

No. 720,377.

PATENTED FEB. 10, 1903.

A. PERRY.
EMERGENCY CAR BRAKE.
APPLICATION FILED MAY 17, 1902.

NO MODEL.

Fig. I.

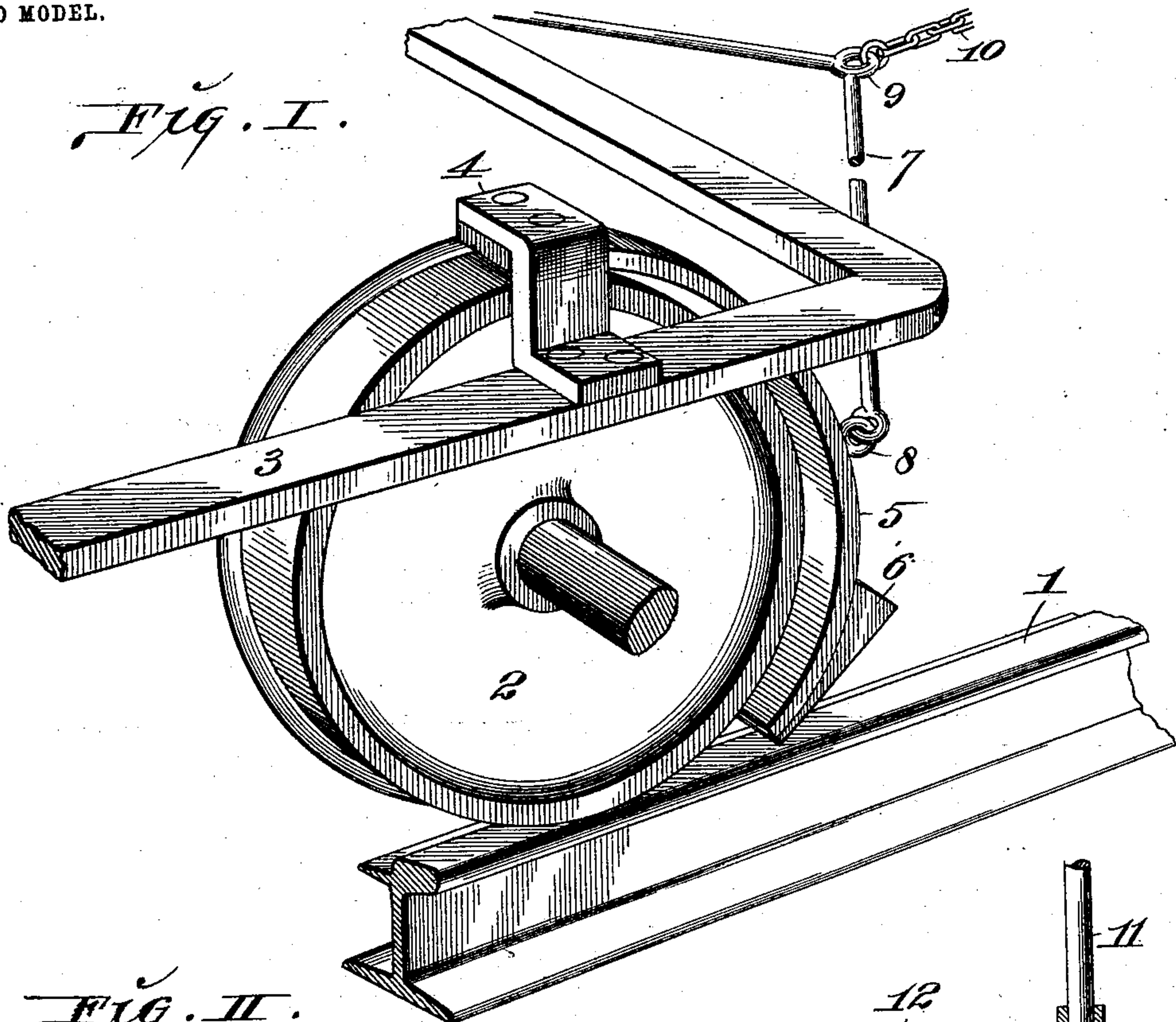
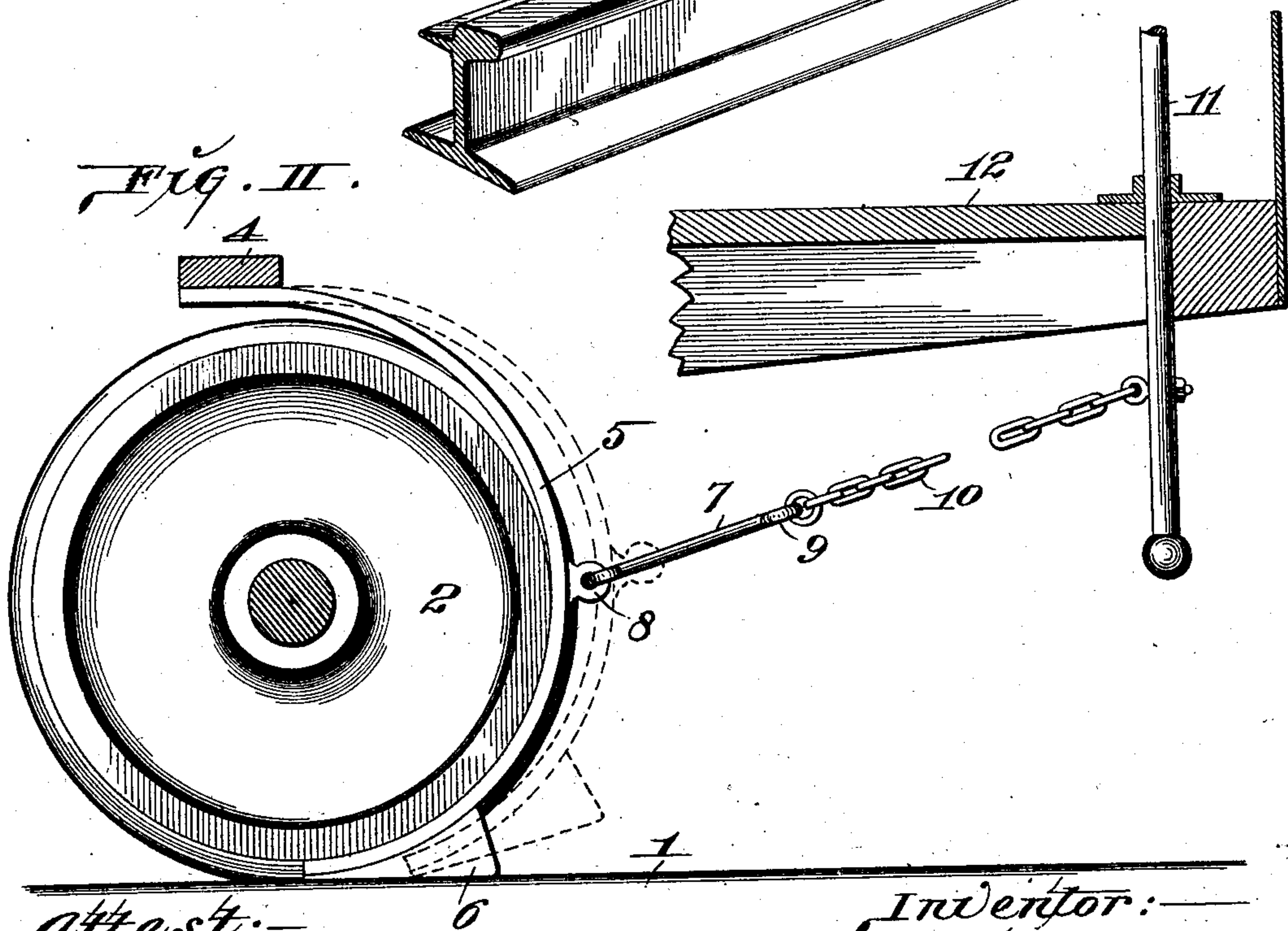


Fig. II.



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UNITED STATES PATENT OFFICE.

ALGIE PERRY, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF TO J. FRANK BARRINGER AND BERNARD H. GREFFENKAMP, OF ST. LOUIS, MISSOURI.

EMERGENCY CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 720,377, dated February 10, 1903.

Application filed May 17, 1902. Serial No. 107,778. (No model.)

To all whom it may concern:

Be it known that I, ALGIE PERRY, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Emergency Car-Brakes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a car-brake adapted to be applied in such manner as to instantly stop the rotation of car-wheels for the purpose of bringing a car suddenly to a standstill, and thereby avoiding many accidents that now occur by reason of the use of slow-acting and inefficient brakes.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a perspective view of a car-wheel, a portion of the car-frame, and my brake associated with said parts. Fig. II is a side view, partly in section, of a car-wheel with my brake shown applied thereto in braking action.

1 designates a railway-rail, and 2 is a car-wheel adapted to travel on said rail.

3 is a car-frame, that may be of any common construction.

4 designates a bracket fixed to the car-frame 3, and 5 is a spring-strap, preferably of steel, that has its upper end rigidly held to the bracket 4. The spring-strap 4 is so positioned and held with relation to the car-wheel 2 as to cause its free lower end to spring to the rim of said car-wheel when freed from restraint.

6 is a track brake-shoe fixed to the free lower end of the spring-strap 5. The strap 5 may when the brake is not in braking action be held away from the rim of the car-wheel by any suitable means. For this retention I have shown a rod 7, that is connected to an eye 8, fixed to the spring-strap 5 and also connected to a corresponding strap of a brake associated with the corresponding car-wheel at the opposite side of the car. The brake-rod 7 is provided with an eye 9, that receives a chain 10, which leads to a staff 11, rotatably mounted in the platform 12 of the car and

by which the brake-beam may be drawn upon to hold the spring-straps away from the car-wheels.

When the car with the wheels of which my brake is associated is in motion, the brake occupies the position seen in Fig. I. To apply the brake, it is only necessary to free the staff 11 for rotation, when the spring-strap 5 will by virtue of the tension constantly therein move to the rim of the car-wheel from the position seen in dotted lines, Fig. II, to the position seen in full lines of the same figure. On the movement of the spring-strap to the car-wheel the track brake-shoe 6 is carried to the track-rail 1 and, riding beneath the car-wheel, causes said wheel to be elevated from the rail, with the result that the brake is forced firmly to the car-wheel and stops its rotation instantly. The track brake-shoe may slide on the track-rail for a few feet, but the braking action soon overcomes the momentum of the car, with the result that the car is brought to rest.

I claim as my invention—

1. In a car-brake, the combination with a car-wheel, of a brake comprising a spring-strap suitably upheld and adapted to move into contact with said wheel by virtue of its tension when freed from resistance, substantially as described.

2. In a car-brake, the combination with a car-wheel, of a spring-strap suitably upheld and adapted to move into contact with said wheel by virtue of its tension when freed from resistance, and a track contact-shoe carried by said spring-strap, substantially as described.

3. In a car-brake, the combination with a car-wheel and a car-frame, of a spring-strap fixed to said frame, means for withholding said spring-strap from said car-wheel until freed to permit its movement by virtue of its tension to said wheel, and a track contact-shoe carried by said spring-strap, substantially as described.

ALGIE PERRY.

In presence of—

E. S. KNIGHT,
M. P. SMITH.