

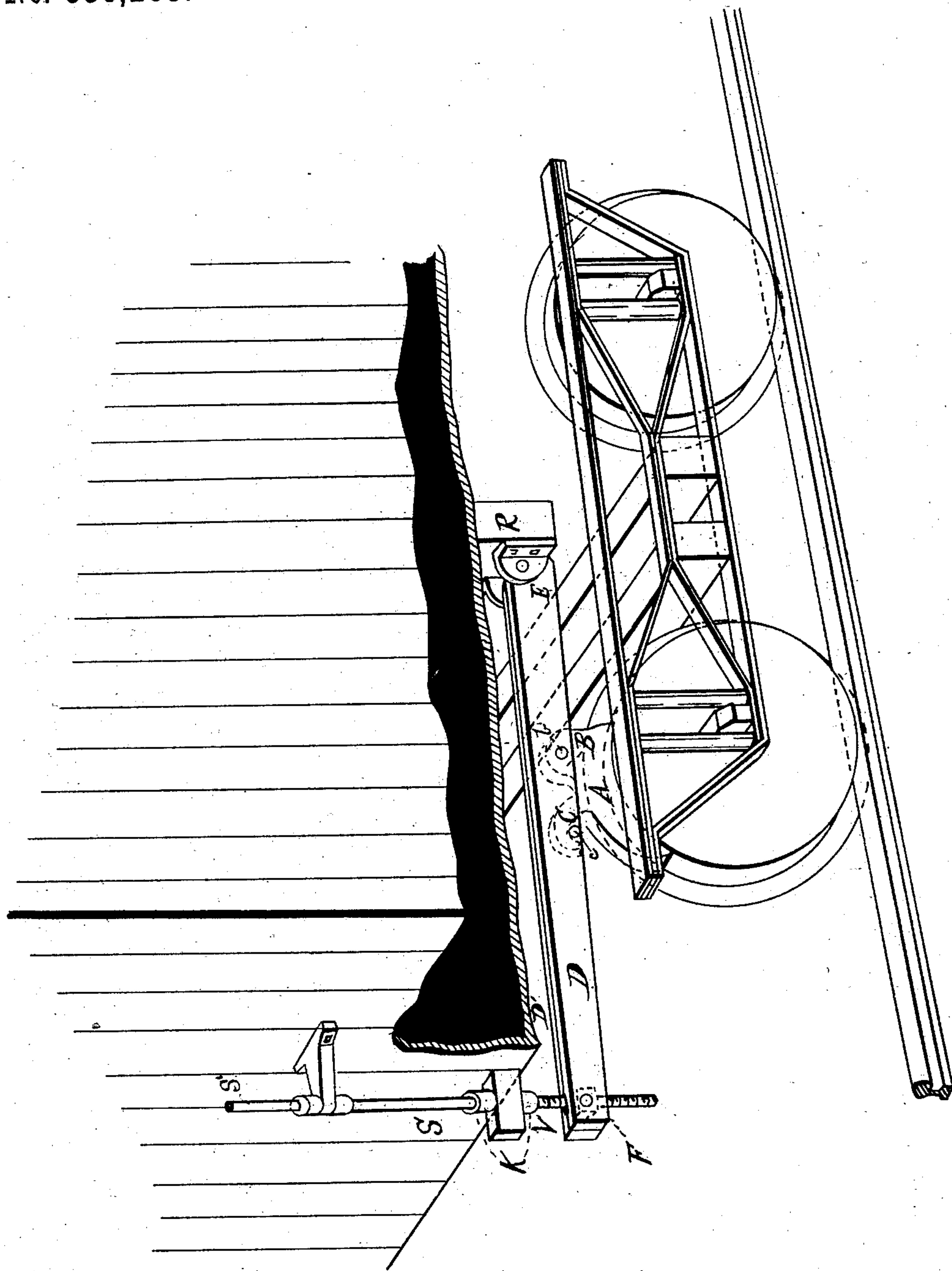
(No Model.)

M. J. MORIARTY.

CAR BRAKE.

No. 338,283.

Patented Mar. 23, 1886.



WITNESSES

*Walter B. Adams*  
*J. L. Middleton*

INVENTOR

*Michael J. Moriarty*  
*by Ellis Spear*  
*Atty*

# UNITED STATES PATENT OFFICE.

MICHAEL J. MORIARTY, OF MUSKEGON, MICHIGAN.

## CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 338,223, dated March 23, 1886.

Application filed October 13, 1885. Serial No. 179,804. (No model.)

*To all whom it may concern:*

Be it known that I, MICHAEL J. MORIARTY, a citizen of the United States, residing at Muskegon, in the county of Muskegon and State of Michigan, have invented a new and useful Improvement in Car-Brakes, of which the following is a specification.

My invention relates to brakes acting upon the car-wheels and actuated or brought into frictional contact with the wheel by means of a brake-beam, brake-rod, and revolving head or handle.

In the drawing I represent my invention in perspective, showing broken sections of the car-body sufficient to illustrate the method of attaching my brake to the car.

R represents the bearing-sill, which usually passes across the car at a point between the wheels of the truck. To the front side of the bearing-sill I bolt a lug, E.

D D' represent the brake-beam, which I make in one bar or in two bars, as shown in the drawing. The brake-beam D D' is hinged to the lug E, and passes thence forward to and extends a distance in front of the end of the car. Through the projecting part, between the bars, if double, and through a slot in the bar, if single, I place a nut, F, having trunnions on its sides, and hung by means of these trunnions in the opening between the sides of the bar D D'. A brake-shoe, A, is hung or attached to the brake-beam by means of two lugs, B and C, one of which is perforated to allow the pin *b* to pass through it, the other of which is hooked and hooks over the bolt *c*. A brake-rod, S, and lever S' pass up along the end of the car in the usual manner, passing through the projecting ends of the sills or other frame-work of the car. The lower end of the rod S has a screw, V, adapted to engage in the nut F. A collar, K, is firmly fixed upon the brake-rod under one of the project-

ing ends of the frame, and prevents the brake-rod from rising when the screw V is revolved in the nut F. I make the screw and nut with left-hand threads, so that a right-hand motion is employed in exerting pressure. When not in use, the beam is raised by the screw until the shoe A is entirely free from the wheel, and when it is desired to use the brake a few turns of the handle brings the shoe A in contact with the wheel, and enables the operator to exert as much pressure as desirable.

I am aware that it is not new to provide two levers, crossing each other near the center and adapted to embrace the two axles of a car-truck, with a screw-threaded rod passing through the ends of said levers, said rod having right and left end threads, whereby, by turning said rod, the ends of the levers may be brought together and the brakes applied, or vice versa, and I do not broadly claim such as my invention; neither do I claim the invention shown in the patent to Harding of February 12, 1884.

Having thus described my invention and its mode of operation, what I desire to have secured to me by Letters Patent is—

The combination, in a car-brake, of the beam D, pivoted at one end, a brake-shoe supported at a point thereon intermediate between its pivot and its outer end, and an adjustable connection at the opposite end of said beam D, consisting of the screw-rod, suitably supported, and a nut secured in the end of said beam and adapted to receive the threaded end of the rod, whereby the brake may be adjusted and the direct power of the operating-lever applied to the wheel, substantially as described.

MICHAEL J. MORIARTY.

Witnesses:

JAMES CAVANAUGH,  
EDWARD SWEENEY.