

M. OBERMILLER.

Car Brake.

No. 26,702.

Patented Jan. 3, 1860.

Fig. 1.

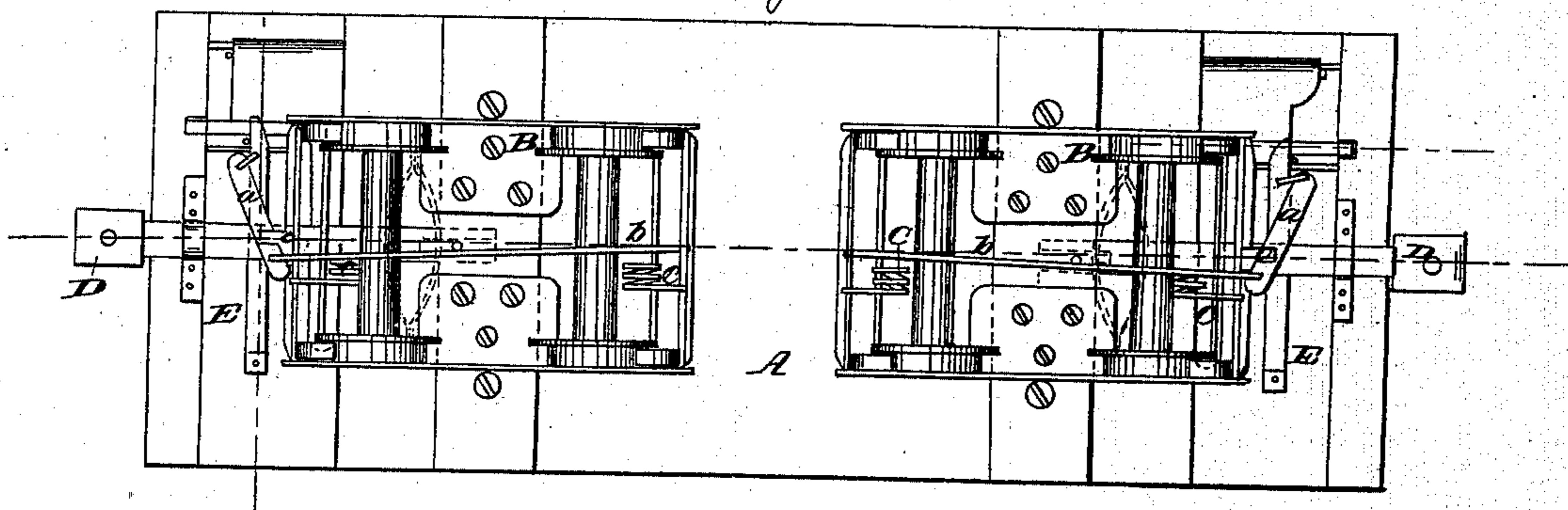


Fig. 2.

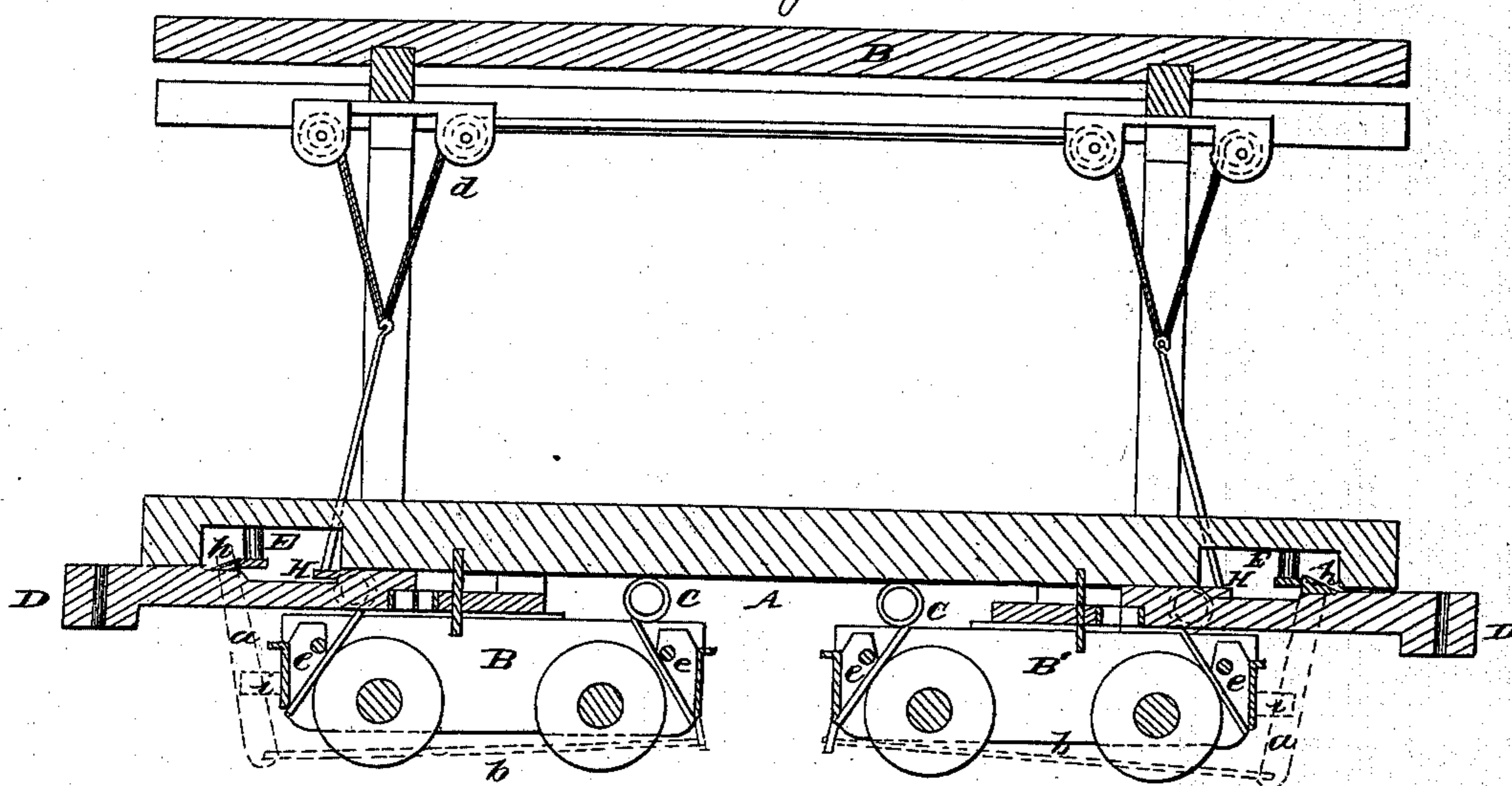


Fig. 3.

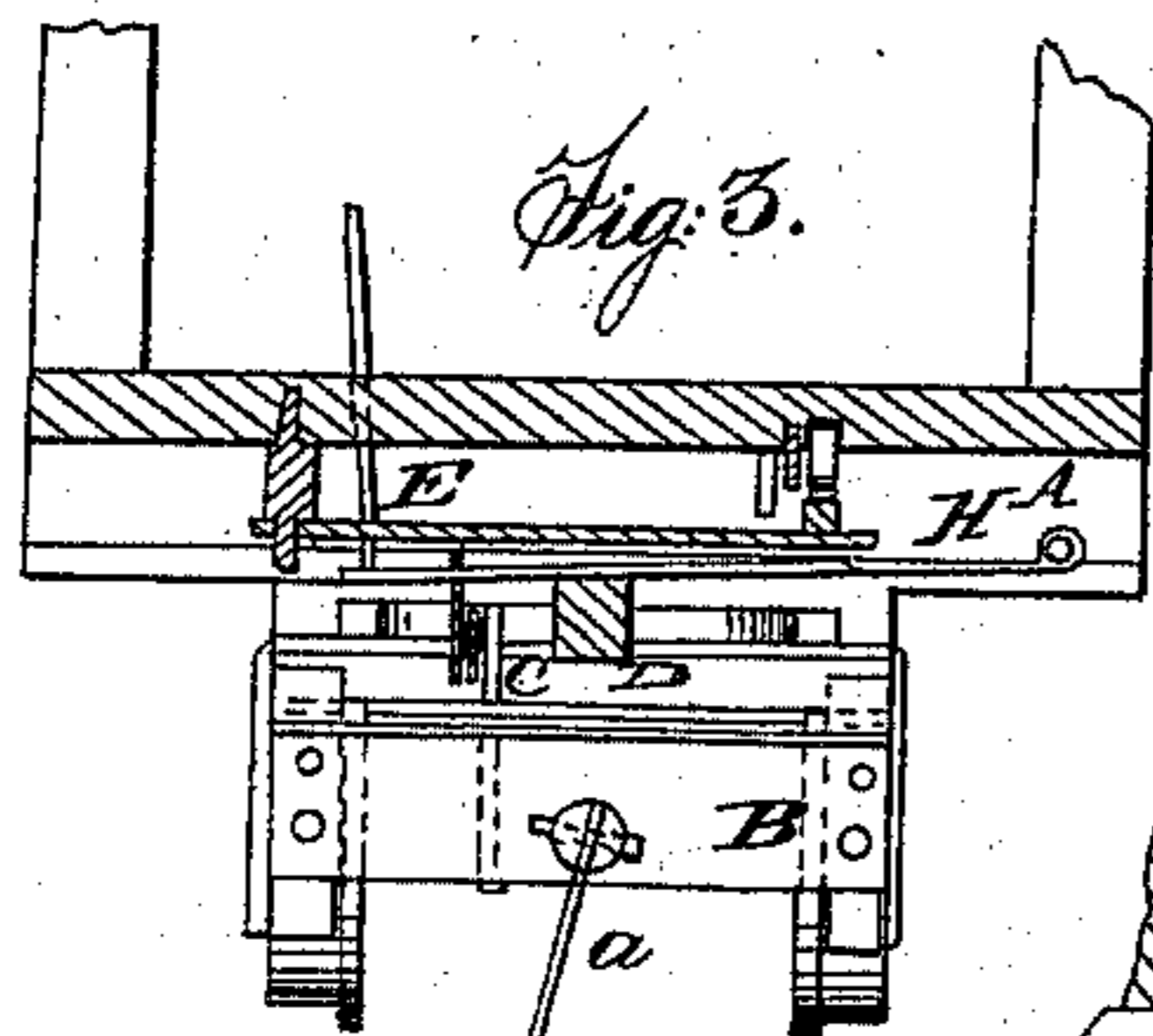


Fig. 4.

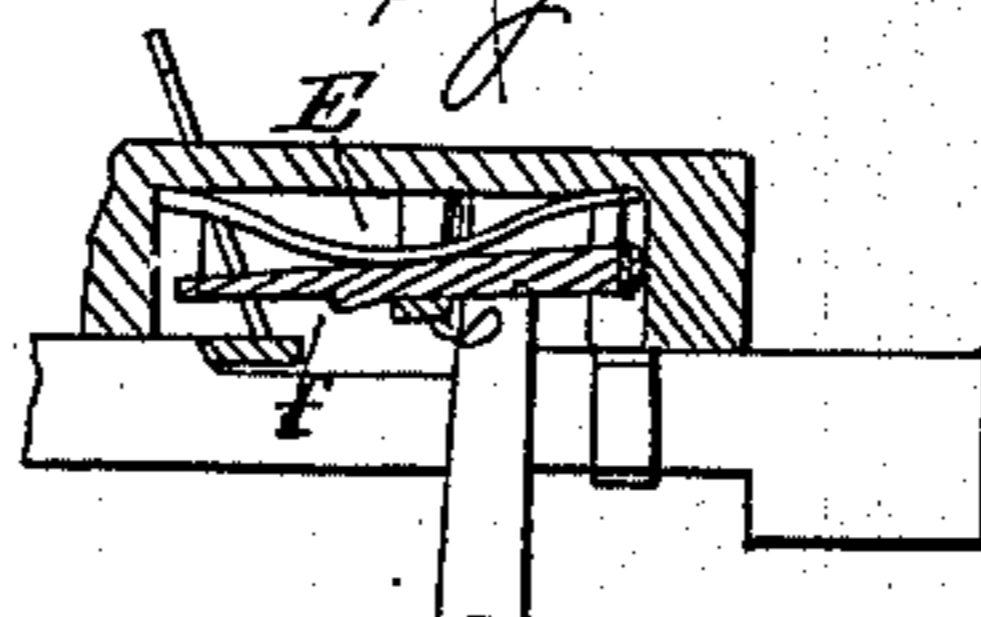
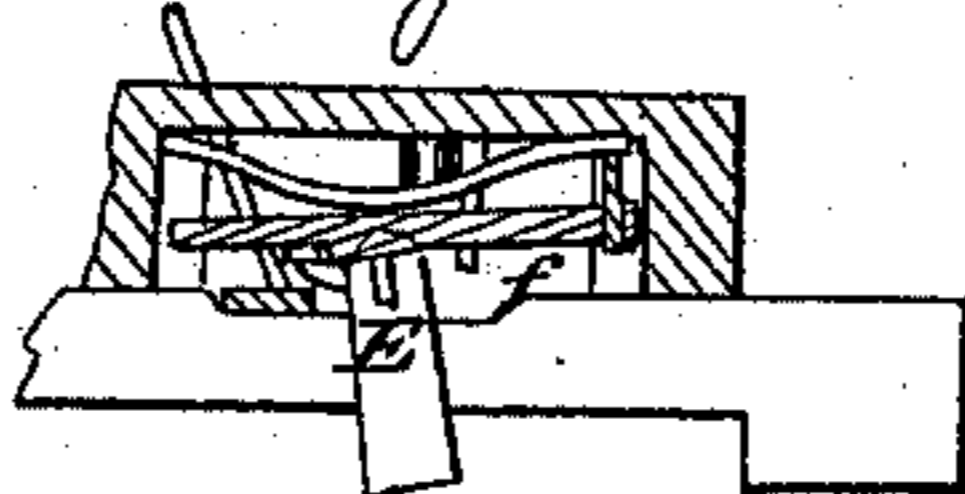


Fig. 5.



Witnesses
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UNITED STATES PATENT OFFICE.

M. OBERMILLER, OF TIFFIN, OHIO.

RAILROAD-CAR BRAKE.

Specification of Letters Patent No. 26,702, dated January 3, 1860.

To all whom it may concern:

Be it known that I, M. OBERMILLER, of Tiffin, in the county of Seneca and State of Ohio, have invented a new and useful Improvement in Railroad-Car Brakes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawing, forming part of this specification, in the several figures of which similar characters of reference denote the same part.

Figure 1 is a bottom view of railroad car with my brake attached. Fig. 2 is a vertical, longitudinal section of the same. Fig. 3 is a vertical transverse section showing back of truck. Fig. 4 is a sectional view showing the action of the spring detent. Fig. 5 is a sectional view of the lever caught by the spring detent in position for stopping the car.

The nature of my invention consists in a certain combination of devices, which upon the engine being reversed, act upon the rubbers and stop the train, being held in their position by a spring detent, and are released simultaneously throughout the train by the conductor or engineer pulling a cord at the top of the car.

The devices consist of a combination of several levers with the drawbar acting upon the rubbers, and forcing them against the wheels, and a spring detent which holds said levers in position, until the drawing of the cord by the conductor or engineer forces away the detent, and by means of their several connections removes the pressure of the rubbers from the wheels, in the manner as will be hereafter described.

In the drawing A is the bottom of the car, B, B', the trucks, *e* the rubbers, *c* the springs, which act on the cross pieces connecting the rubbers, so as to keep them away from the wheels during the moving of the train.

a is a lever connected by rod *b* with the back crosspiece of the rubbers *e*.

D is the draw bar having a projection *h* which acts on lever E, and forces it back until caught by spring detent *f*, and as lever E is connected with the crosspieces of the rubbers they are by this means pressed against the wheels; *d* is the cord connected with lever H, by the pulling of which lever H is drawn up, and pressing against the spring detent *f*, forces it back and allows the lever E to resume its position, and by means of the different connections the rubbers are removed from the wheels.

The reversing of the engine causes the cars to be thrown together and pushes back the draw bar D, the projection *h* of which catching against the lever E pushes it back when it is caught and held by the spring detent *f*, and the lever E being connected with lever *a* draws lever *a* forward which by means of its connection at *i* and rod *b* with the crosspieces connecting the rubbers presses the rubbers against the wheels and effectually stops their motion. On starting again the pulling of cord *d* draws up the lever H, which pressing against the spring detent *f*, also forces it up, and allows the levers E and *a* to return to their former positions, and removes the rubbers from the wheels, the springs *c* acting against their connecting pieces, and keeping them away from the wheels.

Having thus described my improvement and its operation I claim—

The combination of the spring detent *f*, with levers *a* E and H, projection *h* on draw bar, rod *b*, and springs *c*, substantially as and for the purposes set forth.

In testimony whereof, I have hereunto signed my name before two subscribing witnesses.

M. OBERMILLER.

Witnesses:

WM. M. JOHNSON,
W. L. MYERS.