

No. 668,805.

Patented Feb. 26, 1901.

T. W. SALING.  
RAILWAY BRAKE HANGER.

(Application filed July 13, 1900.)

(No Model.)

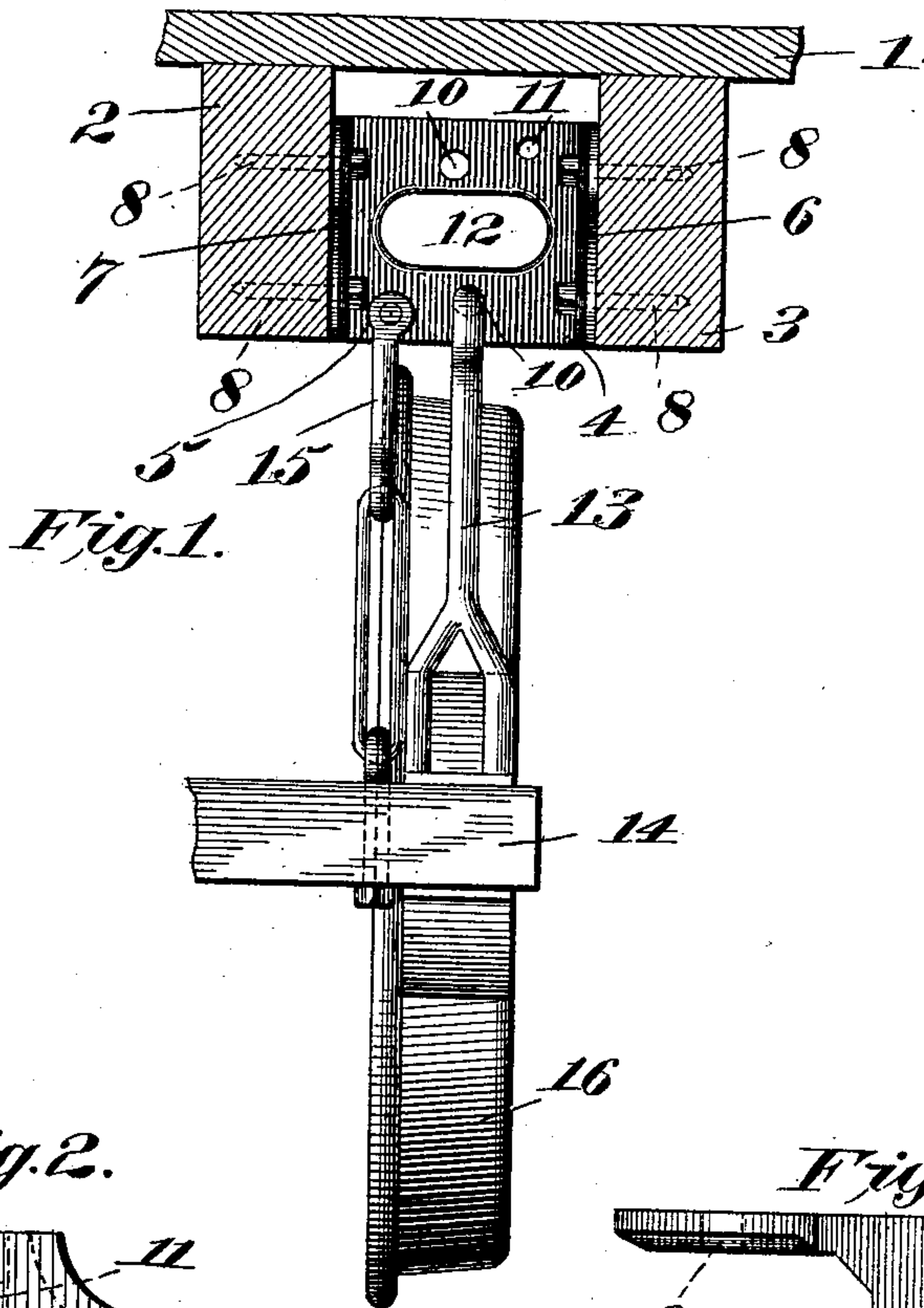


Fig. 2.

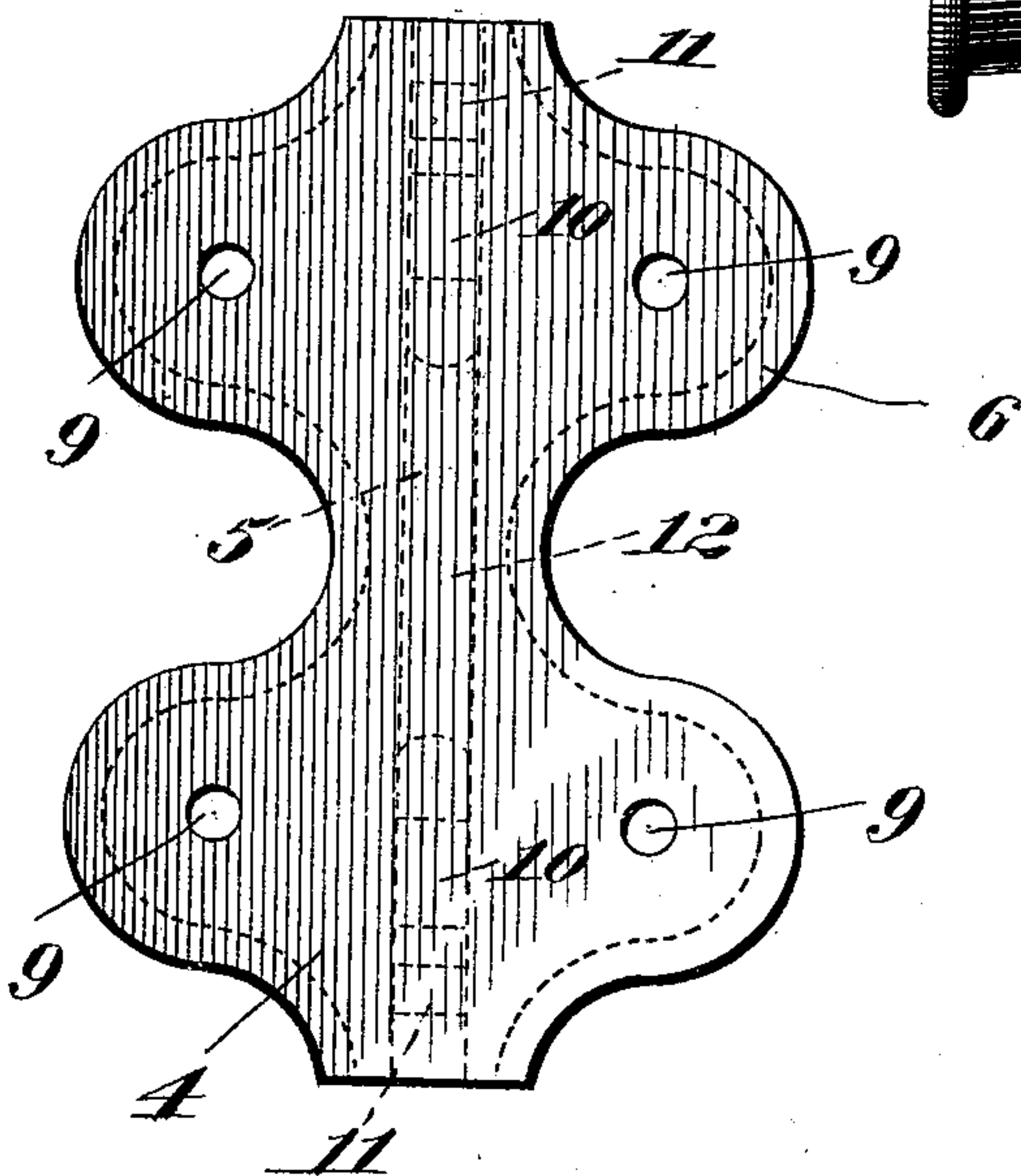
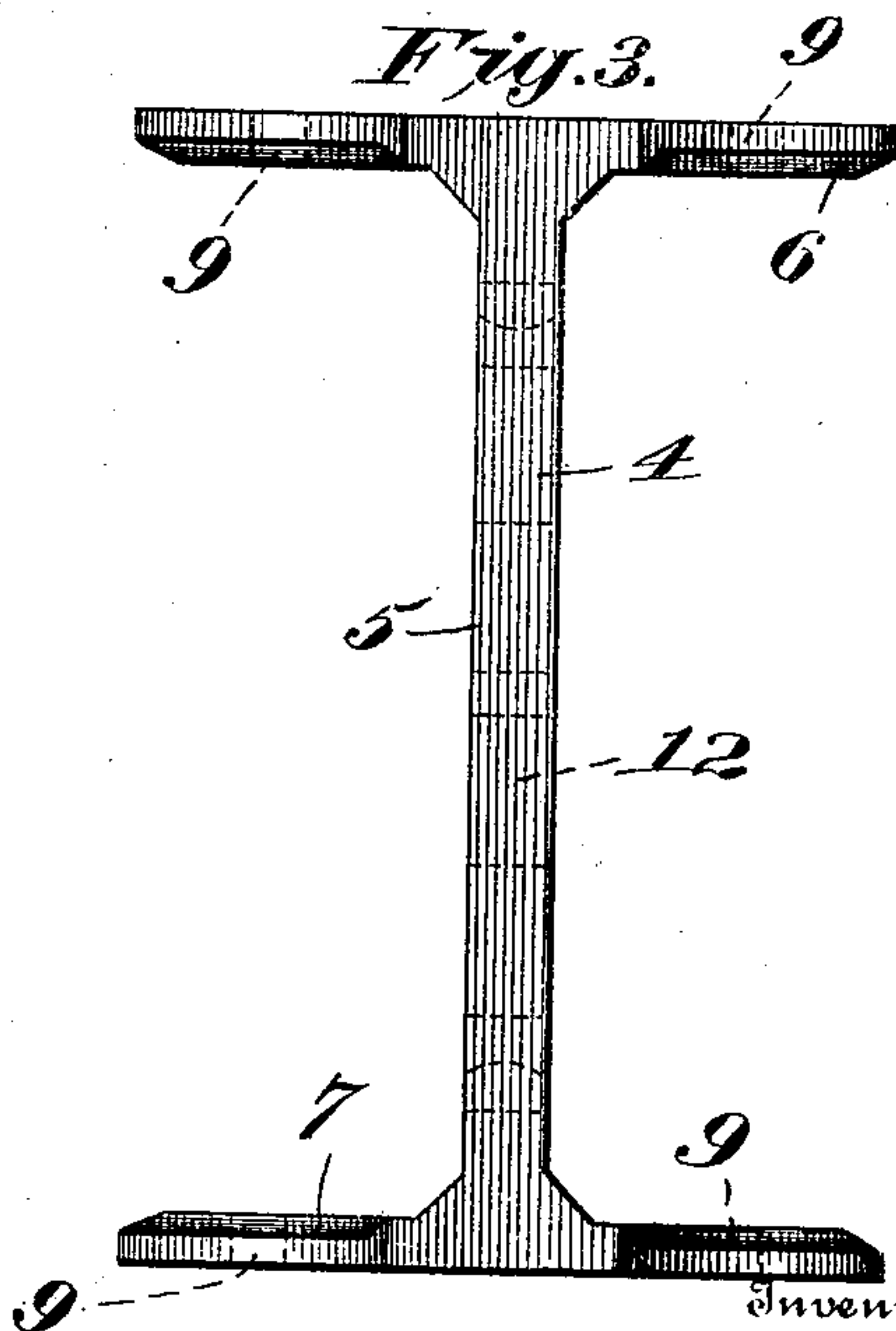


Fig. 3.



Witnesses

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# UNITED STATES PATENT OFFICE.

THOMAS W. SALING, OF MARSHALL, TEXAS.

## RAILWAY-BRAKE HANGER.

SPECIFICATION forming part of Letters Patent No. 668,805, dated February 26, 1901.

Application filed July 13, 1900. Serial No. 23,491. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS W. SALING, a citizen of the United States, residing at Marshall, in the county of Harrison and State of Texas, have invented certain new and useful Improvements in Railway-Brake Hangers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to means for hanging brake-beams from the sills of car-floors, and has for its object to provide a brake-hanger of a construction to permit of the speedy and easy removal of the brake and its supporting mechanism from the floor-frame for purposes of repair and the substitution of others without the necessity of displacing or injuring any permanent parts of the car, the construction at the same time obviating wear, breakage, and decay.

With this object in view my invention consists in an improved construction, arrangement, and combination of parts hereinafter fully described and afterward specifically claimed.

In the accompanying drawings, Figure 1 is a view showing one wheel, a portion of the brake-beam, and the brake hanger and block in elevation, with the center longitudinal sills and part of the floor of the car in section. Fig. 2 is a view in elevation of one end of the brake-block. Fig. 3 is a plan view of the same.

Like numerals of reference indicate like and corresponding parts in the several views of the drawings.

1 indicates the floor of the car, and 2 and 3 the central longitudinal draft-sills, upon which the floor is partially supported.

4 indicates the brake-block, which consists of a web 5 and flanges 6 and 7 and is of a proper size to admit of its being snugly fitted between the sills 2 and 3, with the flanges 6 and 7 resting against the inner vertical surfaces of said sills. The block is secured to the sills by means of lag-screws 8, which are passed through openings 9 in the flanges and threaded into the sills. In the web 5 are provided two sets of openings 10 and 11 in corresponding, but opposite, positions with rela-

tion to a central opening 12, formed in the flange for the purpose of lightening its construction and economizing in the weight of metal without detriment to its strength.

By reason of the opposite location of the pairs of holes 10 and 11 the brake-blocks are made reversible, which may be desirable at times to secure a proper fit between the sills and for other reasons. In the hole 10, which by reason of the position of the block is below the central opening 12, is fitted the upper end of the main hanger 13 of a brake-beam 14, which is usually a rigid bar, while in the hole 11 is secured the upper end of the auxiliary hanger 15, usually composed of link-bars.

16 indicates the car-wheel.

When the parts are in position, as shown in Fig. 1, the brake-beam 14 will be safely suspended from the block 4, and the block may be readily secured to the sills 2 and 3 by means of lag-screws 8 without weakening the sill by mortises or otherwise removing portions of of them, as is necessary with the ordinary wooden brake-block usually mortised and tenoned into the draft-sills. To secure the removal or replacing of the block between the sills, it is only necessary to insert or remove, as the case may be, the lag-screws, which can be done without moving the sills or in any wise disturbing the floor construction, and should any part become worn or broken and require renewal or repair such work can be done speedily and easily and at a minimum expense.

The advantages attending the use of my invention will be readily understood from the foregoing description of its construction and operation, and while I have specifically described the various parts I desire it to be understood that many slight changes therein or variations therefrom may be made without departing from the spirit of my invention.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. A brake-block adapted to be secured between the draft-sills of a car, comprising an intermediate web adapted to support hangers and two flanged heads, said heads being provided with suitable openings to receive lag-screws for securing the block to the sills, the

said block being made alike on both edges, substantially as described.

2. A brake-block for railway-cars, comprising a web of uniform thickness throughout, 5 adapted to fit between the draft-sills of a railway-car provided with flanged heads at each end through which to pass securing-screws into the sills, said web having openings to receive the upper ends of the main and auxiliary brake-beam hangers which are suspended 10 therefrom, the upper and lower edges of the said block being made exactly alike substantially as described.

3. A brake-block for railway-cars, comprising a central web and flanged heads through 15 which to pass securing-screws, the web being provided with two sets of oppositely-positioned openings for receiving the brake-beam hangers which may thus be suspended from

either edge of said web, whereby the block is 20 made reversible, substantially as described.

4. The combination with the center draft-sills of a railway-car, of a brake-block provided with perforated head-flanges, screws 25 passed through the perforations into the sills, an intermediate web provided with oppositely-positioned pairs of openings whereby the parts may be suspended from either edge thereof, the brake-beam, and the main and auxiliary brake-beam hangers secured in said 30 openings and supporting the brake-beam, substantially as described.

In testimony whereof I hereunto affix my signature in presence of two witnesses.

THOMAS W. SALING.

Witnesses:

R. A. BURNETT,  
RUFUS GILES.