

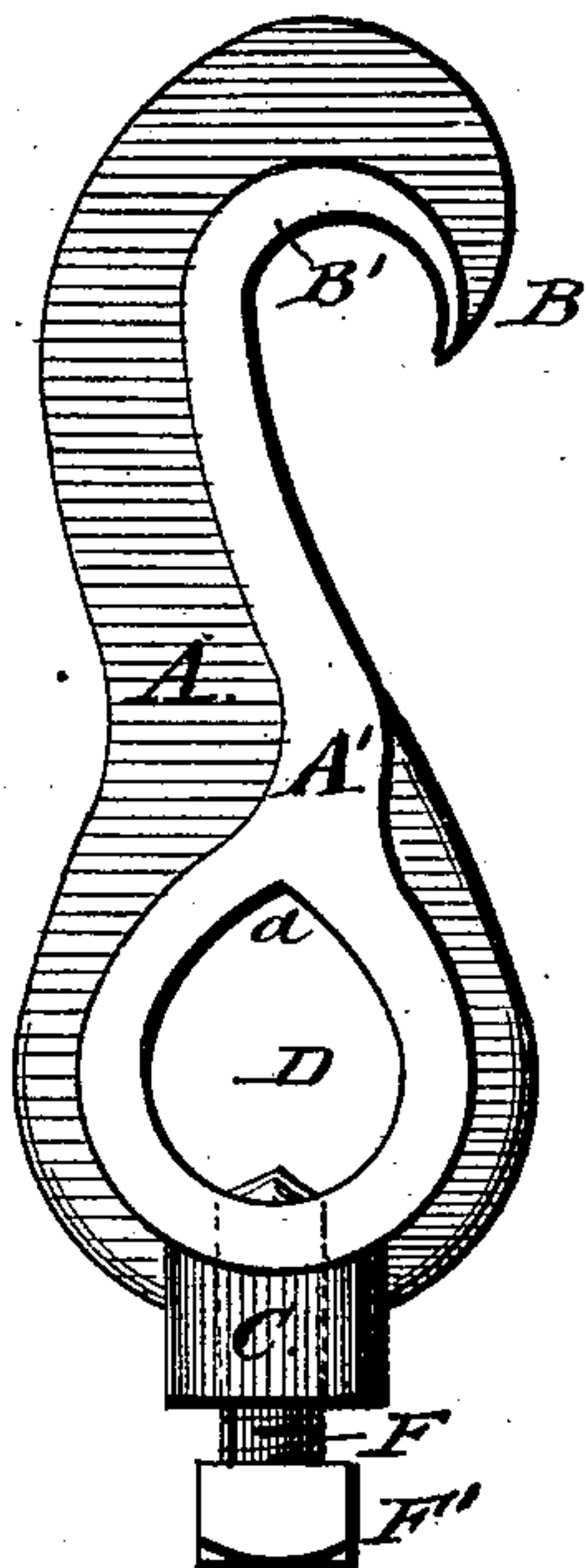
(Model.)

J. F. MALLINCKRODT.  
Pipe Hanger.

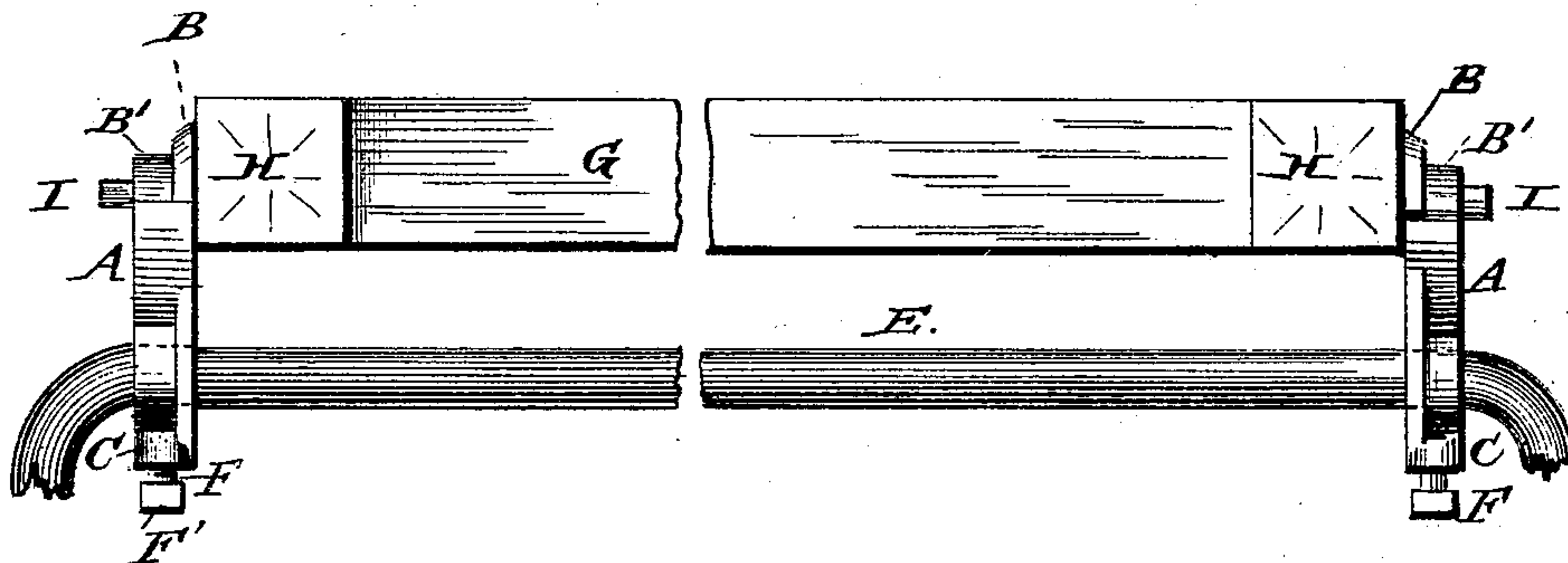
No. 243,590.

Patented June 28, 1881.

*Fig. 1.*



*Fig. 2.*



Witnesses  
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# UNITED STATES PATENT OFFICE.

JOHN F. MALLINCKRODT, OF DENVER, COLORADO.

## PIPE-HANGER.

SPECIFICATION forming part of Letters Patent No. 243,590, dated June 28, 1881.

Application filed November 27, 1880. (Model.)

*To all whom it may concern:*

Be it known that I, JOHN F. MALLINCKRODT, of Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Pipe-Hangers; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a side elevation of my improved hanger; and Fig. 2 illustrates, on a reduced scale, the application of the hanger to the air-pipe and bottom frame of a railway-car.

Similar letters of reference indicate corresponding parts in both the figures.

My invention contemplates certain improvements in devices for suspending the air-pipes which convey compressed air to the atmospheric brakes of railway-cars; and it consists in the detailed construction of a hooked hanger which is attached to the bottom frame of the car and provided with an aperture and set-screw for receiving and fastening the pipe, as hereinafter more fully set forth, and particularly pointed out in the claim.

In the accompanying drawings, A is the body of the hanger, which is made of malleable or wrought iron, as experience may suggest. At its upper end it is bent to form a hook, B, and at its lower end it has a cylindrical screw-threaded socket, C, between which and the hook B is an aperture, D, of sufficient size to admit of the insertion of the air-pipe E.

F is a set-screw working in the socket C, and having a squared head, F', so that it may be easily turned with a wrench or key.

It will be observed that the aperture D is not circular, but slightly narrowed or pointed at its upper end, as shown at *a*, and also that it is encircled by a raised web or flange, A', which follows the curvature of the hooked body A, so as to form a wide flange or bearing, B', flush with the under side of the hook B.

In Fig. 2, G represents one of the longitudinal bottom sills of a railway-car, and H H are the end sills, into each of which is driven an iron rod, I. The air-pipe E, after being inserted through the apertures D of the hangers and secured by turning the set-screws F F', is suspended under the car by hooking the hangers upon the rods I I, one at each end.

The peculiar shape of the aperture D *a* causes the pipe to be wedged firmly in the hanger without lateral play, and thus absolutely prevents jarring or rattling of the pipe when the train is in motion.

Among the advantages of this hanger are, that if a car breaks loose from the rest of the train it will not have its air-pipe torn out, which is nearly always the case with hangers as heretofore constructed, because, if the pipe is pulled at one end, the hanger at the opposite end, bearing against the end sill, will resist the pull and keep the pipe in place, and vice versa. Again, if it is desired to take off broken coupling-hose and replace it with new, all that is necessary is to unhook the hangers from their bearing-rods I I and replace them after the repair is completed, no unscrewing of bolts or similar devices being necessary.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The detachable pipe-hanger for railway-cars herein shown and described, composed of the pear-shaped body A, having the aperture D *a* encircled by a raised web or flange, A', threaded socket C, extending into said aperture and provided with the set-screw F F', and hooked part B, having a web or flange, B', forming a continuation of the web A' of the body A, as and for the purpose specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN F. MALLINCKRODT.

Witnesses:

JAMES H. NICHOLS,  
TIGHELMAN H. BUNCH.