

(No Model.)

G. M. BRILL.
CAR BRAKE.

No. 286,773.

Patented Oct. 16, 1883.

Fig. 1.

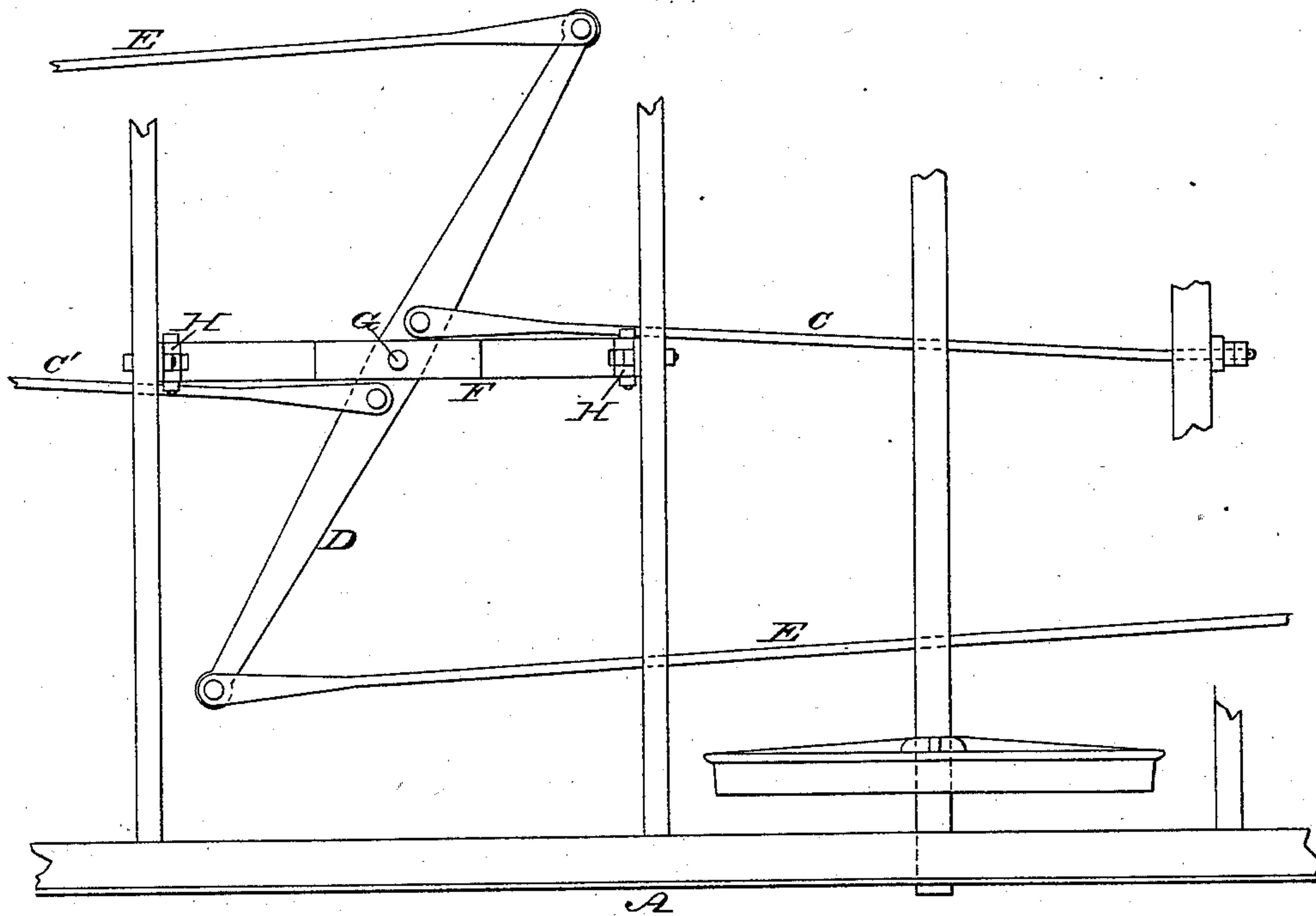
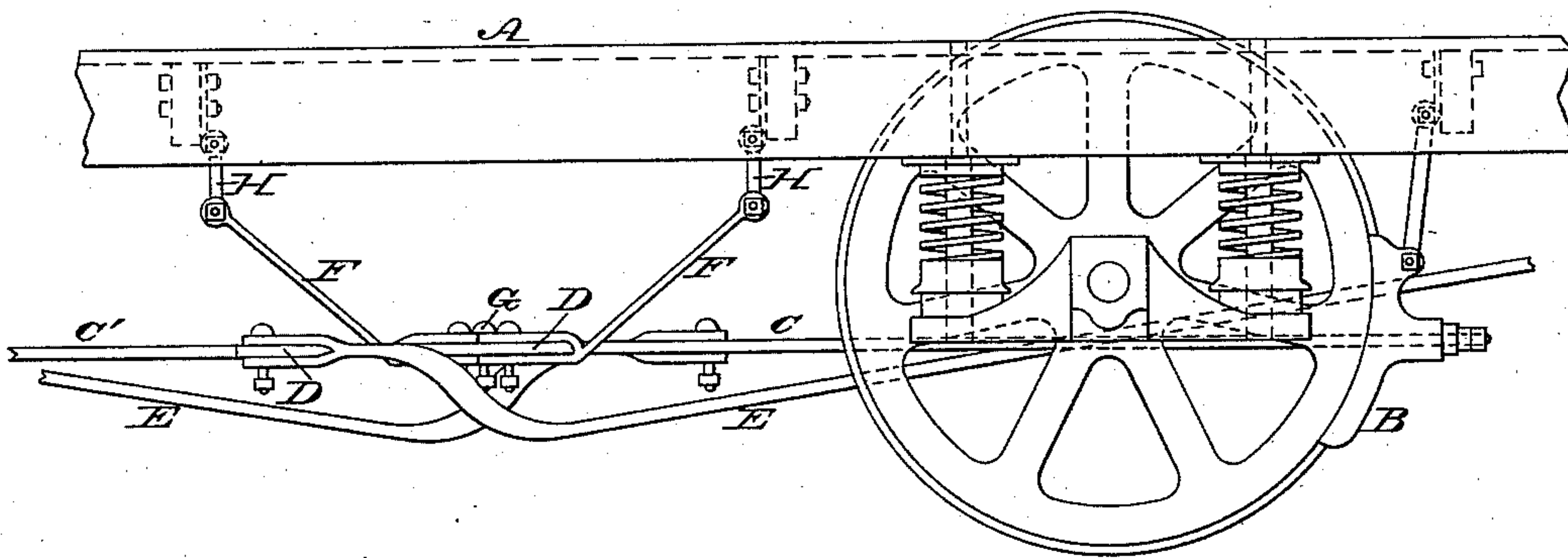


Fig. 2.



WITNESSES:

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INVENTOR:

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UNITED STATES PATENT OFFICE.

GEORGE M. BRILL, OF PHILADELPHIA, PENNSYLVANIA.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 286,773, dated October 16, 1883.

Application filed February 2, 1883. (No model.)

To all whom it may concern:

Be it known that I, GEORGE M. BRILL, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Car-Brakes, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a top or plan view of a modification. Fig. 2 is a side elevation thereof.

Similar letters of reference indicate corresponding parts in the two figures.

My invention consists of a car-brake constructed substantially as hereinafter described, whereby compensation is made for any inequalities of action of opposite brake-shoes.

Referring to the drawings, A represents a car-truck, and B represents one of the brake-shoes, the connected rod C of which is pivoted to the lever D, to which also is pivoted the connecting-rod C' of the opposite brake-shoe.

E represents the rods, which are pivoted to the lever D and extend toward the platforms of the cars for operating the brakes, which several features are well known. The lever D is pivoted to a hanger, F, which depends from and is loosely attached to swinging links H, which depend from the truck, and are permitted to swing toward the front and rear of the car, the hanger and lever being connected by the pivotal bolt G.

It will be seen that when the brakes are applied the brake-shoes are forced against the

car-wheels, as usual. Should, however, there be any inequality of action of said shoes, due either to the irregular wear of parts, the overloading of the car at one end, or the inclination thereof at either end when running on ascending or descending grades, whereby the greater or entire part of service of the brakes is rendered by one shoe or one pair of shoes, the lever D is caused to move with the hangers as one, owing to the links H, and obtains, as it were, a new pivotal point, so as to compensate for the inequality of action of the opposite brake-shoes, and cause the same to act simultaneously and uniformly on the wheels to which the brakes are applied.

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

1. The brake-lever D and the links H, in combination with a hanger which depends from said links and has said lever connected with it, substantially as and for the purpose set forth.

2. The brake-lever D and the links H, in combination with a hanger and pivotal bolt, said hanger depending from the links, and said bolt connecting the hanger and lever, substantially as and for the purpose set forth.

GEORGE M. BRILL.

Witnesses:

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