

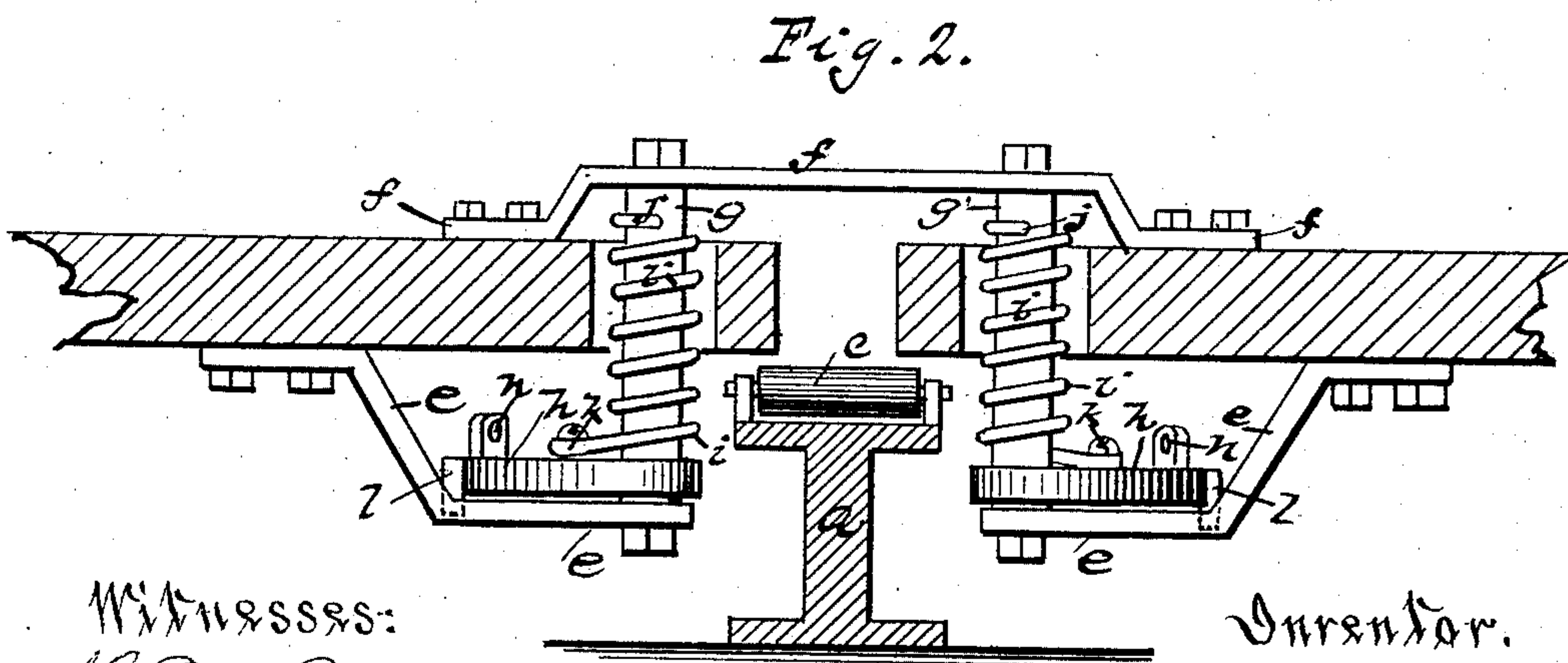
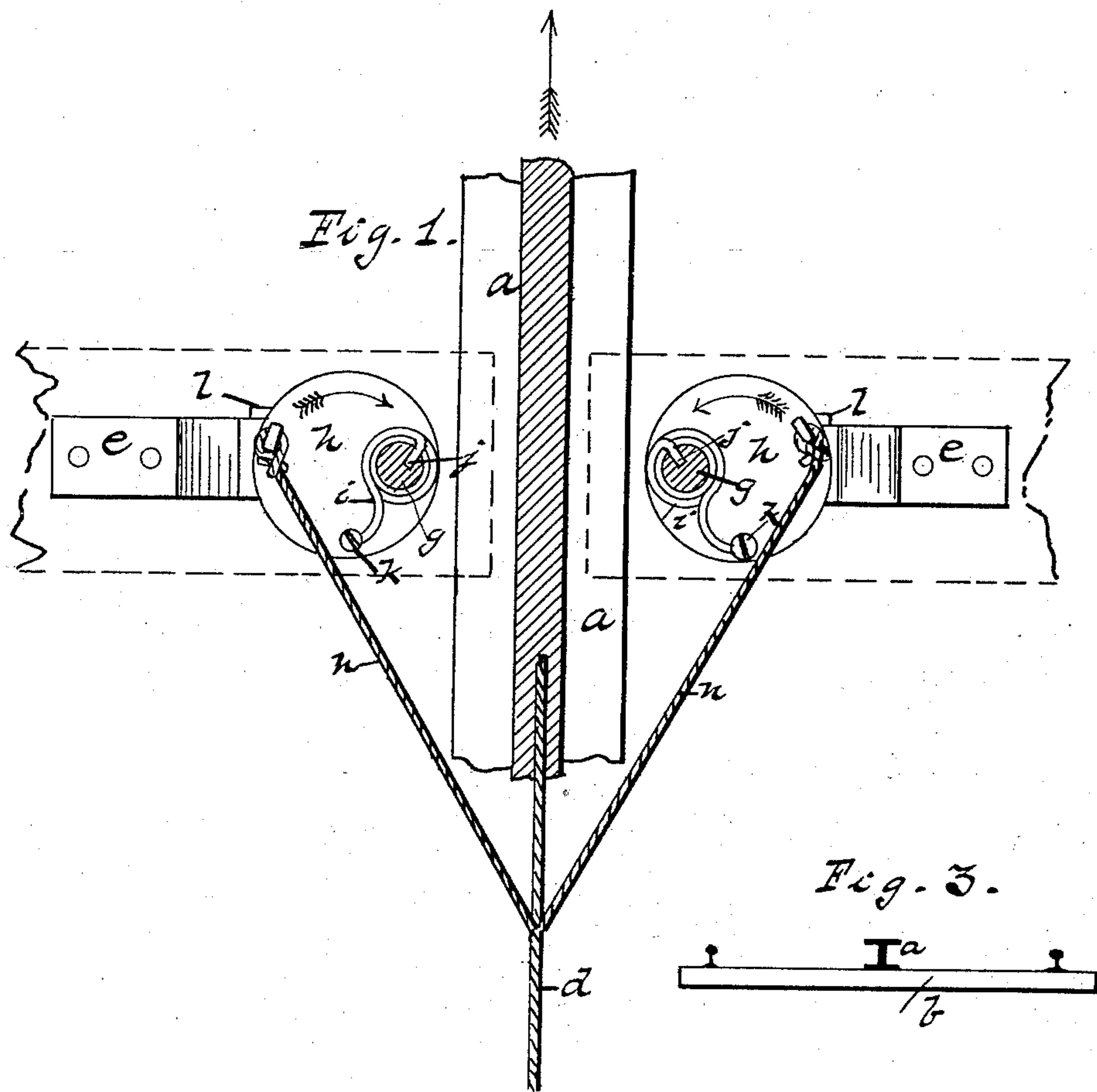
(No Model.)

W. R. WILCOX.

CAR BRAKE.

No. 328,098.

Patented Oct. 13, 1885.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## CAR-BRAKE.

SPECIFICATION forming part of Letters Patent No. 328,098, dated October 13, 1885.

Application filed August 6, 1885. Serial No. 173,795. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM R. WILCOX, of Mansfield, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improved Safety-Brake for Incline-Railway Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in a safety-brake for incline-cars, the object of the same being to provide means whereby an incline-car may be stopped immediately should the rope used for raising and lowering the car break; and with this end in view my invention consists in certain details of construction and combination of parts, as will be more fully explained, and pointed out in the claim.

In the accompanying drawings, Figure 1 is a plan view of my improvement, showing the eccentrics placed at either side of a large T-rail, together with such mechanism as is required to operate the same. Fig. 2 is a side view of the same attached to the frame of a car. Fig. 3 is a cross-section of the track.

To put my invention into practice, I place a large T-rail, *a*, between the rails of the track *b*, and continue the same throughout the entire length. On the top of this T-rail is placed at regular intervals a series of rollers, *c*, for supporting the cable *d* used in operating the car. Beneath the car, and rigidly attached thereto by suitable braces, *e f*, are vertical posts *g*, each having an eccentric, *h*, loosely attached thereto and arranged at a proper distance from the T-rail *a* in the middle of the track *b*. About

the posts *g* are wound spirally a stout spring, *i*, one end, *j*, of which is attached to the post *g*, and the other, *k*, to the eccentric *h*, which serves to revolve the latter until brought to bear against the vertical part of the T-rail *a*. The projections *l* on the side of the eccentrics *h* serve to keep the same in place, and are made adjustable and detachable. From the cable *d* used to operate the car two branches, *n*, are secured to the eccentrics *h*, which prevents the same from revolving and taking hold of the T-rail *a*. Should the cable *d*, used for operating the car, part or break, the eccentrics *h* revolve in the direction indicated by the arrows until they come in contact with the T-rail *a*, and the car moving in the opposite direction tightens the eccentrics until the friction is so great as to stop the car and prevent further descent, and the cable *d* is again attached to the car. The eccentrics may be detached from the rail *a* by moving the car a short distance up the track.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

In a safety-brake for incline-railway cars, a T-rail, *a*, placed between the rails of the track *b*, the eccentrics *h*, revolving loosely about the vertical posts *g*, and springs *i* for operating the same, branch ropes *n* from the main cable *d* secured to the eccentrics *h*, and adjustable and detachable projections *l*, to keep the eccentrics in place, all operated substantially as and for the purpose described.

WILLIAM R. WILCOX.

Witnesses:

H. T. MORRIS,  
W. C. BARR.