F. L. KIRTLEY.

Car-Brake.

No. 164,007. Patented June 1, 1875.

FIG. I.

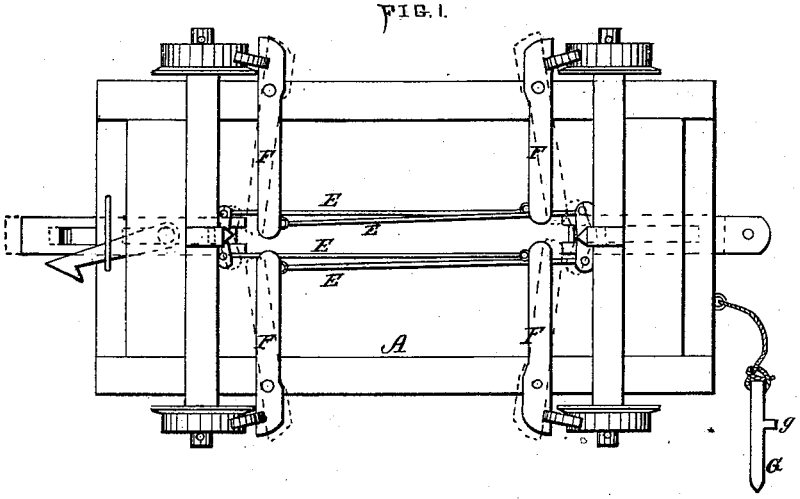


FIG. II.

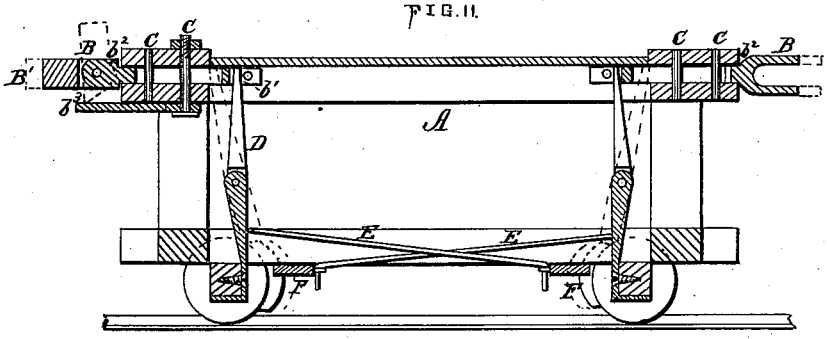
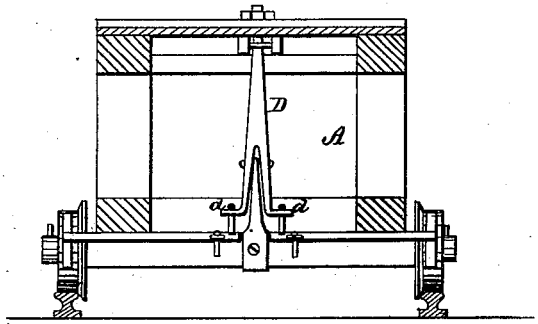


FIG. III.



WITNESSES.

F. B. Townsend.

Solon C. Kemon

INVENTOR.

F. L. Kirtley

By Munn & Co

Attorneys.

THE GRAPHIC CO. PHOTO-LITH. 39 & 41 PARK PLACE, N.Y.

UNITED STATES PATENT OFFICE.

FIELDING L. KIRTLEY, OF CLEBURNE, TEXAS.

IMPROVEMENT IN CAR-BRAKES.

Specification forming part of Letters Patent No. **164,007**, dated June 1, 1875; application filed April 14, 1875.

CASE A.

To all whom it may concern:

Be it known that I, FIELDING L. KIRTLEY, of Cleburne, in the county of Johnson and State of Texas, have invented a new and Improved Automatic Car-Brake; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming a part of this specification, in which—

Figure 1 is a bottom-plan view; Fig. 2, a longitudinal sectional elevation; Fig. 3, a vertical cross-section.

The invention relates to car-brakes that work automatically and without manual intervention as soon as the locomotive is stopped. It consists in connecting the brake-lever with a movable draw-bar or central buffer, so that as soon as the engine slows up the said buffer or draw-bar is forced back by contact with that of the next adjacent car, and the brake-shoes applied to the wheels. The buffer is jointed, so that when it is desired to back the cars the brakes may not be applied, but remain aloof from the wheels.

A represents a car-truck, provided with a draw-bar or buffer, B, slotted at b to slide on the bolts C C, and at b^1, to receive the brake-lever D, which is connected, by lateral perforated ears d and hook-rods E E, with the brake-bars F F. The buffer B has a shoulder, b^2, to limit its withdrawing movement, and is jointed at b^3, so that the end B′ may be turned up when it is desired to back or not actuate the brakes.

I am aware that brake mechanism has been connected with buffers at each side of car, so as to operate the brakes when the cars come together; but these are much more inconvenient, and will apply the brakes on a curve, which is not desirable.

With my invention any preferred kind of coupler may be employed, while the momentum of the cars will always be at once taken up by friction as soon as the locomotive slows up.

The draw-bar may be locked and prevented from sliding to operate the brakes by the insertion of a pin, G, having a projection, g, through the front of its slot.

I am aware that it is not new, broadly, to connect a sliding bumper with a car-brake, for the purpose of actuating the same by the momentum of the cars.

Having thus described my invention, what I claim as new is—

1. The combination of sliding draw-bar B, lever D, rods E E, and the brake-bars, as and for the purpose set forth.

2. In combination with a car-brake, the sliding draw-bar B, having the jointed turn-up end B′, as and for the purpose set forth.

F. L. KIRTLEY.

Witnesses:

SOLON C. KEMON,

CHAS. A. PETTIT.