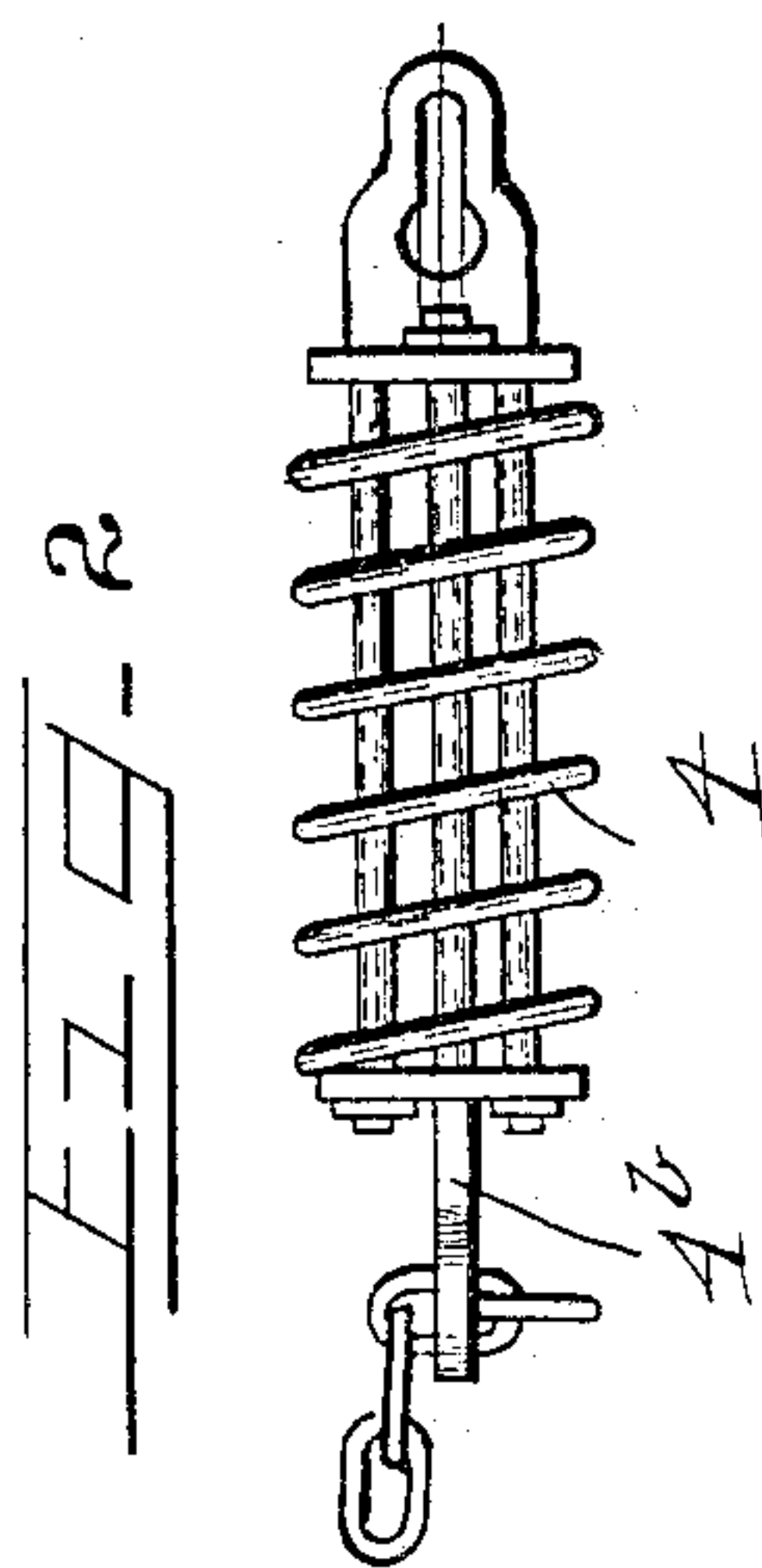
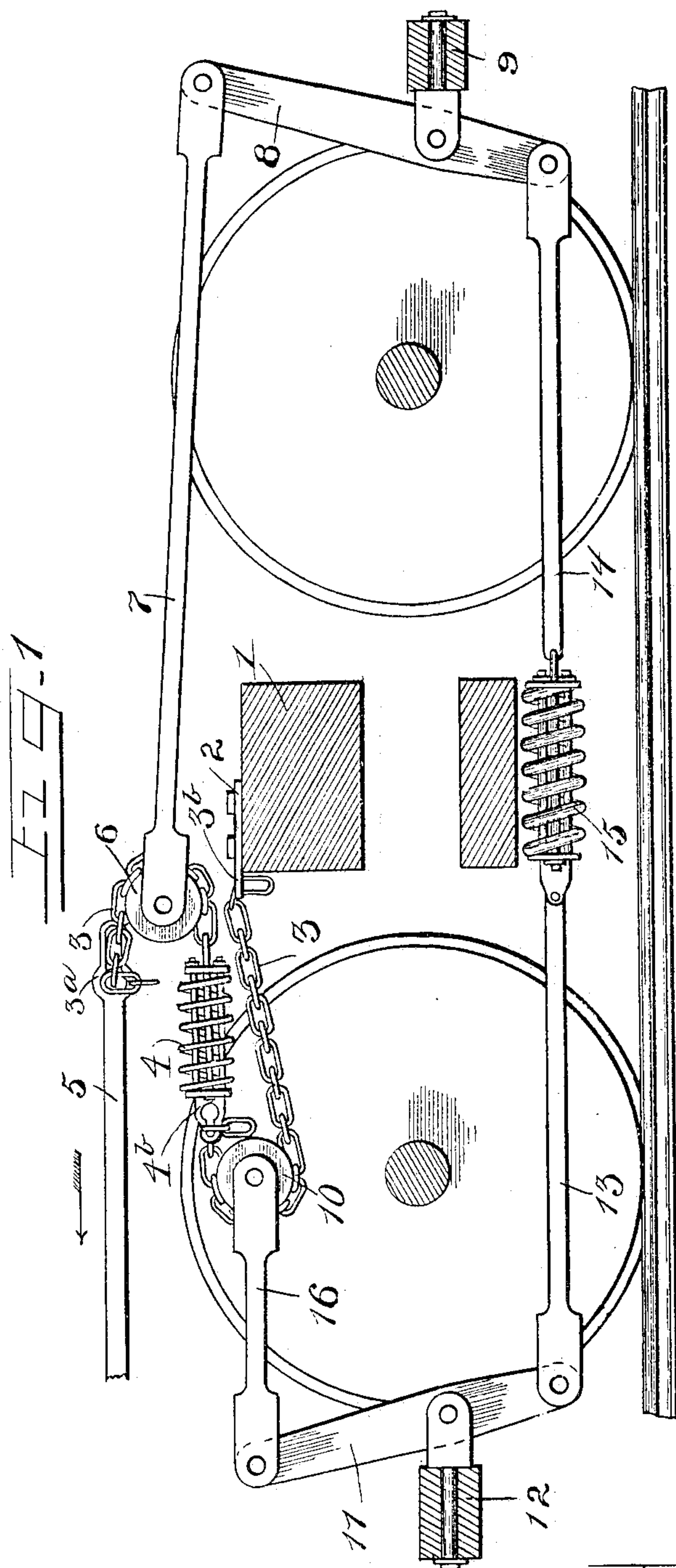


No. 801,675.

PATENTED OCT. 10, 1905.

D. McCARTHY.
CAR BRAKE RIGGING.
APPLICATION FILED JUNE 6, 1904.



Witnesses

J. W. Angell.
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Dennis McCarthy

UNITED STATES PATENT OFFICE.

DENNIS McCARTHY, OF CHICAGO, ILLINOIS.

CAR-BRAKE RIGGING.

No. 801,675.

Specification of Letters Patent.

Patented Oct. 10, 1905.

Application filed June 6, 1904. Serial No. 211,267.

To all whom it may concern:

Be it known that I, DENNIS McCARTHY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Car-Brake Rigging, of which the following is a specification.

The object of my invention is to increase the usefulness of any energy used to apply the brakes to the revolving car-wheels of a modern high-speed train, so that the brakes will not come off until the train stops. This object is secured by first changing the present dead lever into a live lever by means of sheave-wheels fastened on the brake-levers, thus securing equal pressure on the car-wheels; second, by pulling on a spring and distending it instead of pulling flat against the car-wheel. The spring when so distended naturally wants to regain its normal position, and thus draws each of the brake-levers together, and in addition the spring furnishes a differential pull on the brake-levers, so that the wheels will not slide at low speeds. It is also a shield and receives the violence of the shock which takes place when the brake-shoes strike the moving car-wheel, which throws the brake-shoes in opposite directions, thus making one brake-shoe pull the other on.

In the drawings, Figure 1 shows side view of device, showing how sheave-wheels are fastened on brake-levers with the spring placed between the brake-levers, with connecting-chain extending from truck-bolster through sheave-wheel on the dead lever to spring, from thence to pulley or sheave wheel on live lever to pull-rod. Fig. 2 is an enlarged view of spring, showing slot for receiving chain for adjusting the brake.

In the drawings, numeral 1 is truck-bolster. 2 is slotted union for fastening chain 3 in slot 3^b. Union 2 may be engaged to car-bolster in any suitable manner.

6 is sheave-wheel engaged to live lever 8 by rod 7, while 10 is sheave-wheel engaged to dead brake-lever 11 by rod 16.

9 and 12 are brake-beams for live and dead brake-levers, respectively.

3 is a chain engaged to bolster 1 in slot 3^b. It extends to spring 4 through sheave-wheel 10. From opposite end of spring 4 it reaches pull-rod 5 through sheave-wheel 6. Energy exerted on pull-rod 5 in direction indicated by arrow applies the brake.

In Fig. 2 is shown slot 4^b. At the left side chain 3 is in place in slot 4^b, while to the right slot 4^b is shown empty. It is not of vital importance to the device where the slots are placed; but it is better to have slots at either end of the chain 3, so that the brake can be nicely adjusted. 15 is a supplementary spring placed in rods 13 and 14 for the purpose of connecting the bottom extremities of brake-levers. This spring should be three times stronger than spring 4.

Having now described my device, what I claim is—

In a car-brake rigging, the combination of a sheave-wheel engaged to brake-lever in connection with spring suitably placed in brake-gear, provided with slotted devices for receiving chain 3, for the purposes substantially as set forth and described.

DENNIS McCARTHY.

Witnesses:

J. H. SUTHERLAND,
ERIK ANDERSON.