(No Model.)

O. C. CRANE.

SLACK ADJUSTER FOR BRAKES.

No. 381,828. Patented Apr. 24, 1888.

Fig. 1.

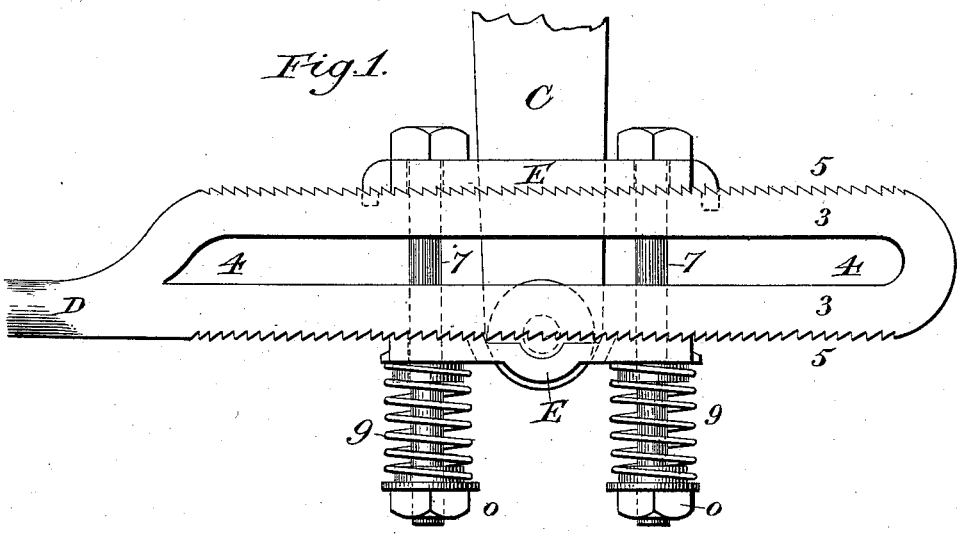


Fig. 2.

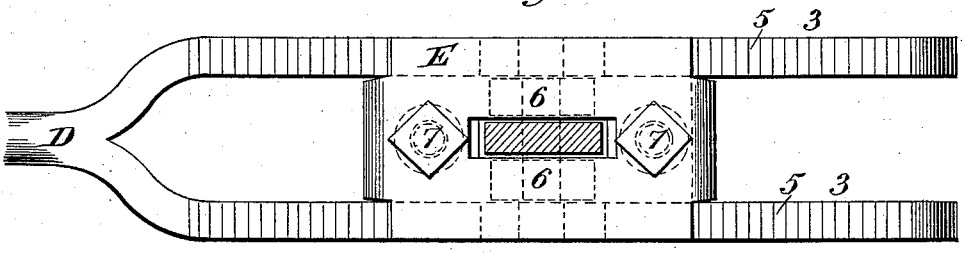
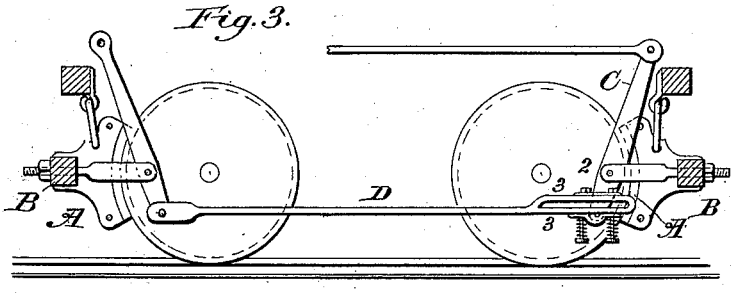


Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

ORIGEN C. CRANE, OF NEW YORK, N. Y.

SLACK-ADJUSTER FOR BRAKES.

SPECIFICATION forming part of Letters Patent No. 381,828, dated April 24, 1888.

Application filed July 5, 1887. Serial No. 243,476. (No model.)

To all whom it may concern:

Be it known that I, ORIGEN C. CRANE, of the city, county, and State of New York, have invented an Improvement in Slack-Adjusters for Car-Brakes, (a patent for which was issued March 29, 1887, to Edward Corson, of Brooklyn, county of Kings, and State of New York, and Origen C. Crane, of the city, county, and State of New York, numbered 360,400, to which reference is made,) of which improvement the following is a specification.

Letters and figures on accompanying drawings refer to similar parts on drawings attached to and a part of Letters Patent above mentioned.

In the drawings, Figure 1 is an elevation. Fig. 2 is a plan view, and Fig. 3 is a diagram showing the relative arrangement of the parts in a car-brake to illustrate the application of my improvement.

My improvement consists in making the pivot 6, which connects the brake-lever C with the lower clamping block E, to stand on the same plane with the ratchet-teeth 5, the pivot 6 being the point at which the power is applied and the ratchet-teeth 5 being the points at which the power is communicated to the rod D, and thence to the brake-beam B, obviating any tendency there may be to pull the lower block E away from the teeth 5 at either end of block E against the spring 9, in consequence of the pivot 6 being below the line of resistance at ratchet-teeth 5, as shown in drawings attached to Letters Patent No. 360,400, Fig. 1.

To apply this improvement it becomes necessary to increase the space between the forked end of brake-rod D, in order to allow the two lugs on the lower block E, which receive the pivot 6, that connects said block E with lever C, to come to the proper position with relation to the ratchet-teeth 5, as before stated, the lower clamping-block E being made of sufficient width to admit of a slot for the brake-lever C to pass through it, for two lugs, as shown by dotted lines in Fig. 1, above pivot 6, and in Fig. 2, one on each side of lever C, with pivot 6 shown in the center of the same, on drawings accompanying specification above mentioned, and for two series of ratchet-teeth—one on each side—to engage with the ratchet-teeth 5 on the end of forked rod D, the lugs being on the same side of the block E as the ratchet-teeth. The ratchet-teeth on block E may be cut at each end or from end to end, as is most convenient. In consequence of the increased space between the forked end of the rod D, in order to allow the lower clamping-block E with its lugs to come to its proper position between the forked ends of the rod D, it becomes necessary to guide the upper clamping-block E, which is made the same width as the lower clamping-block E, down between the forked ends of rod D sufficient to allow the block E to rise for the passing of the teeth 5 and still retain its central position.

I claim as my improvement—

1. The arrangement of the lower clamping-block, in combination with the brake-lever and pivot in relation to the ratchet-teeth on the forked end of the brake-rod, so that the center of the pivot shall be on the same plane as the ratchet-teeth, the pivot being the point at which the power is applied from the brake-lever and the ratchet-teeth being the point at which the power is received and transmitted to the brake-rod and brake-beam, all substantially as herein set forth.

2. The upper clamping-block with ends projecting between the two parts of the forked rod, acting as guides to keep the said block in a central position during its motion along the top of the forked rod, all substantially as herein set forth.

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Witnesses:
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