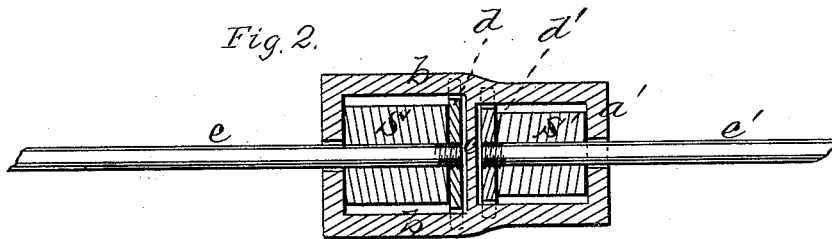
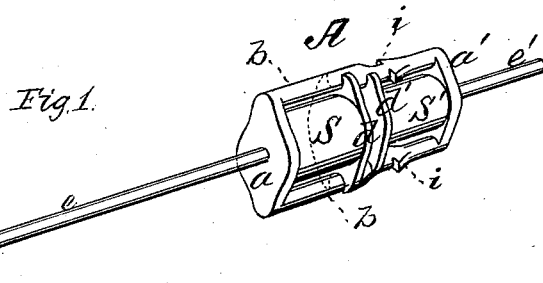


D. C. MONTGOMERY.
Brake-Rod Attachment.

No. 210,549.

Patented Dec. 3, 1878.



WITNESSES

Villette Anderson.
A. J. Massi.

INVENTOR

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ATTORNEY

UNITED STATES PATENT OFFICE.

DAVID C. MONTGOMERY, OF ST. JOSEPH, MISSOURI, ASSIGNOR OF ONE-HALF HIS RIGHT TO ZACHARIAH MONTGOMERY, OF SAME PLACE.

IMPROVEMENT IN BRAKE-ROD ATTACHMENTS.

Specification forming part of Letters Patent No. 210,549, dated December 3, 1878; application filed October 12, 1878.

To all whom it may concern:

Be it known that I, DAVID C. MONTGOMERY, of St. Joseph, in the county of Buchanan and State of Missouri, have invented a new and valuable Improvement in Wagon and Car Brake Attachment; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a perspective view of my improved attachment for brakes, and Fig. 2 is a longitudinal central section thereof.

This invention has for its object to improve car and vehicle brakes, so that upon the application thereof the pressure will be gradually exercised upon the perimeters of the wheels, thus obviating sudden and unpleasant stopping of the vehicle.

The nature of the invention will be fully set forth in the following specification and claim.

In the annexed drawings, the letter A indicates the body or frame of the device, consisting, essentially, of two flat heads, *a a'*, connected by the rods *b*, and divided into two spaces by a transverse bar, *c*. *d d'* indicate strong metallic followers, one of which is placed at each side of the cross-bar *c*, with its notched ends straddling the side rods *b*. These followers have free motion to and from the bar *c* upon the rods *b*, and have each a central screw-threaded opening in line with a corresponding opening in each of the heads *a a'*. Between the followers *d* and these heads are inserted the (preferably) rubber springs *S S'*, the latter being the smaller and of less power.

The brake-rod is made in two sections, *e e'*,

one of which passes through the head *a* and spring *S*, and is screwed into the follower *d*, and the other through the head *a'* and spring *S'*, and is screwed into the follower *d'*. If, now, one end of this sectional brake-rod be secured to the shoe-beam, and the other to a lever or other mechanism employed to apply the brake, and the said lever be actuated, the shoes will be brought into contact with the perimeters of the wheels with a gradually-increasing pressure, owing to the compression of springs *S S'* between the heads of the body or frame and the followers *d d'*, which, by gradually overcoming inertia of the vehicle, will prevent the stopping of the same from unpleasantly affecting the occupants thereof. Between the follower *d'* and the head *a'* upon the side bars of the frame are formed the shoulders *i*, against which the ends of the follower *d'* abut, thus limiting the compression of the weaker spring, *S'*, and causing that of spring *S*, the stronger, to commence at the moment that the greatest strain comes on.

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

The attachment for vehicle-brakes consisting of a frame or body having heads *a a'* upon its ends, shoulders *i* upon its sides, and a cross-bar, *c*, of the followers *d* straddling said side bars, springs *S S'* between the heads and followers, and the brake-rod sections extending through the heads and springs and secured to the followers, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

DAVID C. MONTGOMERY.

Witnesses:

JOHN S. TUTT,
ZACH. MONTGOMERY.