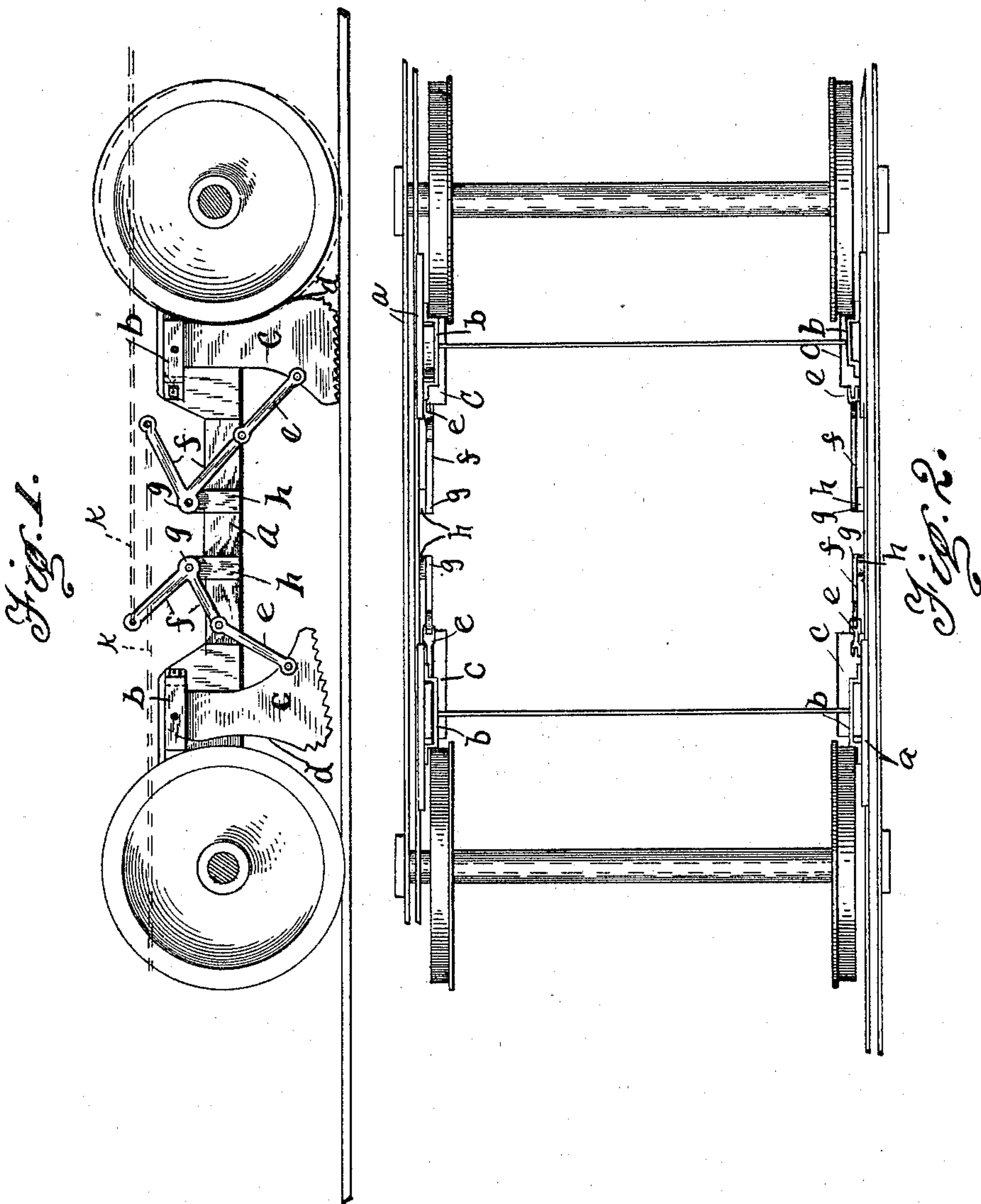


(No Model.)

J. G. SCHUMANN.
CAR BRAKE.

No. 585,988.

Patented July 6, 1897.



WITNESSES:

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JOHN G. SCHUMANN, OF PITTSBURG, PENNSYLVANIA.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 585,988, dated July 6, 1897.

Application filed March 27, 1897. Serial No. 629,593. (No model.)

To all whom it may concern:

Be it known that I, JOHN G. SCHUMANN, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Brakes, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain new and useful improvements in brakes, and relates more particularly to that class known as "emergency-brakes," adapted to be applied only when it is desired to quickly check the car and when the ordinary brakes employed are ineffectual to accomplish the desired result; and to this end the invention consists in the novel construction, combination, and arrangement of parts to be hereinafter more specifically described, and particularly pointed out in the claim.

20 The invention has for its further object to construct a brake of the above class having a roughened gripping-surface to engage the rail and at the same time have the rear of the shoe engage the car-wheel and lock the same in such a manner as to raise the same slightly from the track, as will be more fully explained and described hereinafter.

30 In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like letters of reference indicate similar parts throughout both the views, in which—

40 Figure 1 is a vertical sectional view of the car-truck, showing my improved brake in position and showing one shoe in the engaging position and the other released. Fig. 2 is a top plan view of a truck with the brake in position thereon.

Referring now to the drawings by reference-letters, *a* indicates the beam of the truck, on which are secured clips *b b*, and pivotally secured in these clips and to the beam are the brake-shoes *c*, which are provided on their rear face with a curved cut-away portion *d* to receive the car-wheel, the base of said shoes being corrugated, milled, or otherwise rough-
50 ened to prevent same from slipping on the rail when they come in contact therewith. An arm *e*, having bifurcated ends, is fulcrumed

to the front portion of said shoe, and the opposite end of said arm is pivoted to one end of a bell-crank lever *f*, which is fulcrumed at *g* to the standard *h*, secured on the beam *a*, the opposite end of this bell-crank lever being connected to the rod or chain *k*, which is attached to the operating-lever.

The brake is applied to the wheels on but one end of the truck at a time and always on the rear wheels of the truck from the direction in which the car is moving, so that when the brake-lever is operated and the brake-shoe actuated or moved from the position shown in the left of Fig. 1 or from the released position to the engaging position, as shown in the right of Fig. 1, the roughened gripping-surface will be forced into engagement with the rail and the car-wheels will ride up onto the curved cut-away portion on the brake-shoe, which serves to lift the same slightly from the track, as shown in dotted lines in Fig. 1, thus serving to almost instantly check the momentum of the car.

It will be observed that the brake is applied in such a manner as to be operated from either end of the car, and it will also be noted that any suitable mechanism may be used for applying the brakes and that various changes may be made in the details of construction without departing from the general spirit of my invention.

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

In an emergency-brake, the combination of the brake-shoes pivotally secured to the truck-beam said shoes being provided with a roughened gripping-surface to engage the rail, a curved cut-away portion to engage the wheel, a bell-crank pivotally secured to the truck-beam, a link connecting one arm of the bell-crank to the brake-shoe, means secured to the opposite arm of said bell-crank whereby the brake is applied to the wheel and rail, substantially as shown and described.

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

JOHN G. SCHUMANN.

Witnesses:

JOHN NOLAND,
GEO. B. PARKER.