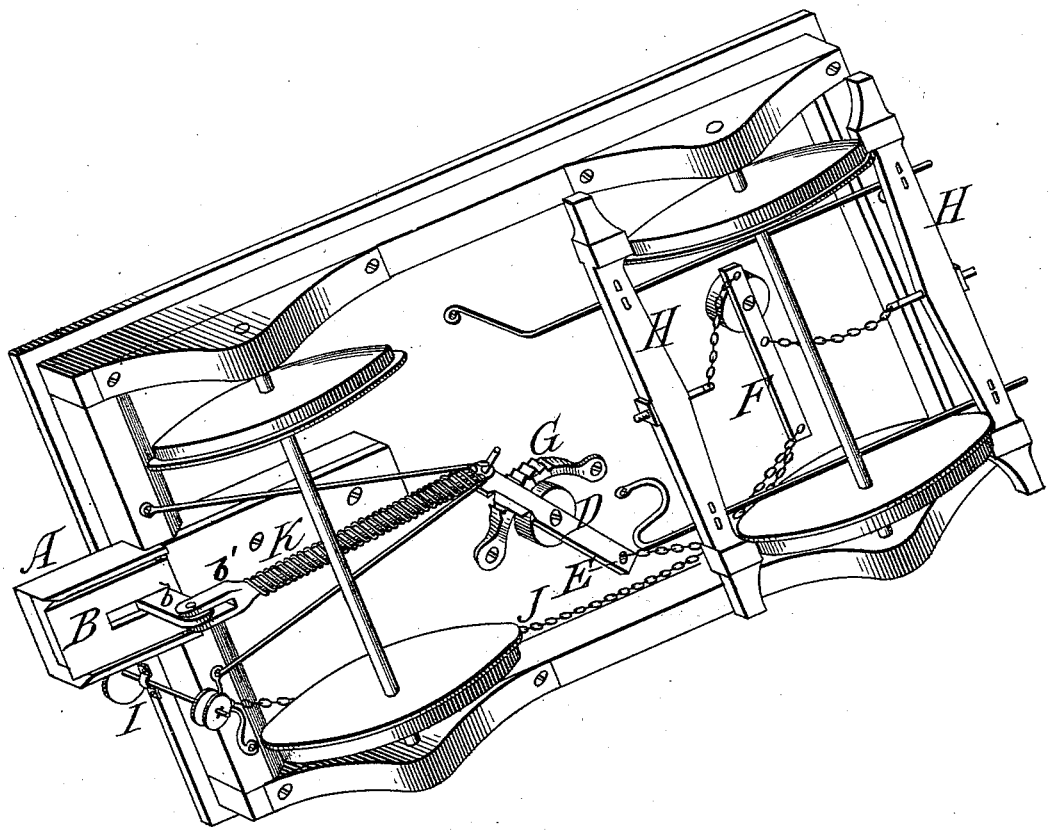
W. WIMER.
Draw-Bars.

No. 212,078. Patented Feb. 4, 1879.



Attest:
A. B. Schuyler
C. S. Hardy

Inventor.
William Wimer

UNITED STATES PATENT OFFICE.

WILLIAM WIMER, OF UNION CITY, INDIANA.

IMPROVEMENT IN DRAW-BARS.

Specification forming part of Letters Patent No. **212,078**, dated February 4, 1879; application filed April 19, 1878.

To all whom it may concern:

Be it known that I, WILLIAM WIMER, of Union City, in the county of Randolph and State of Indiana, have invented certain Improvements in Car-Brakes, of which the following is a specification:

In the accompanying drawing, which fully illustrates my invention, the figure is a perspective view.

The object of my invention is to furnish a brake that will be operated by any one of a train of cars, which, by its weight in jumping the track, sets the brake in force on the succeeding car, and at the same time uncouples the train immediately behind the displaced car.

The invention consists in having the bottom of the draw-head formed of a separate piece and pivoted at its rear extremity. This pallet is perforated to receive the coupling-pin, and has an arm extending downward, to which is loosely attached a link, which is secured to a pivoted lever. A spring holds the pallet in position at the lower side of the draw-head, and the lever, by suitable connections, operates the brakes.

The ordinary hand-brake is attached, so as to operate the brakes by hand, if desired.

Referring to the drawing, A represents the draw-head, and B the pallet, pivoted thereto, from which pallet, rigid therewith, and extending downward, is an arm, *b*, and attached thereto a link, *b'*, surrounded by a spiral spring, K, which serves to hold the pallet B in position at bottom of the draw-head. The spring is held by suitable stays, and allows the link *b'* to move through it freely.

D represents a lever, pivoted at the center, one end attached to the link *b'*, and the other to a chain, which extends to the brake-lever F, to which it is secured. The brake-lever F has attached to it two chains, leading in opposite directions to the brake-bars on each side of the wheels, and between these two chain attachments is the pivot of the brake-lever. The lever D is beveled on one edge, and such beveled portion operates upon a curved ratchet-bar.

I J represent the ordinary features of a hand-brake, the chain being attached to the brake-lever F.

The operation of my invention is obvious. A car jumps the track; the weight of the falling car upon the coupling-link forces the pallet of the succeeding car downward, and puts the brake on in full force, and at the same time completely uncouples the cars at this point. The ratchet catches the lever D when at its utmost tension, and thus locks the brake.

The result aimed at and anticipated is the cars succeeding the one thrown from the track will be saved from injury or destruction.

It will be noticed that in the operation of my invention no part or portion of the cars on the track is injured.

I claim as new—

1. A draw-head with falling pivoted bottom having brake attachments, as described, whereby the cars are uncoupled and the brakes applied automatically, as specified.

2. The pallet B, link *b'*, and spring K, combined with a lever and ratchet adapted to apply the brakes and hold them in force by the fall of the pallet B, as shown and specified.

3. The brake-bars H H, combined with the pallet B and connections, whereby the brakes are applied by the fall of the pallet, as specified.

4. The lever F and ratchet-lever D G, with their connections, combined with the pallet B and brake-bars H, as shown and specified.

WILLIAM WIMER.

Attest:

A. B. SCHUYLER,
C. S. HARDY.