

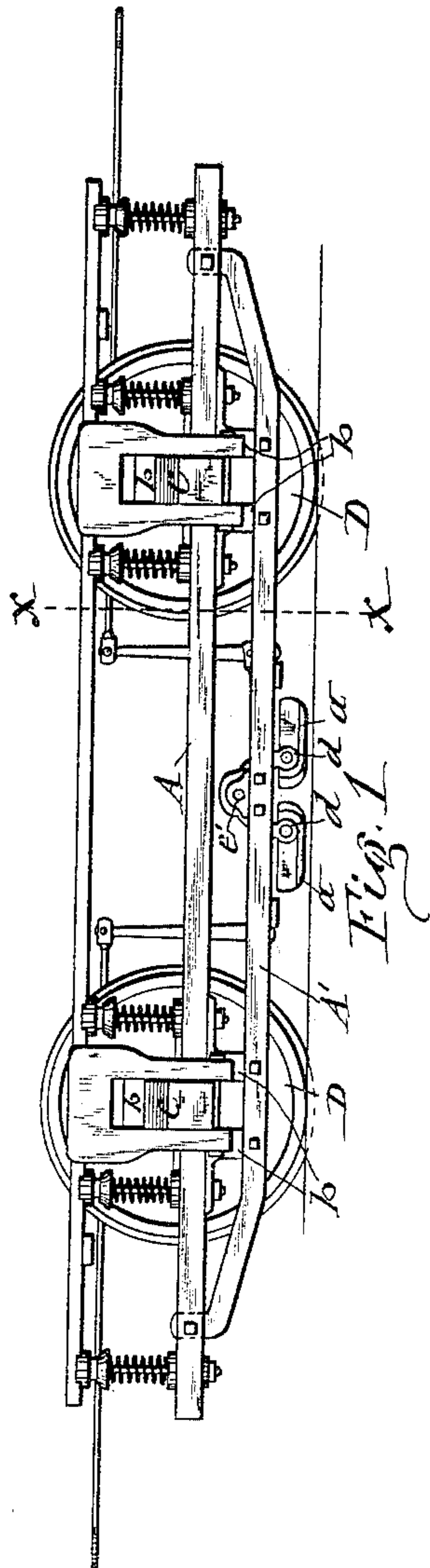
(No Model.)

2 Sheets—Sheet 1.

E. PECKHAM.  
CAR BRAKE.

No. 467,896.

Patented Jan. 26, 1892.



Witnesses

C. L. Bendixson

J. J. Saasz.

Inventor

Edgar Peckham

By his Attorneys

Hull, Langer & Hull

(No Model.)

2 Sheets—Sheet 2.

E. PECKHAM.  
CAR BRAKE.

No. 467,896.

Patented Jan. 26, 1892.

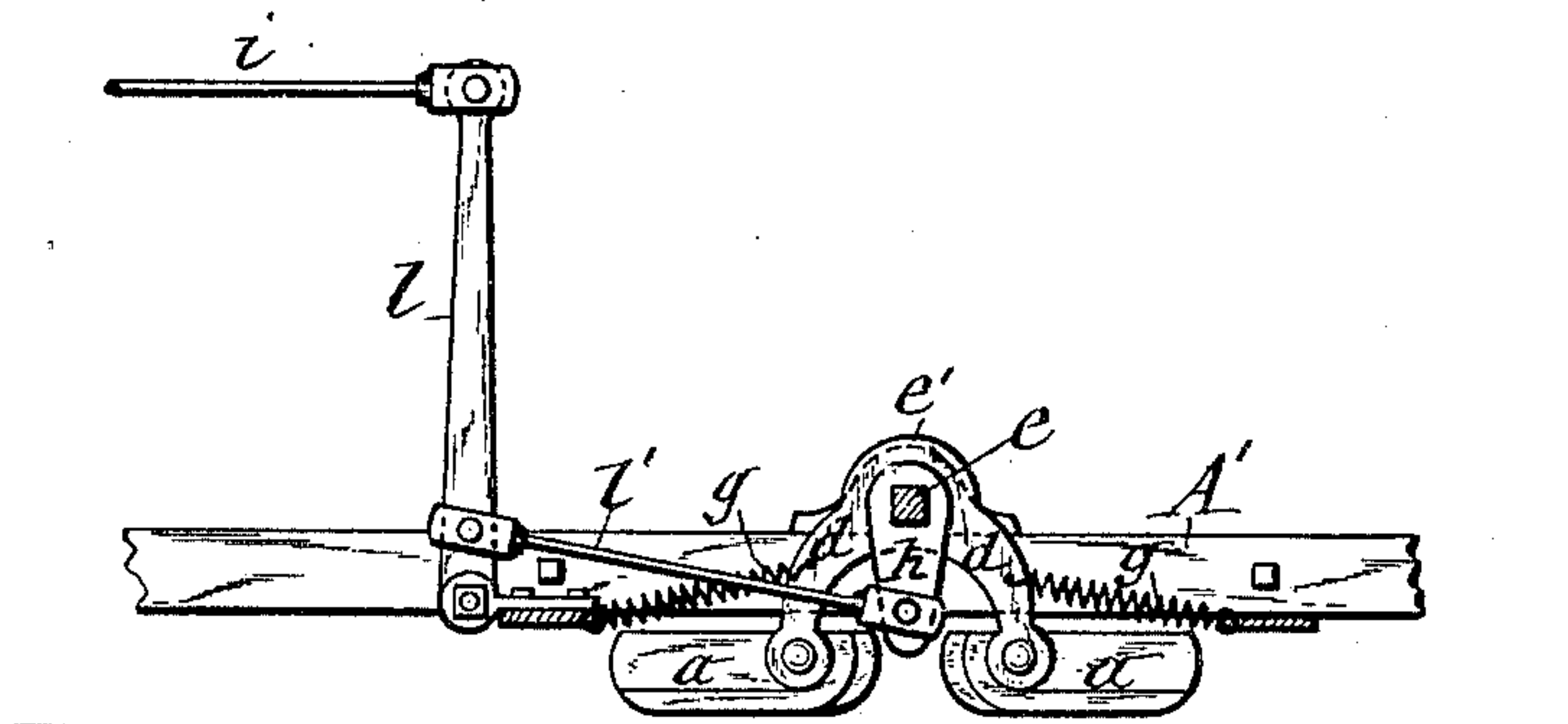


Fig. 3

WITNESSES:

G. L. Bendixon  
J. J. Laasg

INVENTOR:

Edgar Peckham  
By Wm. L. Laasg & Co.  
his ATTORNEYS.

# UNITED STATES PATENT OFFICE.

EDGAR PECKHAM, OF KINGSTON, NEW YORK, ASSIGNOR, BY MESNE ASSIGNMENTS, TO THE PECKHAM MOTOR TRUCK AND WHEEL COMPANY, OF SAME PLACE.

## CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 467,896, dated January 26, 1892.

Application filed October 30, 1890. Serial No. 369,789. (No model.)

*To all whom it may concern:*

Be it known that I, EDGAR PECKHAM, of Kingston, in the county of Ulster, in the State of New York, have invented new and useful  
5 Improvements in Car-Brakes, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention consists, chiefly, in a novel,  
10 simple, and effective system of levers for applying the brake to the track, as hereinafter fully described, and specifically set forth in the claims.

In the annexed drawings, Figure 1 is a side  
15 elevation of a car-truck equipped with my improved brake. Fig. 2 is a top plan view of the same, and Fig. 3 is an enlarged vertical longitudinal section on line *y y*, Fig. 2.

Similar letters of reference indicate corresponding parts.

A and A' represent the usual longitudinal side and truss bars of the truck-frame, which bars are generally attached to yokes *b b*, hung on the journal-boxes *c c* of the car-axles C C.  
25 *a a* represent the brake-shoes, which are arranged to bear on the track-rails, as shown in Figs. 1 and 2 of the drawings. For operating said brake-shoes I employ on each side of the truck a two-armed lever or rock-arms  
30 *d d*, attached rigidly to a rock-shaft *e*, which is extended across the truck and is mounted in suitable bearings *e'*, secured to the truss-bars A A'. The rock-arms *d d* extend downward, and to the free end of each is connected  
35 one of the brake-shoes *a*. The brake-shoes are held normally out of frictional contact with the track by means of suitable springs *g g*, connecting the rock-arms to the truck-frame. To the shaft *e* I also rigidly secure  
40 crank-arms *h h*, the free ends of which are connected by rods *l' l'* to the levers *l l*, which are pivoted vertically to the truck-frame at the front and rear of the rock-shaft *e* and

have their upper ends connected to the rods *z*, which are extended to the ends of the car 45 and connected thereat to the brake-levers or brake-wheel shafts in the usual and well-known manner not necessary to be shown.

My described car-brake possesses several advantages, among which may be named the 50 employment of two brake-shoes on each side of the truck and operated by one and the same rock-shaft and in such a manner that only one of said brake-shoes can at a time be applied to the track, and it always applies the 55 shoe which is nearest the rear end of the car and drags said shoe on the track, thereby avoiding the danger of the shoe becoming upset by catching on obstructions on the track; also, greater power for applying the brake is 60 obtained by the employment of the levers *l*, which are connected near their fulcrums to the cranks of the rock-shaft.

Having described my invention, what I claim as new, and desire to secure by Letters 65 Patent, is—

1. The combination, with a car-truck, of the rock-shaft *e*, provided with the cranks *h h*, the levers *l l*, pivoted to the truck, rods *l' l'*, connecting said levers to the cranks, rock- 70 arms attached to the shaft *e*, and separate brake-shoes attached to the respective rock-arms, as set forth.

2. The combination, with the car-truck, of the rock-shaft *e*, rock-arms *d d*, extending in 75 opposite directions and downward from said rock-shaft, separate drag-shoes *a a*, attached to the free ends of the rock-arms, cranks attached to the rock-shaft, and brake-levers connected to said cranks, as set forth. 80

In testimony whereof I have hereunto signed my name this 10th day of October, 1890.

EDGAR PECKHAM. [L. s.]

Witnesses:

WILLIAM SUTPHEN,  
J. H. BURTON.