

(No Model.)

S. D. L. ROSS.
HANGER FOR VEHICLE BRAKES.

No. 591,695.

Patented Oct. 12, 1897.

FIG. 1.

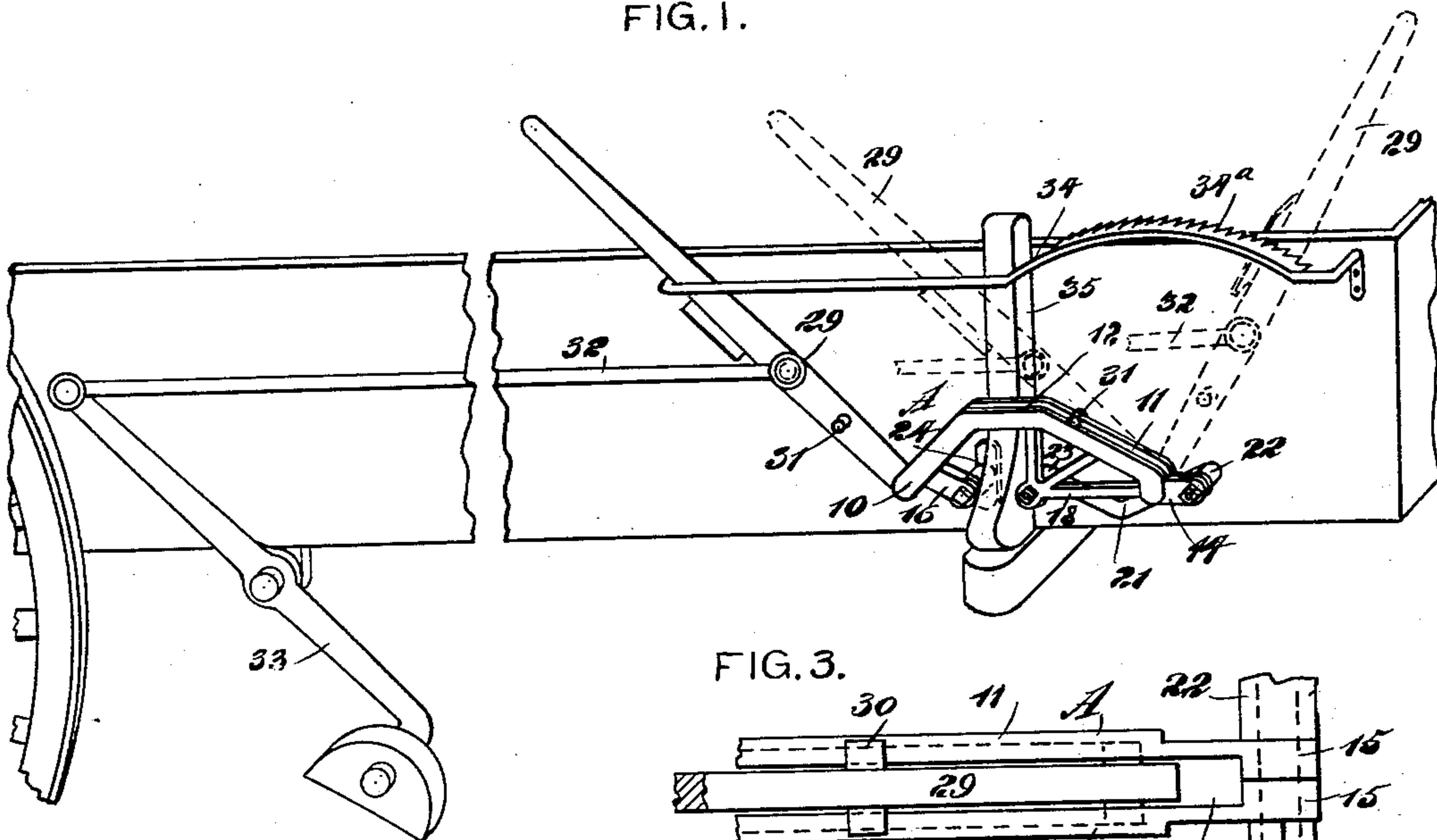


FIG. 3.

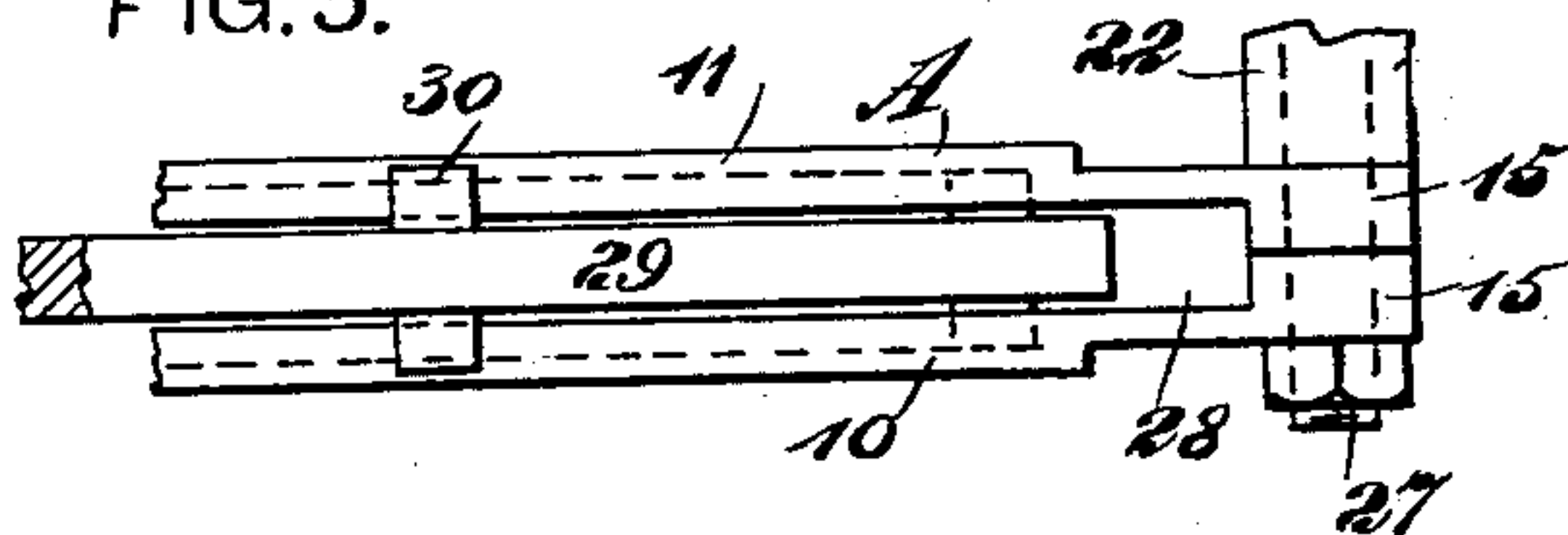


FIG. 2.

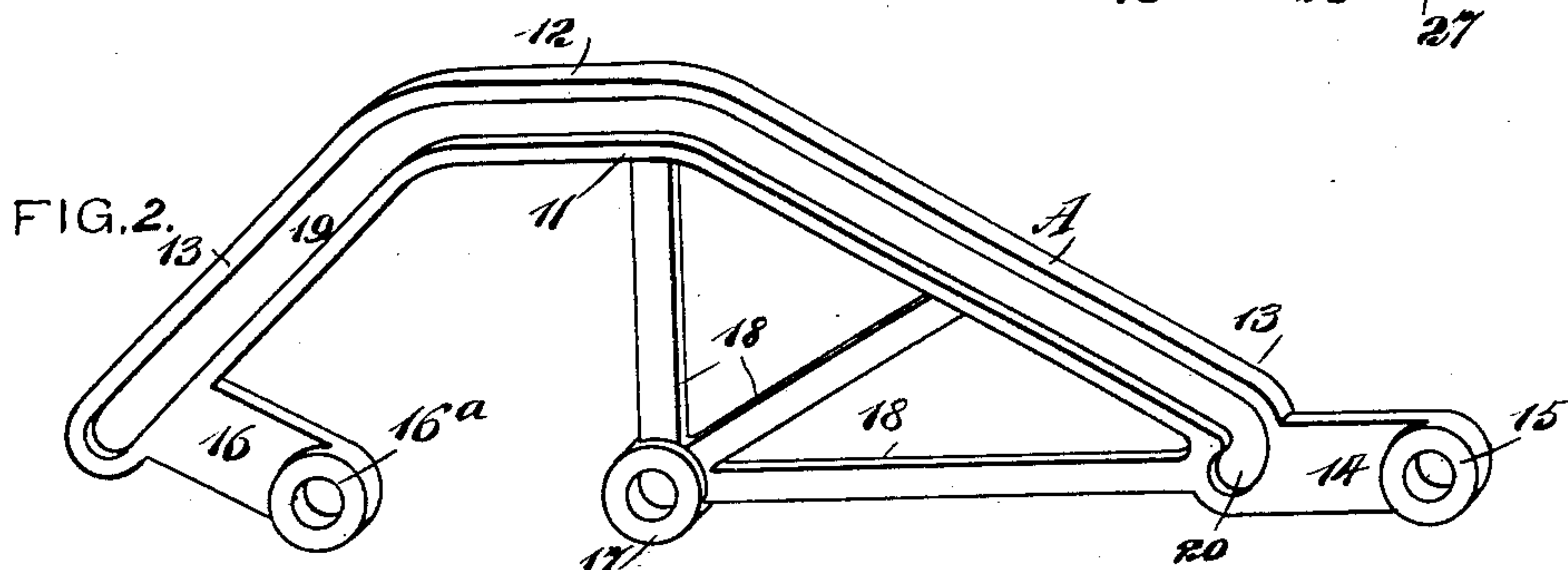
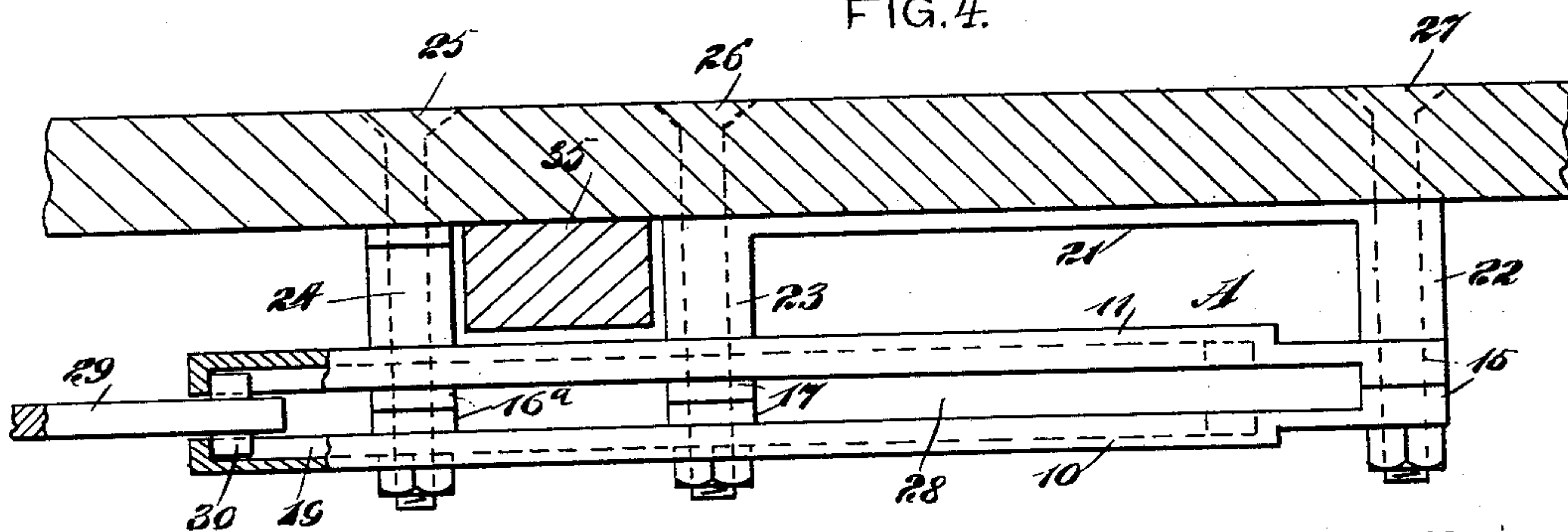


FIG. 4.



WITNESSES:

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HANGER FOR VEHICLE-BRAKES.

SPECIFICATION forming part of Letters Patent No. 591,695, dated October 12, 1897.

Application filed November 6, 1896. Serial No. 611,266. (No model.)

To all whom it may concern:

Be it known that I, STANTON D. L. ROSS, of Post Falls, in the county of Kootenai and State of Idaho, have invented a new and Improved
5 Hanger for Vehicle-Brakes, of which the following is a full, clear, and exact description.

The object of my invention is to so construct a hanger for vehicle-brakes that the brake-lever may occupy a decidedly different
10 position when in use from that it has when not in use, and whereby the lever may be moved to a position that will remove the brake-shoes so far from the wheels of the vehicle as to render it impossible for mud or
15 snow to accumulate between the wheels and the brake-shoes.

A further object of the invention is to so construct the brake-hanger that it will serve as a bolster-guide, preventing the front bolster from swinging either forward or backward.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

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.

30 Figure 1 is a side elevation of a portion of a wagon-body and a perspective view of the improved hanger applied thereto. Fig. 2 is a perspective view of one section of the hanger. Fig. 3 is a plan view of a portion of the complete hanger, illustrating the relation of the brake-lever to the hanger when the brake-lever is in its intermediate position; and Fig.
35 4 is a horizontal section through a portion of the front bolster and a part of the wagon bed or body, the rear portion of the improved hanger being likewise in section, illustrating the relation of the brake-lever to the hanger when the brake-lever is in its rearmost position or in a position to remove the brake-shoe from
40 the wheels of the vehicle.

In carrying out the invention the hanger A is made in two sections, 10 and 11. These sections are alike in construction, one of them being shown detached in Fig. 2, in which it
50 will be observed that the member approximates a triangular shape, but it is made with a flat crown 12 and sloping sides 13, the forward side being much longer and more gradual in its slope than the rear side.

At the forward end of each member of the
55 hanger a horizontal arm 14 is produced, provided with an aperture surrounded by a boss 15, which is on the inner face of the arm. Another arm 16 is formed at the rear end portion of each hanger-section, and the rear arm
60 extends inward from the forward edge of the rear end and is likewise provided with an aperture which is surrounded by a boss 16^a, the boss being on the inner face of the arm. A collar 17 is located below the central or
65 arched portion of each member of the hanger, being in horizontal alinement with the boss 16^a, and the collar 17, which is practically of the same construction as the boss 16^a, is supported from the hanger by bracket-arms 18.
70 In the inner face of each of the hanger-sections a longitudinal slot 19 is produced, which follows the contour of the hanger, and at the forward end of the slot a pocket 20 is made, as is clearly shown in Fig. 2.

75 In connection with the hanger two sleeves 22 and 23 are employed, connected by a bar 21, and in addition to these connected sleeves 22 and 23 a third sleeve 24 is used. When the sections 10 and 11 of the hanger are brought
80 together, as illustrated in Figs. 1, 3, and 4, the bosses 15 and 16^a and the collars 17 of the two sections are brought in engagement, thereby separating the sections to such an extent as to form a longitudinal space 28 between them. The sleeves 22 and 23 are made
85 to register, respectively, with the bosses 15 and the collars 17 of the two sections, and the connecting-bar 21 of the sleeve is made to rest against the wagon-body, while the third sleeve
90 24, which is in registry with the bosses 16^a, has bearing against the outer side of the wagon-body also, and bolts 25, 26, and 27 are respectively passed through the bosses 16^a, the collars 17, and the bosses 15, and through the
95 sleeves 24, 23, and 22; and also through the wagon-body, as shown in dotted lines in Fig. 4. In this manner the hanger is secured firmly to the side of the wagon-body, yet is held a predetermined distance therefrom.

100 The brake-lever 29 is provided with a pin 30, passed through its lower end, giving to the lower portion of the lever the shape of the letter T. The lower end of the lever enters the space 28 between the sections of the hanger,
105 while the pin 30 travels in the slots 19 in the hanger, as shown in Fig. 4. A stop-pin 31 is secured upon the outer face of the brake-le-

ver 29, and when the lever is in its intermediate position, as shown in dotted lines in Fig. 1, this stop-pin will engage with the top of the hanger and limit the rearward movement of the lever. The brake-lever is connected by the usual rod 32 with any approved form of shoe-lever 33, as illustrated in Fig. 1. A loop 34 is secured on the side of the wagon-body, in which the upper end of the brake-lever has movement, and the said loop 34 is provided with a suitable rack 34^a. The upright 35 of the forward bolster of the wagon is passed upward between the hanger and the wagon-body and between the two sleeves 23 and 24, spacing the hanger from the wagon-body, as illustrated in Figs. 1 and 4. Under this construction it is obvious that the forward bolster is effectually preserved against forward and rearward movement, and consequently all wear and tear on the forward bolster are avoided.

In the operation of the device, when the brake-lever is in the position shown in positive lines in Fig. 1 the brake-shoe will be removed so far from the wheel as to prevent snow or mud from accumulating in the space between the shoe and the wheel. The pin 30 in the lower end of the brake-lever will then be at the lower rear end of the slots 19 in the hanger. When it is desired to apply the brakes, pressure is brought to bear in a downwardly direction upon the upper end of the brake-lever, thereby throwing the pin 30 of the lever up into the crown portion of the slots 19. The lever is then thrown bodily forward, independent of further action on the part of the operator, and it will gravitate substantially to the advanced position shown in dotted lines in Fig. 1, the pin 30 of the brake-lever being in the pockets 20 of the slots 19 in the hangers. The brake-levers may then be carried forward as far as desired to apply the brakes as firmly as may be found necessary. In the event there is no snow or mud the brake-shoe may be carried from the wheel by simply taking the brake-lever to the intermediate position shown in dotted lines in Fig. 1, at which time the stop-pin 31 on the lever will rest against the hanger A.

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

1. A brake-hanger consisting of two opposing sections having an arch shape, each section being provided upon its inner face with a horizontal slot, and a brake-lever having movement between the two sections, and provided with a pin adapted to travel in the slots of the hanger-sections, as and for the purpose specified.

2. The combination of the hanger or support having a longitudinal guideway, and the brake-lever whose fulcrum is mounted to slide in said guideway in unison with the lever, while the lever rests on said sliding fulcrum, substantially as described.

3. The combination of the hanger or sup-

port extending longitudinally of the car, and the brake-lever whose fulcrum is mounted to slide longitudinally of said hanger in unison with the lever, while the lever rests on said sliding fulcrum, substantially as described.

4. The combination of the hanger or support having a longitudinal guideway inclined downward from its central portion toward each end, and the brake-lever whose fulcrum is mounted to slide along one inclined portion of said guideway to and along the other inclined end thereof, while the lever rests on said sliding fulcrum, substantially as described.

5. The combination, with a brake-hanger consisting of opposing arched plates having longitudinal slots, each slot terminating at its forward end in a pocket, and the two plates being placed a predetermined distance apart, of a brake-lever having movement in the space between the members of the hanger, the lower end of the brake-lever being provided with a projection from each of its sides, entering the slots in the members of the hanger, as and for the purpose specified.

6. The combination, with the body of a wagon and an upright of the forward bolster, of a brake-hanger attached to the body of the wagon and provided with offsets between which the standard of the forward bolster is located, whereby the forward bolsters of the body are preserved against rearward or forward movement, as and for the purpose specified.

7. The combination of the hanger or support having a longitudinal guideway and the brake-lever whose fulcrum is mounted to slide in said guideway, while the lever rests on said sliding fulcrum the brake-lever having a stop-pin or projection adapted to engage the hanger, substantially as described.

8. The combination of the hanger or support comprising substantially parallel-spaced arms or sections having longitudinal guideways in their opposing faces, and the brake-lever arranged between said sections and having a fulcrum-pin or equivalent part mounted to slide in said guideways.

9. The combination of the hanger or support having a longitudinal guideway, and the brake-lever having a sliding fulcrum movable in said guideway in unison with the lever, the lever being capable of a rocking movement on said sliding fulcrum at different points of said guideway, substantially as described.

10. The combination of the hanger or support having a longitudinal guideway, and the brake-lever having a single fulcrum on which it rests, said fulcrum being mounted to slide in said longitudinal guideway in unison with the lever while the lever rests on the sliding fulcrum, substantially as described.

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Witnesses:

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