

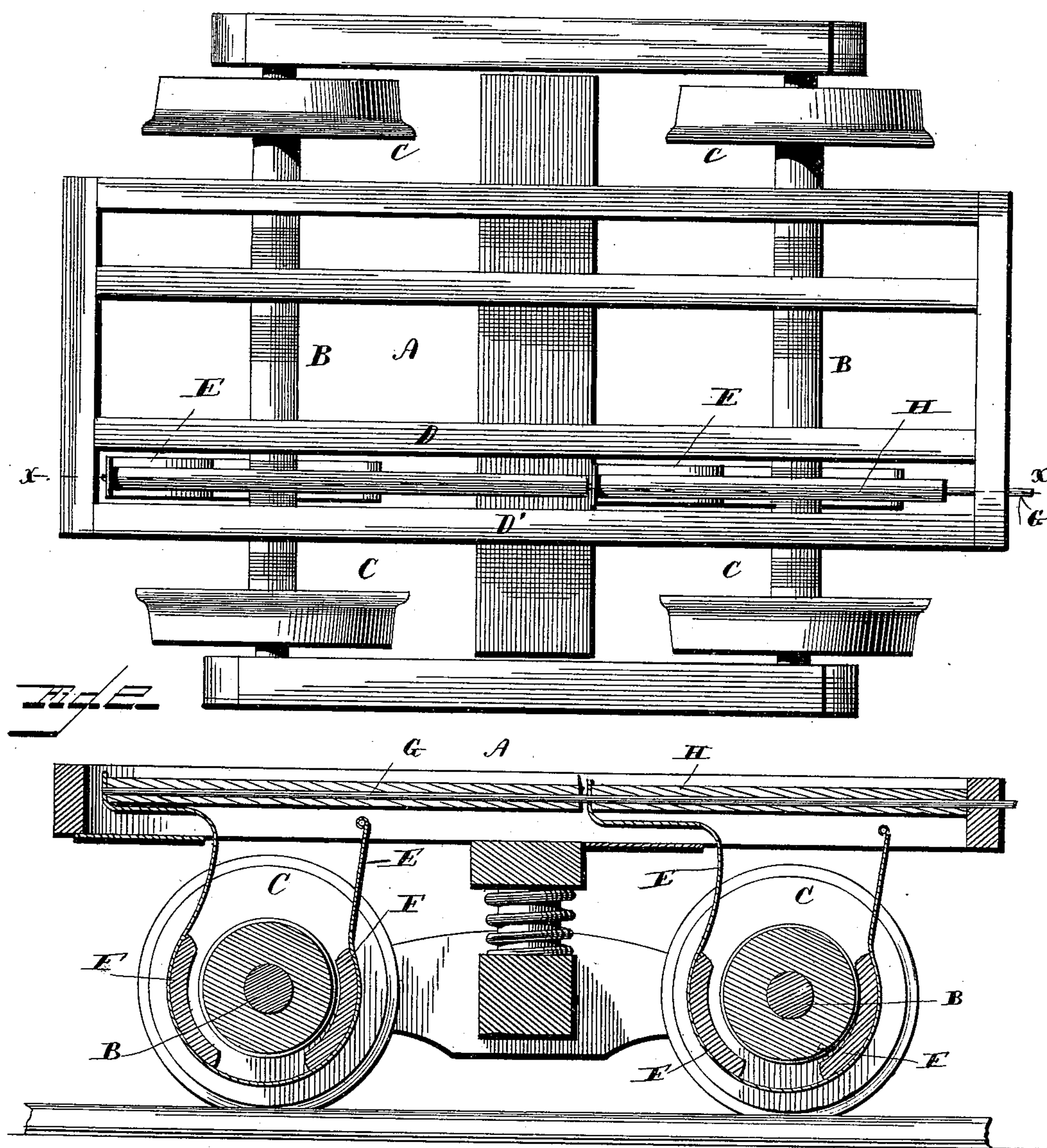
(No Model.)

G. T. HORTON.

CAR BRAKE.

No. 335,521.

Patented Feb. 2, 1886.



WITNESSES

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GEORGE THOMAS HORTON, OF WINNIPEG, MANITOBA, CANADA, ASSIGNOR
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CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 335,521, dated February 2, 1886.

Application filed September 23, 1885. Serial No. 177,917. (No model.)

To all whom it may concern:

Be it known that I, GEORGE THOMAS HORTON, a subject of the Queen of Great Britain, residing at Winnipeg, in the Province of Manitoba and Dominion of Canada, have invented certain new and useful Improvements in Car-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to car-brakes, the object being to provide devices of this character located and so operating that all wear upon the wheels from contact with the brake-shoes will be obviated, and a brake provided which shall be simple in its construction, effective in its operation, and one that may be readily and easily applied and removed at will.

With these ends in view the invention consists in the combination, with the axles of the car-truck, of pulleys upon said axles, brakes located adjacent to and adapted to bear against said pulleys, and means for operating the brake-shoes.

The invention further consists in the improved construction and combinations of parts hereinafter fully described, and pointed out in the claims.

In the drawings, Figure 1 is a top plan of a car-truck with my improvements applied thereto. Fig. 2 is a longitudinal vertical section on the line *x x* of Fig. 1.

Corresponding parts in both the figures are denoted by the same letters of reference.

Referring to the drawings, A represents the car-truck of any suitable well-known construction. B are the axles, and C the carrying-wheels.

Secured between the longitudinal beams D D', upon one side of the car, are bow or U-shaped springs E E', said springs being secured at one end and free at their other ends. These springs are so located that they inclose the wheels or pulleys on the side of the truck at which they are located, and secured to the inner sides of the springs, so as to

bear against the opposite sides of the wheels, are brake-shoes F, which are normally out of contact with the wheels or pulleys on the axles.

G represents a rod or shaft which is located and adapted to slide between the beams D D', and said rod or shaft is secured at its rear end to the free end of the spring at the rear end of the truck. Upon the rod or shaft, between the two springs, is loosely mounted a collar or sleeve, so that when the rod or shaft is drawn forwardly the collar or sleeve will bear against the rear side of the free end of the front spring, and will thereby cause the brakes to be forced into contact with the pulley on the axle adjacent to which it is located. A collar or sleeve, H, is also located on the rod or shaft G, in front of the forward spring, and serves to guide said rod or shaft. The free end of this rod or shaft extends beyond the front end of the car-truck, and may be connected pivotally with the lower end of a lever, by which the rod or shaft may be operated to apply the brakes.

In applying the brakes the rod or shaft is drawn forwardly, which causes the shoes located on the rear sides of the pulleys to bear against said pulleys. By drawing the free ends of the springs tight the shoes located on the front sides of the pulleys are caused to bear against the latter.

When the rod or shaft is released, the force of the springs is sufficient to remove the brake-shoes from contact with the pulleys on the axles.

By the construction before described all wear to the wheels by reason of contact with the brake-shoes is obviated, and brakes provided which are simple in their construction and thoroughly effective in operation.

Having thus described my invention, I claim—

1. The combination, with the axle having pulleys thereon, of the springs approximately U shape in form, the brake-shoes secured to the inner sides of the springs to bear against opposite sides of the pulleys, said springs being connected to the truck at one end, and

means for applying the brake-shoes connected with the other ends of the springs, substantially as set forth.

2. The combination, with the axles having
5 the pulleys thereon, of the springs having the brake-shoes on their inner faces, and secured at one end of a sliding rod connected with the free ends of the springs, and a sleeve

on the rod or shaft between the rear ends of the springs, as set forth. 10

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE THOMAS HORTON.

Witnesses:

G. H. WALKER,

T. J. TAIT.