

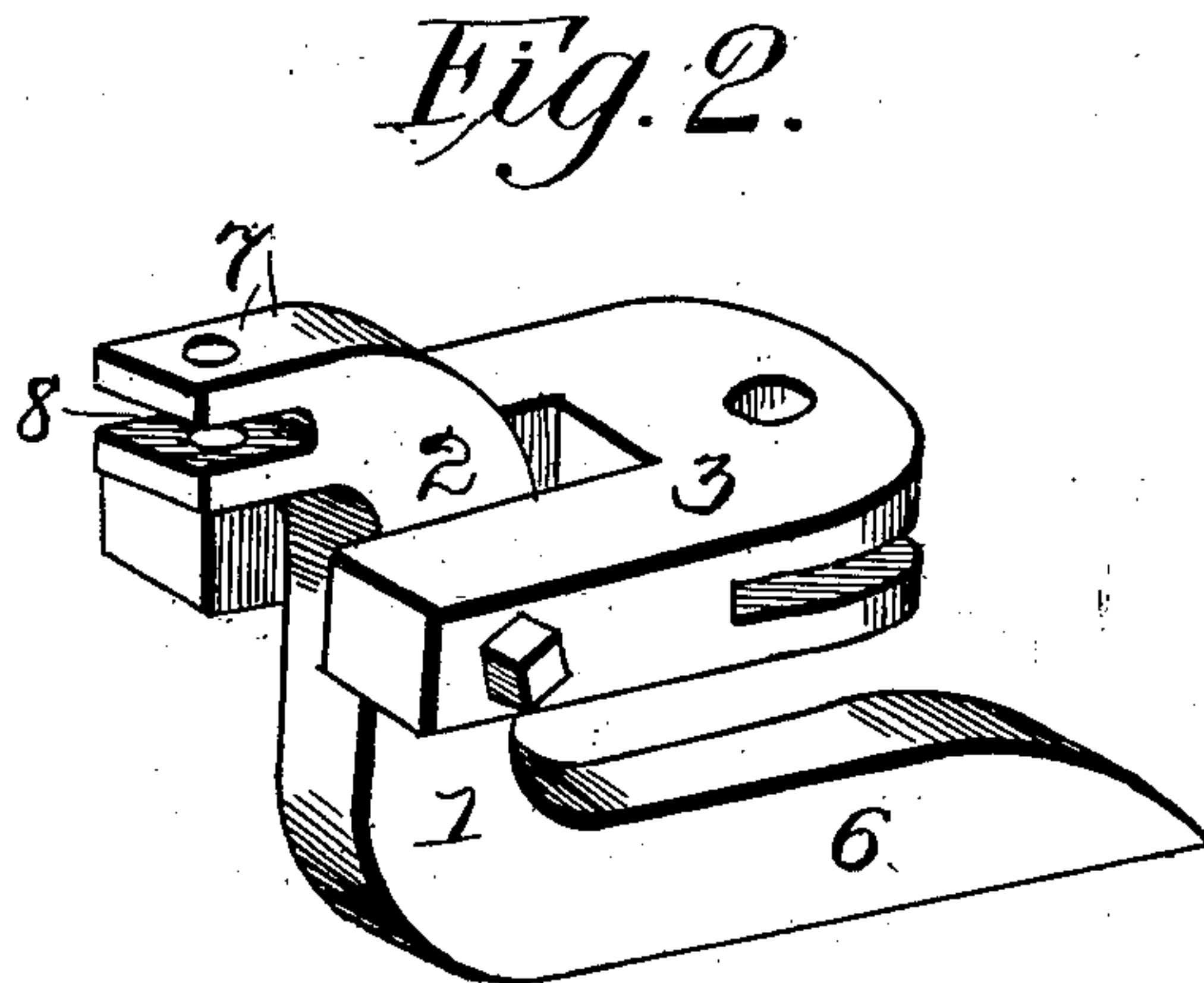
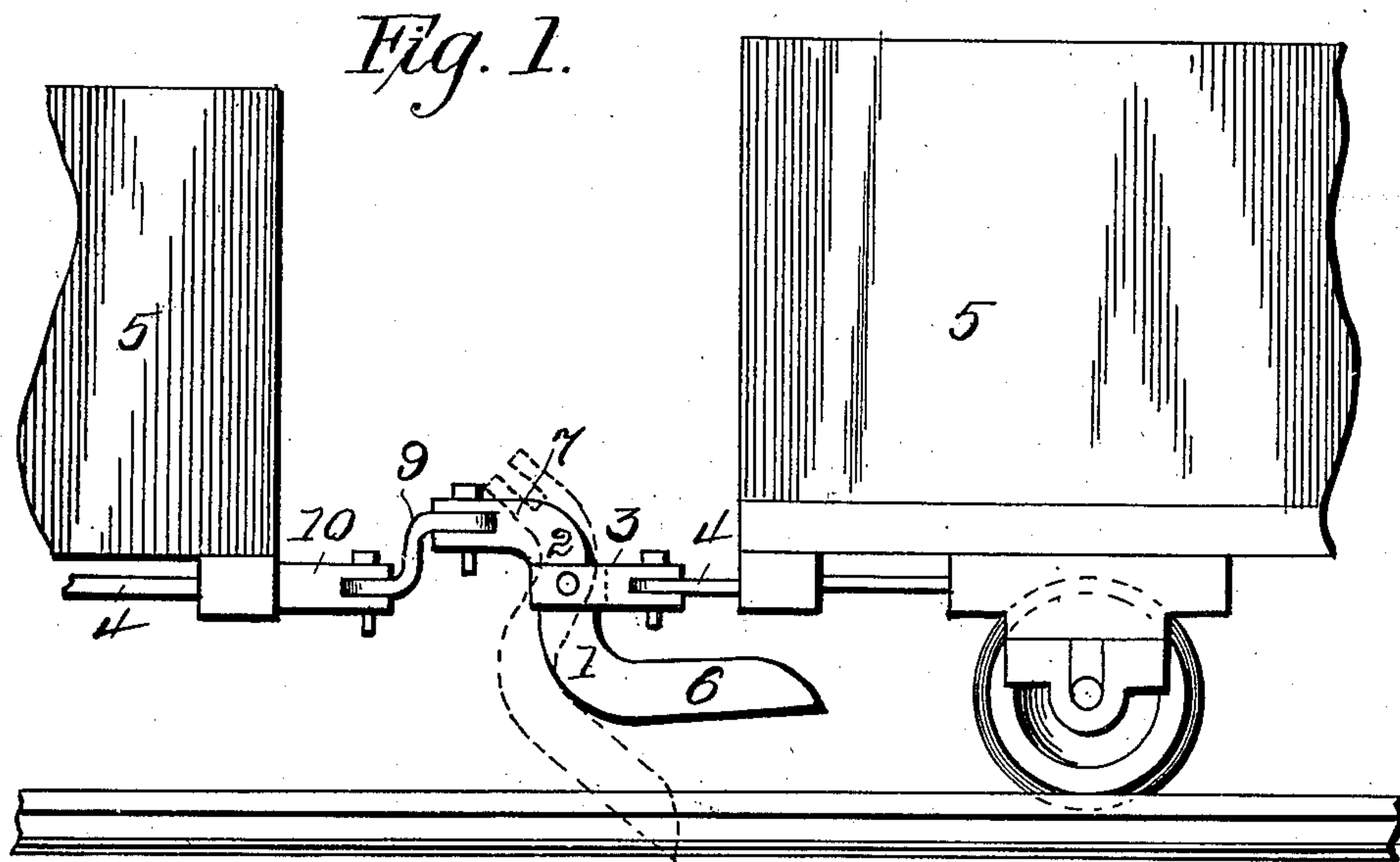
No. 754,184.

PATENTED MAR. 8, 1904.

D. L. AINSLEY.
AUTOMATIC BRAKE.

APPLICATION FILED JUNE 5, 1903.

NO MODEL.



Witnesses:
A. H. Butler
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UNITED STATES PATENT OFFICE.

DAVID L. AINSLEY, OF LEMONT, PENNSYLVANIA.

AUTOMATIC BRAKE.

SPECIFICATION forming part of Letters Patent No. 754,184, dated March 8, 1904.

Application filed June 5, 1903. Serial No. 160,204. (No model.)

To all whom it may concern:

Be it known that I, DAVID L. AINSLEY, a citizen of the United States, residing at Lemont, in the county of Fayette and State of Pennsylvania, have invented a new and useful Improvement in Automatic Brakes, of which improvement the following is a specification.

This invention relates to certain new and useful improvements in automatic brakes, and is particularly adapted for use in connection with mine-cars and dump or other cars of like type.

The primary object of my invention is to provide means for automatically checking the car should a coupling between two of the cars or at any point in the train of cars be broken.

Briefly described, the invention comprises a brake-dog which forms a part of the coupling between the cars. This brake-dog is pivotally mounted and is so hinged that in event of its being detached from the coupling of the adjacent car the opposite end of the brake-dog overbalances and the dog falls into engagement with the track, whereby to stop the car.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like numerals of reference indicate like parts throughout both views, in which—

Figure 1 is a side elevation of my invention, showing the same applied to mining-cars coupled together, the cars being broken away. Fig. 2 is a detached detail perspective view of the brake-dog and its supporting-clevis.

To put my invention into practice, I provide a brake-dog 1, which is substantially Z-shaped in form. The upright portion 2 of this brake-dog is pivoted in the clevis 3, which clevis is attached to the draw-bar 4 of the car 5, at one end thereof. The lower portion 6 of the brake-dog is of considerably greater weight than the upper portion 7 thereof, this upper portion 7 being bifurcated, as at 8, to receive the coupling-pin 9 of the adjacent car, which coupling-pin is carried in a suitable coupling 10, attached to the draw-bar 4. In practice it will be evident that should the coupling-pin

9 be broken, the portion 6 of the brake-dog being of considerably greater weight than the portion thereof above the pivot-point, the brake-dog will immediately assume position shown in dotted lines in Fig. 1 of the drawings, thus acting as a check to stop the car. At all times when there is a pull on the upper end of the brake-dog the same is held in position as shown by full lines in Fig. 1 of the drawings, being free from engagement with the track. The device is applicable alike to mine-cars or for cars used on inclines of any description or for the wheels of dirt-cars in grading and like work.

It will be observed that various changes may be made in the details of construction without departing from the general spirit of my invention.

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

1. In combination with a coupler, and a pin carried thereby, of a brake-dog pivoted in the adjacent coupler and having a bifurcated end to receive the coupling-pin, substantially as described.

2. In a device of the character described, a clevis, brake-dog pivoted therein and provided with a bifurcated end to receive the coupling-pin, in combination with a coupling-pin connected in said bifurcated end, substantially as described.

3. A brake-dog of substantially Z-shaped form, in combination with a clevis in which the brake-dog is pivoted, said clevis being connected to the draw-bar of one car, and a coupling-pin connecting the brake-dog to the draw-bar of the adjacent car, substantially as described.

In testimony whereof I have hereunto signed my name in the presence of two subscribing witnesses.

DAVID L. AINSLEY.

In presence of—

WM. JENKINS,
WILLIAM L. AINSLEY.