

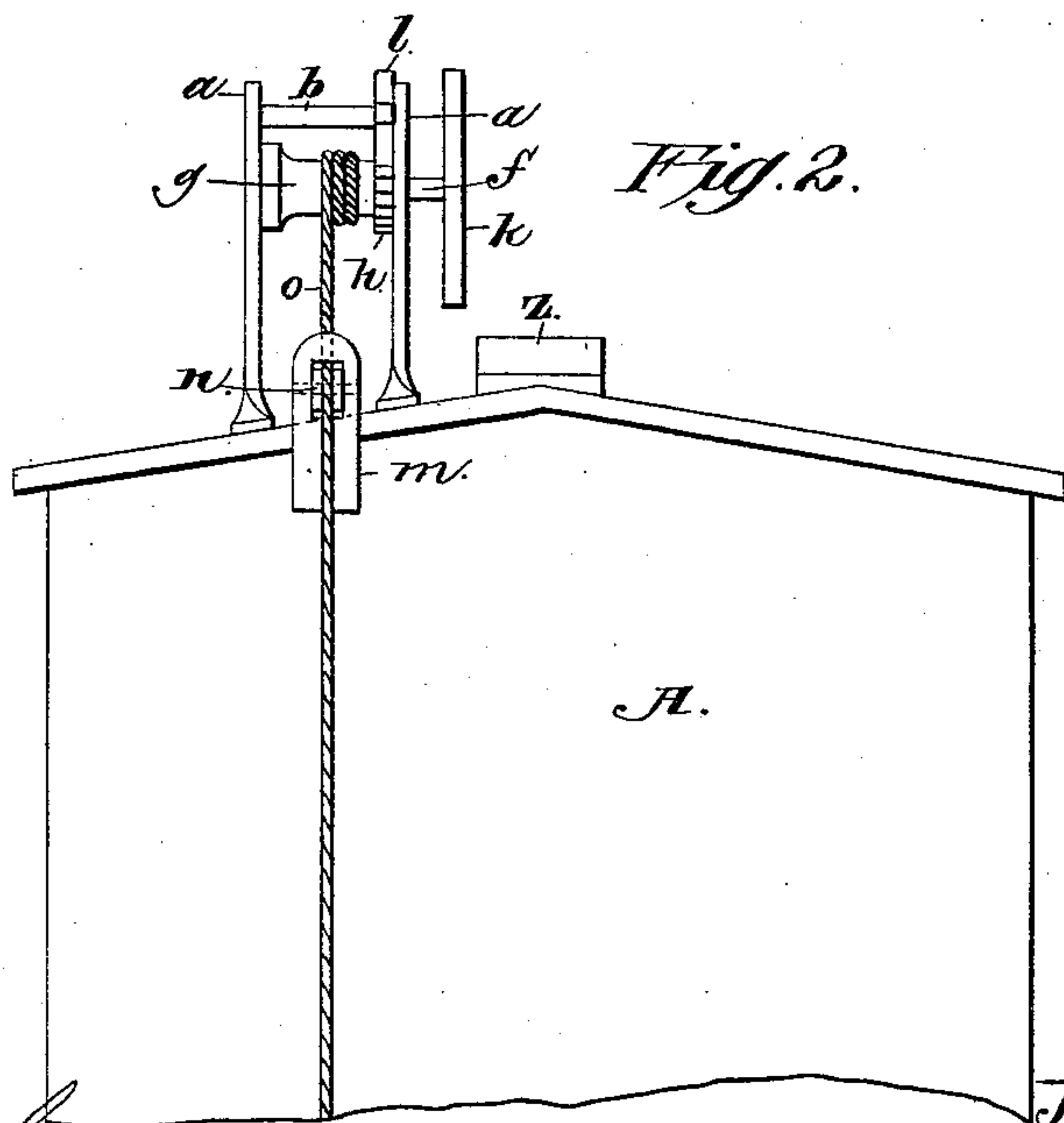
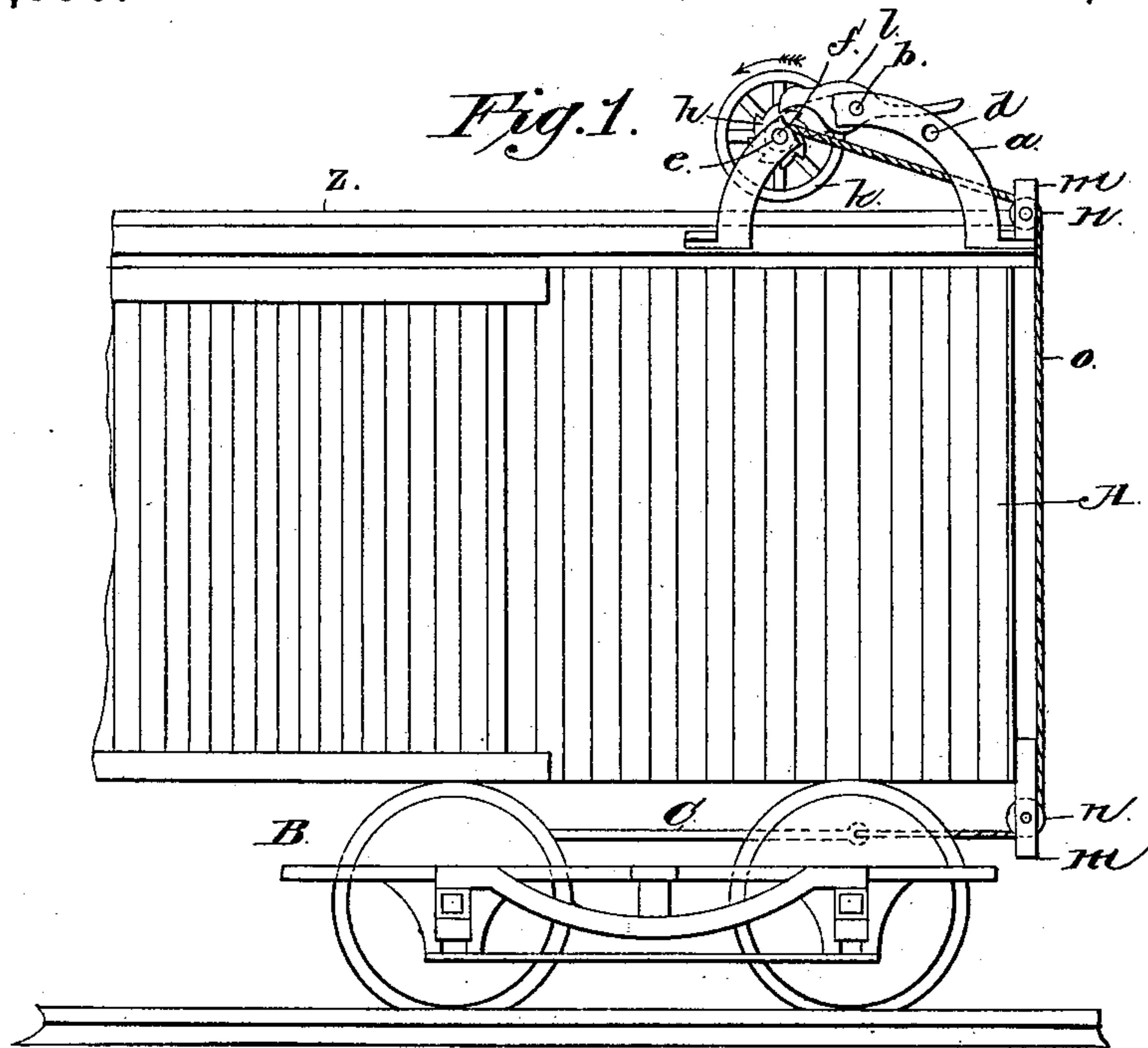
(No Model.)

J. P. CHAMPION.

CAR BRAKE.

No. 336,090.

Patented Feb. 16, 1886.



Witnesses
M. E. Fowler
E. G. Siggers

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UNITED STATES PATENT OFFICE.

JOHN PAULDING CHAMPION, OF GAINESVILLE, GEORGIA, ASSIGNOR OF ONE-HALF TO R. C. LITTLE & CO., OF SAME PLACE.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 336,090, dated February 16, 1886.

Application filed November 23, 1885. Serial No. 183,759. (No model.)

To all whom it may concern:

Be it known that I, JOHN PAULDING CHAMPION, a citizen of the United States, residing at Gainesville, in the county of Hall, and State of Georgia, have invented a new and useful Improvement in Brakes for Freight-Cars, of which the following is a specification, reference being had to the accompanying drawings.

10 My invention relates to an improvement in brakes for freight-cars; and it consists in the peculiar construction and combination of devices that will be more fully set forth hereinafter, and particularly pointed out in the claim.

In the drawings, Figure 1 is a side elevation of a portion of a freight-car provided with my improved brake apparatus, the latter being partly broken away and partly in section. 20 Fig. 2 is a detailed end elevation.

A represents a freight-car, which is provided with the usual brake apparatus, B, having the usual lever, C. On the top of the car, near one end thereof, are secured my improvements, in which *a* represents the sides of the frame, which sides are formed of substantially semicircular plates arranged parallel to each other and on one side of the tread-board Z, with which the car is provided, to enable the brakemen to walk back and forth thereon. The sides *a* are connected together at their centers by a cross-bar, *b*, and through the sides, in front and rear of the bar *b*, are made aligned openings *d* and *e*. A shaft, *f*, 35 may be journaled in either of the openings *d* or *e*. When in the former, the shaft is near the end of the car, and when in the latter at some distance from the end thereof. The shaft *f* has a drum, *g*, a ratchet-wheel, *h*, and a wheel-lever, *k*. A pawl, *l*, is pivoted on the bar *b*, and engages with the ratchet-wheel, as shown, to prevent retrograde movement of the shaft. Brackets *m* are secured to the upper and lower sides of the car, and in these 45 brackets are journaled sheaves *n*. A chain or rope, *o*, is attached to the brake-lever, passes over the sheaves *n*, and is connected to the drum. By turning the wheel in the direction of the arrow in Fig. 1 the brakes are applied, and by releasing the pawl from the

ratchet-wheel the brakes are removed from the car-wheels.

This improved form of brake apparatus is advantageous, as by its use the brakeman, should he be thrown off his balance, will not 55 fall between the cars, as the brake apparatus is at some distance from the ends thereof. It also allows free and unimpeded passage from one end of the train to the other, and the position of the brake-lever wheel is such that 60 the brakeman may exert all his power thereon with the least possible effort. Should the chain or any other part of the brake give way, the brakeman will not be thrown between the cars, but remain standing on his feet, and not 65 release his hold on the brake-wheel. Another advantage is, that the train-hands can see from the ground, or from one car to another, if the brake is on or off, and thus save the time and labor and the attending danger of 70 climbing up and over the cars.

I am aware that it has been heretofore proposed to construct a freight-car brake having a drum and hand-wheel supported on the top of the car at a distance from the end thereof, and a chain connecting the drum with the brake-lever, and this, broadly, I disclaim. 75

Having thus described my invention, I claim—

In a freight-car brake, the combination of 8c the sides *a*, secured on the top of the car at a distance from the end thereof, and having the cross-bar and the openings *d* and *e*, the shaft journaled in either of the said openings, and having the drum, the ratchet-wheel, and the 85 brake-lever wheel, the pawl pivoted on the cross-bar and engaging with the ratchet-wheel, the brackets attached to the end of the car and carrying the sheaves, and the chain attached to the drum, passed over the sheaves, 90 and connected to the brake-lever, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN PAULDING CHAMPION.

Witnesses:

JOHN L. GAINES,
A. R. SMITH.