(No Model.)

M. P. BURGEY.

CAR OR LOCOMOTIVE BRAKE.

No. 428,744. Patented May 27, 1890.

Fig. 1.

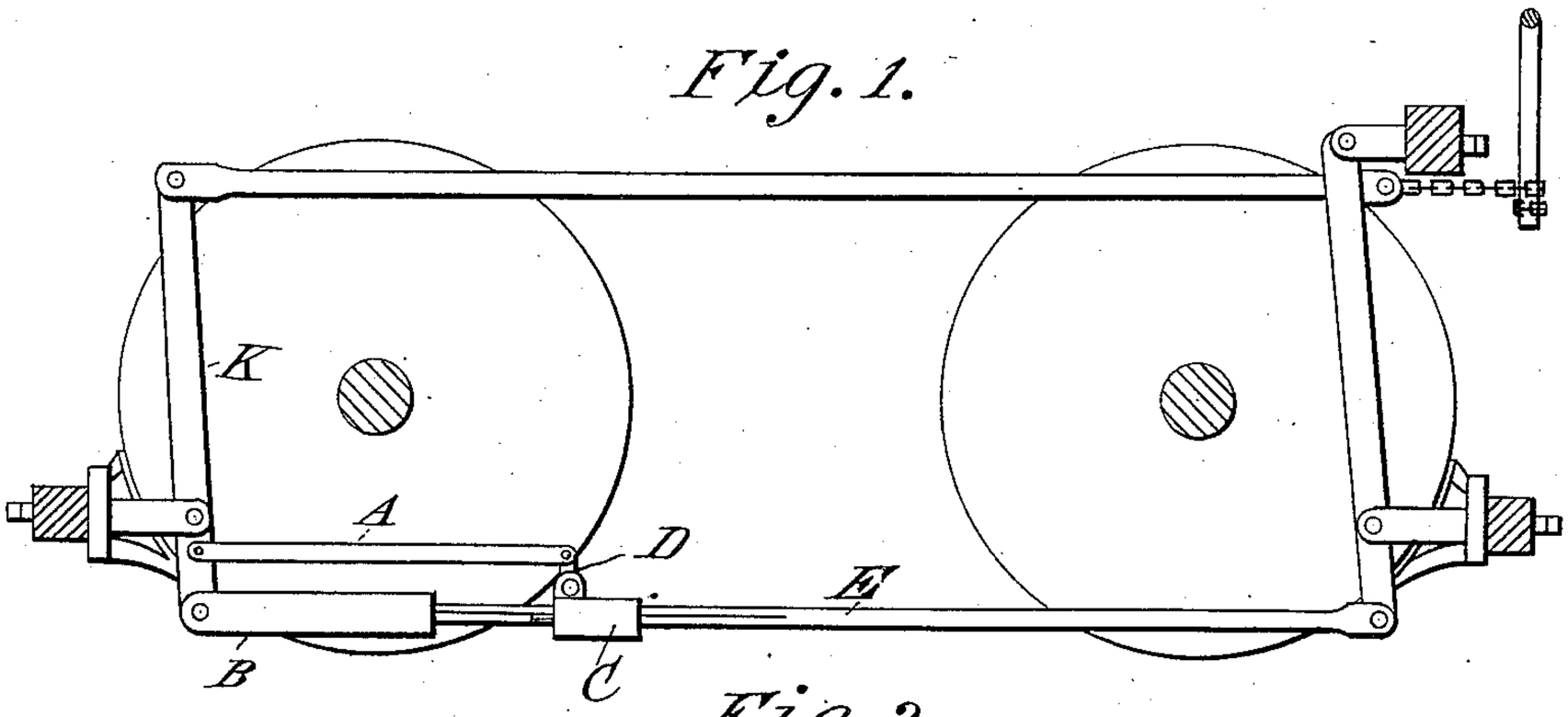

Fig. 2.

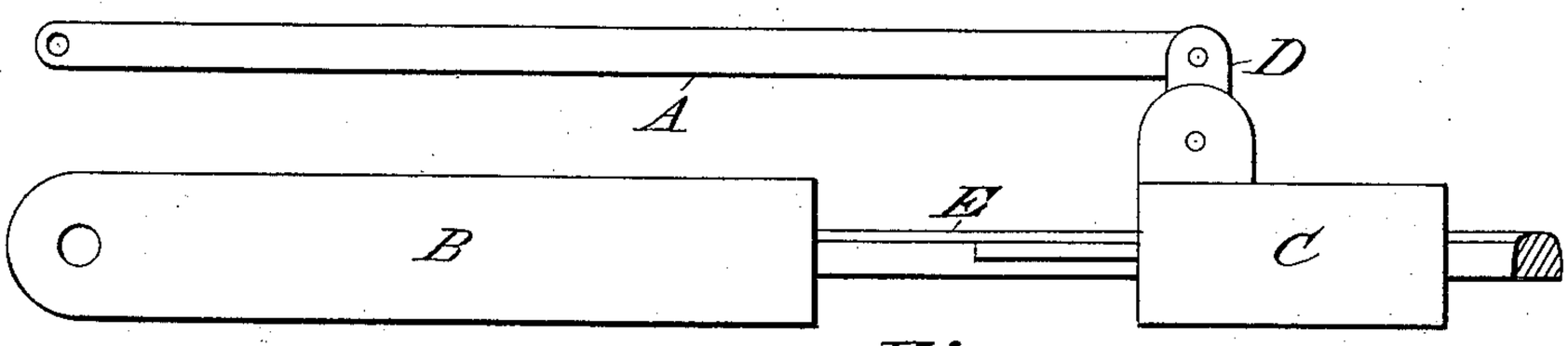

Fig. 3.

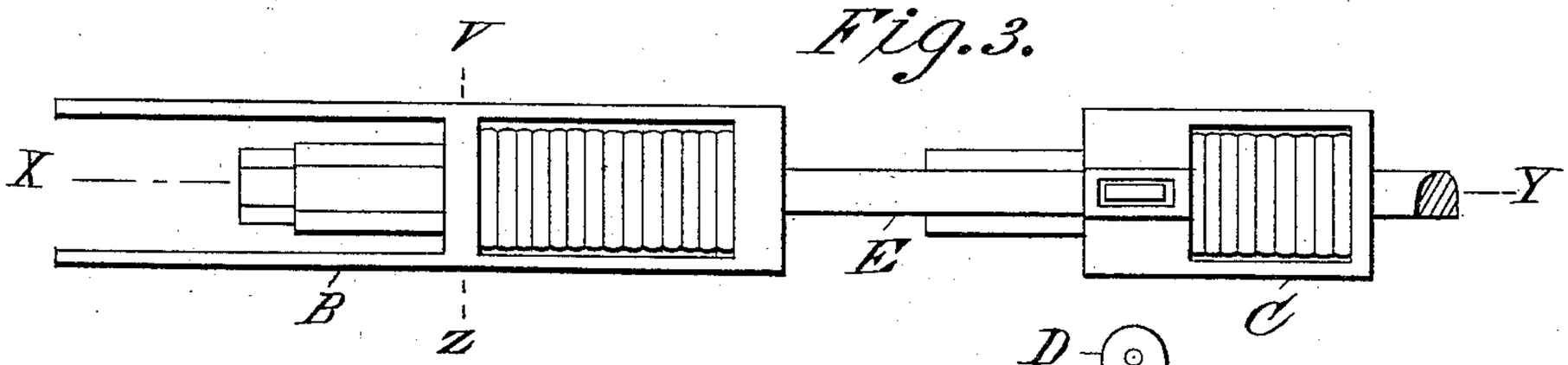

Fig. 4.

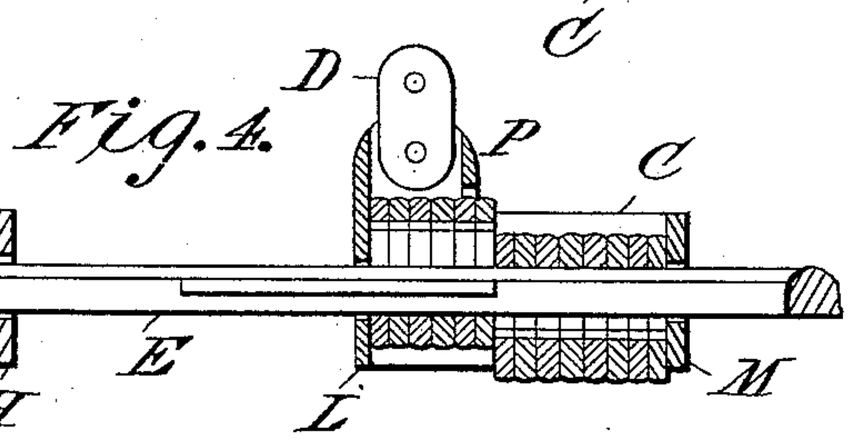

Fig. 5. *Fig. 7.* *Fig. 6.*

Witnesses:
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UNITED STATES PATENT OFFICE.

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CAR OR LOCOMOTIVE BRAKE.

SPECIFICATION forming part of Letters Patent No. 428,744, dated May 27, 1890.

Application filed February 3, 1890. Serial No. 339,105. (No model.)

To all whom it may concern:

Be it known that I, MORRIS P. BURGEY, a citizen of the United States, residing at Corning, in the county of Steuben and State of of New York, have invented certain new and useful Improvements in Car or Locomotive Brakes, of which the following is a description.

The object of my invention is to automatically take up the slack in the brake-rigging, which is due to the wear of the brake-shoes. The manner in which this is accomplished is shown in the accompanying drawings.

Figure 1 is a side elevation of the adjuster as applied to the brake-rigging. Fig. 2 is a side elevation of the adjuster alone on a larger scale. Fig. 3 is a plan of the same with the rod A removed. Fig. 4 is a vertical section on the line X Y. Fig. 5 is a vertical section on the line V Z. Fig. 6 is a vertical cross-section of the brake-rod, showing a washer supported by the ribs on the side of the brake-rod. Fig. 7 is a vertical cross-section of the brake-rod, showing the washer after it has reached the end of the ribs and dropped until it is supported by the upper side of the brake-rod.

Similar letters refer to similar parts throughout the drawings.

The operation of the device when applied to the brake-rigging is as follows: The same movement of the lever K that applies the brake also moves the rod A, and through it the small lever D. When the brake is first adjusted, the lever D vibrates without touching the lugs O and P; but as the brake-shoes wear the movement of the lever K, in order to apply the brakes, is increased until the lever D strikes the lugs O and P and causes the take-up C to move back and forth upon the brake-rod E. The take-up is filled with washers (L to M, Fig. 4) strung on the brake-rod E and some of them supported by the ribs on the side of the brake-rod, while the remainder have dropped in and wedged themselves between the end of the ribs and the end of the box formed by the take-up.

When the movement of the take-up on the brake-rod equals in extent the thickness of one of the washers, the last washer, which is supported by the ribs on the brake-rod, slips off the ribs and drops in between the ribs and the washers which have previously dropped in. This occurs when the brakes are applied, and, as a consequence, when the brakes are released the brake-rod moves with the take-up and is pushed farther into the yoke B. When it has been pushed in a distance equal to the thickness of one of the washers, the same action takes place that took place in the take-up. The yoke being from G to H a duplicate of the take-up inside from L to M, and the brake-rod being ribbed the same as in the take-up, the washer drops in when the brake-rod has been pushed in far enough and the brake-rod becomes shortened an amount equal to the thickness of the washer, thus taking up the slack by that amount. Thus the brake-rigging is always given slack enough to release properly; but as soon as the slack increases an amount equal to the thickness of one of the washers the increase in slack is taken up.

My invention is an improvement over other devices for taking up the slack in the brake-rigging caused by the wear of the brake-shoes in that it is not affected by dirt or snow and that it cannot slip, so as to lose any slack which it has once taken up.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a mechanism for taking up the slack in a brake-rigging caused by the wear of the brake-shoes, the combination of a brake-rod having one or more ribs, washers designed to be carried on the rib or ribs and to drop or be forced onto the rod where the rib or ribs end, and cases for carrying the washers, adapted to slide the washers on the rod when moved in one direction and to transmit a pull through the washers to the brake-rod or from the brake-rod through the washers to the brake-lever, substantially as set forth.

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