(No Model.)

E. GARDNER.

CAR BRAKE.

No. 324,548. Patented Aug. 18, 1885.

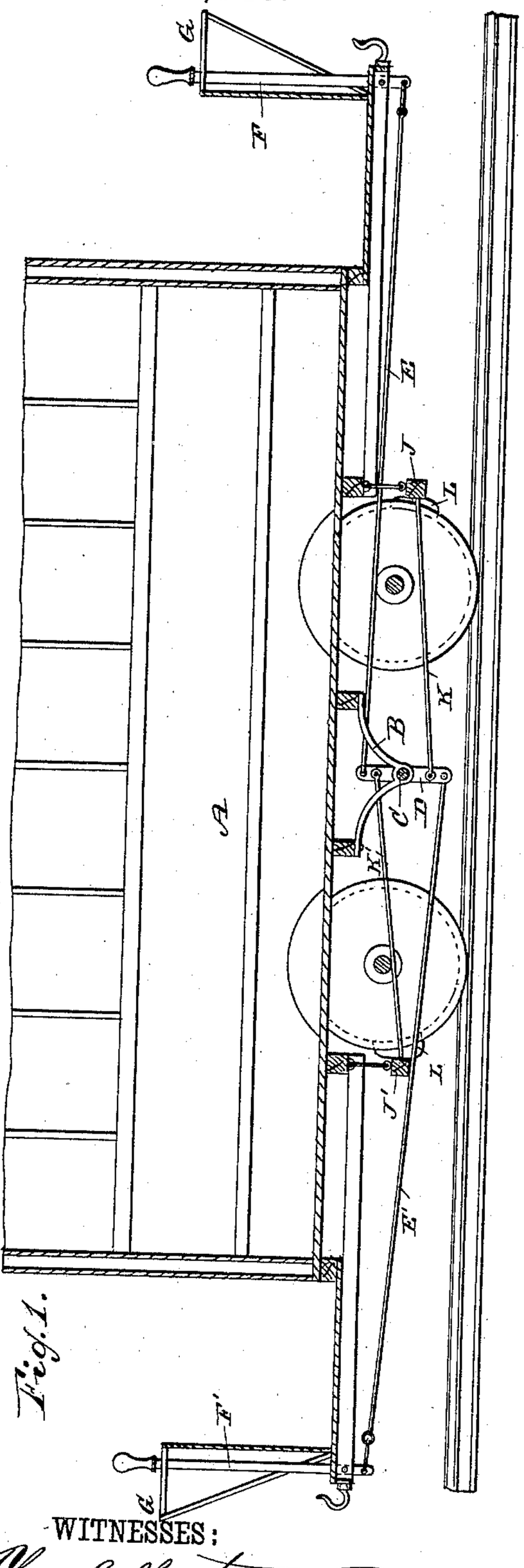

Fig. 1.

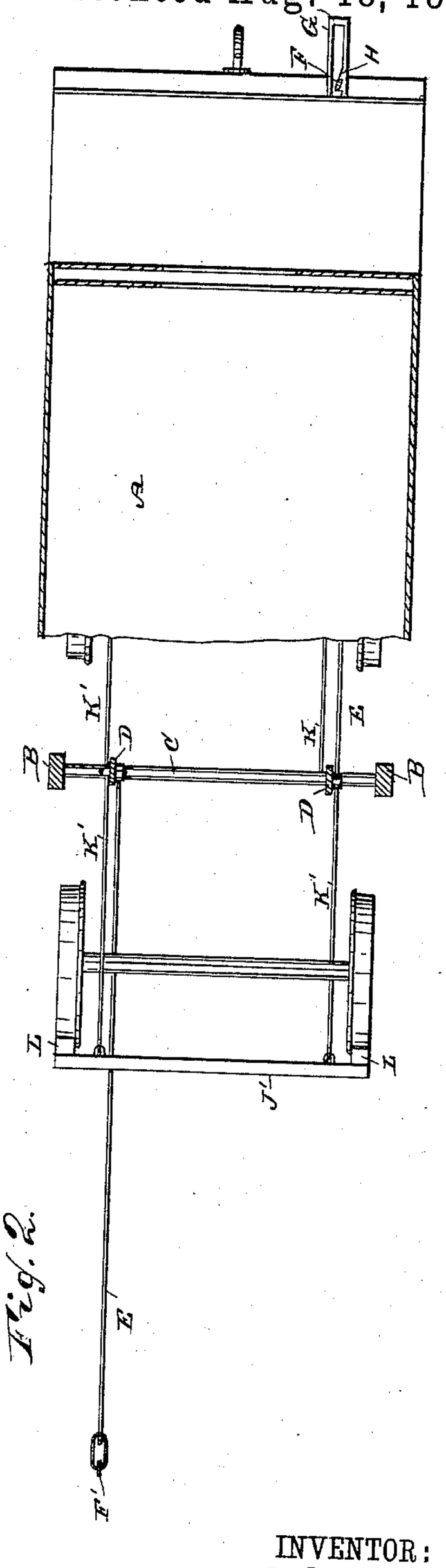

Fig. 2.

WITNESSES:

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UNITED STATES PATENT OFFICE.

EDWARD GARDNER, OF ALLEGHENY CITY, PENNSYLVANIA.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 324,548, dated August 18, 1885.

Application filed November 28, 1884. (No model.)

To all whom it may concern:

Be it known that I, EDWARD GARDNER, of Allegheny City, in the county of Allegheny and State of Pennsylvania, have invented a new and Improved Car-Brake, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved car-brake, which is simple in construction, strong, and durable, and which can be operated from either end of the car, and can be locked in place when set.

The invention consists of the combination of parts and their construction, substantially as hereinafter fully set forth and claimed.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a longitudinal sectional elevation of a car provided with my improved brake. Fig. 2 a plan view of the same, parts being broken out and others being in section.

On the under side of the car-floor A a hanger, B, is secured at each side, and in the same a shaft, C, is journaled, which is provided with an arm, D, at each end, the said arms extending across the shaft, as shown. The upper end of one arm D is connected by a rod, E, with the lower end of an upright brake-lever, F, on one end of the car, and the lower end of the other arm D is connected by a rod, E′, with the lower end of a brake-lever, F′, on the opposite end of the car. The upper end of each lever F F′ passes through a horizontally-projecting longitudinally-slotted guide-frame, G, provided with teeth H in the inner edge at one side. The brake-beams J J′ are suspended from the bottom of the car at the ends and outside of the wheels, and the beam J is connected by rods K with the arms D a short distance above their lower ends, and the beam J′ is connected by rods K′ with the arms D a short distance below their upper ends. The brake-shoes L are secured on the end parts of the beams J J′. By forcing the upper end of the lever F or F′ inward all the brake-shoes are pressed against the rims of the wheels. The lever F or F′ can be locked in place by catching it behind a tooth, H, and thus the brake-shoes can be held against the wheels as long as may be desired.

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

In a car-brake, the centrally pivoted parallel levers, in combination with the brake-bars, the hand-levers, and the guide-frames, each being provided with teeth upon the inner edge at one side, said centrally-pivoted levers being connected at their opposite ends by rods to the lower ends of the hand-levers at opposite ends of the car, and being connected intermediately of their upper ends and pivots by rods to one brake-bar, and intermediately of their lower ends and pivots by rods to the other brake-bar, said hand-levers engaging with the teeth of said guide-frames, substantially as and for the purpose set forth.

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Witnesses:

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