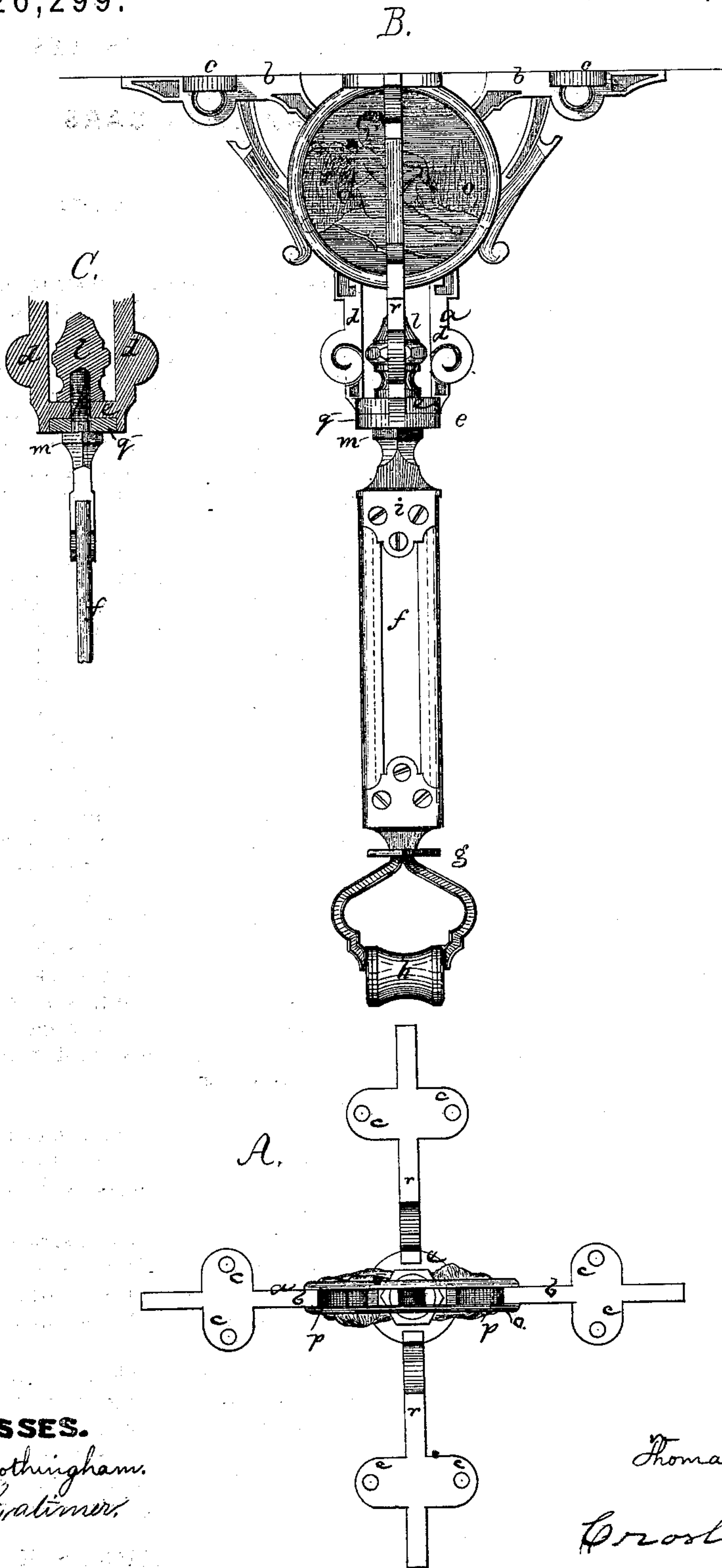


THOMAS S. HUDSON.

Improvement in Hanger for Railway-Cars.

No. 126,299.

Patented April 30, 1872.



WITNESSES.

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INVENTOR.

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By his Atty.

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UNITED STATES PATENT OFFICE.

THOMAS S. HUDSON, OF CAMBRIDGE, MASSACHUSETTS.

IMPROVEMENT IN HANGERS FOR RAILWAY CARS.

Specification forming part of Letters Patent No. 126,299, dated April 30, 1872.

To all whom it may concern:

Be it known that I, THOMAS S. HUDSON, of Cambridge, in the county of Middlesex and State of Massachusetts, have invented an Improved Hanger or Bracket for Railway Cars; and I do hereby declare that the following, taken in connection with the drawing which accompanies and forms part of this specification, is a description of my invention sufficient to enable those skilled in the art to practice it.

My invention relates to the construction of a bracket and cord-roll for railway cars, the invention having especial reference to the connection of the roll-holding strap to the bracket, the formation of the bracket to receive medallions, and to the use of a glass cord-roll, which roll is very enduring and requires no oiling.

The drawing represents a bracket and strap embodying my construction.

A shows the bracket in plan. B is a front view of it. C is a section of the strap connecting nut and screw. *a* denotes a two-armed bracket, each upper arm *b* of which is provided with opposite ears *c*, through which screws are passed to fasten the bracket to the top of the car. The two opposite vertical members *d* of the bracket are united by a circular plate, *e*, at the bottom, this plate forming the only direct connection between the two parts of the bracket. *f* denotes the flexible hanger or strap, having fastened to its lower end a bearing, *g*, which carries a pin, upon which runs the grooved roll *h* that supports the engine-bell line or cord running through the cars. To the upper end of the strap is fastened a connector-plate, *i*, from which projects a screw-shank, *k*, which shank extends through the circular plate *e*, and has upon its upper end a cap-nut, *l*, which nut is preferably made of ornamental form, as seen in the drawing. By turning this nut the shoulder *m* of the connector *i* may be drawn tightly against the under surface of the plate. The connector may be turned to any angle, and fastened at such angle by the nut.

Although I prefer the nut to secure the strap, the plate *e* may be nut-threaded, and the thread of the connector *i* extended to the shoulder *m*, the screw-shank then fastening directly in the nut-thread of the plate *e*, its up-

per end being covered, if desirable, by an ornamental tip. When the plate is thus nut-threaded a check-nut may be placed between the shoulder and the plate, by means of which nut the strap may be brought to any angle and fastened in position. On each side of the bracket a medallion, *o*, may be fastened, the two medallions being drawn against the bracket by a center-screw in one and a nut-thread in the other, and suitable stay-pins *p* being used to keep them from rotative movement.

For a four-bracket, a bracket similar to the bracket *a* is placed in right-angular position thereto, its plate upon the plate *e*, the plate *e* having notches into which the bracket-pieces fit, thus holding the second bracket in right-angular position, the two being secured together by the same connection that unites the strap-connector to the bracket.

The guide and cord-supporting roller *h* is made of glass or other vitreous material. In using metal rollers lubrication is required to render them noiseless and to lessen friction; and as oil cannot be safely used as a lubricant with due regard to cleanliness in ornate cars, (like palace-cars,) the result is that the rollers squeak, and soon wear and stick so as to become useless. To obviate this I use a glass or vitreous roll, needing no lubrication, having great wearing properties, and running with the utmost freedom.

I claim—

1. The pulley-strap bracket, having its arms *d d* connected by the plate *e*, through which the connector-screw passes, substantially as shown and described.

2. In combination with the strap and bracket, the connector *i*, having its screw passing through the plate *e* and surmounted by the nut or tip *l*, substantially as shown and described.

3. The four-armed bracket, composed of the two brackets fastened, together and in right-angular position, by the connector-screw, substantially as shown and described.

4. In combination with the bracket, the medallions *o*, substantially as shown and described.

THOS. S. HUDSON.

Witnesses:

FRANCIS GOULD,
M. W. FROTHINGHAM.