an arm, L, to which the brake-chain or piston-rod of the air or vacuum brake is connected, either directly or through the medium of a connecting-rod. The brackets E are connected together at their bottoms by a brace or beam, M, which is bolted or otherwise suitably secured to said brackets.

Fig. 3 represents a side view of my invention when but one shoe is used. In this case the shoe is considerably longer than is the case when two are employed, and the toggle-levers N O are both secured to the same shoe, and their action will be clearly understood from the drawings.

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

1. The combination, in a car-brake, of the shoe A, levers B C, arms F and G, and crank H, the whole arranged and operating substantially as and for the purposes described.

2. The combination, in a car-brake, of the shoes A, operated by toggle-levers B C, and brackets E, secured together by a frame, M, all substantially as and for the purposes set forth.

J. C. PATTERSON.

Witnesses:

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