

(No Model.)

J. K. P. TIMMONS.

CAR BRAKE.

No. 375,841.

Patented Jan. 3, 1888.

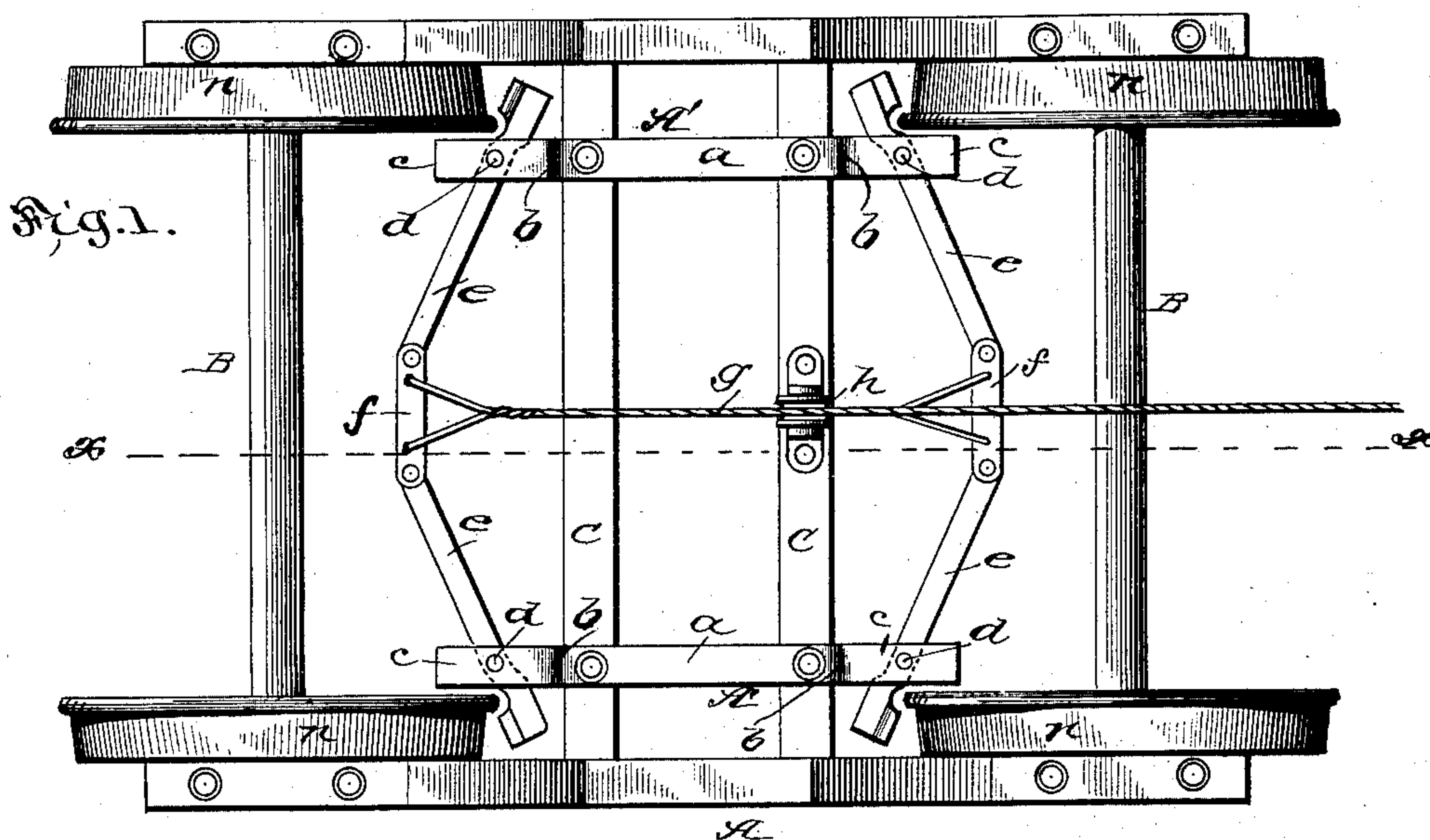


Fig. 2.

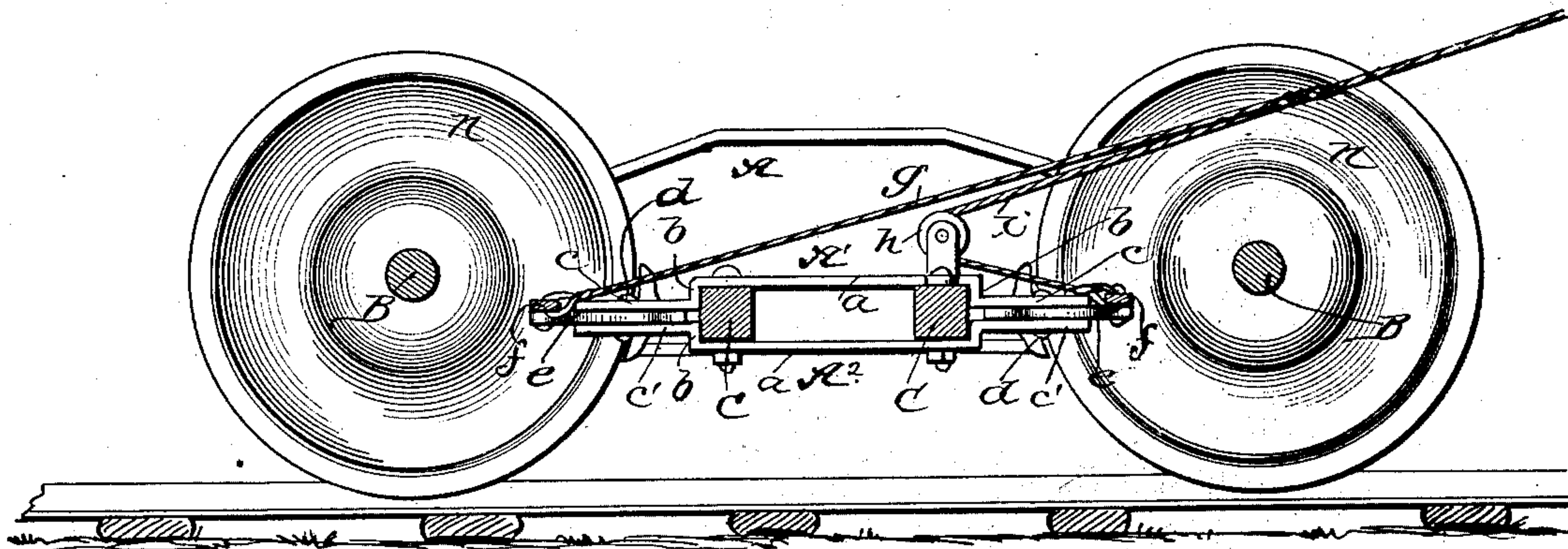
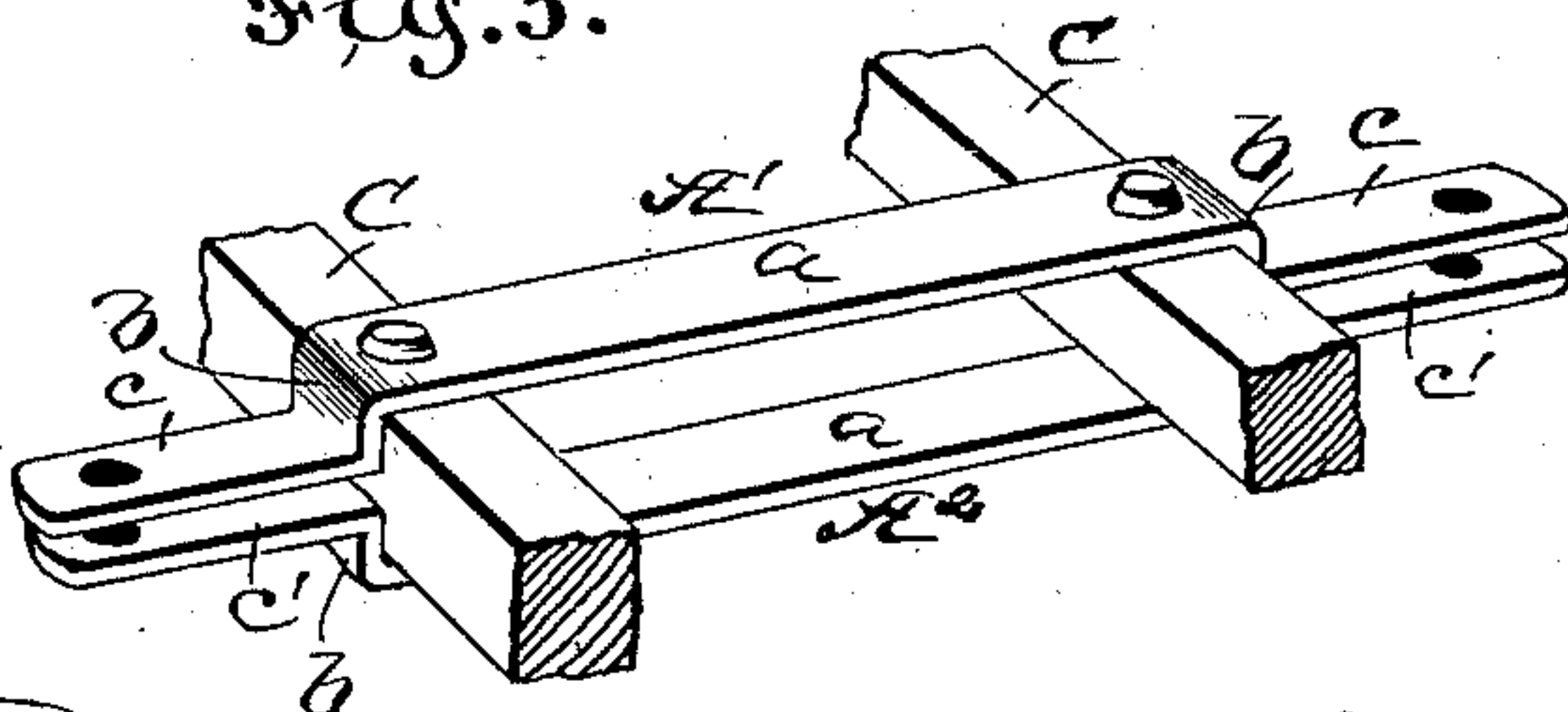


Fig. 3.



Witnesses

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JAMES K. P. TIMMONS, OF TIMMONS, TENNESSEE.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 375,841, dated January 3, 1888

Application filed August 25, 1887. Serial No. 247,868. (No model.)

To all whom it may concern:

Be it known that I, JAMES K. P. TIMMONS, a citizen of the United States, residing at Timmons, in the county of Murray and State of Tennessee, have invented a new and useful Improvement in Car-Brakes, of which the following is a specification.

This invention has reference to railway-car brakes; and it consists in the improvements hereinafter described.

In the accompanying drawings, forming part of the specification, Figure 1 is a plan view of a car having my improved brake applied thereto. Fig. 2 is a section on the line *x x* of Fig. 1. Fig. 3 is a detail view.

A refers to one of the trucks, in which are journaled, as usual, the axles B, having the car-wheels, as usual. Beams C are arranged at either side of each axle and are located parallel therewith. Upon each beam C, near each end thereof, is secured a metal plate, A', which is of the form shown most clearly in Fig. 2, and consists of the upper horizontal portion, *a*, which bears upon and is secured to the upper side of the beam, and a vertically-depend-
ing portion, *b*, which terminates in a horizontal portion, *c*. A second plate, A², is secured to the beams C, on the under side thereof, immediately below the other bar, and said under bar is bent in reverse to the upper bar, so that a portion, *c'*, thereof lies parallel with the portion *c*. A bolt, *d*, passes through the portions *c c'*, and said bolt serves as a pivot for a lever, *e*, between said portions *c c'*, the shorter end of which is opposite the wheels *n*, for the attachment of a brake-shoe, while its longer end extends in toward the inwardly-extending end of the other lever, to which it is pivotally attached by means of a tie-plate, *f*.

At one end of the frame is located a vertical shaft, (not shown,) which may be provided with a hand-wheel to facilitate its operation, and to said shaft is connected a rope or cable, *g*, which extends to the other side of the truck, where it is connected to the plate *f* at that side. A second cord or cable, *i*, is connected to the cable *g*, and is then led around a pulley, *h*, on one of the beams and connected to the inner ends of the adjacent levers.

It will be noted by reference to Fig. 1 that the bearings for the brake-levers are formed by bending the ends of the metal plates A' A², which span the spaces between the pairs of wheels, to the desired shape. This arrangement permits simplicity of the device and enables the beams and their brakes to be properly braced.

The brake arrangement herein described is of simple and durable construction and of general efficiency and certainty of operation.

I claim—

The combination of the frame having the wheeled axles journaled therein and the parallel beams C, arranged between the axles, with the plates A' A², connecting the said beams and bent to form the projecting arms *c c'*, the levers *e*, fulcrumed between said arms and having the brake-shoes at their outer ends, the links *f*, connecting the inner ends of the levers *e*, and the operating-cables attached to the said links, substantially as described.

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

JAMES K. P. TIMMONS.

Witnesses:

WILLIAM PAXTON,
CHARLES W. HANDY.