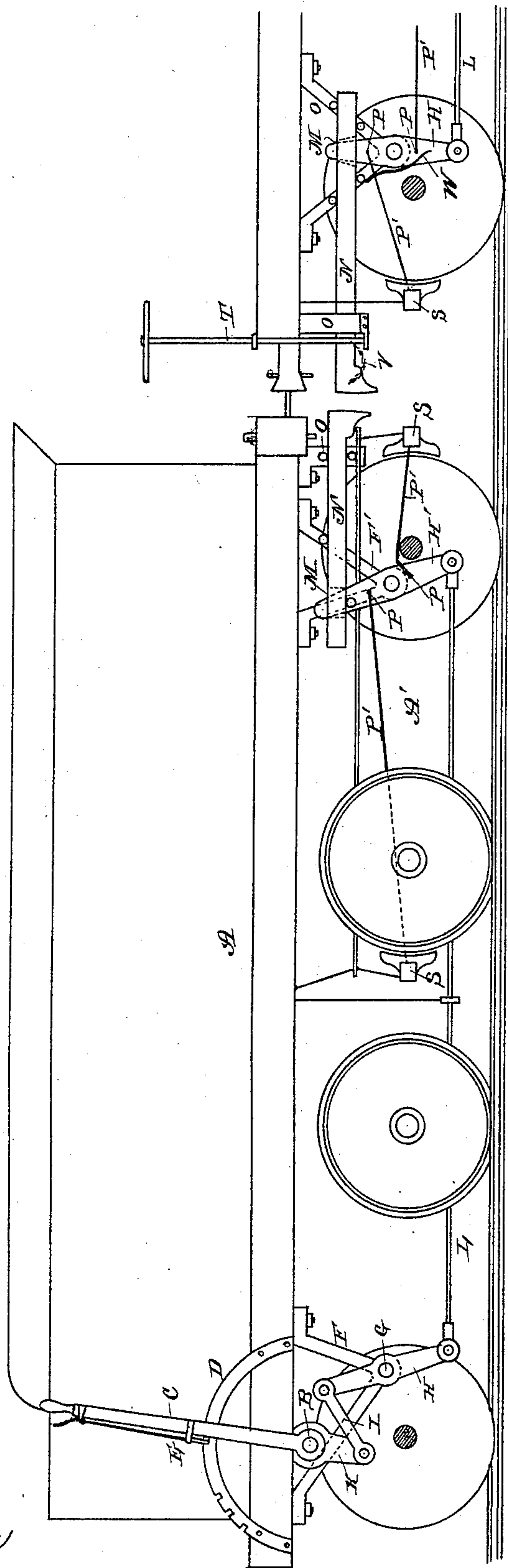


(No Model.)

W. C. TRAVIS.
CAR BRAKE.

No. 287,395.

Patented Oct. 23, 1883.



WITNESSES

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WILLIAM C. TRAVIS, OF GILMAN, ILLINOIS, ASSIGNOR OF ONE-HALF
TO WILLIAM H. FRANCISCO, OF DEFIANCE, OHIO.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 287,395, dated October 23, 1883.

Application filed May 26, 1883. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM C. TRAVIS, of Gilman city, county of Iroquois, and State of Illinois, have invented a new and useful Improvement in Railway-Car Brakes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, making part of this specification.

My invention relates to an improvement in "brakes for railway-cars;" and it consists in the combination of a series of brakes that are each composed of a horizontally-reciprocating actuating-bar, a lever that is pivoted in its center, and that has its upper end connected to the reciprocating bar and its lower end pivoted to a connecting-rod that extends along to the brakes of the other truck, the said pivoted lever being connected to brake-bars of suitable construction, all to be more fully set forth hereinafter.

The accompanying drawing represents a side elevation, partly in section, of a locomotive-tender and a portion of a platform-car to which my brake is applied.

A represents a tender, to the forward end of which, on the under side, is journaled a rock-shaft, B, to which is secured a hand-lever, C, which is guided in a rack, D, the lever being provided with suitable mechanism, E, for engaging with the rack, and thus securing the lever at any desired point.

Pivoted in the hangers F, which depend from the lower side of the tender at the point G, is the lever H, which lever is connected, by means of the connecting-rod I, with a lever, K, which is secured to the rock-shaft. The lower end of the lever H has pivoted to it a connecting-rod, L, which extends to the rear truck, A', where it is connected to a similar lever, H', pivoted in hangers F', the upper end of the lever H' passing through a slot, M, that is formed in the rear end of the reciprocating bar N, which bar is secured in suitable ways on brackets O, that depend from the bottom of the tender.

Pivoted at the points P to the lever H', at a suitable distance from the fulcrum thereof, are the connecting-rods P', which connect it with the brake-bars S, which depend from the tender in the ordinary way.

It will be obvious that by giving a forward motion to the upper end of the hand-lever the motion will be transmitted from it through the connecting-rods and levers K, I, H, L, H', and P, to the brakes, and cause the said brakes to be applied to the wheels. The brakes of the cars are constructed in precisely the same manner as the brakes of the rear truck of the tender. In a train of cars thus provided, power applied to the hand-lever of the tender will be communicated throughout the train by means of the bars N from car to car, and thus the brakes will be applied to every car in the train simultaneously.

As heretofore described, a hand-lever has been employed for imparting the power to the brakes; but in practice this lever will be controlled by steam from the locomotive, or by any of the air or vacuum brakes now in common use, this modification being obvious.

In order to adapt the brakes to be controlled by brakemen in each car in the ordinary way, I connect the bars N to the ordinary brake-rods, T, by means of the chains V, as shown.

W represents a spring, which is secured at its upper end to the bracket O, and at its lower end is connected to the lever H at a suitable point below its fulcrum, the function of the spring being to maintain the lever H normally in a vertical position, thus removing the brake-shoes from the wheels.

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

1. The combination of the reciprocating bar N, pivoted lever H, connecting-rod P', brake-bar S, and spring W, substantially as specified.

2. The combination of the reciprocating bars N, pivoted levers H, connecting-rods P' and L, brake-bars S, and springs W, substantially as shown and described.

In testimony whereof I have hereunto set my hand this 4th day of May, A. D. 1883.

WILLIAM C. TRAVIS.

Witnesses:

D. WARREN MILLER,
L. H. BUGBEE.