

No. 698,784.

Patented Apr. 29, 1902.

A. BALON.
CAR BRAKE.

(Application filed Nov. 1, 1901.)

(No Model.)

Fig. 1.

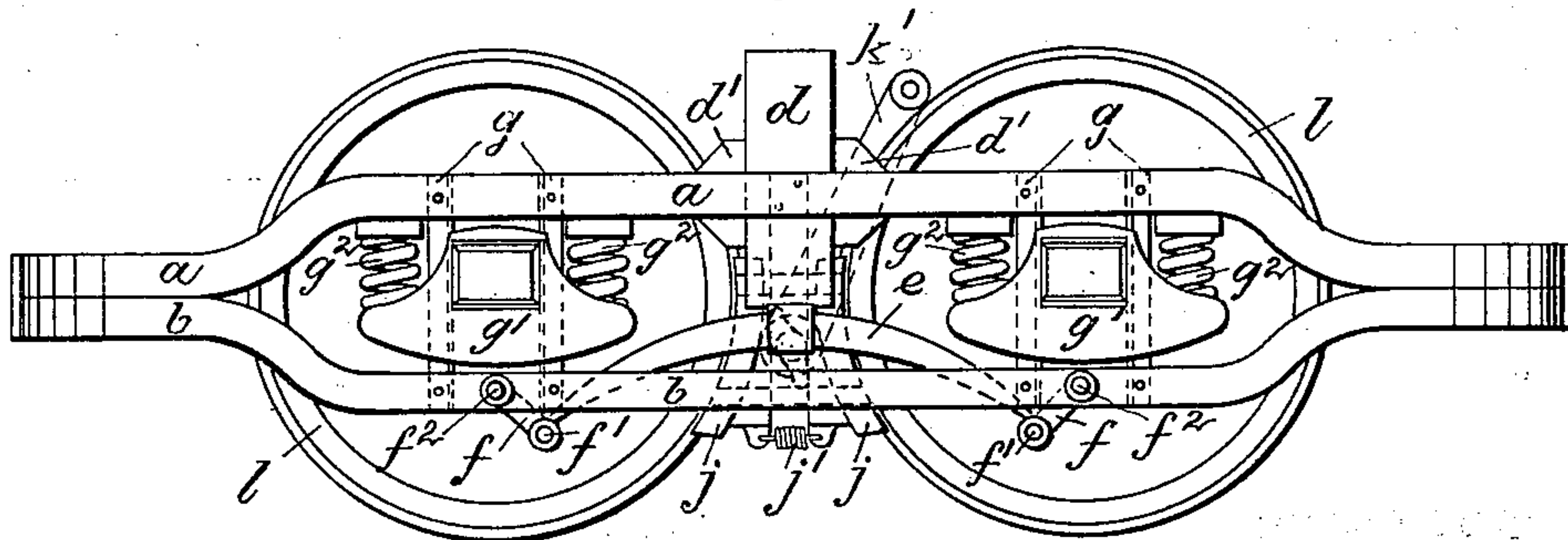


Fig. 2.

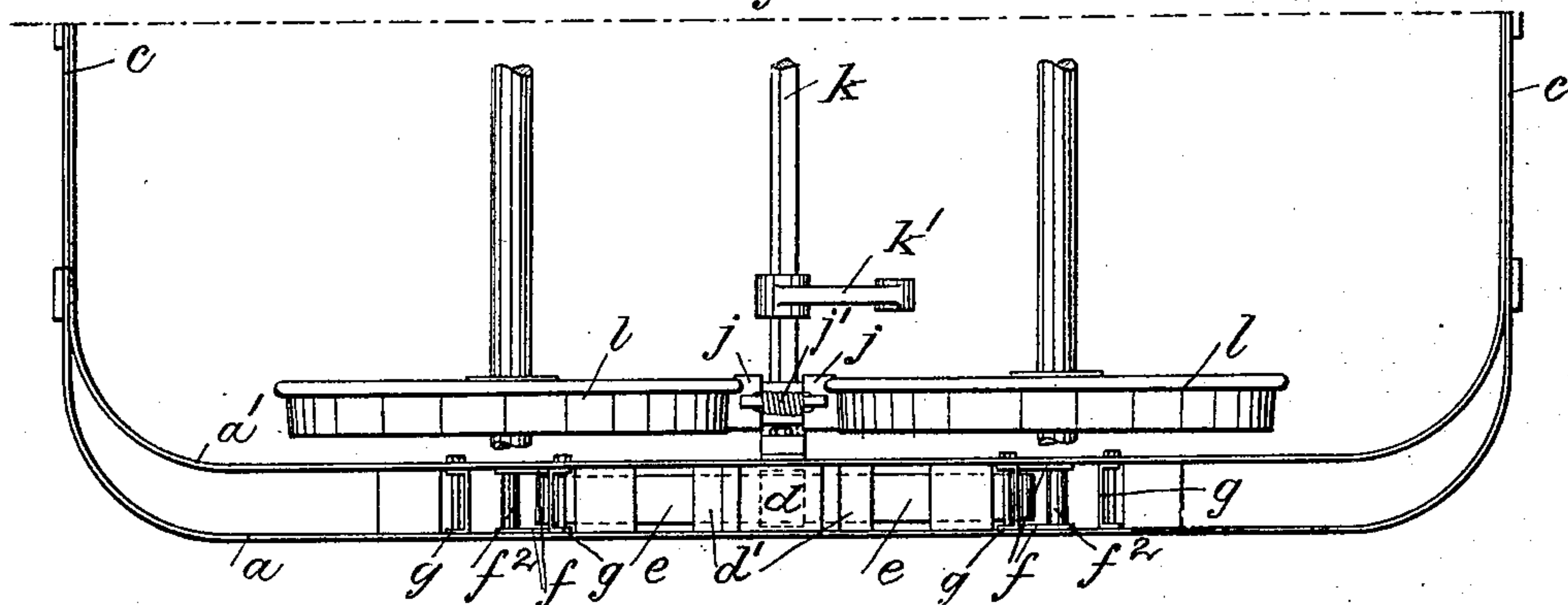


Fig. 3.

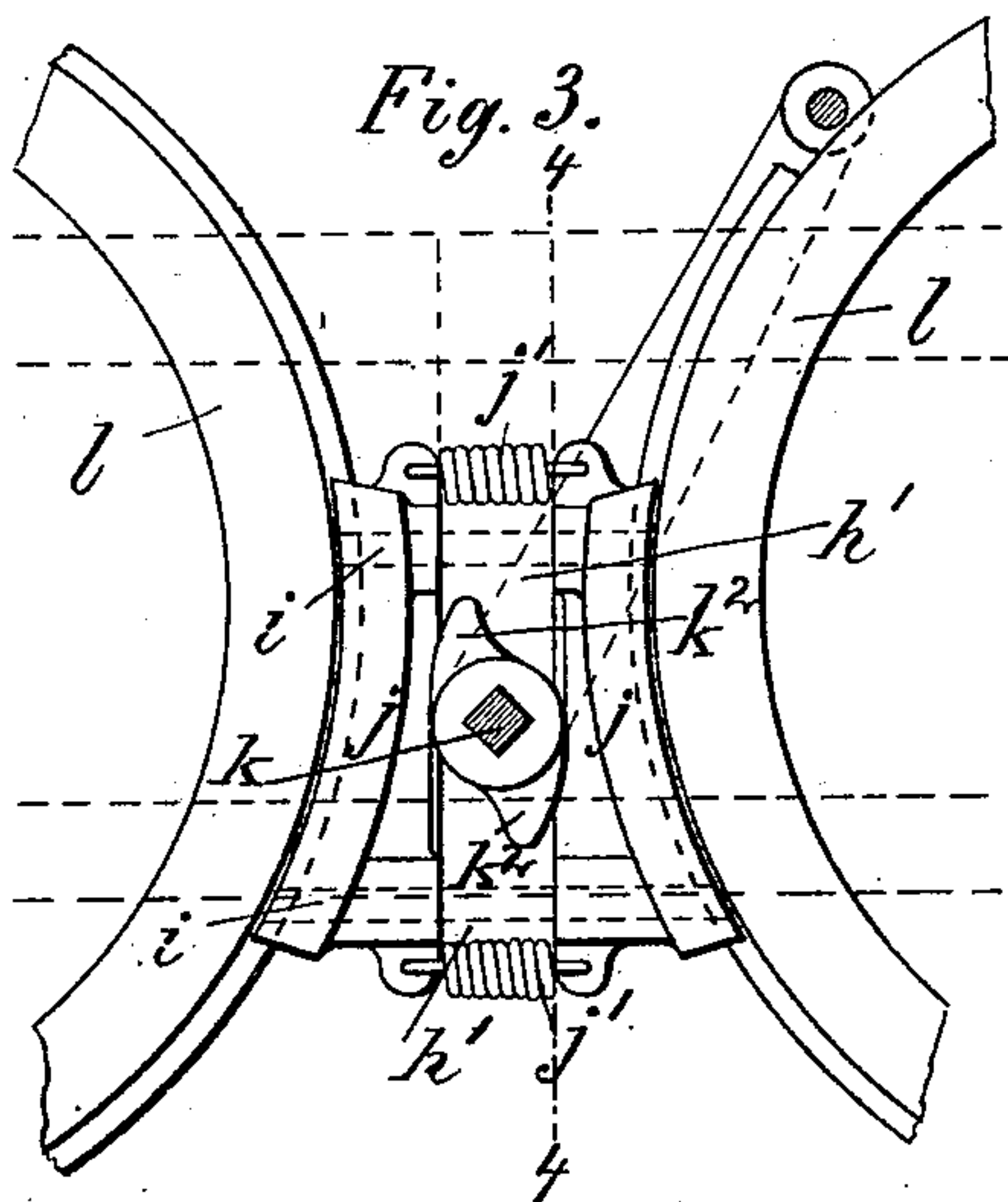
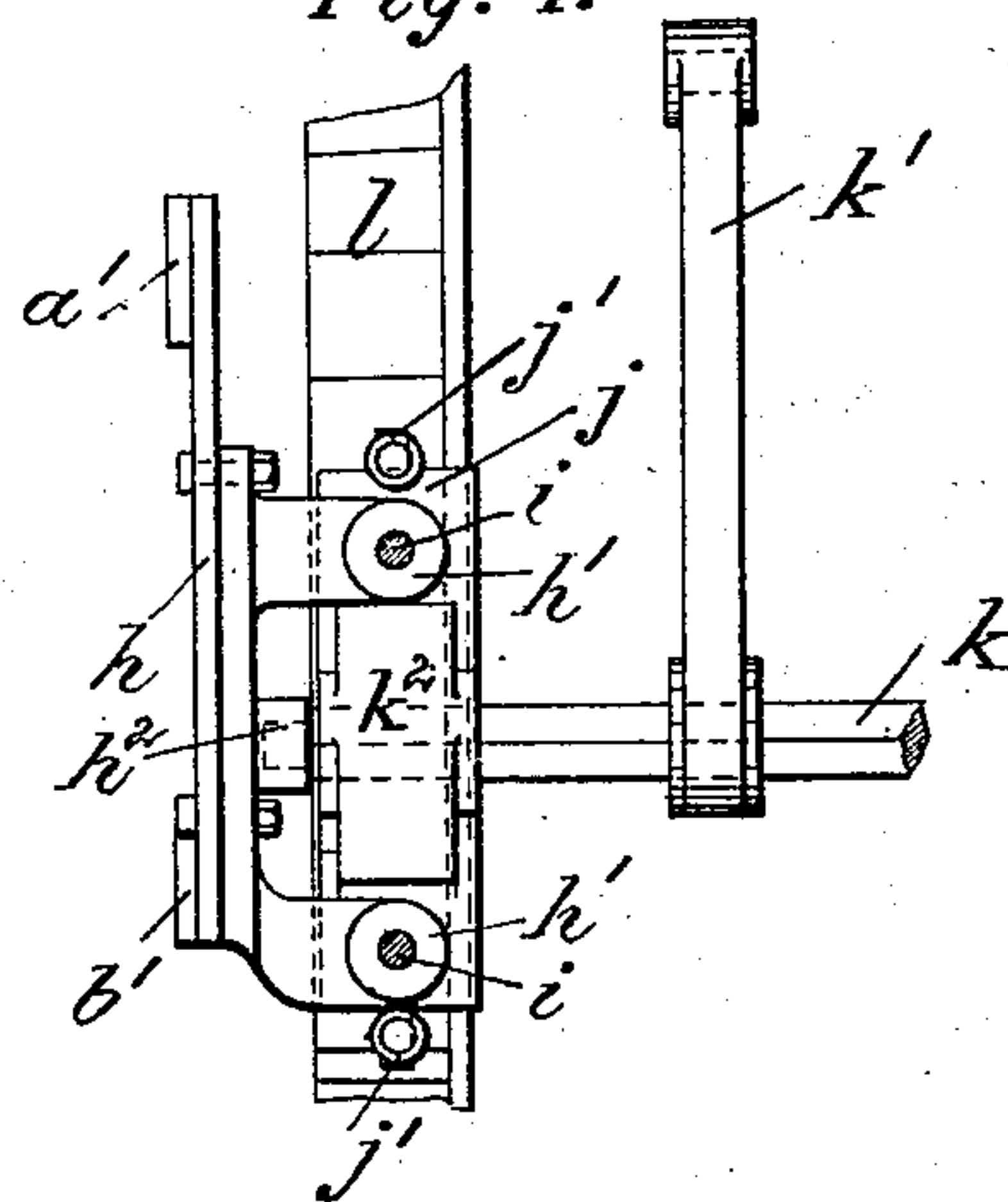


Fig. 4.



Witnesses:-
Arthur Lunge
William Schulz.

Inventor:
Andrew Balon
by his attorneys
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UNITED STATES PATENT OFFICE.

ANDREW BALON, OF ELIZABETH, NEW JERSEY.

CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 698,784, dated April 29, 1902.

Application filed November 1, 1901. Serial No. 80,721. (No model.)

To all whom it may concern:

Be it known that I, ANDREW BALON, a citizen of Austria-Hungary, and a resident of Elizabeth, Union county, New Jersey, have
5 invented a certain new and useful Improved Car-Brake, of which the following is a specification.

This invention relates to a car-brake of novel construction and in which the brake-shoes are guided against the wheels in a positive manner.

In the accompanying drawings, Figure 1 is a side elevation of a car-truck provided with my improved brake; Fig. 2, a plan of one-half
15 of the same; Fig. 3, a detail of the brake-operating mechanism; and Fig. 4, a section on line 4 4, Fig. 3.

The frame of the truck is composed of an upper double section $a a'$ and a lower double
20 section $b b'$, that converge toward their ends, so as to run out into a single front and rear section c . Between the two arms of the upper section $a a'$ slides the load-carrying bolster d , guided by rails d' and supported upon
25 the center of a semi-elliptic spring e . The ends of this spring are coiled around pins f' , carried by links f , that are suspended between the arms of the lower section $b b'$ at f^2 . The
30 space between the upper and lower sections $a a'$ and $b b'$ is traversed by upright rails g for guiding the oil-boxes g' , which are supported by the axle-bearings. The car-truck frame is supported upon the oil-boxes by
35 springs g^2 . The load is transmitted from the bolster d through the spring e to the lower frame-section and thence through rails g to the upper frame-section to be evenly distributed to the oil-box springs g^2 .

To the inner side of the inner frame-sections $a' b'$ is secured a plate h , provided with
40 three bearings $h, h',$ and h^2 . The bearings h' receive upper and lower pins i , that project with their ends beyond the bearings. Upon these projecting ends are free to slide the
45 brake-shoes j , which are perforated to receive the pins. Springs j' , connecting the shoes at their upper and lower ends, tend to normally take them off the wheels l . The bearing h^2
50 receives the end of a squared shaft k , adapted to be operated by the brake-lever k' and carrying an eccentric k^2 , arranged between the pins i . When the brake is to be set, the shaft k is so turned that the eccentric k^2 bears
55 against the shoes j and causes them to slide along the pins i , so as to engage the wheels l . When the brake is to be taken off, the shaft k
is turned to withdraw the eccentric k^2 , when the shoes will be retracted by the springs j' .

What I claim is—

A car-brake provided with a bearing, an
60 upper and a lower pin received thereby and projecting with their ends beyond the bearing, spring-influenced perforated brake-shoes adapted to slide upon the projecting ends of
65 the pins, and an eccentric that engages the brake-shoes intermediate the pins, substantially as specified.

Signed by me at Elizabeth, Union county, New Jersey, this 25th day of October, 1901.

ANDREW BALON.

Witnesses:

H. C. HOOLEY,
A. NEFT.