No. 859,108. PATENTED JULY 2, 1907.

J. QUIST.

RAILWAY BRAKE.

APPLICATION FILED MAY 6, 1907.

FIG. 1.

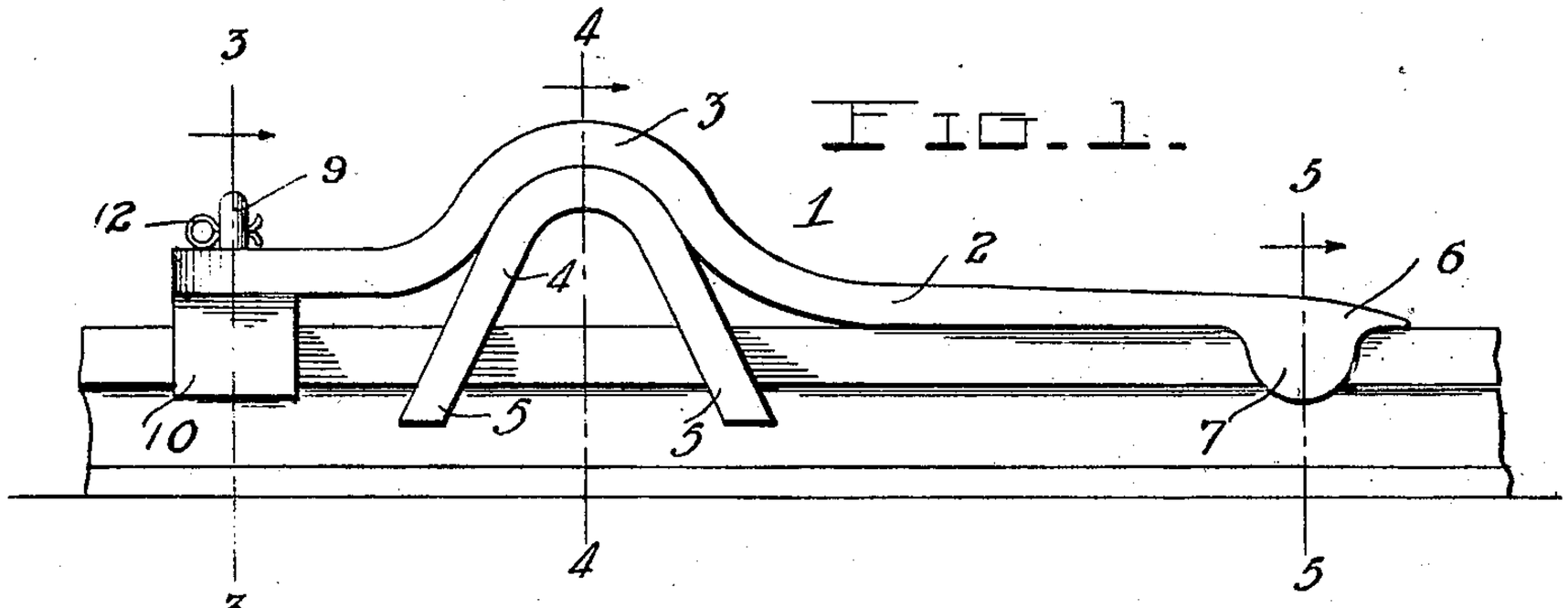



FIG. 2.

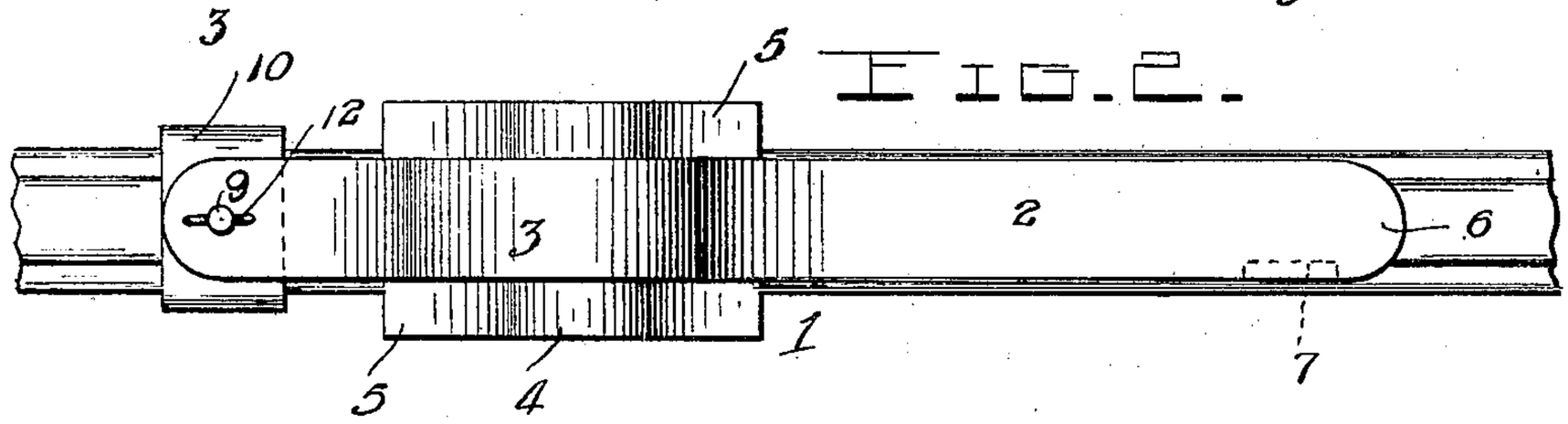



FIG. 3.

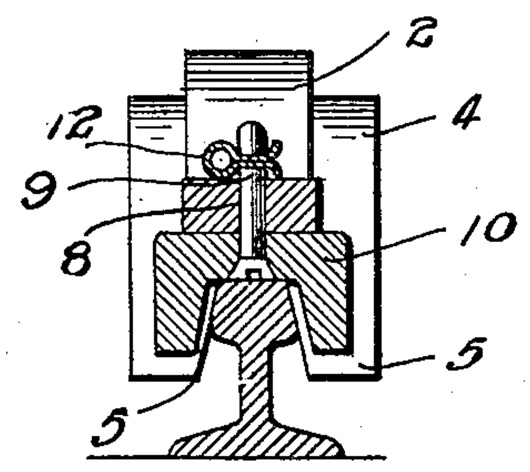



FIG. 4.

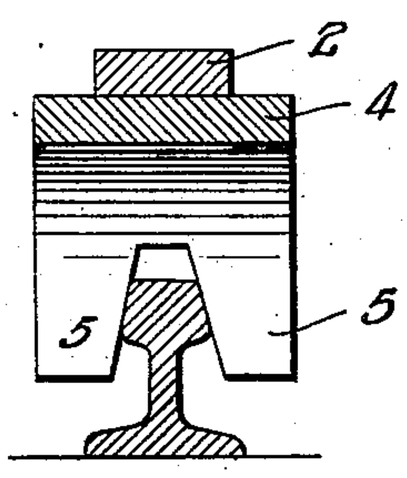
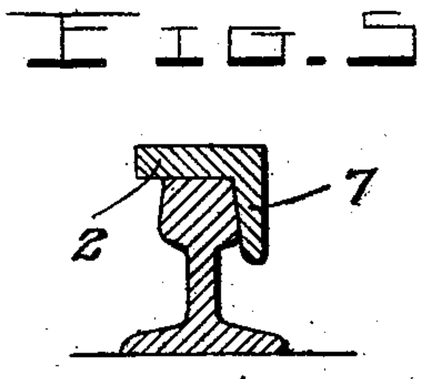



FIG. 5.




Witnesses
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# UNITED STATES PATENT OFFICE.

JOHN QUIST, OF MYSTIC, IOWA, ASSIGNOR OF ONE-HALF TO DAVID LADWICK, OF MYSTIC, IOWA.

## RAILWAY-BRAKE.

No. 859,108. Specification of Letters Patent. Patented July 2, 1907.

Application filed May 6, 1907. Serial No. 372,105.

*To all whom it may concern:*

Be it known that I, JOHN QUIST, a citizen of the United States, residing at Mystic, in the county of Appanoose and State of Iowa, have invented certain new and useful Improvements in Railway-Brakes; and I do 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.

This invention relates to improvements in chock block brakes for railway cars.

The object of the invention is to provide a brake of this character which is adapted to be applied to track rails to form a chock for the wheels of the car, whereby the latter may be quickly stopped, the arrangement and construction of the brake being such that the heavier the car, the more firmly the brake will be applied when engaged by the wheels thereof.

With this object in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a side view of the brake, showing the position of the same when in operative engagement with the track rail; Fig. 2 is a top plan view of the brake; Fig. 3 is a cross sectional view on the line 3—3 of Fig. 1; Fig. 4 is a similar view on the line 4—4 of Fig. 1; and Fig. 5 is a similar view on the line 5—5 of Fig. 1.

Referring more particularly to the drawings, 1 denotes the brake, which consists of a longitudinally disposed bar, 2, having formed therein near one end, an upwardly projecting bend or curve, 3, in which is bolted or otherwise secured, a rail gripping shoe, 4, said shoe being preferably in the form of a curved plate adapted to fit in the bend or curve of the bar, 2, as shown. The shoe 4 is provided with front and rear downwardly projecting inclined ends, 5, which are bifurcated or notched to permit the same to be engaged with the opposite sides of the rail head, as shown. The notch formed by the bifurcated ends of the shoe tapers inwardly toward its upper end so that the greater the pressure brought to bear upon the bar, 2, and upper portion of the shoe, the tighter said bifurcated ends will be engaged with the head of the rail, thereby more firmly applying the brake.

The rear end of the bar 2 is beveled or curved downwardly on its upper side, as shown at 6, to facilitate the engagement with the car wheel therewith when the brake is in an operative position on the track. The bar 2 is provided on its outer side adjacent to the beveled end of the same with a downwardly projecting guide lug, 7, which is adapted to bear against the outer side of the head of the rail, thereby holding the inner end of the bar in place.

In the outer end of the bar 2 is formed a vertically disposed aperture 8, in which is loosely mounted the stem, 9, of a track guide or clevis, 10. Said guide or clevis is loosely mounted on the lower end of the stem 9 and is adapted to be engaged with the track rail and to slide thereon, thus guiding the outer end of the brake and holding the same in position on the rail. The upper end of the stem 9 is provided with a cotter-pin or other suitable fastening device, 12, to prevent said pin from being disengaged from the end of the bar 2.

The shoe 4 is of greater width than the bar 2 and projects laterally on each side of the same, as shown. When the brake is in operative position on the track, the car wheel will run up on the rear end of the bar 2, into engagement with the bend or curve therein, and the flange on the wheel will come into engagement with the inner projecting edge of the shoe 4 and stop the car.

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

1. A railway brake of the character described, comprising a longitudinally disposed bar, a brake shoe arranged on said bar and adapted to embrace the track rail, and means to guide and hold said brake in engagement with the rail, substantially as described.

2. In a railway brake of the character described, comprising a longitudinally disposed bar having formed near its forward end an upwardly projecting bend or curve, a brake shoe adapted to be secured in the curve of said bar, bifurcated ends formed on said shoe adapted to be engaged with the head of the track rail, a guide lug on one side of the inner end of said bar, and a loosely mounted guide on the opposite end thereof to engage the track rail, substantially as described.

3. A railway brake of the character described, comprising a longitudinally disposed bar having formed near its forward end an upwardly projecting end or curve, and having a beveled inner end, curved or segmental brake shoe adapted to be secured in the bend or curve of said bar, said shoe projecting beyond the edges of the bar, downwardly projecting bifurcated or notched ends formed on said shoe, said notches having upwardly and inwardly inclined walls adapted to be engaged with the opposite side of the head of the rail, a guide lug on the outer side of said bar adjacent to its inner end, a guide clevis arranged on the outer end of said longitudinally disposed bar, and a supporting pin loosely mounted in said bar to loosely support said clevis, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN QUIST.

Witnesses:
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J. F. DELAY.