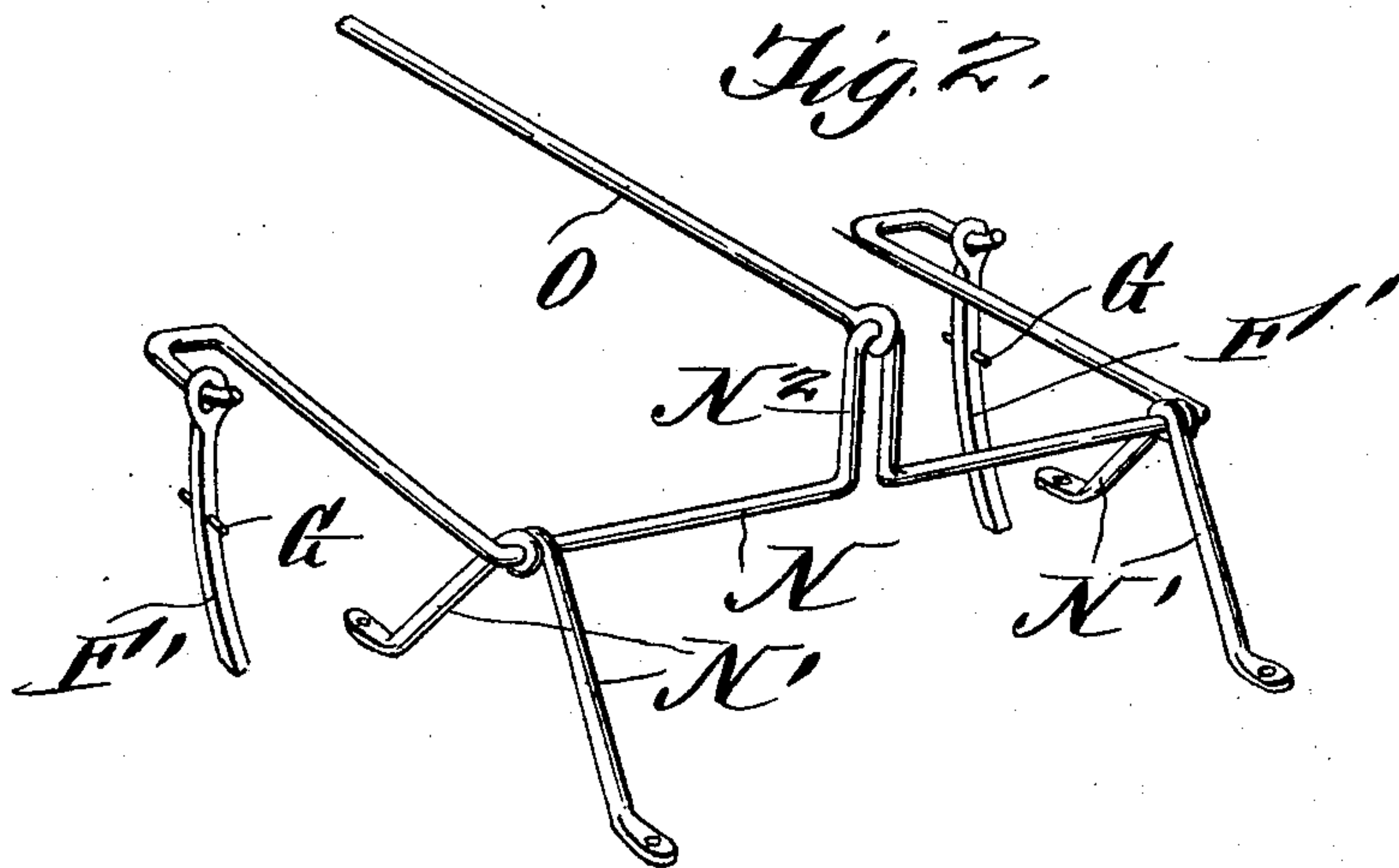
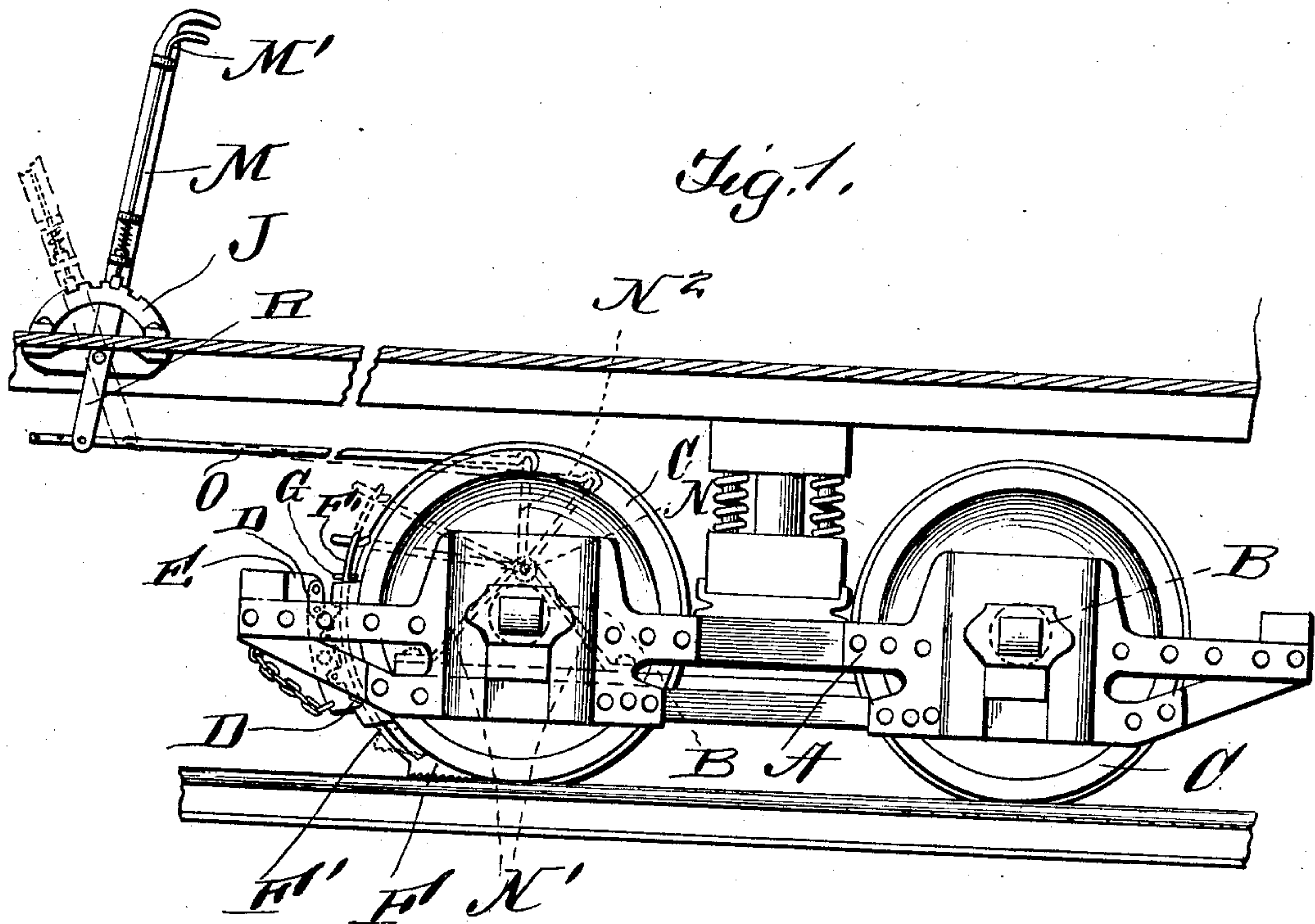


No. 828,536.

PATENTED AUG. 14, 1906.

P. W. COUNSELMAN & L. M. CROCKETT,
EMERGENCY RAILWAY BRAKE.

APPLICATION FILED MAR. 28, 1906.



Witnesses
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UNITED STATES PATENT OFFICE

PHILLIP WILLIAM COUNSELMAN AND LEROY M. CROCKETT, OF TOLEDO,
OHIO.

EMERGENCY RAILWAY-BRAKE.

No. 828,536.

Specification of Letters Patent.

Patented Aug. 14, 1906.

Application filed March 28, 1906. Serial No. 308,591.

To all whom it may concern:

Be it known that we, PHILLIP WILLIAM COUNSELMAN and LEROY M. CROCKETT, citizens of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Emergency Railway-Brakes; and we do hereby 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, 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 emergency railway-brakes; and the object of the invention is to produce a device of this nature which may be used in connection with the ordinary brake-shoe, which may be actuated either by hand or other power, and comprises, essentially, a shoe having a friction-surface and provided with a curved shank having a longitudinal movement through the ordinary brake-shoe and provided with lever mechanism whereby the emergency-brake may be raised and lowered, whereby the same may be thrown upon the track immediately in advance of the wheels.

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.

We illustrate our invention in the accompanying drawings, in which—

Figure 1 is a side elevation of our improved brake, showing the same in solid lines applied and in dotted lines raised from the track; and Fig. 2 is a top plan view showing the mechanism for operating the brake.

Reference now being had to the details of the drawings by letter, A designates the truck of a car in which the axles B are mounted and which carry the wheels C.

D designates a brake-shoe of the ordinary type, which is shown as pivotally connected, by means of a link D', with a staple E, and which brake may be operated in the usual manner either by hand-power or otherwise. Said brake-shoe has an elongated curved slot running longitudinally therethrough, and F designates an emergency-brake having its

contact-surface serrated or roughened and adapted to bear against the tread of the rails. Said emergency-brake has a shank portion F', which is curved and conforms to the elongated slot in said shoe D, in which it has a bearing.

G designates a pin passing through said shank portion and adapted to contact with the upper end of the shoe D to limit its downward movement. It will be understood that there are two emergency-brakes, one for each of the opposite forward wheels of the truck, and N designates a crank-shaft mounted in bearings in standards N', which are mounted upon the truck, and O designates a rod connected to a crank N² upon said shaft, and to which rod the pivotal operating-lever R is adjustably held.

J designates a notched segment-bar which is adapted to be fastened to the platform of the car, and M is a spring-pressed rod carrying a pawl adapted to engage the notches of the segment-bar J, and the upper end of said bar M is turned at an angle at M', forming means whereby it may be conveniently gripped with the angled end of the lever R when it is desired to allow the emergency-brakes to be quickly set.

In operation, the emergency-brake being normally held from contact with the tread-surface of the rails and in the event of the motorman desiring to apply the emergency-brake, the lever R is swung upon its pivot, thus quickly throwing the emergency-brakes so that they will wedge between the wheels and the tracks, thus causing the truck to come quickly to a standstill. It will be noted that when the emergency-brake is raised from the track the brake-shoes D may be operated in the usual manner without any interference with the emergency-brakes.

What we claim is—

1. An emergency-brake for railway-cars comprising a truck, wheels thereon, a pivotal brake-shoe, an emergency-brake shoe having an elongated shank passing through said pivotal brake-shoe, and means for throwing the emergency-brake against the tread of a rail, as set forth.

2. An emergency-brake for railway-cars comprising a truck, wheels thereon, a pivotal brake-shoe, an emergency-brake shoe having an elongated shank passing through said pivotal brake-shoe, a pivotal crank-shaft, and

connections between the same and the shank portion of said emergency-brake, as set forth.

3. In combination with the truck of a railway, wheels upon which the same is mounted, pivotal brake-shoes mounted upon said truck and provided with elongated curved slots, emergency-brake shoes, each having a curved shank portion having a longitudinal play through a slot in the brake-shoes which are connected to the truck, a pin passing through the shank portion of each emergency-brake shoe and adapted to limit its downward movement, a crank-shaft journaled upon the truck and having connection

with said shank portions, and a lever mechanism for rocking said crank-shaft, whereby the brake-shoes may be thrown against the tread of the rail or raised therefrom, as set forth.

In testimony whereof we hereunto affix our signatures in the presence of two witnesses.

PHILLIP WILLIAM COUNSELMAN.
LEROY M. CROCKETT.

Witnesses:

EDNA BEARD,
ROLLAND H. ARNOLD.