

(No Model.)

C. S. MOSS.
CABLE RAILWAY BRAKE.

No. 430,140.

Patented June 17, 1890.

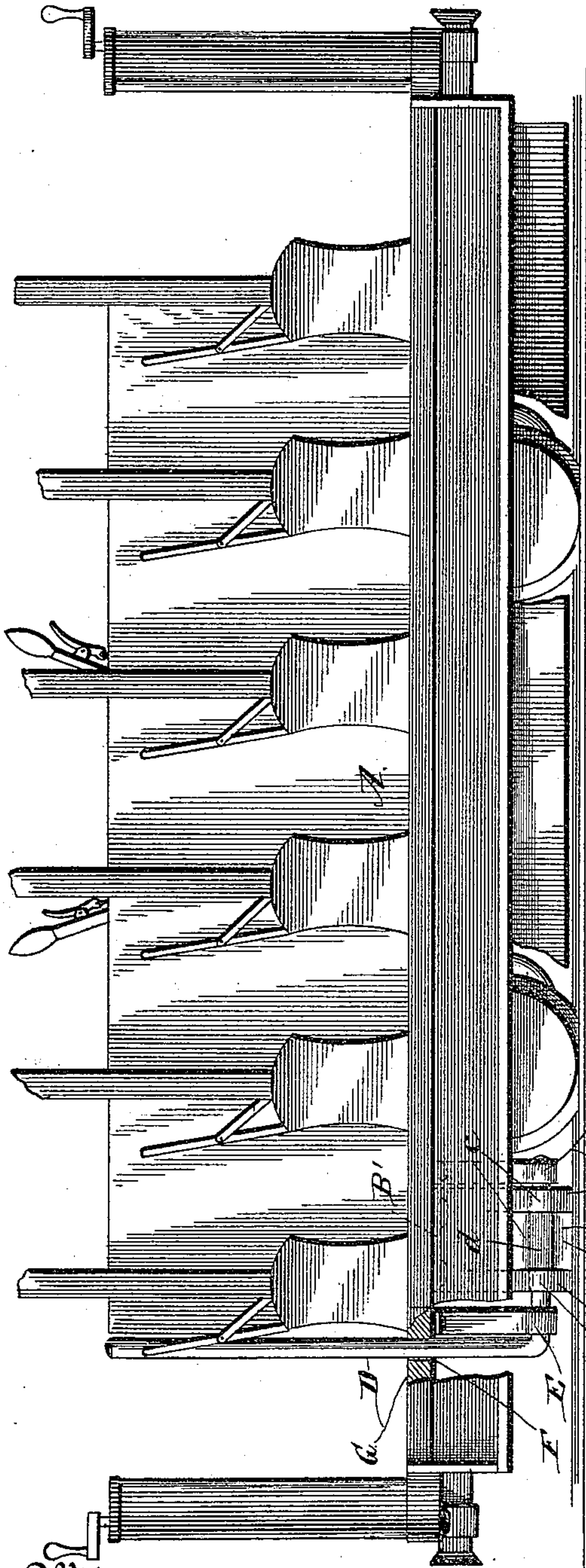


Fig. 6.

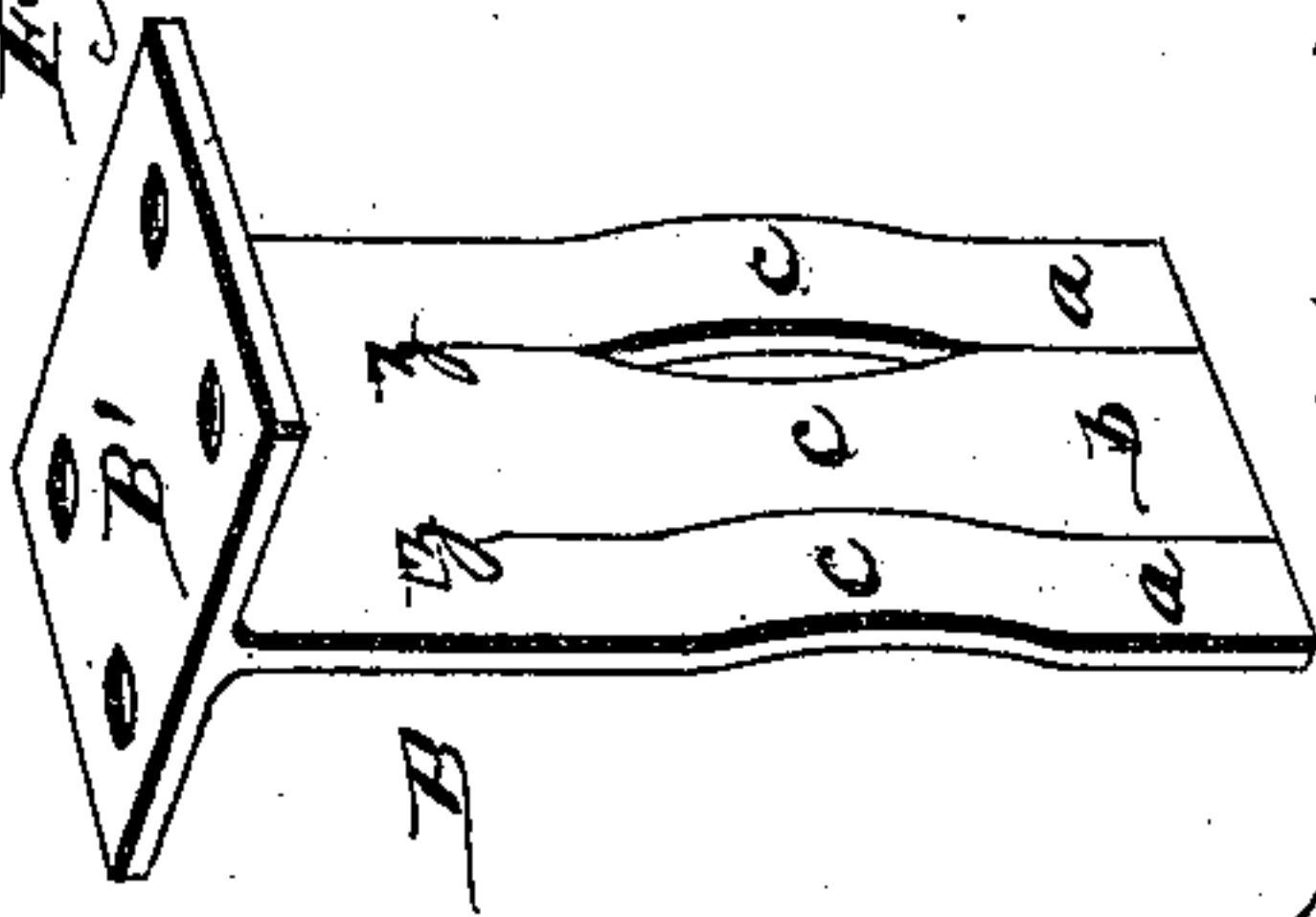


Fig. 5. II

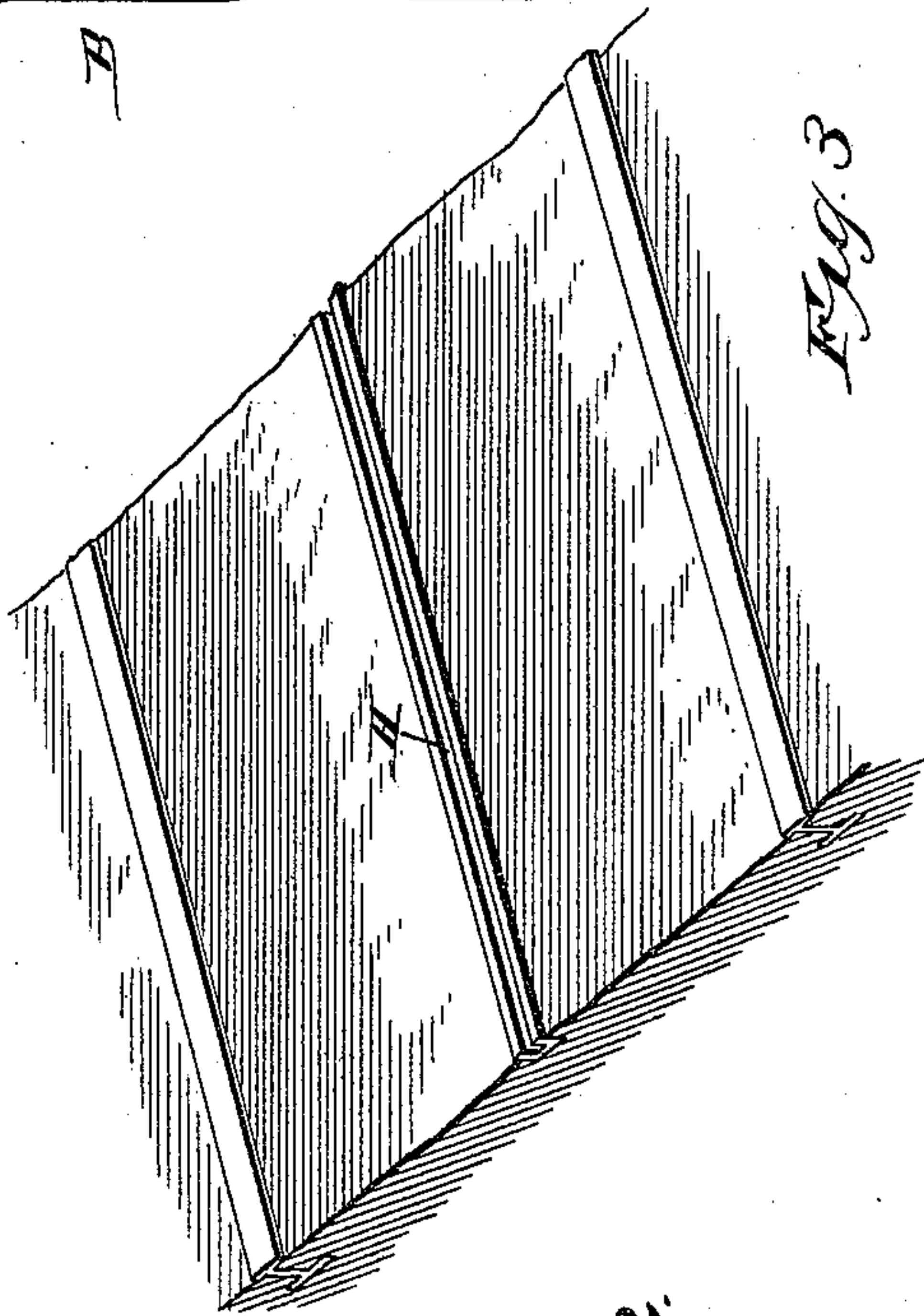


Fig 3

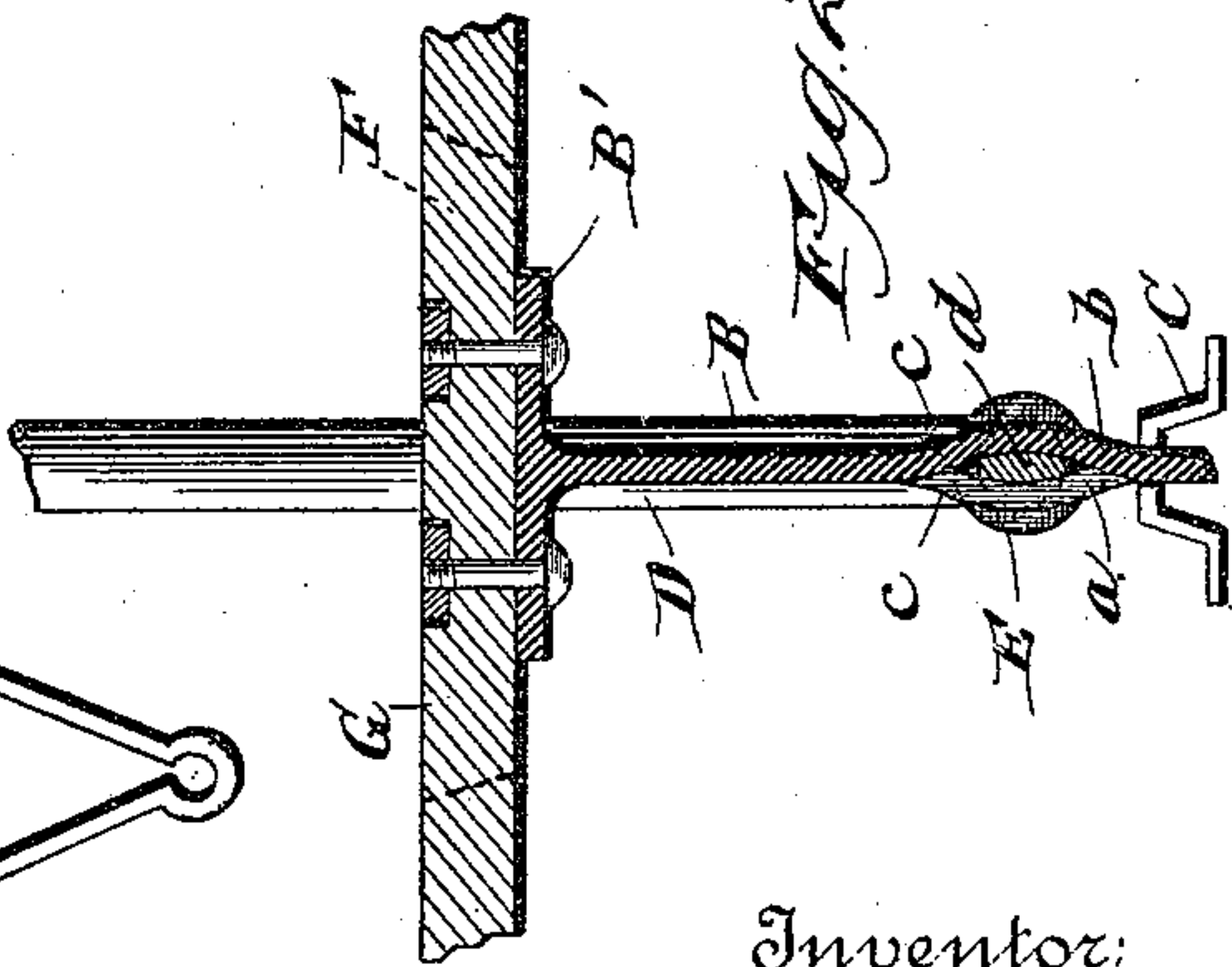


Fig. 2.

Inventor:

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By His Attorneys,

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Witnesses:

Witnesses:
Geo. F. Hooper.
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UNITED STATES PATENT OFFICE.

CHARLES S. MOSS, OF KANSAS CITY, MISSOURI.

CABLE-RAILWAY BRAKE.

SPECIFICATION forming part of Letters Patent No. 430,140, dated June 17, 1890.

Application filed March 18, 1890. Serial No. 344,308. (No model.)

To all whom it may concern:

Be it known that I, CHARLES S. MOSS, of Kansas City, Jackson county, Missouri, have invented certain new and useful Improvements in Cable-Railway Brakes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in street-railway-car brakes, and may be said to consist in the novel construction and combination of different parts, hereinafter more fully set forth and described.

The main object of my invention is to produce a means by which a cable-railway street-car may be brought to a sudden standstill in case of the cable breaking while passing over a steep incline in cable roads, and may be advantageously used for the same purpose on electric and horse-car lines.

Referring to the drawings, Figure 1 is a side view of a street-railway car on which my braking device is rigidly secured to the under side of the car. It may be attached to any suitable point directly over the slot in the track or over the slot between the grip-rails of a cable-railway street-car. Fig. 2 is a sectional view of my device, showing the manner in which it is secured to the under side of the car with its points extending downward between the two slot-rails of the car. Fig. 3 is a section of a street-railway track with the slot-rail running longitudinally through the center, which will answer the same purpose in connection with my locking device on an electric-railway or horse car. Fig. 4 is a view of a hanging bracket, which is rigidly secured to the under side of the car which holds the lever of the brake in position. Fig. 5 is a view of the operating-lever D detached, showing the angular portion *d*. Fig. 6 is a view of the braking device having the recessed sides *c c c* and head *B'*.

I make my braking device out of spring-steel, any suitable size with sufficient strength.

The view seen in Fig. 6 will more fully illustrate the manner in which the braking device is constructed. It will be seen in this view that I use a slab of steel of any suitable thick-

ness to pass loosely between the slot-rails or in other slots made for the purpose. The slab is then split about two-thirds of its length from the lower end upward. The two outside pieces are bent outward in a recessed form. The inside piece is bent outward in the opposite direction in such a manner that the points *a a* and *b* still hold their normal position with the main bar of the device above the splits. I then take the lever D with a portion of the right angle flattened out in a longitudinal shape. This right-angle portion is inserted through the opening made by the said bending operation, (seen in position attached to the car at Fig. 1,) the lever passing through the bottom of the car and extending upward a suitable distance, so that it can be operated by the gripman or the conductor on the car, as the case may be.

In Fig. 1, A is a cable-railway grip-car. B' is a flange portion of my device, showing the perforations made for the insertion of bolts to rigidly secure the invention to the under side of the car. C is the slot-rail. D is a lever extending upward through the car by which my invention is operated, or it may be operated by any other suitable method. E is a hanging bracket. F is the slot running transversely through the timber in which the lever is operated. *a a* and *b* is the lower portion of my braking device. *c c* and *c* is the recessed sides of my device through which right-angle portion of lever D passes. B is the stem of the device. G is the floor of the car. *d* is the right-angle portion of lever D. H is a slot (seen at Fig. 3 an electric-railway or horse-car track) in which my locking device may be inserted.

Having thus fully described my invention, what I claim as new, and desire to be protected in by Letters Patent of the United States, is—

1. A braking device rigidly secured to the bottom of a street-car having adjustable points *a a b*, extending downward and passing between the two slot-rails of said railway, as fully set forth and described.

2. A street-railway braking device with a flange-head B' and extended stem B, in combination with lever D, with longitudinal por-

tion passing through a recess made by splitting stem of the device into three parts, as fully set forth and described.

3. In a street-railway braking device attached to the under side of the car, the lever D, having angular portion *d*, and the stem B, having recessed sides *c c c*, and adjustable points *a a b*, said points extending down in slot C, substantially as described.

10 4. A street-railway braking device attached to the under side of a street-railway car, con-

sisting of flanged head B', with an extended stem B, slitted at Z Z, recessed sides *c c c*, and extended points passing down through slot C or slot H, as fully set forth and described. 15

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

CHARLES S. MOSS.

Witnesses:

H. E. PRICE,
A. A. HIGDON.