

(No Model.)

3 Sheets—Sheet 1.

E. A. WESCOTT & E. R. BRISTOL.

CAR BRAKE.

No. 388,234.

Patented Aug. 21, 1888.

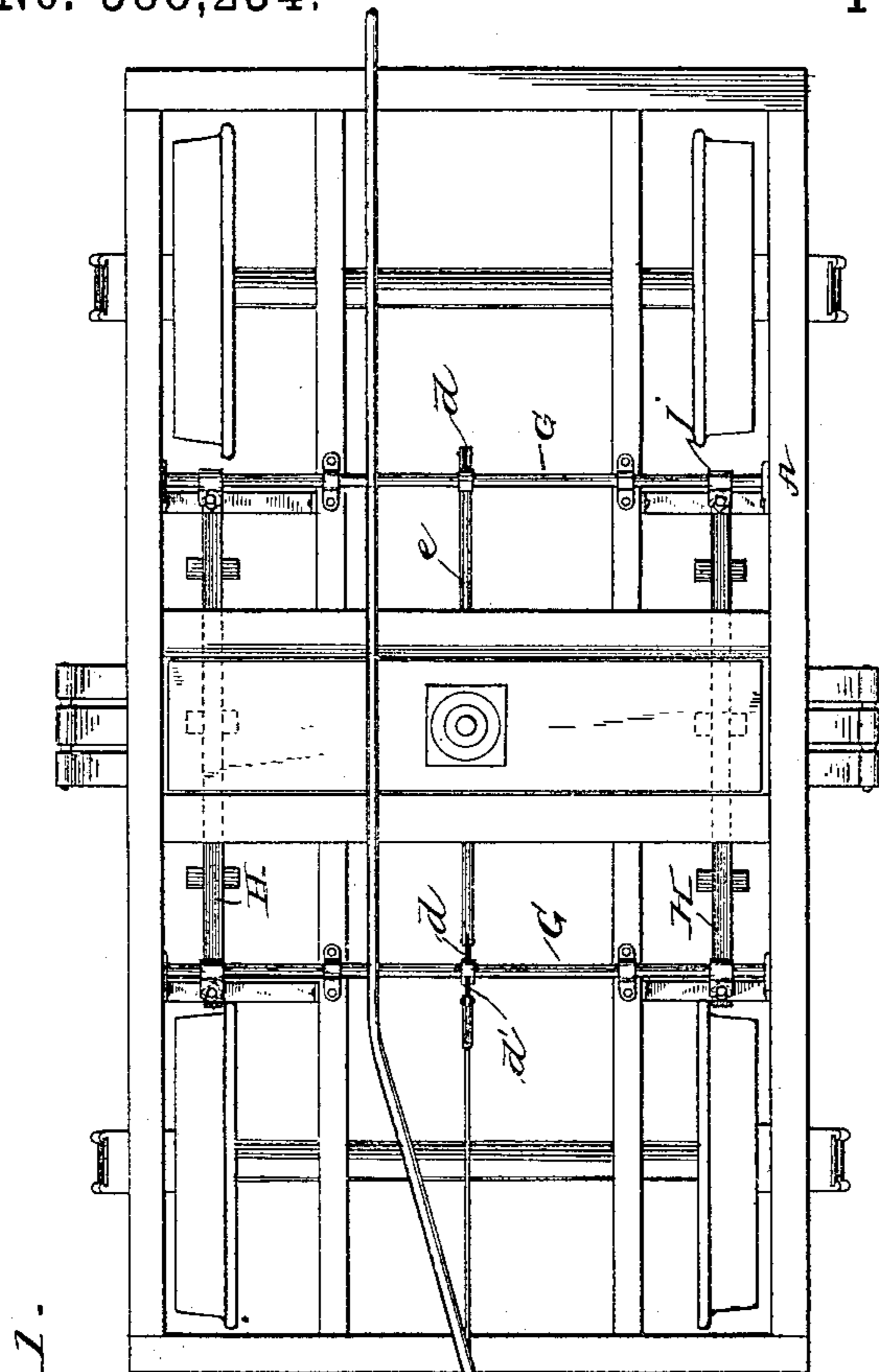


Fig. 1.

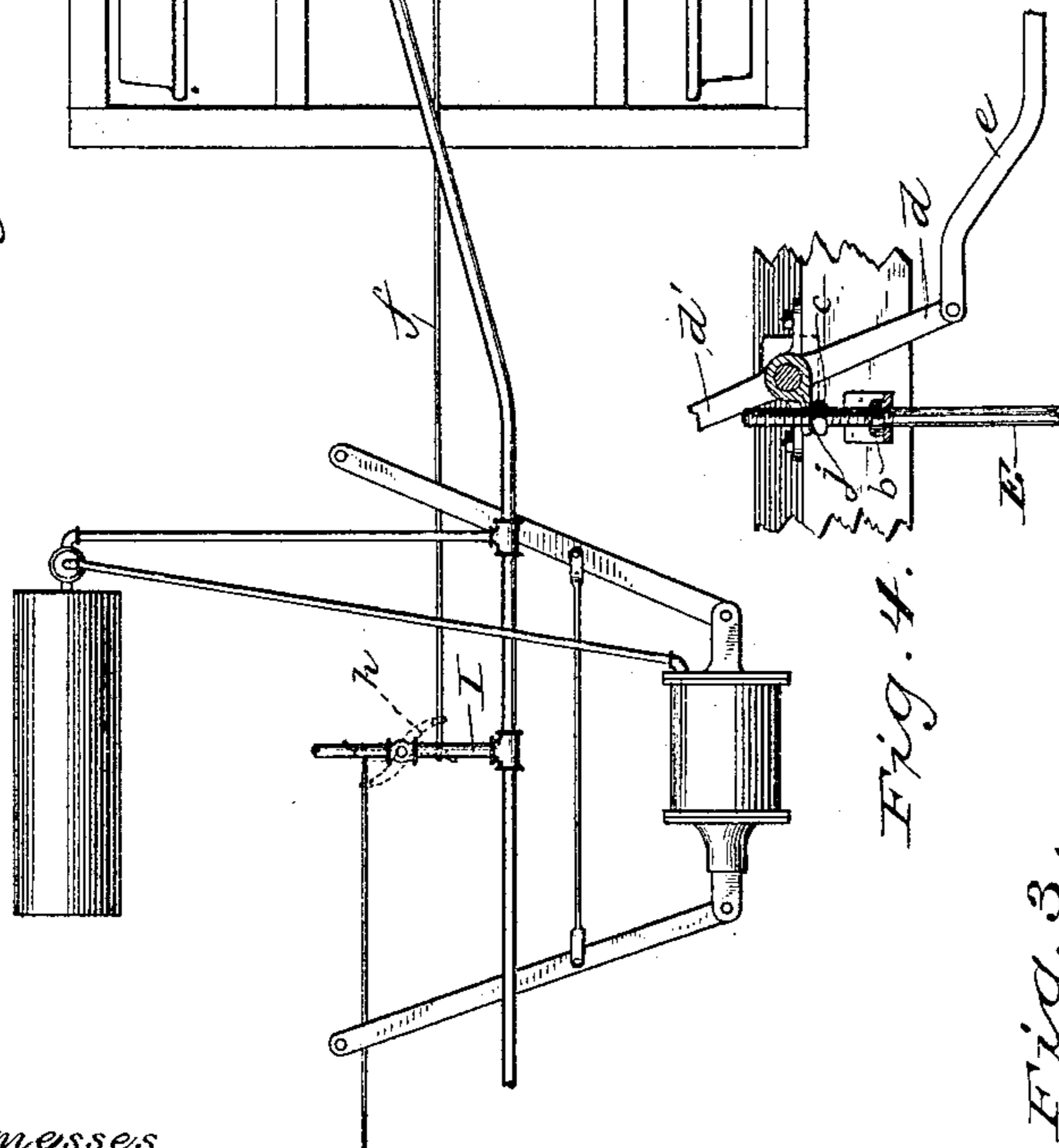


Fig. 4.

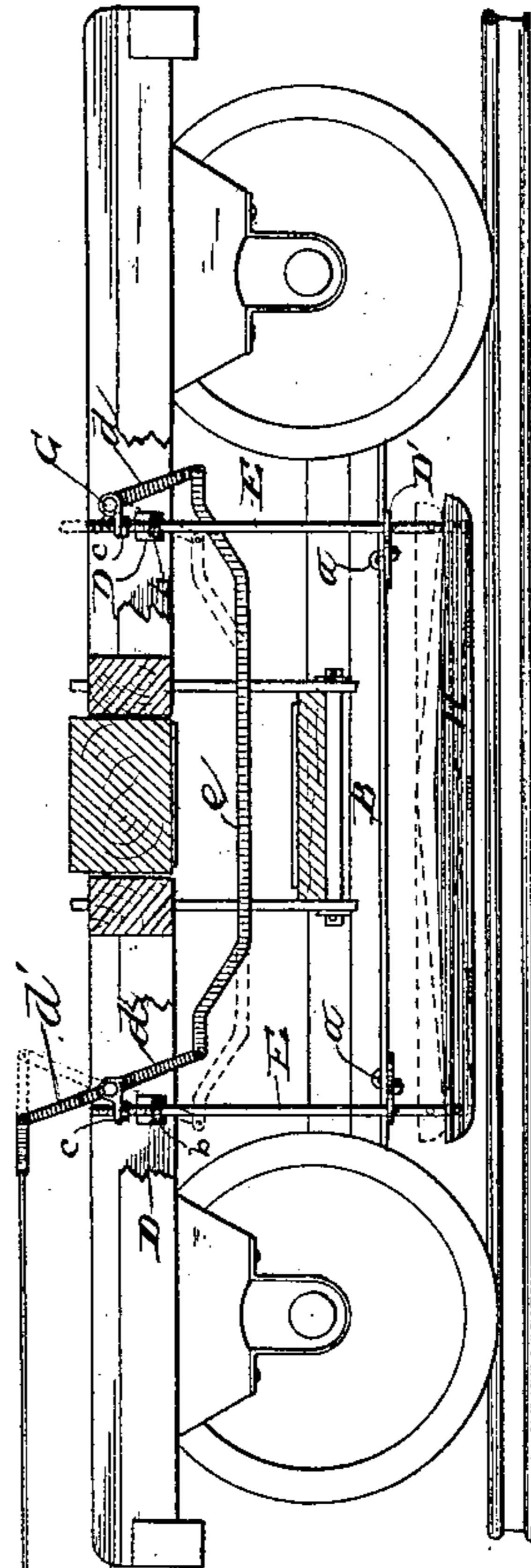


Fig. 2.

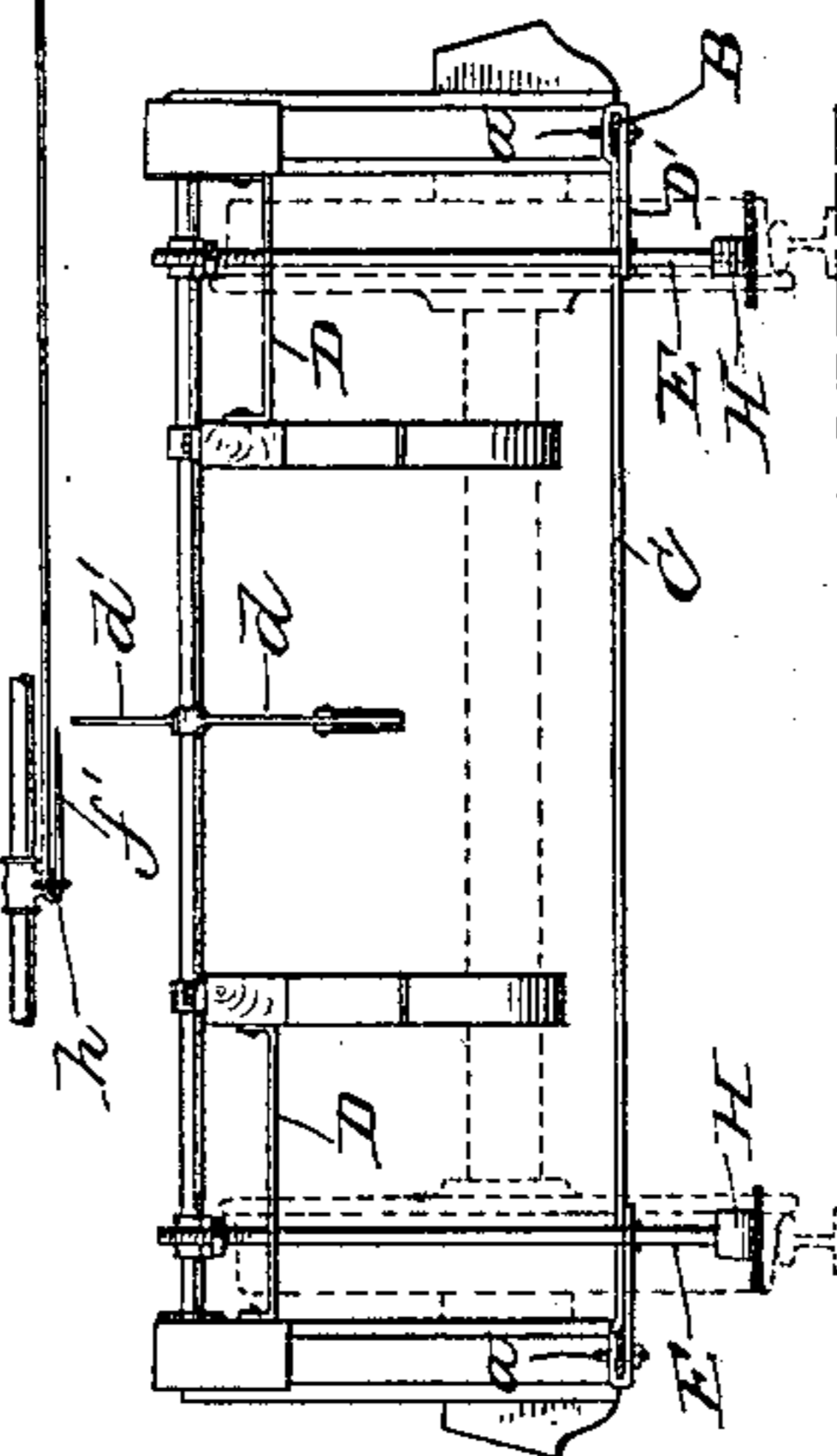


Fig. 3.

Witnesses.

Geo. W. Young.
Maurice F. Fear.

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Fig. 5.

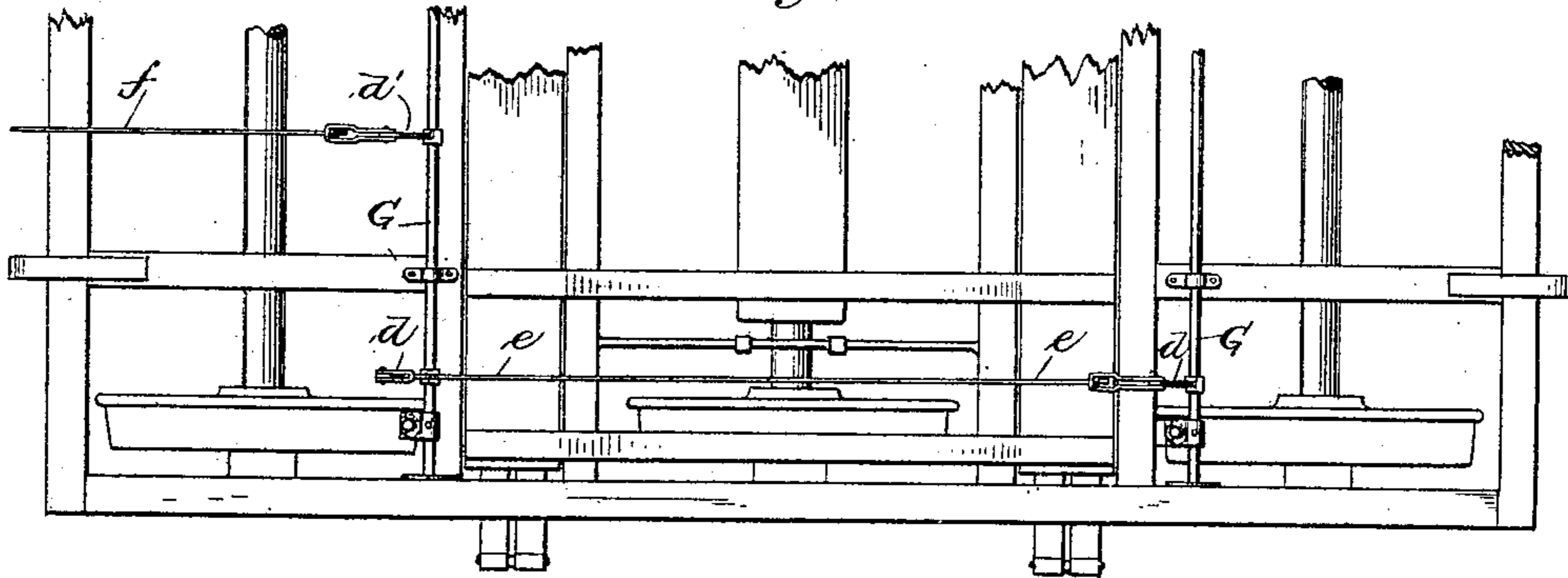


Fig. 6.

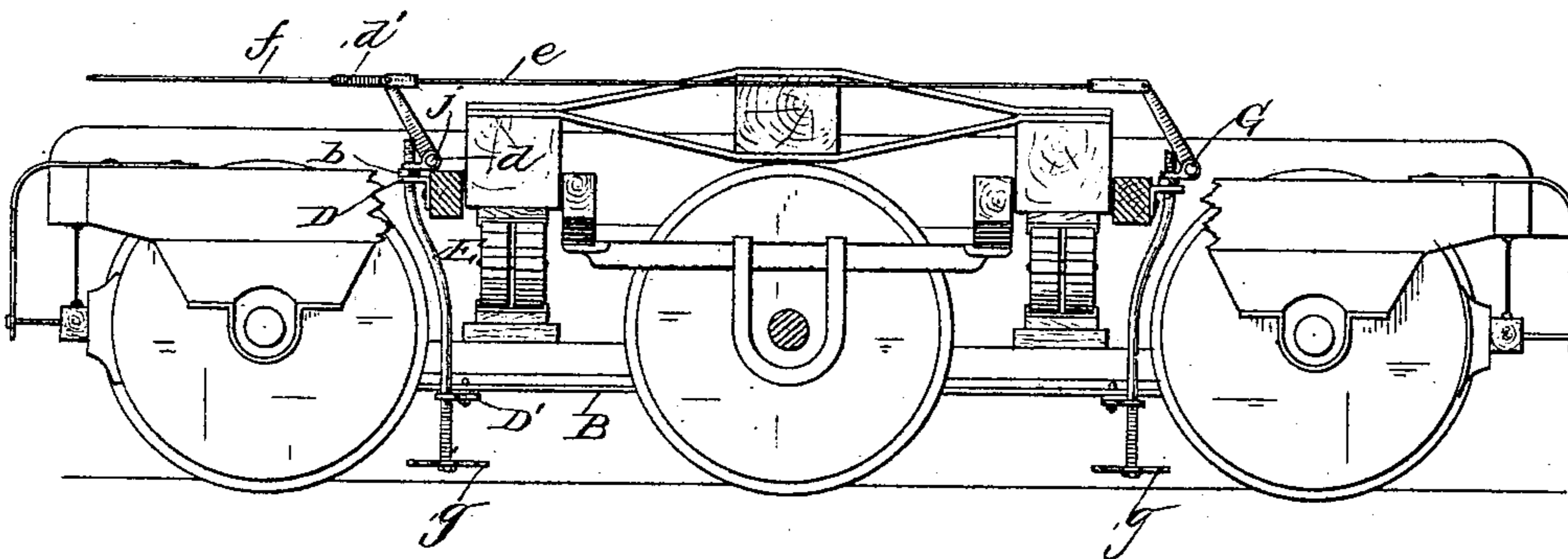
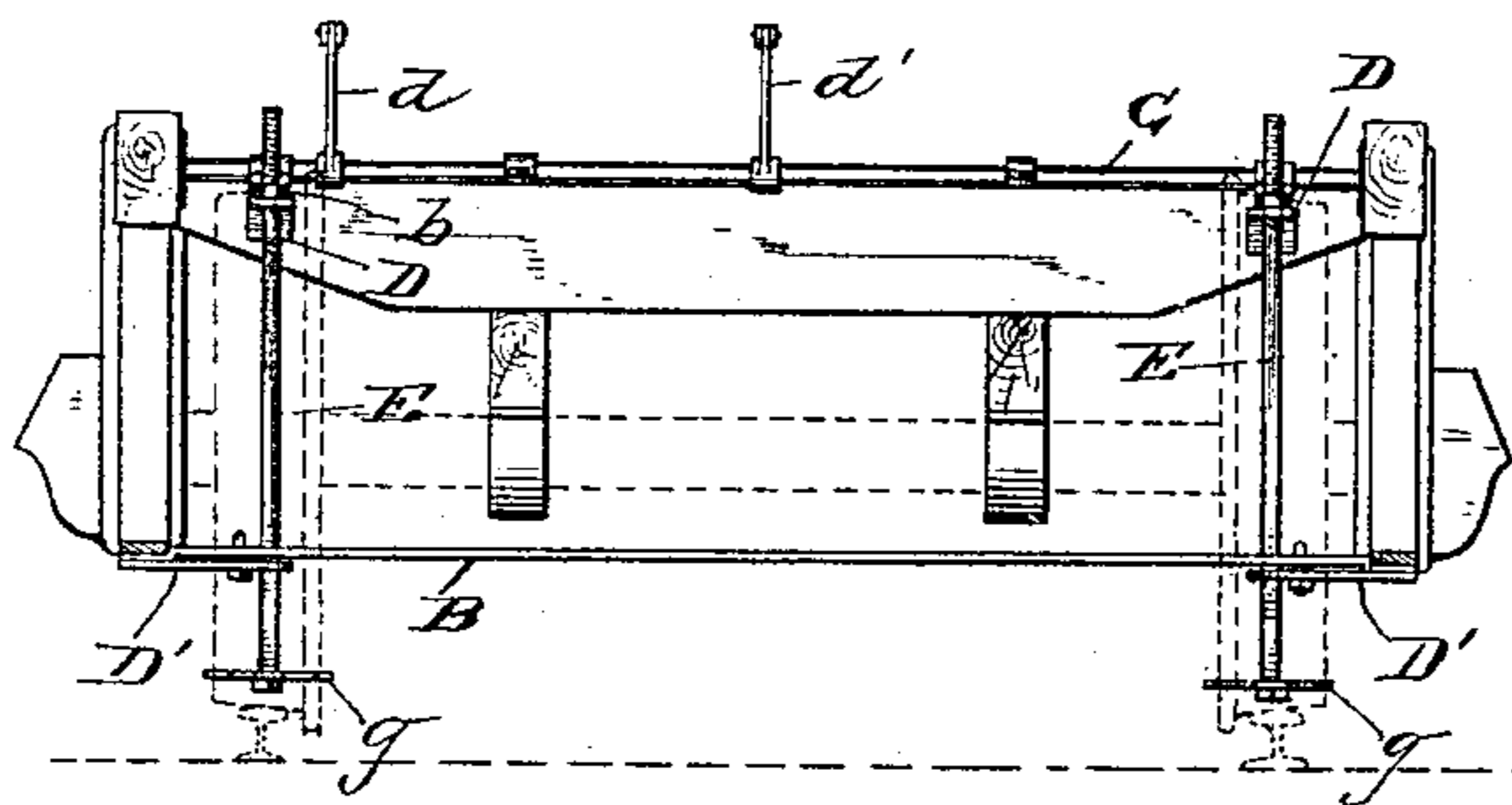


Fig. 7.



Witnesses.

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(No Model.)

3 Sheets—Sheet 3.

E. A. WESCOTT & E. R. BRISTOL.

CAR BRAKE.

No. 388,234.

Patented Aug. 21, 1888.

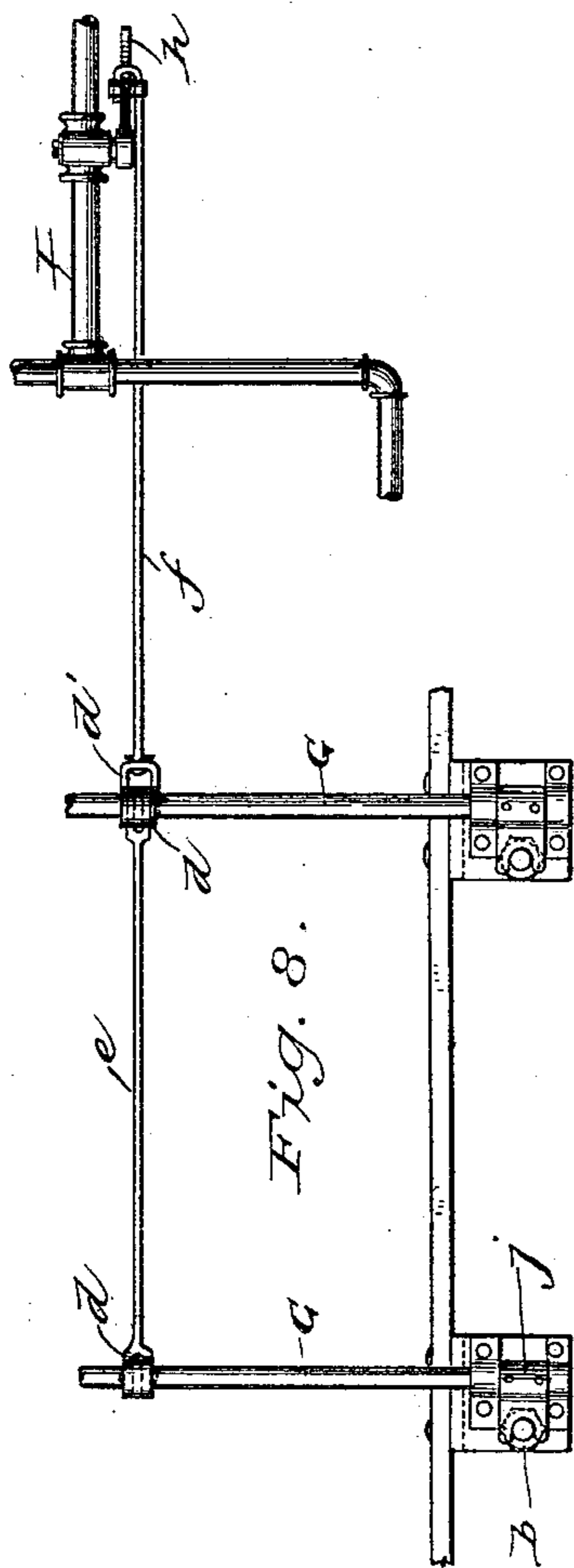


Fig. 8.

Fig. 10.

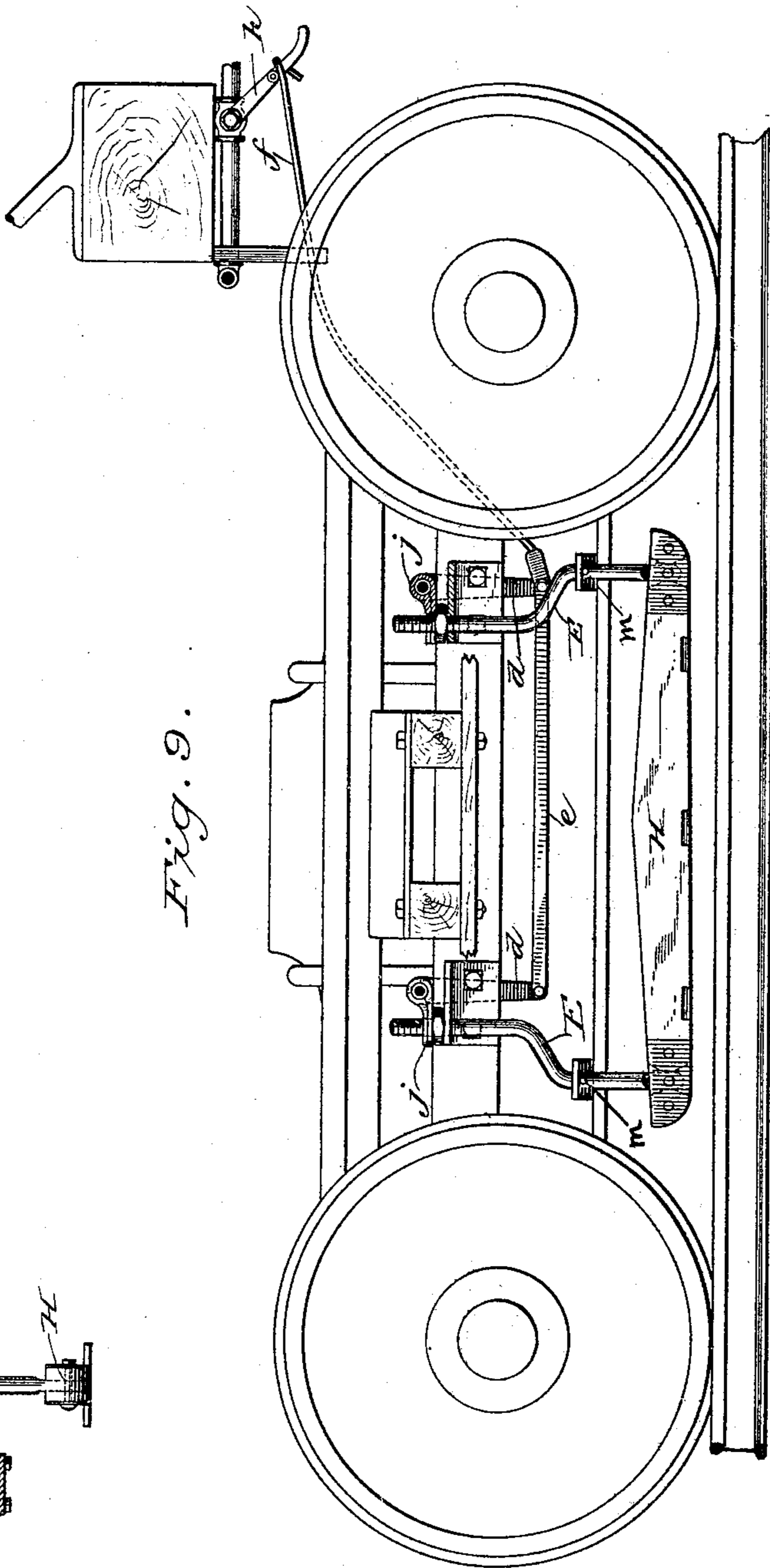
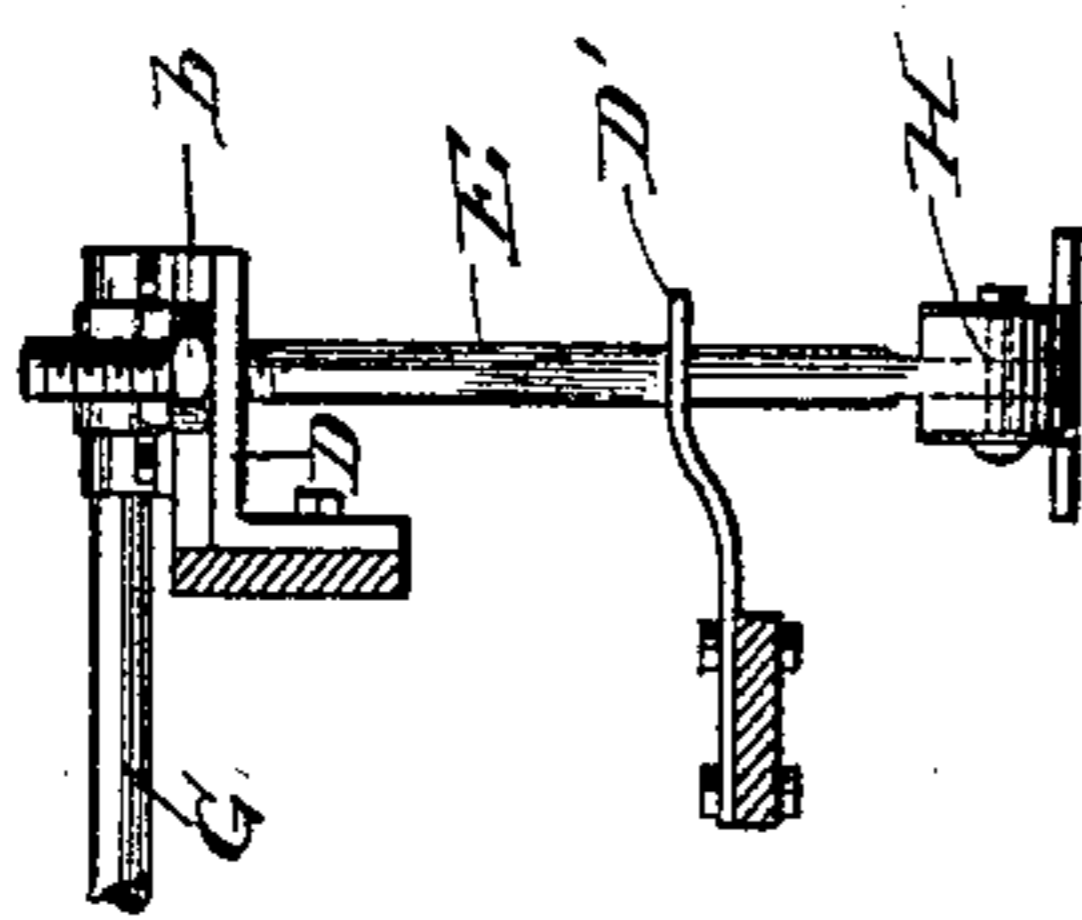


Fig. 9.

Witnesses,

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Maurice F. Meier.

Inventors:

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By *John H. Underwood*,
Attorneys.

UNITED STATES PATENT OFFICE.

EARL A. WESCOTT AND EDMOND R. BRISTOL, OF MINNEAPOLIS, MINNESOTA.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 388,234, dated August 21, 1888.

Application filed June 10, 1887. Serial No. 240,855. (No model.)

To all whom it may concern:

Be it known that we, EARL A. WESCOTT and EDMOND R. BRISTOL, of Minneapolis, in the county of Hennepin, and in the State of Minnesota, have invented certain new and useful Improvements in Car-Brakes; and we do hereby declare that the following is a full, clear, and exact description thereof.

Our invention relates to railroad-car brakes; and it consists in certain improvements on the brake-attachments for which Letters Patent Nos. 321,070 and 340,748 were granted to us on the 30th day of June, 1885, and the 27th day of April, 1886, respectively, as will be more fully described hereinafter.

In the drawings, Figure 1 is a plan view of a four-wheel truck embodying our invention. Fig. 2 is an elevation of the same, partly in section. Fig. 3 is an end view, and Fig. 4 is a detail. Fig. 5 is a plan view showing the application of our invention to a six-wheel truck. Fig. 6 is an elevation of the same, partly in section, and Fig. 7 is an end view. Fig. 8 is a plan of the attachments. Fig. 9 is an elevation showing the connection between our safety apparatus and the cock of the air-pipe, and Fig. 10 is a detail.

A is the truck-frame, and B represents the pedestal-braces.

C represents tie-rods that connect the pedestal-braces of the truck with each other.

D represents the upper guide-straps for the posts E, and D' are the lower guide-straps for the same. These latter may be in one piece with the brace-rods C, or may be secured to them by bolts *a*. The upper guide straps are bolted to the truck-frame, and the posts E are passed down through them and the lower guides, D'. The upper ends of the posts are screw-threaded to receive suspending-nuts *b* and a tripping-nut, *c*, as in Figs. 2, 3, and 4; or, as in Figs. 5 to 10, only one nut *b* may be used on each post both for suspending the post and for tripping the rod G. As in our patents hereinbefore referred to, from the lower end of the posts are suspended buffer-wheels *g*, as in Figs. 6 and 7, or from the two posts on each side is suspended a buffer-beam, H, as in Fig. 2.

The tripping-rods G are in the form of rock-shafts, having arms *d*, that receive straps *e*, that connect them with each other, and one of them

having an arm, *d'*, by which they are connected by a strap, *f*, with the valve-lever *h* (shown in dotted lines, Fig. 1) of the air-pipe I. The trip-rods G are also provided near each end with trip-arms *j*, which rest, when the air-valve is closed, each on a nut *b*, or just above it, the arms *j* being bifurcated to permit them to straddle the post.

We prefer to join the strap *f* to the valve-lever *h* by a loop or hook, *f'*, which will not only admit of easy disconnection, but will permit of the dropping of the posts as far as necessary without turning the valve, and the brakes cannot be set by the jolting of the cars.

In four-wheel trucks we prefer to carry the strap *e* beneath the transom, as shown in Figs. 1, 2, and 3, and in six-wheel trucks the connection is preferably made above the transom, as shown in Figs. 5, 6, and 7, and in the engine-truck the connection is made beneath the transom by strap *e*, and a rod, *f*, connects the trip-rods directly with the valve-lever *h*, as shown in Fig. 9.

To prevent premature tripping we perforate the posts E and place in these perforations wooden or other frangible pins, as at *m*, which pins, abutting against the under side of the lower supports, D', serve to receive the shock occasioned by the striking of any insignificant obstruction, or such a one as would not have the effect of derailing the train; or we may interpose a spring having the requisite resisting force either between the beam H or foot *g* and the lower guide, D', or at any other suitable point that would afford a suitable resistance, to prevent the brakes from being needlessly set.

We do not mean to confine ourselves to any special arrangement of the straps for connecting the trip-rods, as they may be arranged either above or below the transom, as circumstances may dictate.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In a car-truck, the combination of the frame, rock-shafts journaled therein and having intermediate arms projecting transversely therefrom and trip-arms projecting from near the ends thereof, posts suspended from the frame in suitable guides, carrying buffer wheels or

beams on their lower ends and provided with
suitable nuts on their upper ends for engage-
ment with said trip-arms, straps connecting
the several rock-shafts together, and another
5 strap connecting one of said rock-shafts with
the valve-lever of the air-pipe, substantially
as shown and described.

In testimony that we claim the foregoing we
have hereunto set our hands, at Minneapolis,
10 in the county of Hennepin and State of Min-
nesota, and at Milwaukee, in the county of

Milwaukee and State of Wisconsin, respect-
ively, in the presence of two witnesses.

EARL A. WESCOTT.
EDMOND R. BRISTOL.

Witnesses to signature of E. A. Wescott:

A. M. SHUEY,
F. W. DREW.

Witnesses to signature of E. R. Bristol:

S. S. STOUT,
H. G. UNDERWOOD.