

(No Model.)

W. BRUMBLE.

CAR BRAKE.

No. 294,306.

Patented Feb. 26, 1884.

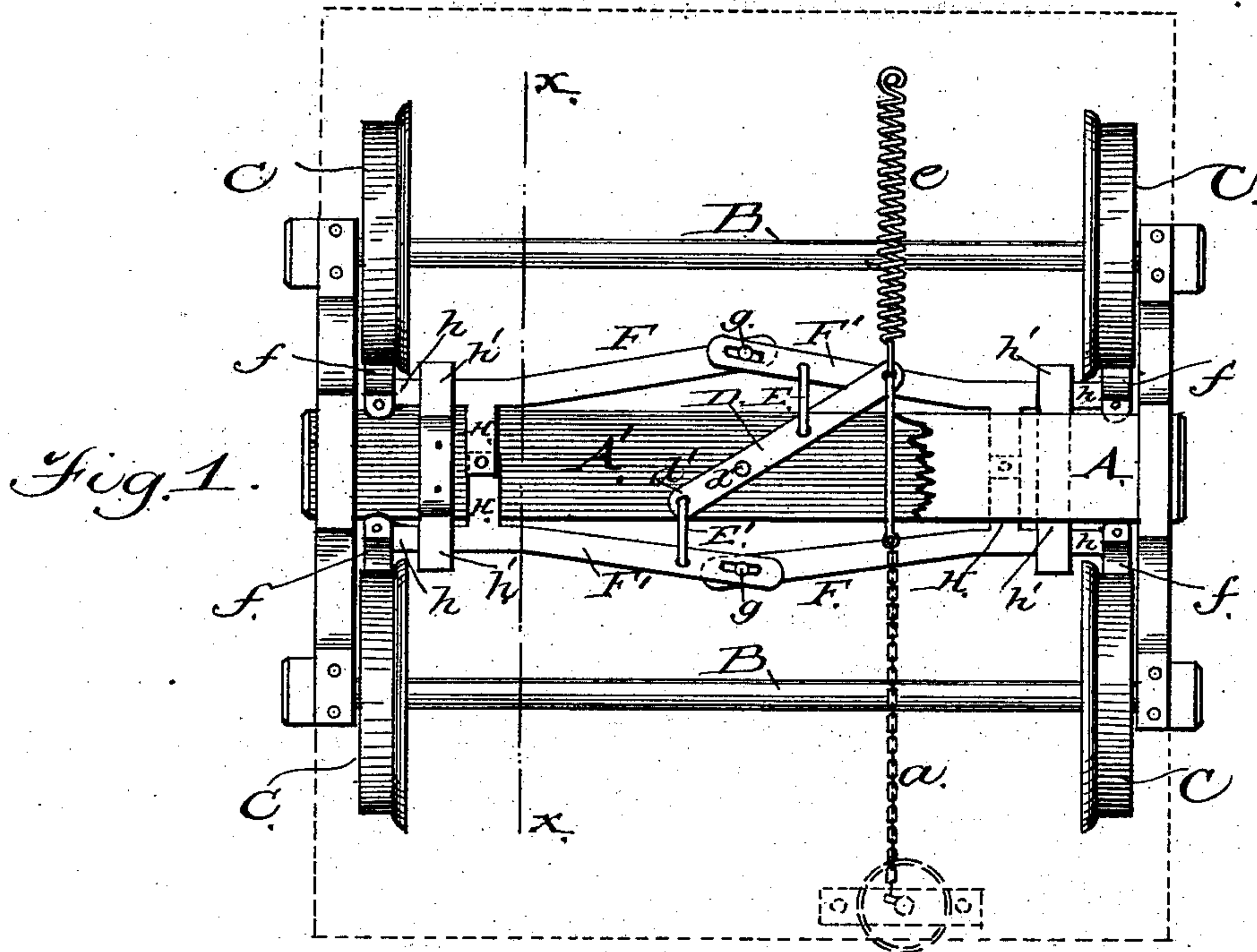
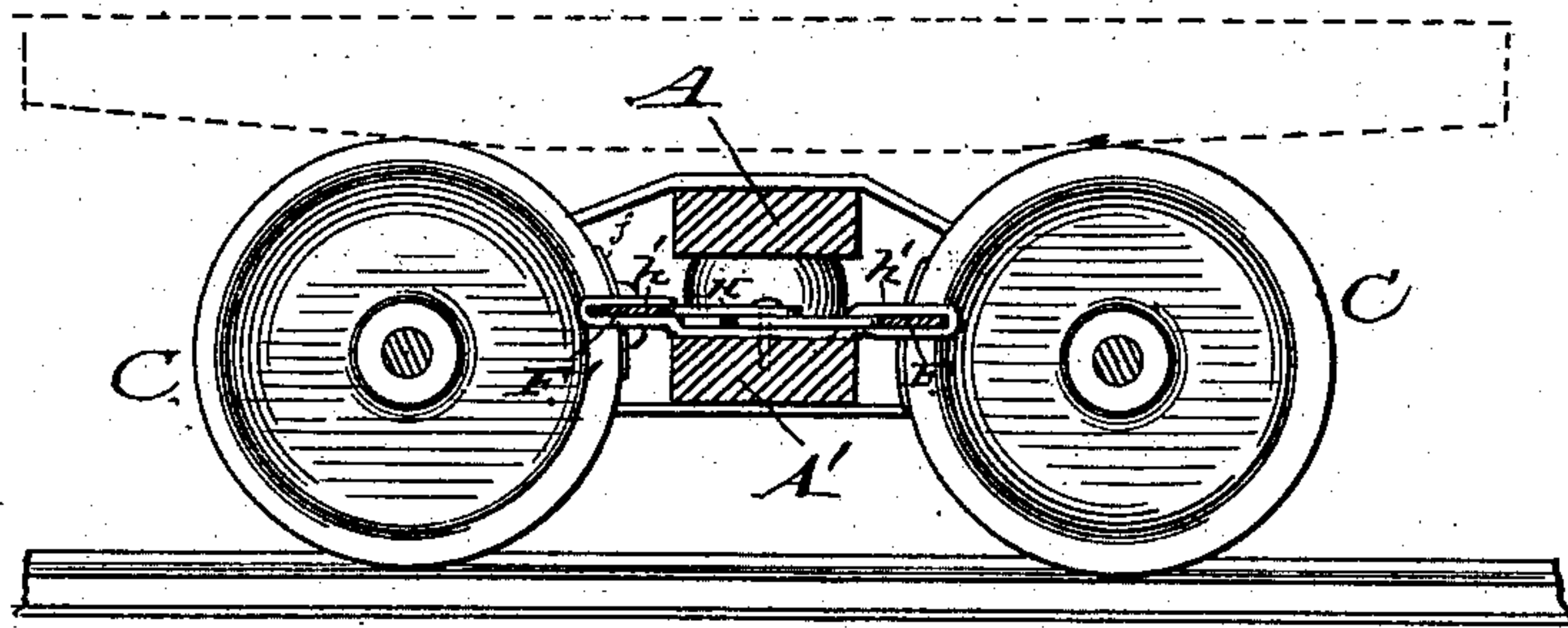


Fig. 2.



Attest;

*S. Walter Fowler
H. B. Applewhite,*

Inventor;

*William Brumble
per attys
A. H. Evans & Co.*

UNITED STATES PATENT OFFICE.

WILLIAM BRUMBLE, OF BALTIMORE, MARYLAND.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 294,306, dated February 26, 1884.

Application filed January 19, 1884. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BRUMBLE, of the city of Baltimore, State of Maryland, have invented a new and useful Improvement in

5 Brakes for Railway-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

10 Figure 1 is a plan view of a railway-truck, showing the brake applied and the wheels locked. Fig. 2 is a sectional view on the line *x x* of Fig. 1.

Similar letters of reference indicate corresponding parts.

15 The object of my present invention is to provide a simple and effective brake, which is placed between the bolsters of a railway-truck, and so arranged as to work independently of the top bolster, and is an improvement on Letters Patent No. 289,970, granted

20 to me December 11, 1883, for an improvement in railway-car brakes.

To enable others skilled in the art to make and use my invention, I will now describe the

25 exact manner in which I have carried it out. In the said drawings, *A A'* represent the upper and lower bolsters of a railway-truck; *B*, the axles; and *C*, the wheels, secured in the usual manner.

30 Secured to the ordinary brake lever or shaft, and beneath the platform of the car, is a chain, *a*, its opposite end being attached to the long arm of a lever, *D*, pivoted at *d* to the lower bolster, *A'*. Spring *e*, one end of

35 which is fastened to the platform, is also connected to the long arm of said lever, and serves to quickly release the rubber blocks *f* from their contact with the wheels *C*, when the power for controlling the brake is removed.

40 Two links or connecting-bars, *E E'*, one of which, *E'*, is secured to the short arm *d'* of the lever *D*, while the other is attached to the lever at a point equally distant from the pivot *d*, connect this lever to the metal plates *F F'*,

45 united at their inner ends by a small bolt, *g*, working in a slot formed in the end of each of the upper plates, thereby giving a free and easy movement to the rubber blocks *f*, which are secured to the outer ends of the metal

50 plates.

Near the outer ends of the metal plates *F F'*, and formed integral therewith, are inwardly-projecting portions *H*, pivoted together near their ends, while the short arms *h* of these plates pass through guides *h'*, secured to the 55 bolster.

The operation of my device is as follows: By turning the brake-shaft (not shown) and winding up the chain, which, as before stated, is secured to the long arm of the lever *D* by a 60 rod, the long arm of said lever is caused to move forward, which will force the short arm of this lever in an opposite direction. This movement, by means of the connecting-bars, will cause the metal plates *F F'* to approach 65 each other at their inner ends, and will also force the outer or short ends of these plates, carrying the rubber blocks, against the wheels, thereby combining the action of two powerful levers upon the wheels with comparatively 70 little strain upon the brake-shaft, and with a simpler and cheaper arrangement of parts than is shown and described in my former patent.

Having thus fully described my invention, 75 what I claim as new, and desire to secure by Letters Patent, is—

1. In a railway-car brake, the metal plates *F F'*, constructed substantially as shown, in combination with a lever, *D*, and connecting- 80 bars *E E'*, substantially as herein set forth.

2. A brake for railway-cars, consisting of the metal plates *F F'*, carrying the rubber blocks, the lever *D*, connected to said plates by rods *E E'*, and a spring, *e*, all arranged to 85 operate substantially as and for the purpose specified.

3. In a railway-car brake, the metal plates *F F'*, having inwardly-projecting portions *H*, and slotted outer ends, in combination with 90 connecting-bars, and a lever for operating the same, substantially as and for the purpose set forth.

WILLIAM BRUMBLE.

Witnesses:

T. WALTER FOWLER,
H. B. APPLEWHAITE.