V. L. Ochoa.

RAIL MAGNETIC BRAKE.

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WITNESSES:

O. V. Maltsev.

C. A. Pierce.

THE MERRILL PUBLICATION COMPANY, WASHINGTON, D. C.
To all whom it may concern:

Be it known that I, VICTOR L. OCHOA, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented a certain new and useful Improvement in Rail Magnetic Brakes, of which the following is a specification, reference being had therein to the accompanying drawing.

My invention relates particularly to devices employed for retarding and stopping the momentum of moving railway cars or trains, and has for its object the utilization of the force of magnetic attraction to decrease or stop the movement of such train or cars by increasing the traction thereof.

To attain the desired end, my invention consists in certain novel and useful combinations or arrangements of parts and peculiarities of construction and operation, all of which will be hereinafter first fully described and then pointed out in the claims.

In the drawing, Figure 1 is a side elevation of a car-truck wherewith my invention is employed. Fig. 2 is a horizontal, sectional view at line b—b of Fig. 1, and c—c of Fig. 3. Fig. 3 is an end elevation, and partial vertical section of the truck and connected brake at line a—a of Fig. 1.

Similar numerals of reference, wherever they occur, indicate corresponding parts in all the figures.

1 is the bolster of a car-truck, from which vertical standards, 2, depend.

3 is an oblong magnet-core, held to the standards 2 at each end by bolts 4. This magnet-core is cut away at 5 for the reception of the insulated winding wire 6, and is provided with an enlarged head 7, of substantially the same width as the tread, 8, of a railway rail, 9.

10 is a casing which is held in place around the coil of wire 6, by means of bolts or rivets 11, and as this casing fits snugly into the cut-away portion 5 of the magnet core, rain, snow, or any moisture which would effect the wire of the magnet is effectually excluded.

By making the magnet-core oblong, and providing it with a head of substantially the same width as the tread of the rail, the attractive force and power of retarding the movement of the car wherewith my invention is employed is greatly enhanced.

In use, my device may be applied to each side of one of the trucks of each car, or in any other preferred arrangement, and the source of exciting electricity may be a storage battery, or dynamo, and the circuit under control of the engineer of the train, and also be controlled from each individual car.

Having now fully described my invention, what I claim as new therein, and desire to secure by Letters Patent, is:

1. A rail magnetic brake or traction increaser, an oblong magnet-core suspended in close proximity to the rail, said core being cut away for the reception of the winding wire, and having a head of substantially the width of the tread of the rail, as set forth and described.

2. A rail magnetic brake or traction increaser in which is comprised an oblong magnet-core cut away for the reception of the winding wire and having a head of substantially the width of the tread of the rail; winding wire around the cut away portion of the core; a protecting casing around the wire, and means for suspending the magnet from a car-truck, substantially as shown and described.

In testimony whereof I hereto affix my signature in presence of two witnesses.

VICTOR L. OCHOA.

Witnesses:

LOUIS F. BRAUN,
A. M. FRIED...