

W. W. PATTERSON.
Car-Brake.

No. 208,116.

Patented Sept. 17, 1878.

Fig. 1.

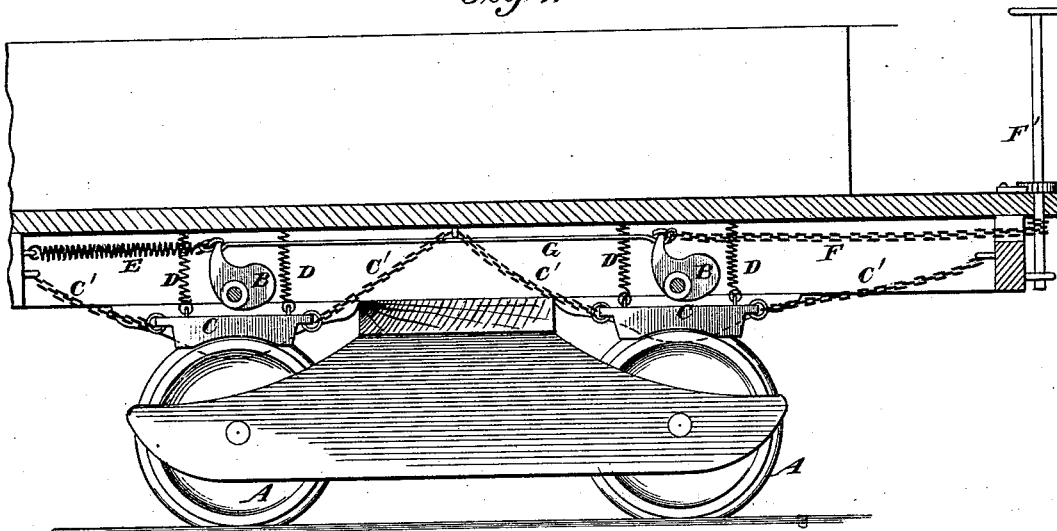
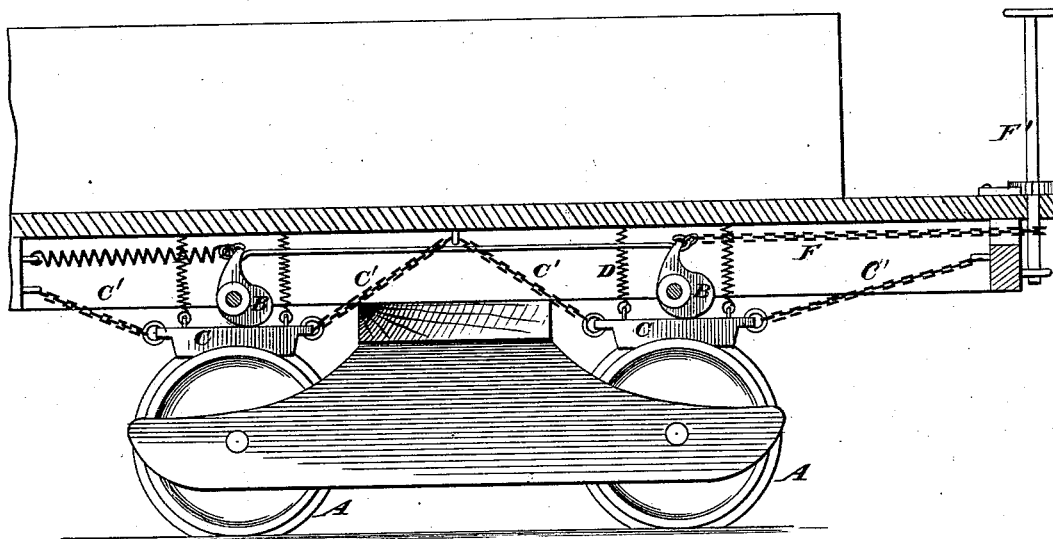


Fig. 2.



Witnesses.
A. Ruppert,
J. S. Mason.

W. W. Patterson
Inventor:
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Attys

UNITED STATES PATENT OFFICE.

WILLIAM W. PATTERSON, OF CORNING, IOWA, ASSIGNOR OF ONE-HALF HIS RIGHT TO JOHN B. HARRIS AND WALTER J. DAVENPORT, OF SAME PLACE.

IMPROVEMENT IN CAR-BRAKES.

Specification forming part of Letters Patent No. **208,116**, dated September 17, 1878; application filed August 22, 1878.

To all whom it may concern:

Be it known that I, WILLIAM W. PATTERSON, of Corning, in the county of Adams and State of Iowa, have invented certain new and useful Improvements in Car-Brakes, of which the following is a specification:

My invention consists in applying the brake to the top instead of to the side of the wheel, as is usually the case in brakes in common use; and my object in so applying it is that, if required, I can utilize the weight of the car in increasing the friction, and thus bring it to a stand-still much sooner.

In the annexed drawings, making a part of this specification, Figure 1 is a side elevation, partly in section, showing the brake when not applied. Fig. 2 is a side elevation, partly in section, showing the brakes when applied to the wheels.

The same letters are employed in both figures in the indication of identical parts.

A A are the wheels of an ordinary car-truck. B B are cams, shaped as distinctly shown in the drawings, placed immediately above the wheels, and securely pivoted to the bed-timber of the car. C C are brake-shoes, which are supported above the wheels, between them and the cams B. The brake-shoes are held in this position by means of chains C', which are fastened to the bottom of the car or to the bed-timber thereof.

When the brakes are not applied the brake-shoes are raised clear of the wheels by means

of spiral springs D D, one end being fastened to the brake-shoe and the other attached to the bottom of the car. E is also a spiral spring, which is attached, as shown, for the purpose of keeping the cams clear of the brake-shoes when the brakes are not applied.

The several cams operating the different brake-shoes are connected by means of rods or chains, the whole system being governed by a chain, F, which connects the forward cam with the brake-rod F'.

The operation is as follows: The brake-rod F' being turned to apply the brakes, the chain F is drawn taut, forcing the faces of the cams against the upper faces of the brake-shoes, forcing them down upon the revolving wheels, thus increasing the friction until the car is finally brought to a stand-still.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination, in a car-truck, of the cams B, securely pivoted to the bed-timber of the car, brake-shoes C, springs D and E, chains C' F, and rod G, all operating and used for the purposes set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

WILLIAM W. PATTERSON.

Witnesses:

J. W. HOLMES,
IRA P. CLARK.