

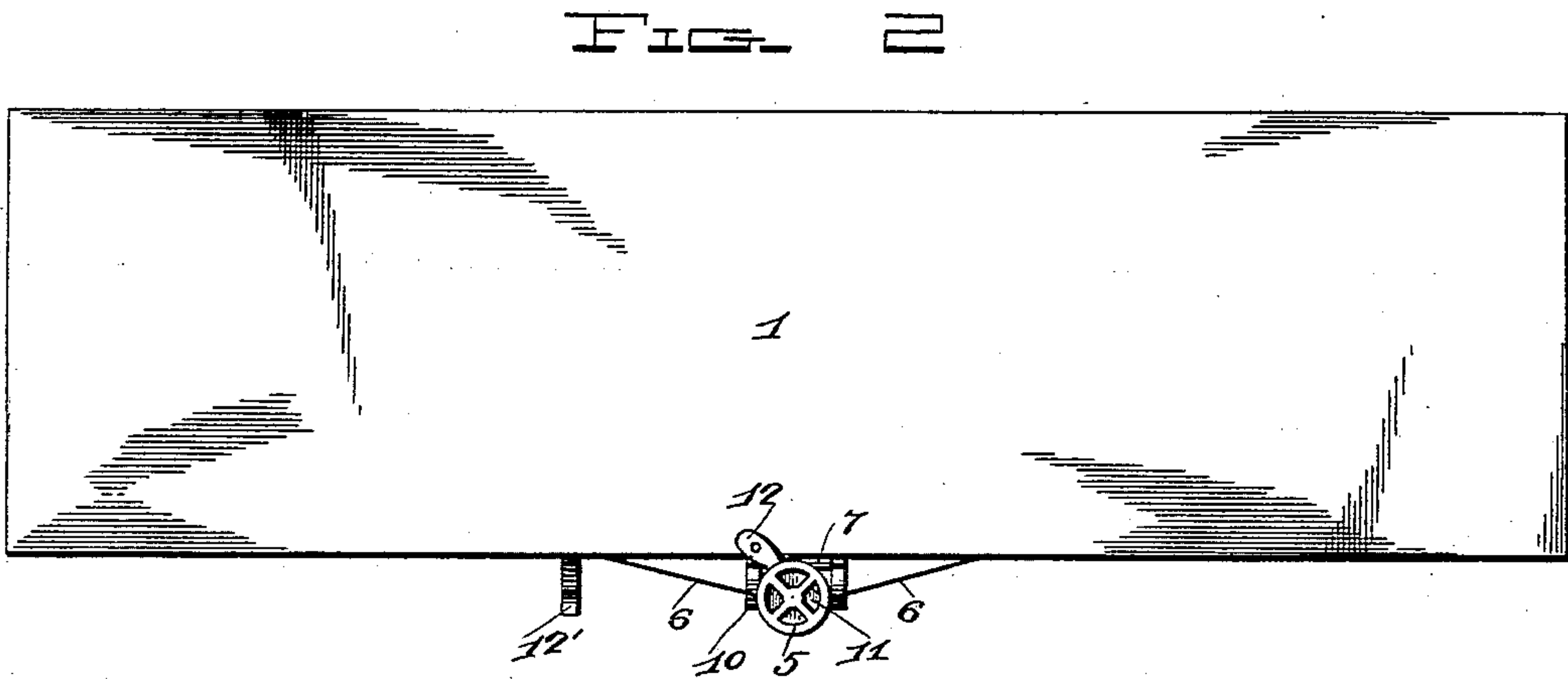
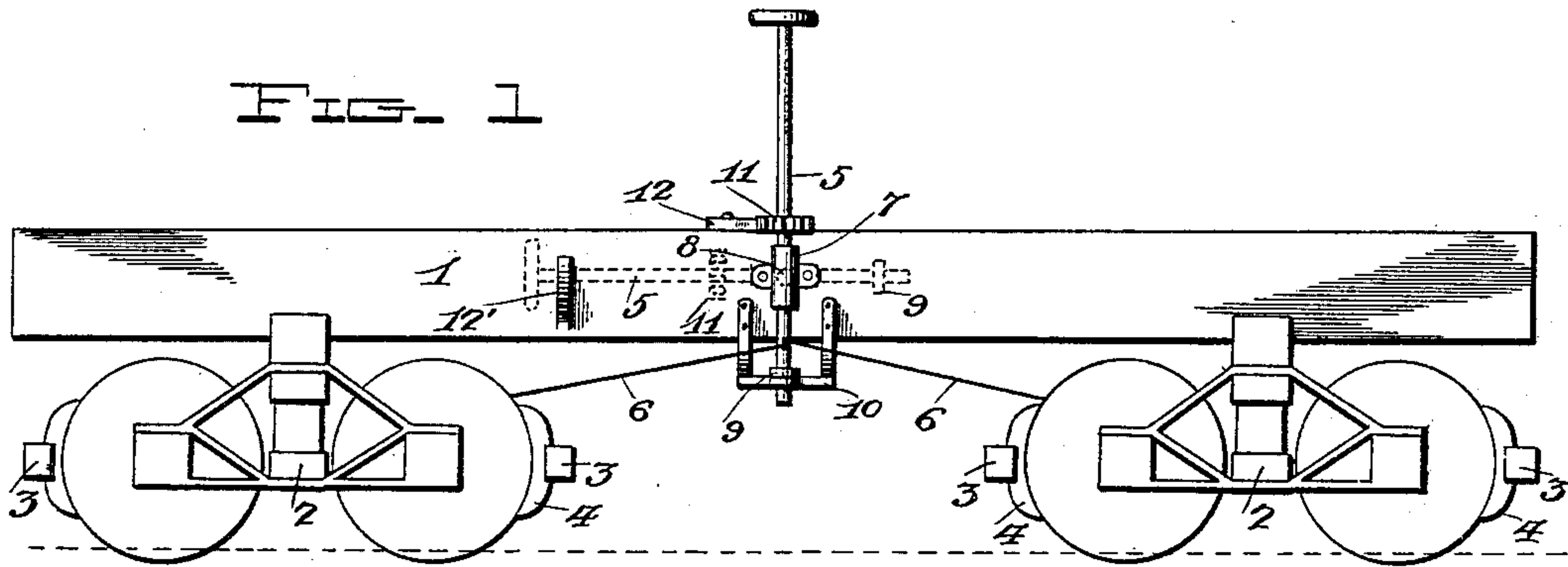
No. 625,459.

Patented May 23, 1899.

G. H. NICHOLS & E. S. WILLIAMSON.
CAR BRAKE.

(Application filed Mar. 1, 1899.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE H. NICHOLS AND ELMER S. WILLIAMSON, OF PITTSBURG,
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CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 625,459, dated May 23, 1899.

Application filed March 1, 1899. Serial No. 707,371. (No model.)

To all whom it may concern:

Be it known that we, GEORGE H. NICHOLS and ELMER S. WILLIAMSON, citizens of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Brakes; and we do 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.

The invention has relation to car-brakes, and more particularly to that class of brakes on cars for the transportation of gravel, cinders, and the like, which are adapted to be distributed along the road for the purpose of filling in hollow places and for strengthening the road-bed at wash-outs. In removing the material from the flat-cars a wedge-shaped contrivance known in the art as a "plow" is connected with the engine, which, being uncoupled from the cars, draws this wedge-shaped plow along the bottom of the car and pushes the gravel, cinders, &c., from the car and allows them to fall down and strengthen or reinforce the bank.

The object of our invention is to provide a brake mechanism the brake rod or stand of which may be changed from its vertical position to a horizontal position and be out of the way of the plow and cable, so as not to be broken or damaged thereby.

With this object in view the invention consists in certain features of construction and combination of parts, which will be herein-after set forth.

In the drawings, Figure 1 is a side elevation of a car embodying our invention. Fig. 2 is a top plan view.

1 denotes the body, and 2 the trucks, of an ordinary flat or gravel car. 3 denotes the brake-beams; 4, the brake-shoes; 5, the brake stand or rod; 6, the chains or cables connecting said rods with the brake-beams in any suitable or well-known manner. The brake stand or rod 5 is journaled in the bearing 7, having a laterally-projecting stud 8 swiveled to the side of the car. The lower end of the brake rod or stand is provided with a shoulder or collar 9, which is supported by a brace

10, extending downward from the side of the car.

11 denotes the ratchet-wheel carried by the brake rod or stand, and 12 denotes a dog or pawl adapted to engage the ratchet-wheel in the usual manner and hold the brake-shoes into engagement with the car-wheels.

The stand may be operated while in a vertical position to brake the car when desired. Now when the car reaches that part in the road where it is desired to dump the gravel the brake-stand has its lower end withdrawn from the brace, and it is then swung down into a horizontal position, as shown in the dotted lines in Fig. 1, in which position it is supported by a bracket 12 out of the way of the plow and cable used for moving it. When it is desired, after the gravel has been dumped from the car, the stand is elevated and its lower end inserted in the brace and lowered until its collar is supported by the brace, in which position the ratchet-wheel will be opposite the dog and be in a position to be engaged thereby.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of the invention will be apparent without requiring an extended explanation.

The device is simple in construction, durable in use, and inexpensive of production, and by its employment the objectionable feature of a broken brake stand or rod is entirely overcome.

Although we have specifically described the construction and relative arrangement of the several elements of our invention, we do not desire to be confined to the same, as such changes or modifications may be made as clearly fall within the scope of our invention without departing from the spirit thereof.

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

The combination with the car-body, of a bearing swiveled thereto, a brace secured below said bearing and having an aperture alined therewith, a bracket secured to the side of the car, a brake-staff inserted through

said bearing and brace and provided with a collar which engages said brace, said brake-staff being adapted to be swung from a vertical to a horizontal position and be supported in the latter position by the bracket, substantially as and for the purpose set forth.

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In testimony whereof we have hereunto set

our hands in presence of two subscribing witnesses.

GEORGE H. NICHOLS.
ELMER S. WILLIAMSON.

Witnesses:

IRA C. EWING,
FRED EISENBERG.