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OVERHEAD CARRIER BRAKE.
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981,079.

Patented Jan. 10, 1911.

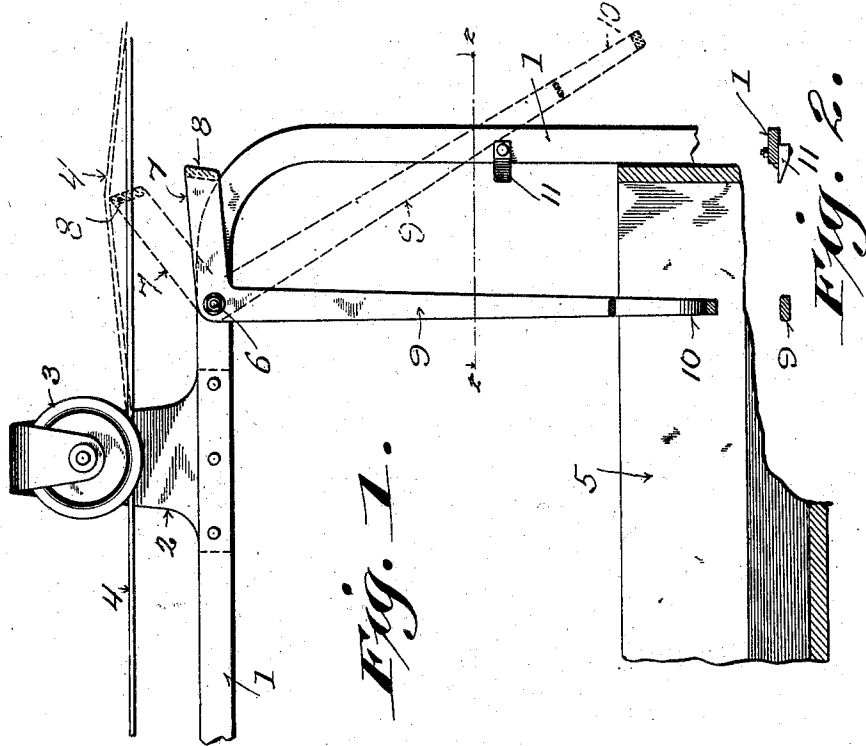


Fig. 1.

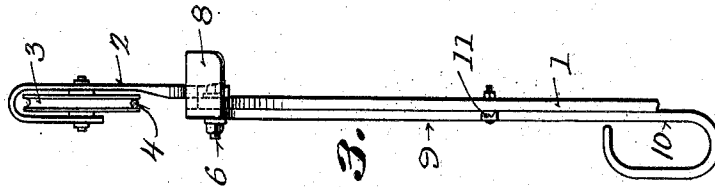


Fig. 3.

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UNITED STATES PATENT OFFICE.

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OVERHEAD-CARRIER BRAKE.

981,079.

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To all whom it may concern:

Be it known that I, ANTON GAHLMANN, a citizen of the United States, and resident of the town of Clyman, in the county of Dodge and State of Wisconsin, have invented certain new and useful Improvements in Overhead-Carrier Brakes; and I do hereby declare that the following is a full, clear, and exact description thereof.

The object of my invention is to provide a simple, economical and effective hand-controlled brake for overhead carriers, the invention consisting in certain peculiarities of construction and combination of parts as hereinafter set forth with reference to the accompanying drawings and subsequently claimed.

In the drawings Figure 1 represents a side elevation of a portion of a carrier embodying the features of my invention, with parts broken away and in section; Fig. 2, a detail cross-section of the same as indicated by line 2—2 of Fig. 1, and Fig. 3, an end elevation.

Referring by characters to the drawings, 1 represents a bail provided with hangers 2, only one of which is shown. Within each hanger is mounted the usual sheave 3 adapted to travel upon an overhead wire track 4. Suspended from the bail is the usual carrying hopper 5, which hopper is connected to the bail in any suitable manner.

The above described mechanism forms no part of my invention, being simply illustrated to more clearly show the application of the brake mechanism embodying the invention, which brake mechanism consists primarily in a bell-crank lever that is fulcrumed upon a stud 6, which projects from the upper reach portion of the bail, as shown in Fig. 1. The short arm 7 of the bell-crank lever is provided with a shoe 8 that projects inwardly and under the rail 4. A long arm 9 of the bell-crank extends downwardly and terminates with a handle 10, which is provided for the purpose of manually controlling the brake mechanism.

A wedge shape locking lug 11 is secured to the vertical stretch of the bail, the locking lug being approximately alined with the long arm 9 of the bell-crank lever as shown in Fig. 2.

In the operation of the device, when the parts are in the position as shown in Fig. 1, the brake mechanism is in its normal posi-

tion with the short arm in such relative position to the wire rail 4 that its shoe portion will clear all switching frogs upon the line, the said crank lever being held in its position by gravity.

Should it be desired to set the brake, the operator will pull the bell-crank lever to the position shown in dotted lines, causing its long arm to spring over the locking lug by which it is then held, this movement of the bell-crank being sufficient to cause the shoe 8 to impinge against the wire rail 4 in opposition to the downward pressure of the sheaves 3, thus throwing the friction drag upon the wire rail, which will prevent movement of the carrier in either direction.

It is obvious that, should it be desired to start the carrier, the bell-crank may be released from the position shown in dotted lines and caused to drop to its normal position as shown in full lines in Fig. 1, and the apparatus can then be caused to travel in the desired direction.

I claim:

1. In a carrier having a bail, sheaves in connection therewith, and a track member; the combination of a brake mechanism comprising a bell-crank pivotally mounted upon the bail, a shoe extending from one of the bell-crank arms arranged to engage the rail member, and means carried by the bail for locking the bell-crank in its braking position.

2. In a carrier having a bail, sheaves carried by the bail, and a track-member for the sheaves; the combination of a brake mechanism comprising a bell-crank lever having a short and long arm the bell-crank lever being pivotally mounted upon the bail, a shoe extending from the short arm of said bell-crank lever for engagement with the track-member, and a locking wedge secured to the bail for engagement with the long arm of the lever when the same has been moved to effect a braking engagement with said track-member.

In testimony that I claim the foregoing I have hereunto set my hand at the city of Watertown in the county of Jefferson and State of Wisconsin in the presence of two witnesses.

ANTON GAHLMANN.

Witnesses:

IRENE M. JONES,
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