(No Model.)

O. L. GILBERT.

BRAKE.

No. 397,120. Patented Feb. 5, 1889.

Fig. 1.

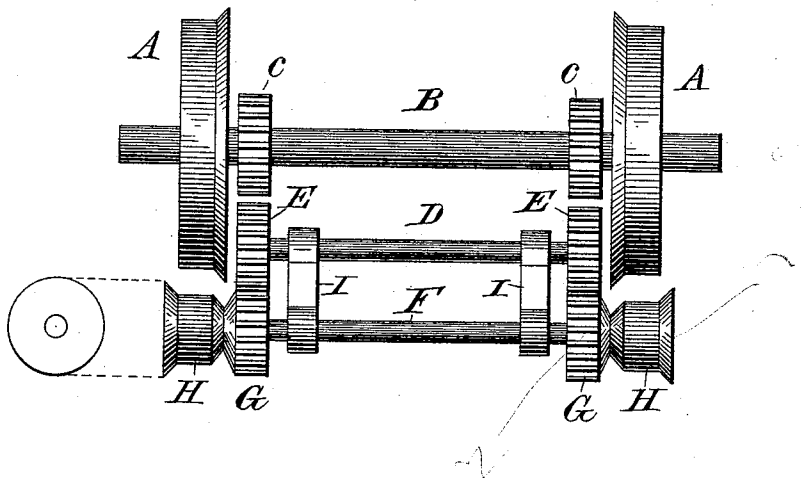


Fig. 2.

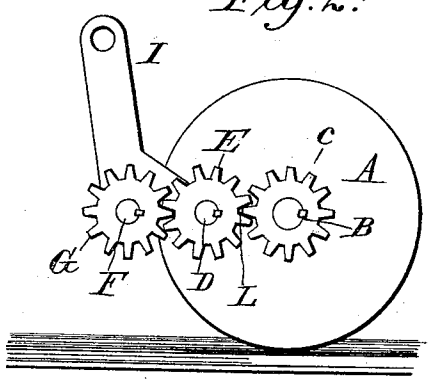
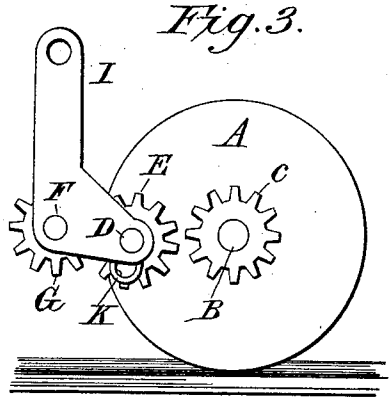


Fig. 3.



Witnesses:
Henry Foss
Joseph Kneip

Inventor.
Oscar Louis Gilbert

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

OSCAR LOUIS GILBERT, OF ST. PAUL, MINNESOTA.

BRAKE.

SPECIFICATION forming part of Letters Patent No. 397,120, dated February 5, 1889.

Application filed May 19, 1888. Serial No. 274,457. (No model.)

To all whom it may concern:

Be it known that I, OSCAR LOUIS GILBERT, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented a new and useful Brake, of which the following is a specification.

My invention relates to improvements in brakes on railroad-cars in which the cog-wheels operate in conjunction with each other; and the object of my improvements is to employ the same power which now lies in the main axle by means of six cog-wheels to act on two brake-wheels, which are placed directly opposite the main wheels. The brake-wheels will move in the opposite direction, and when brought in close proximity with the main wheels (by applying the brake) will cause a friction sufficient to stop the wheels. I attain this object by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a top view of the entire mechanism, the brake not having been applied. Fig. 2 is a vertical section of a part when the brake is applied, and shows the form of the brake-hanger. Fig. 3 is a vertical section of a part when the brake is not applied.

Similar letters refer to similar parts throughout the several views.

Letters A A refer to the main wheels.

B refers to the main axle.

C C show two cog-wheels on the main axle inside of both wheels.

D is an axle, on each end of which is one cog-wheel.

E E show the two cog-wheels on axle D.

F refers to an axle, on each end of which is one brake-wheel and inside of same two cog-wheels placed directly opposite E E.

G G show the two cog-wheels on axle F.

H H refer to the two brake-wheels on axle F. Axles D and F run through the two brake-hangers, which are illustrated as I I, and these support axles D and F on each end.

K, as shown in Fig. 3, represents a staple for the chain. This chain connects the brake-hangers with the brake-staff on the car.

It will be seen that space has been left between cog-wheels C and E, as shown in Fig. 2, to allow of wear caused by friction on wheels A and brake-wheels H. This space is illustrated at letter L.

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

In a car-brake, the combination of the hanger provided with axle F, having gear-wheels and brake-wheels, and axle D, having gear-wheels, and the car-axle, provided also with gear-wheels, whereby the brake-wheels are made to move in a direction the reverse of that of the car-wheels.

OSCAR LOUIS GILBERT.

Witnesses:

HENRY FOSS,

MATIAS ALBREHT.