

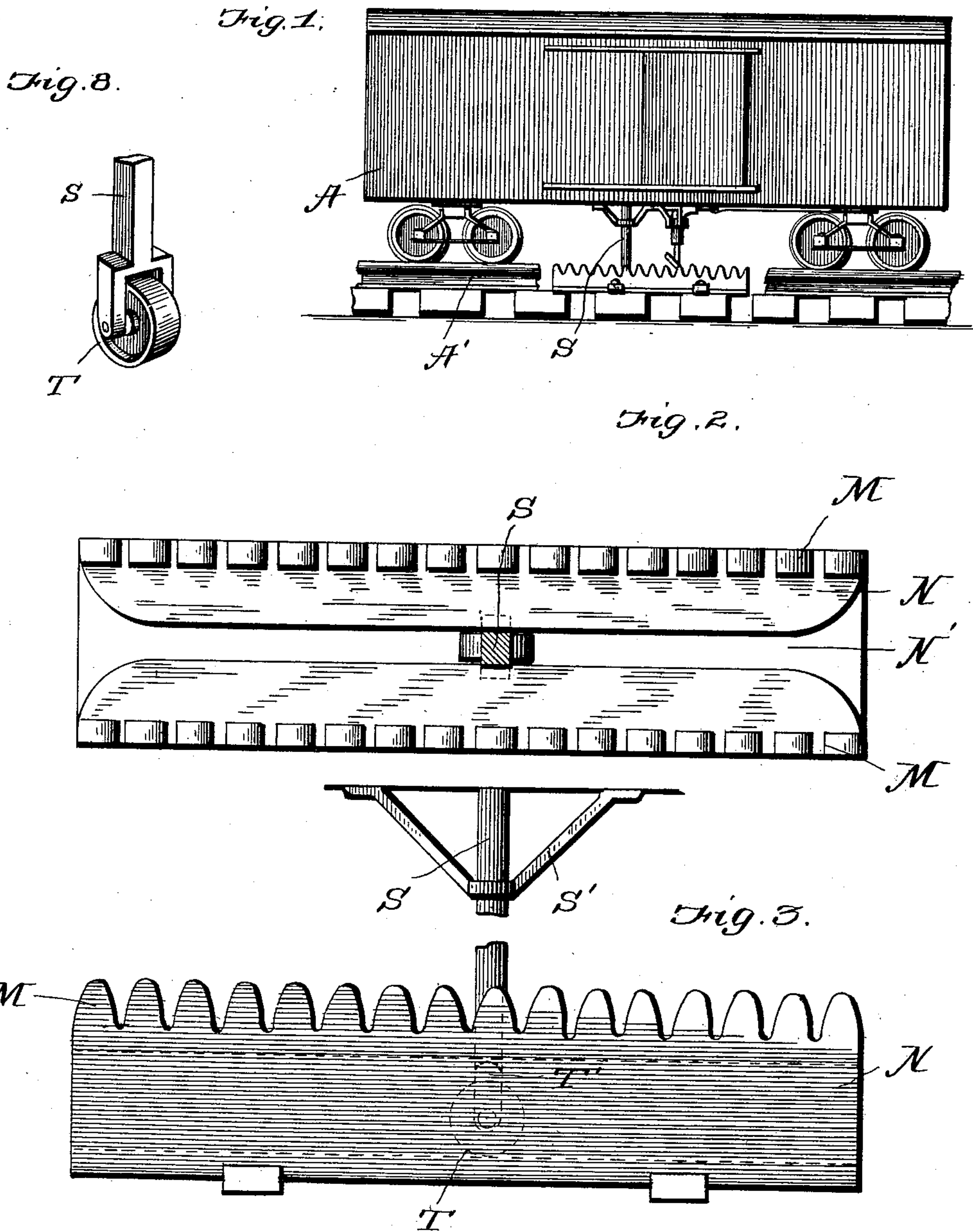
No. 734,246.

PATENTED JULY 21, 1903.

O. SWEAT.  
RAILWAY APPLIANCE.  
APPLICATION FILED APR. 30, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses.

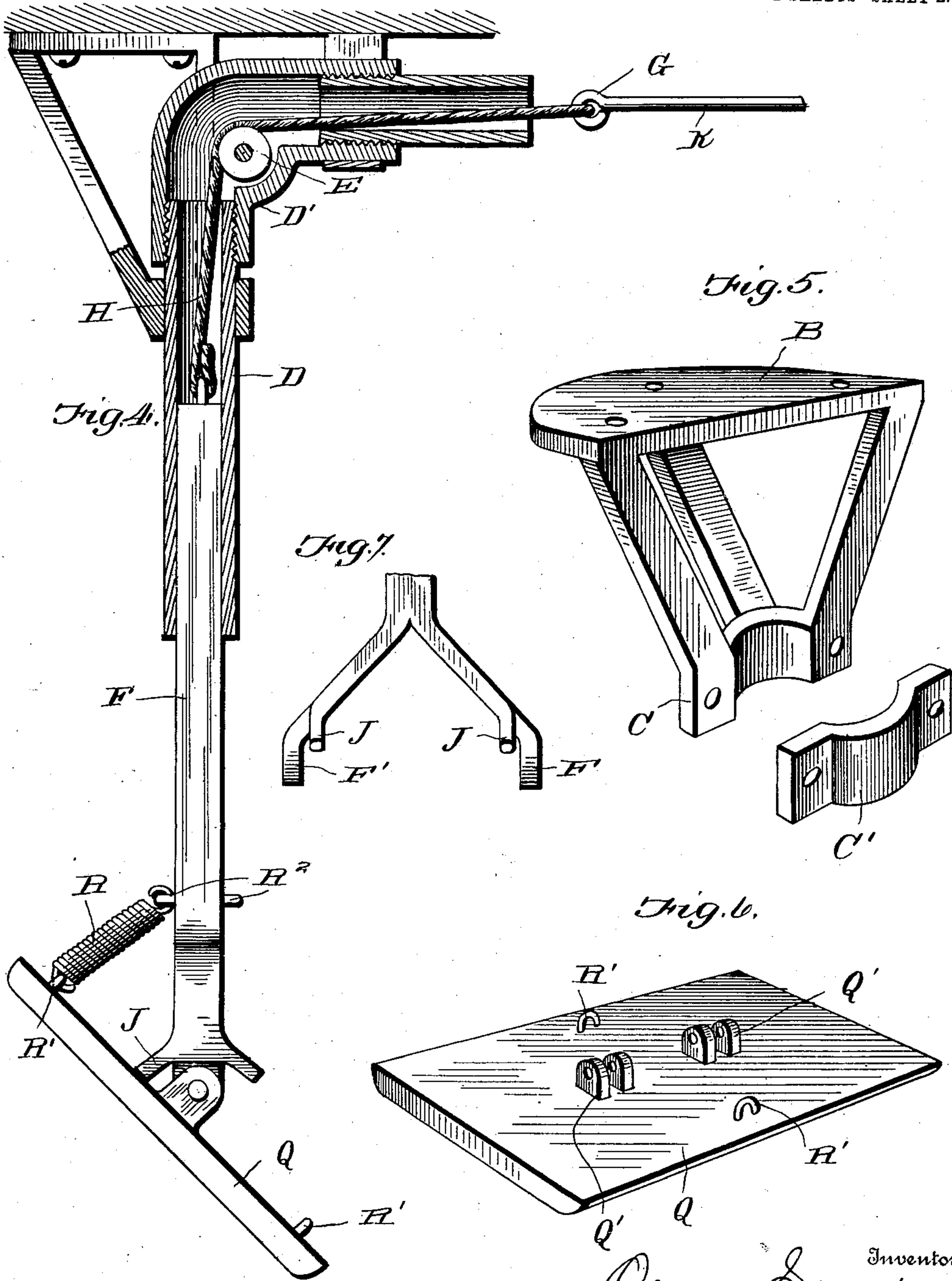
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## UNITED STATES PATENT OFFICE.

OMEGA SWEAT, OF BOLDER, TEXAS.

## RAILWAY APPLIANCE.

SPECIFICATION forming part of Letters Patent No. 734,246, dated July 21, 1903.

Application filed April 30, 1903. Serial No. 155,019. (No model.)

*To all whom it may concern:*

Be it known that I, OMEGA SWEAT, a citizen of the United States, residing at Bolder, in the county of Van Zandt and State of Texas, have invented certain new and useful Improvements in Railway Appliances; and I do declare the following to be a full, clear, and exact description of the invention, such as it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in appliances for railway rolling-stock, whereby cars may be prevented from leaving the track, and in the provision of suitable emergency-brake mechanism, whereby brakes may be quickly applied and the train brought to a standstill upon short notice.

The invention consists, further, in various details of construction and combinations and arrangements of parts, which will be hereinafter fully described and then specifically defined in the appended claims.

My invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a car, showing my improved apparatus as applied thereto. Fig. 2 is a top plan view of a portion of the invention on an enlarged scale. Fig. 3 is a side elevation. Fig. 4 is a sectional view on an enlarged scale, parts being shown in side elevation. Fig. 5 is a detail in perspective of the member which holds the shoe-carrying post. Fig. 6 is a detail in perspective of the brake-shoe. Fig. 7 is a detail of the post carrying the shoe, and Fig. 8 is a perspective view of the antifriction-wheel which travels in a guideway between the rails of a railway.

Reference now being had to the details of the drawings by letter, A designates the body portion of a car mounted upon a suitable truck with wheels traveling on the tracks A'. Secured to the bottom of the car is a yoke B, bolted or otherwise secured to the bottom of the car, and is provided with jaws C and C', which are bolted together and are adapted to clamp the hollow tubing D, which has

threaded connection with the casing D'. Journaled in said casing is a pulley E, and F designates a brake-shoe-carrying post, which telescopes within the tubing D and is adapted to reciprocate therein. A cable H is connected at one end to said post F and passes over said pulley E, and its other end is secured to an eye G in the end of the rod K, which rod may be connected in any suitable way to a lever, which may be located at any convenient part of the car.

Mounted between the rails of the railway is a guideway comprising an inclosed casing N, detail views of which are shown in Figs. 1 and 3 of the drawings, having a centrally-elongated slot N' and a series of rack-teeth M along the marginal edges projecting above the upper surface of the guideway, and said casing and guideway may be secured to the ties between the rails in any suitable manner. Pivotaly mounted upon the end of the post F is a brake-shoe Q, an enlarged detail view of which is shown in Fig. 6 of the drawings, and comprises a metallic plate, with its opposite longitudinal edges rounded, as shown, having ears Q' arranged in pairs, and arms F', integral with said posts, are adapted to be pivotaly connected to said ears. A spring R is fastened at one end to an eye R' and its other end fastened to an eye R<sup>2</sup>, which is integral with the post F, and lugs J are provided which are integral with the posts and adapted to limit the upward throw of said shoe. It will be observed that said shoe has two eyes R', one near each longitudinal edge, provided so that the shoe may be tilted in the position shown in Fig. 4 of the drawings or swung to assume an angle in the opposite direction when the car is adapted to travel in the other direction.

When the free lower edge of the brake-shoe Q is at its lowest position, it is adapted to contact with the serrations or cog-teeth M and will have a tendency to retard the movement of the car, said shoe being raised and lowered by the means described, which is under the control of a lever at any convenient location upon the car.

S designates a post, the upper end of which is fastened to the bottom of the car and provided with suitable braces S'. Said post is adapted to pass through the slot N' in the



casing N and carries an antifriction-wheel T at its lower end, which is mounted in a yoke T', the shoulders of said yoke being wider than the slot N' and serving to retain the post 5 in the guideway or casing when arranged transversely across the same.

From the foregoing it will be observed that by the provision of the roller and the post carrying the same, which latter travels in the 10 slotted casing, the cars will be less likely to leave the track than they would when equipped without mechanism for holding the car to the track, and by the provision of the emergency-brake the shoe may be lowered 15 instantly in contact with the corrugations or serrations described.

When it is desired to reverse the position in which the shoe is held, the spring R may be removed from the eye in one end of the 20 shoe and the shoe tilted in the opposite direction and the spring arranged in a similar manner on the opposite side of the post.

Having thus fully described my invention, what I claim as new, and desire to secure by 25 Letters Patent, is—

1. An appliance for connection with cars, comprising, in combination with a guideway fastened between the tracks of a railway, a 30 post with yoke thereon extending into said guideway, corrugations along the marginal edges of said guideway, a brake-shoe adapted to be lowered into contact with said corruga-

tions, and means for raising and lowering the shoe, as set forth.

2. In combination with a slotted guideway 35 secured between the rails of a railway, a post with yoke thereon extending into said guideway, corrugations upon said guideway, a vertically-movable post, a shoe pivotally mounted upon said post, a spring connecting one 40 end of said shoe with said post, and means for raising and lowering the shoe out of contact with said corrugations, as set forth.

3. In combination with a slotted guideway having parallel rows of corrugations on either 45 side of the slot therein, an antifriction-wheel-carrying post passing into said guideway, a post vertically movable and a shoe pivoted to the bottom thereof and adapted to contact with said corrugations, a spring connecting 50 said shoe with the post, and lever mechanism for raising and lowering the shoe, as set forth.

4. In combination with the slotted guideway, a car, a post secured thereto, a yoke at the lower end of said post traveling in said 55 guideway, and an antifriction-wheel journaled in said yoke, as set forth.

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

OMEGA SWEAT.

Witnesses:

MARY CHANEY,  
DAISY SWEAT.