

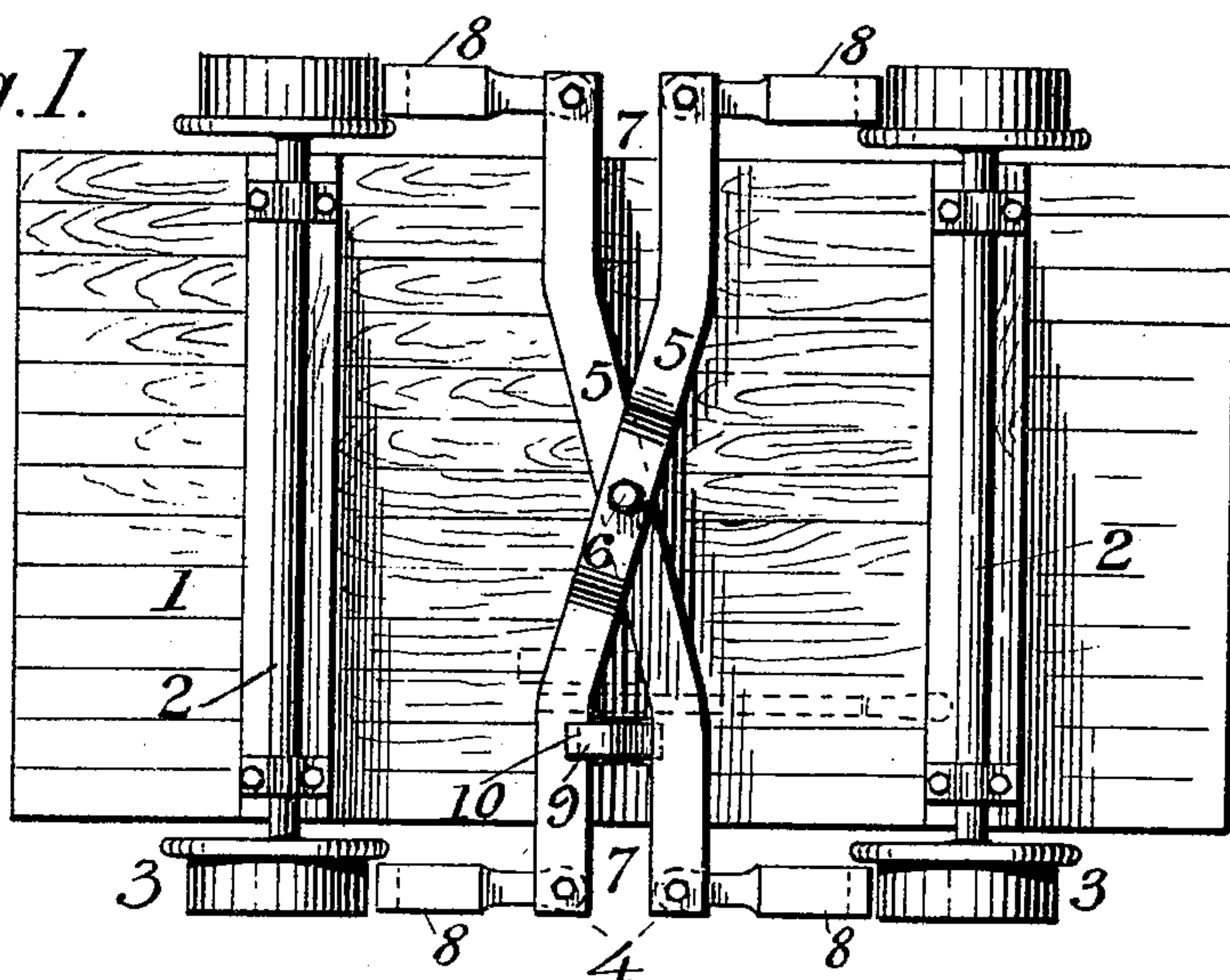
(No Model.)

W. S. EASTON.  
BRAKE.

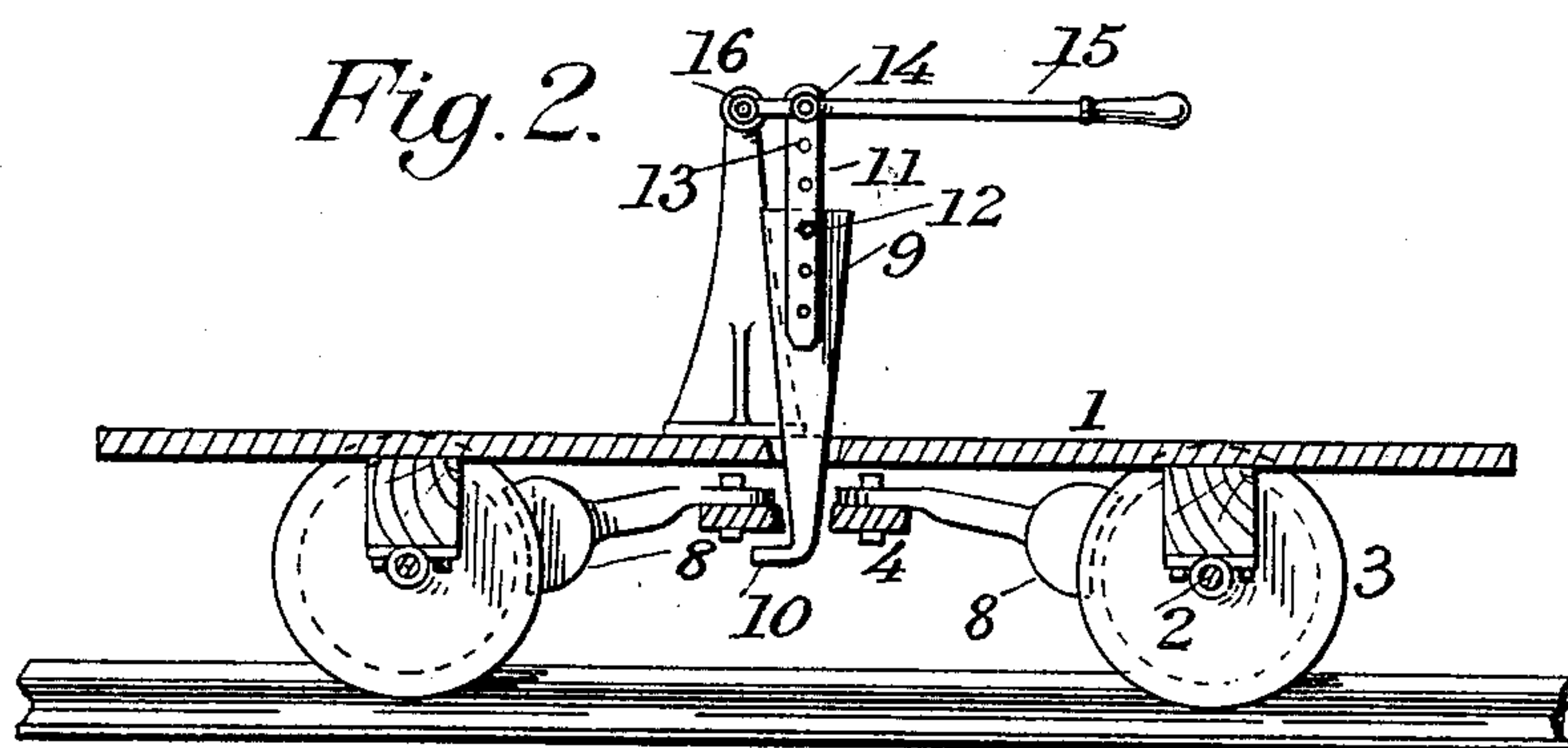
No. 594,388.

Patented Nov. 30, 1897.

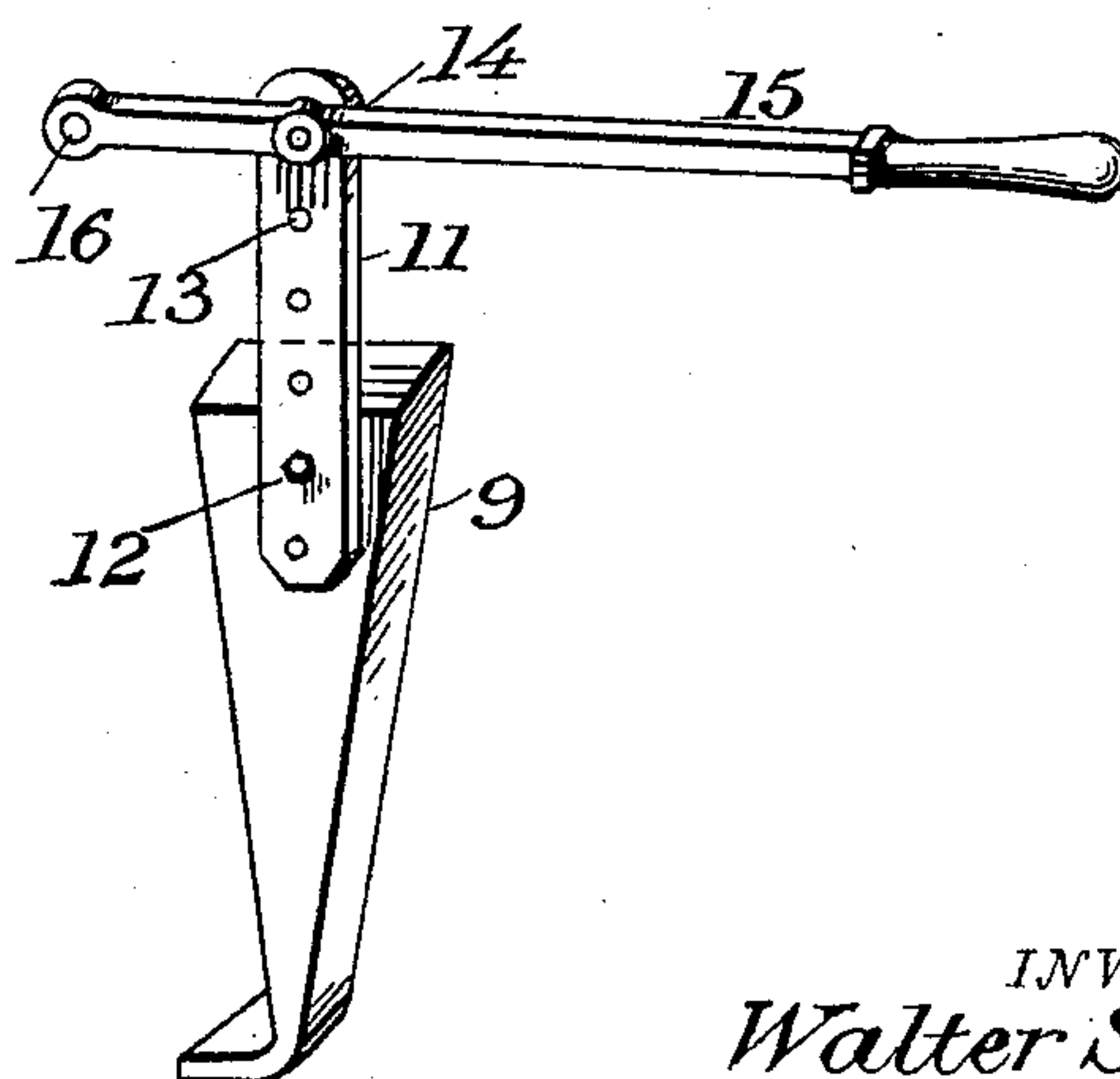
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



WITNESSES

*J. S. Borren,*  
*Paca Oberlin.*

INVENTOR:

*Walter S. Easton,*  
*by John Wedderburn*  
Attorney

# UNITED STATES PATENT OFFICE.

WALTER S. EASTON, OF ELK LICK, PENNSYLVANIA, ASSIGNOR OF ONE-HALF  
TO J. C. LOWRY, OF SOMERSET, PENNSYLVANIA.

## BRAKE.

SPECIFICATION forming part of Letters Patent No. 594,388, dated November 30, 1897.

Application filed December 11, 1896. Serial No. 615,299. (No model.)

*To all whom it may concern:*

Be it known that I, WALTER S. EASTON, a citizen of the United States, and a resident of Elk Lick, in the county of Somerset and State of Pennsylvania, have invented certain new and useful Improvements in Brakes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to brakes, and is designed especially for use upon mining cars or trucks.

The object of the invention is to provide a simple, cheap, and reliable braking mechanism for use upon the trucks used in mining, whereby the operator may simultaneously apply the brake-shoes to all of the truck-wheels with the necessary force to bring the truck to a standstill.

The invention consists in certain novel features and details of construction and arrangement of parts, as hereinafter fully described, illustrated in the drawings, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a bottom plan view of a truck, showing the improved brake applied thereto. Fig. 2 is a vertical longitudinal section showing the wedge for operating the brake-beams. Fig. 3 is a perspective view of the wedge and operating-lever.

Similar numerals of reference designate corresponding parts in the several figures of the drawings.

Referring to the drawings, 1 designates the body of a truck, 2 the axles, and 3 the wheels thereof.

For the purpose of carrying out the present invention I employ a pair of brake-beams 4, the same comprising oblique intermediate portions 5, which cross each other and are connected by a common pivot 6. This pivot may be in the form of a bolt for connecting the beams to the body of the truck and supporting the same therefrom. The end portions of the beams 4 are extended in substantially parallel relation, as indicated at 7, and have pivotally connected to their outer ends brake-shoes 8, adapted to be forced into frictional

contact with the rims of the wheels 3 for braking the latter.

9 designates a wedge which extends through the floor or platform of the car or truck with its inner end downward, the lower end of the wedge being hooked or provided with a stop 10 for preventing the raising of the wedge too high. At its upper wide end the wedge is provided with a plate or bracket 11, extending parallel thereto and secured thereon by means of bolts or rivets, as at 12. This bracket 11, as well as the main body of the wedge, is provided with a series of perforations 13 to receive a pin 14, which passes through the operating-lever 15 at a point intermediate the ends of the latter, the said lever 15 being fulcrumed at 16 upon a post or standard on the car or truck in any convenient manner.

From the foregoing description it will be seen that by grasping the free end of the lever 15 the operator may depress said lever, thereby forcing the wedge 9 between the adjacent ends of the opposing brake-beams. This spreads said beams apart at both ends and thereby forces the brake-shoes into operative engagement with the wheels. Thus a simple, durable, and powerful brake is obtained, which will enable the operator to bring the truck or car to a standstill.

The brake is capable of being applied to any ordinary mining car or truck at a minimum expense.

The wedge may be arranged at one side of the car and not pass through the floor or platform, as described.

The improved brake may also be applied to any railway car or truck.

Having thus described the invention, what is claimed as new is—

1. The combination with a four-wheel truck, of a pair of brake-beams interposed between the wheels of the truck and connected pivotally to the truck and also provided with brake-shoes, and a wedge for spreading said beams and forcing the shoes simultaneously into contact with all of the wheels, substantially as described.

2. The combination with a wheeled truck, of a pair of brake-beams crossing each other



at intermediate points and pivotally connected together and also provided at or near their extremities with brake-shoes for engaging the wheels, a wedge interposed between  
5 said beams at one side of their pivotal connection, and means for advancing said wedge for the purpose of spreading the beams, substantially as described.

3. The combination with a wheeled truck,  
10 of a pair of brake-beams arranged between the truck-axles and crossing each other at intermediate points and pivotally connected as described, brake-shoes carried by the outer ends of said beams, a wedge operating be-  
15 tween said beams at one side of their fulcrum, and an operating-lever fulcrumed on the truck and having pivotal connection with said wedge, said lever being adapted to raise and lower the wedge, substantially in the  
20 manner and for the purpose described.

4. The combination with a wheeled truck, of crossed brake-beams interposed between

the truck-axles and carrying brake-shoes at or near their ends, a vertically-movable wedge interposed between said beams and provided 25 at its lower end with a stop for limiting the upward movement of the wedge, a bracket secured to the wedge at one side near its upper end, said bracket and wedge being provided with transversely-alining openings, an 30 operating-lever fulcrumed on the truck, and a pin passing through said lever and also through the wedge and its bracket, whereby the relative positions of the operating-lever and wedge may be adjusted, substantially as 35 described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WALTER S. EASTON.

Witnesses:

M. H. WAGNER,  
L. C. BOYER.