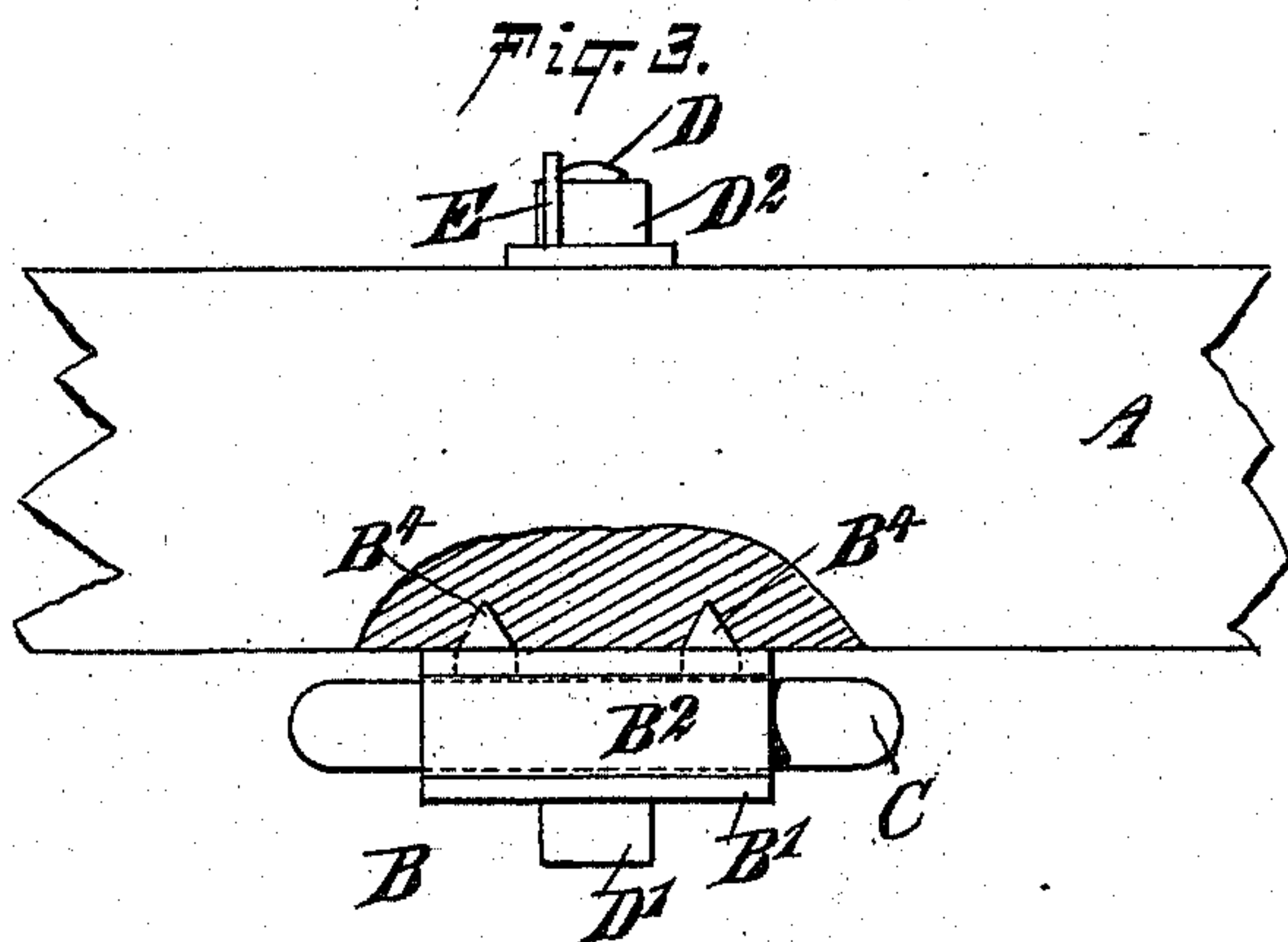
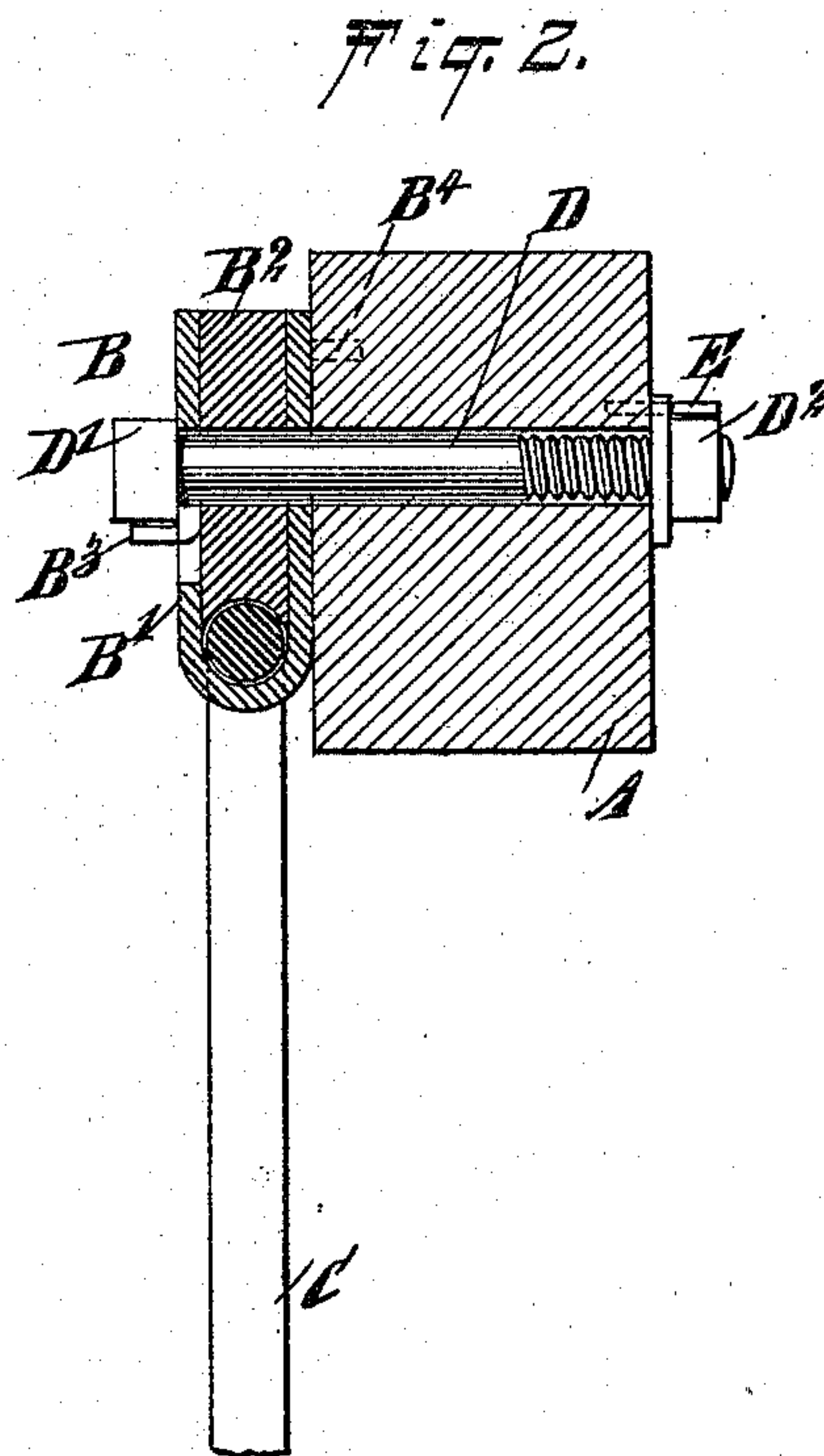
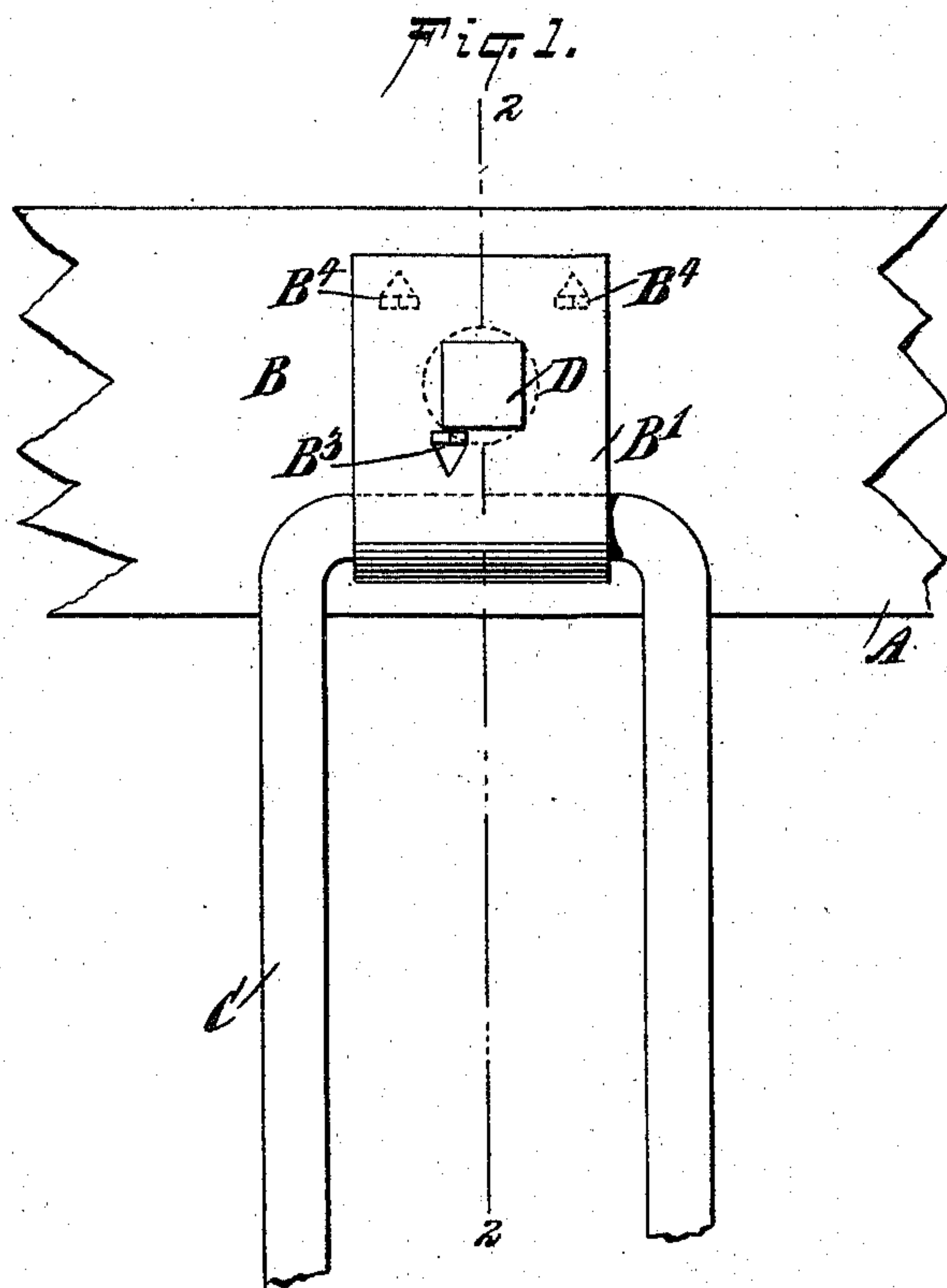


(No Model.)

E. MARCOTTE.
HANGER FOR BRAKE BEAMS.

No. 570,323.

Patented Oct. 27, 1896.



WITNESSES:

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UNITED STATES PATENT OFFICE.

EPHREM MARCOTTE, OF LAS VEGAS, TERRITORY OF NEW MEXICO, AS-
SIGNOR OF ONE-HALF TO RICHARD BOHRISCH, OF EAST LAS VEGAS,
TERRITORY OF NEW MEXICO.

HANGER FOR BRAKE-BEAMS.

SPECIFICATION forming part of Letters Patent No. 570,323, dated October 27, 1896.

Application filed December 26, 1895. Renewed September 23, 1896. Serial No. 606,779. (No model.)

To all whom it may concern:

Be it known that I, EPHREM MARCOTTE, of Las Vegas, in the county of San Miguel and Territory of New Mexico, have invented a new and Improved Hanger for Brake-Beams, of which the following is a full, clear, and exact description.

The invention relates to railroad-car trucks; and its object is to provide a new and improved hanger which is simple and durable in construction, not liable to get out of order, and securely held in place to insure at all times a proper application of the brake-beam.

The invention consists of a bearing provided with a U-shaped metallic yoke and a block fitted in the yoke and forming with the latter an opening for the hanger-arm, said bearing being secured by a bolt to the end sill of the cars.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a front elevation of the improvement. Fig. 2 is a transverse section of the same on the line 2 2 of Fig. 1. Fig. 3 is plan view of the same with parts in section.

On the end beam A of the car-sill is arranged a bearing B for the middle portion of the hanger-arm C, connected in the usual manner with the brake-beam, to support the latter and permit the same to swing, so as to bring the brake-shoes in and out of contact with the tread of the car-wheels. The bearing B is secured by a bolt D to the end sill A, and said bearing is formed with a U-shaped metallic yoke B', in which fits a block B², made of wood or other suitable material. The lower end of the yoke B' forms with the

lower concaved end of the block B² an opening for the middle portion of the hanger-arm C, so that the latter can swing to permit a swinging motion of the brake-beam, as previously explained.

The head D' of the bolt D rests on the outer face of the yoke B' and is prevented from turning by a lip B³, struck up from the front part of the yoke B', as will be readily understood by reference to Figs. 1 and 2. The nut D² of the bolt D is adapted to be locked in place after it is screwed up by a suitable nut-lock E. The rear part of the yoke B', resting against the face of the sill A, is provided with lips B⁴, struck up from the yoke and adapted to be driven into the end sill A, so as to securely hold the yoke in place. Now it will be seen by the arrangement described the bearing B is securely attached to the end sill A, and the hanger-arm C is free to swing in said bearing to permit movement of the brake-beam, as previously explained. The bearing is not liable to get out of order, can be cheaply manufactured, and its members are not liable to come apart, as is so frequently the case in hangers heretofore constructed.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

A hanger for brake-beams, provided with a bearing having a U-shaped metallic yoke, a block fitted in the yoke and forming with the latter an opening for the hanger-arm, a bolt passing through the yoke and block and adapted to engage the car-sill, and a lip formed on said yoke and adapted to engage the head of the bolt to prevent the latter from turning, substantially as shown and described.

EPHREM MARCOTTE.

Witnesses:

R. BOHRISCH,
JAS. L. MCGUIRE.