(No Model.)

R. W. BAYLEY.

BRAKE BEAM HANGER.

No. 436,297. Patented Sept. 9. 1890.

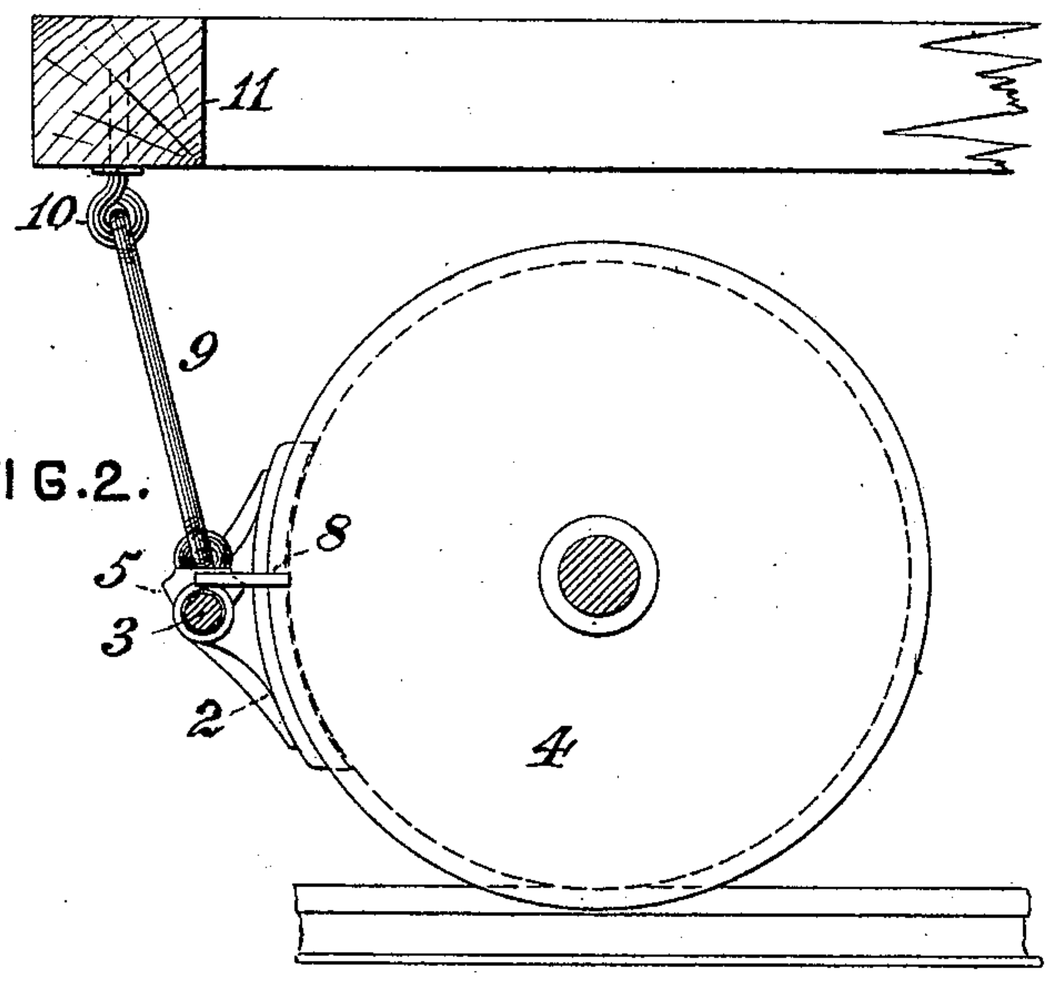

FIG. 2.

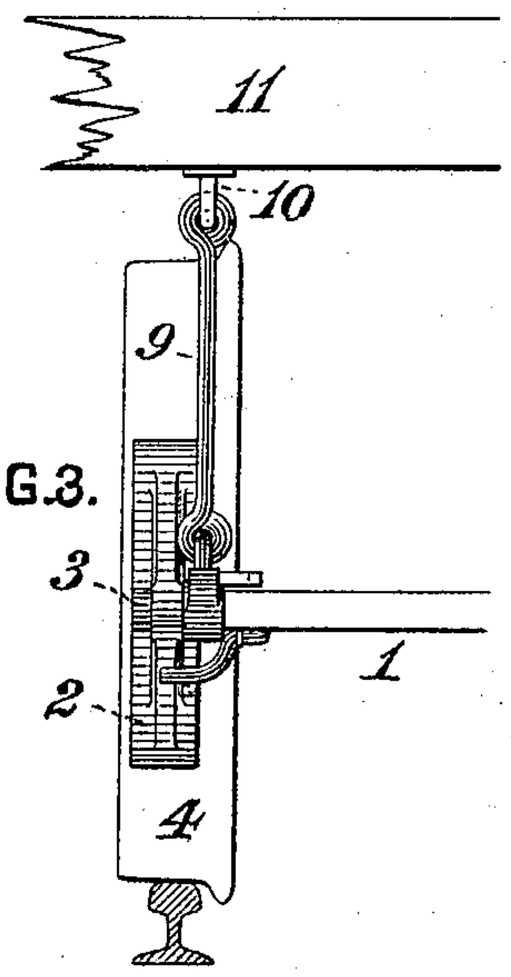

FIG. 3.

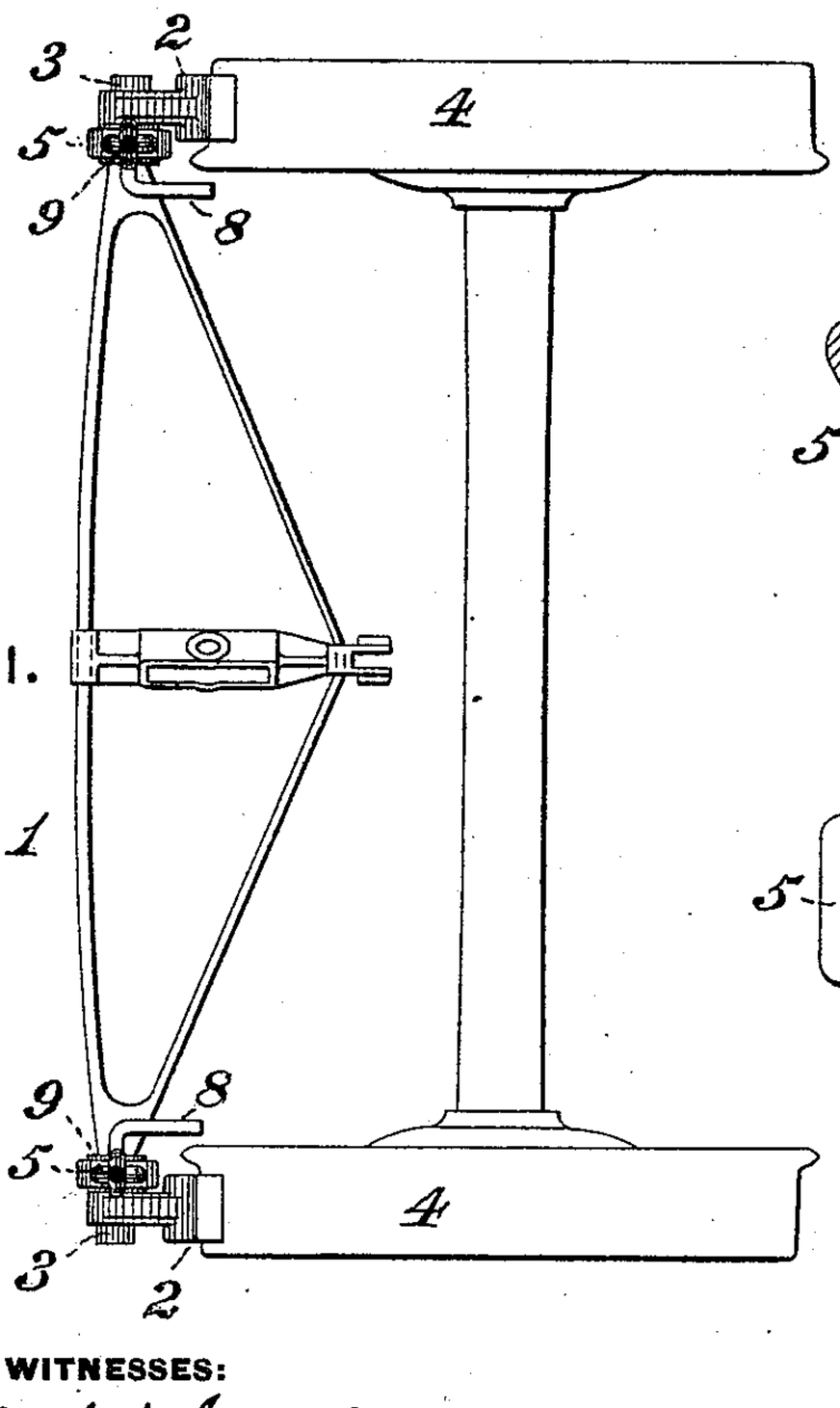

FIG. 1.

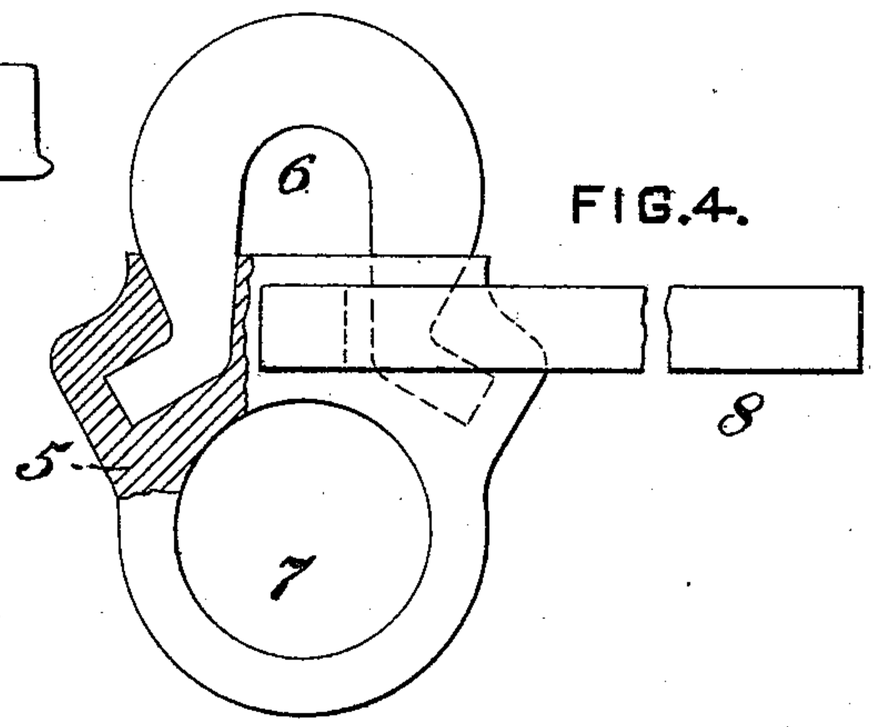

FIG. 4.

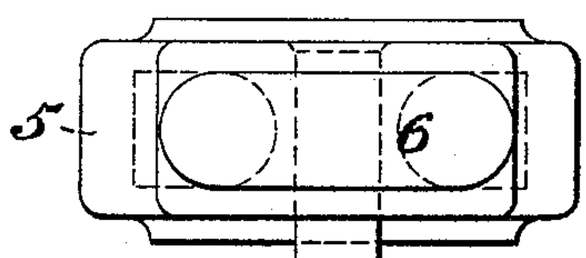

FIG. 5.

WITNESSES:

R. A. Whittlesey

H. E. Gaither

INVENTOR,

Richard W. Bayley,

by J. Snowden Bell,

Att'y.

UNITED STATES PATENT OFFICE.

RICHARD W. BAYLEY, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR TO THE WESTINGHOUSE AIR BRAKE COMPANY, OF SAME PLACE.

BRAKE-BEAM HANGER.

SPECIFICATION forming part of Letters Patent No. 436,297, dated September 9, 1890.

Application filed June 19, 1890. Serial No. 355,922. (No model.)

To all whom it may concern:

Be it known that I, RICHARD W. BAYLEY, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented or discovered a certain new and useful Improvement in Brake-Beam Hangers, of which improvement the following is a specification.

The object of my invention is to provide means whereby iron brake-beams may be suspended on the outside of the truck-wheels of a car, and in such position be prevented from lateral movement sufficient to displace the brake-shoes from normal lateral relation to the treads of the wheels.

To this end my invention, generally stated, consists in the combination of a sleeve having upper and lower eyes for the reception of a suspension-link and of a brake-beam journal, respectively, and a lateral finger-guard, and a suspension-link having end hooks adapted to engage the sleeve and a fixed supporting-hook.

The improvement claimed is hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a plan or top view of a trussed metallic brake-beam located adjacent to the outside of a pair of car-wheels; Fig. 2, a vertical section through one of the journals of the brake-beam, the axle, and the adjacent end sill of the car; Fig. 3, an end view of the brake-hanger, showing portions of the brake-beam and car-sill; Fig. 4, a side view, partly in section, and on an enlarged scale, of the sleeve detached; and Fig. 5, a plan or top view of the same.

In the practice of my invention I provide, for the purpose of supporting a trussed metallic brake-beam 1, carrying brake-heads 2 upon its journals 3 on the outside of the wheels 4 of a car-truck, a sleeve 5, having an upper eye 6 adapted to be coupled to and form a universal joint with a suspension-link, and a lower eye 7, the inside diameter of which is such as to enable one of the journals 3 of the brake-beam to fit freely within it. The body and lower eye of the sleeve are preferably of malleable cast-iron and the upper eye of wrought-iron, in inverted-U form, with lateral projections which are embedded in the metal of the body in casting the same. A lateral finger-guard 8 is formed upon one side of the sleeve, extending for a short distance therefrom in the axial plane of its eyes and being for the remainder of its length substantially perpendicular to said axial plane. The lower eye of each of the two sleeves of the brake-beam is slipped over one of its journals 3 on the inner side of the brake-head 2, and the sleeve and adjacent end of the brake-beam are supported by a suspension-link 9, having a hook or ring at each of its ends, one being coupled to the upper eye 6 of the sleeve and the other to a hook or ring 10 fixed in one of the sills 11 of the car-frame above the truck. The universal joint thereby formed at each end of the suspension-links admits of the requisite movement of the brake-beam, and brake-heads toward and from the treads of the wheels in applying and releasing the brakes, as well as the lateral movement induced by the swiveling movement of the truck relatively to the car-body on curved portions of the track, such lateral movement being limited by the finger-guards, one of which in the movement of the truck in either direction relatively to the center line of the car-body bears against the back of the flange of the adjacent wheel and prevents the brake heads and shoes from being moved out of normal relation to the treads of the wheels.

I am aware that a sectional or divided clamp adapted to be bolted to a brake-beam and having an eye for the connection of a safety-chain and a projecting finger-guard was known prior to my invention, and such construction, broadly, or an equivalent therefore, I hereby disclaim. My invention differs therefrom in the particulars of presenting an integral sleeve fitting freely upon the brake-beam journal in lieu of a divided and separable member secured by clamping-bolts to the body of the beam, and in the connection of such sleeve by a rigid link and universal joints to a support.

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

1. The combination, in a brake-beam hanger, of a sleeve having an undivided lower eye

adapted to fit freely on a brake-beam journal, an upper eye in line therewith, and a finger-guard fixed to the sleeve in the axial plane of the eyes and bent into a plane perpendicular thereto, and a rigid suspension-link having end hooks adapted for engagement with the upper eye of the sleeve and with a fixed supporting-hook, substantially as set forth.

2. The combination of a brake-beam, brake-heads mounted on end journals thereon, sleeves fitting freely on said journals adjacent to the brake-heads and provided with inwardly and forwardly projecting lateral finger-guards, fixed supporting hooks or rings, and rigid suspension-links coupled by ring or hook connections to the supporting-hooks and to eyes on the sleeves, substantially as set forth.

In testimony whereof I have hereunto set my hand.

RICHARD W. BAYLEY.

Witnesses:

J. SNOWDEN BELL,

R. H. WHITTLESEY.