

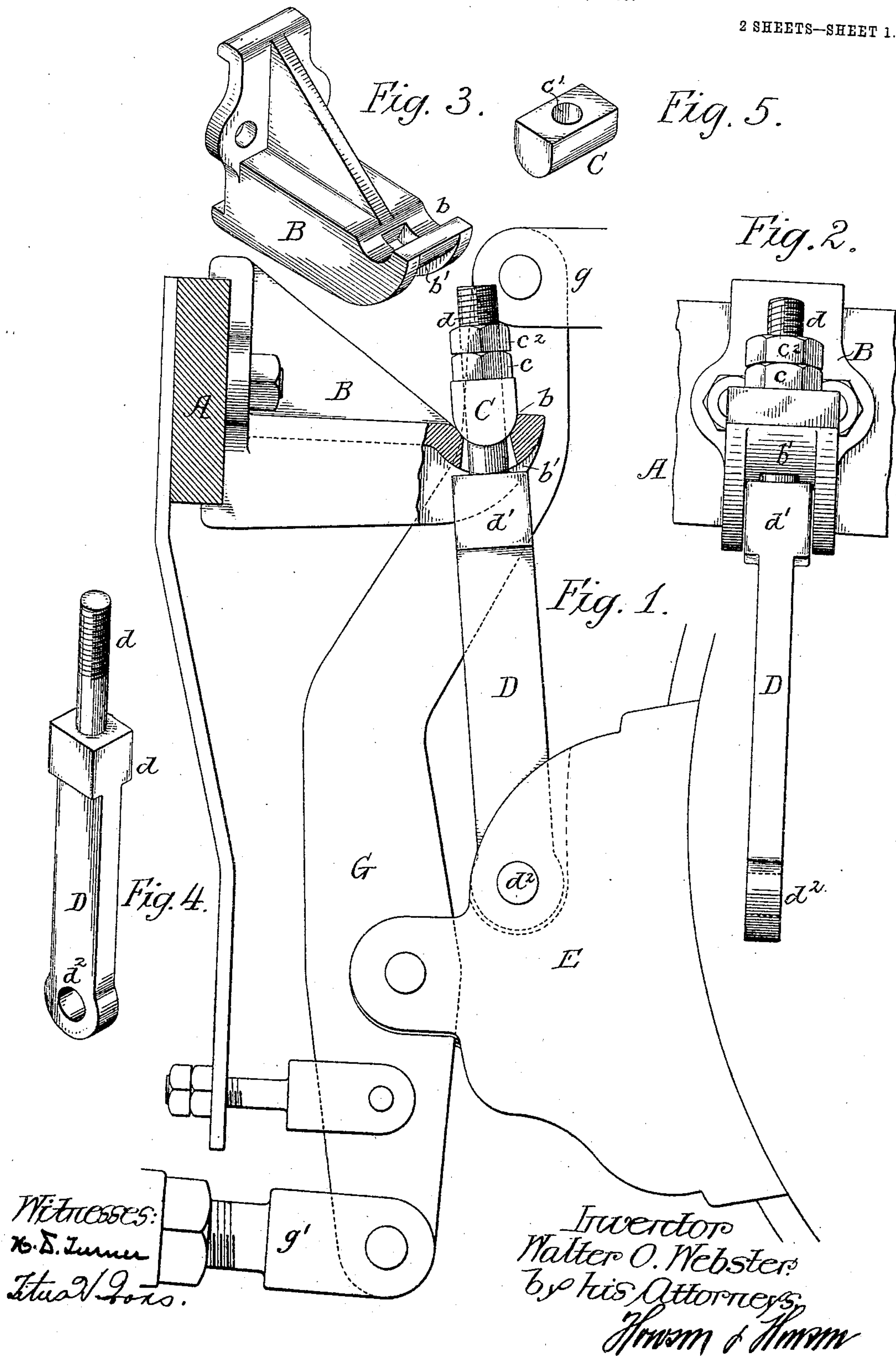
No. 814,489.

PATENTED MAR. 6, 1906.

W. O. WEBSTER.
BRAKE HANGER.

APPLICATION FILED JUNE 13, 1905.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 6.

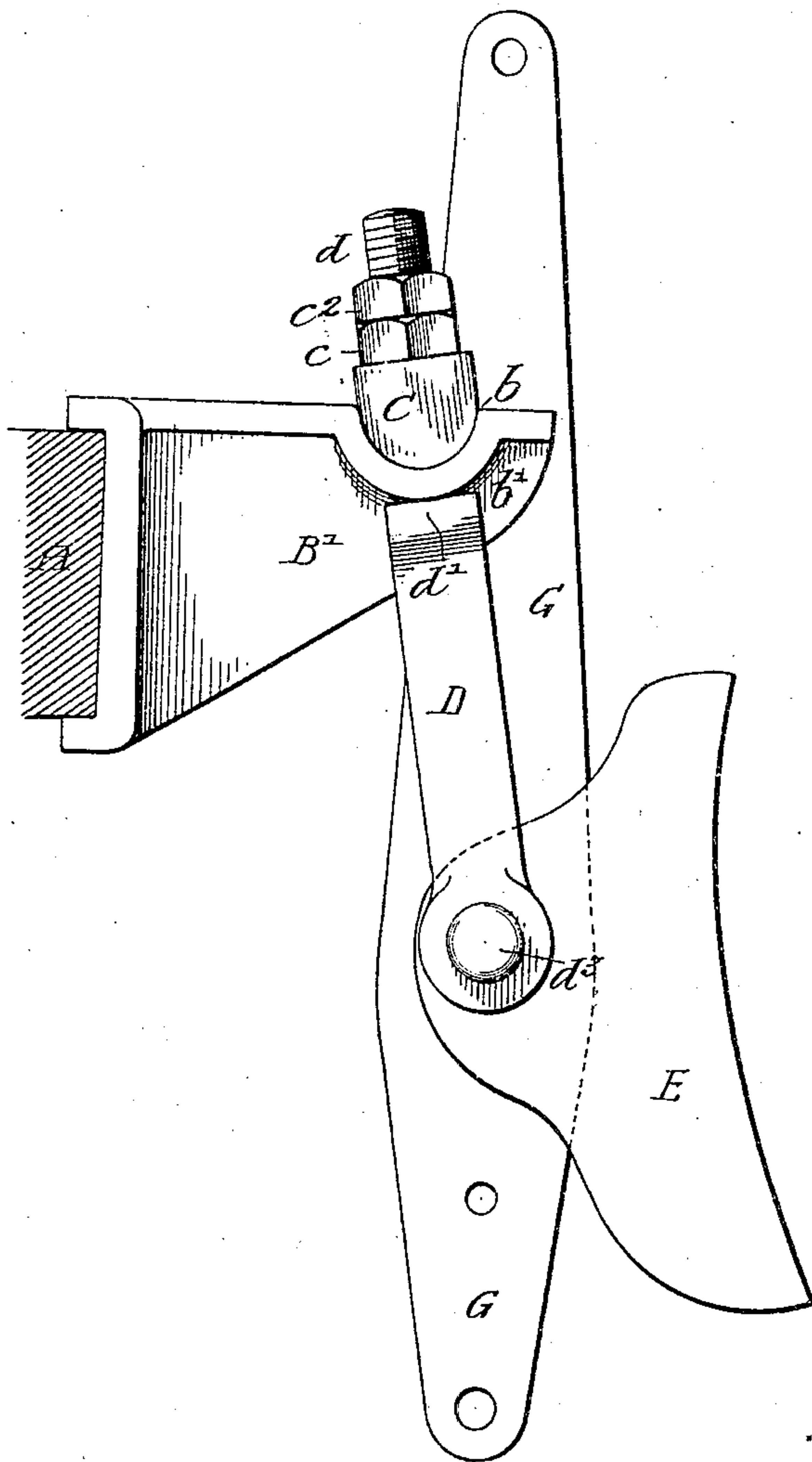
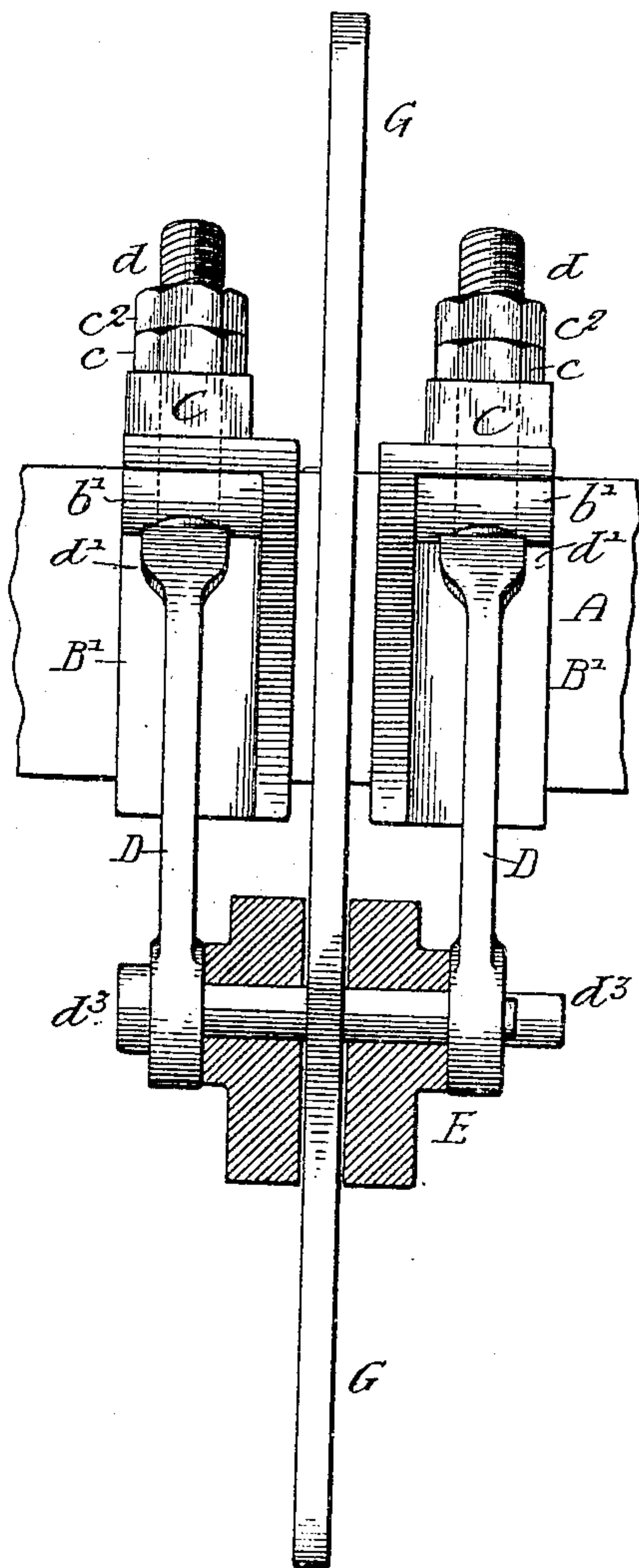


Fig. 7.



Witnesses:
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UNITED STATES PATENT OFFICE.

WALTER O. WEBSTER, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR
TO BURNHAM, WILLIAMS & COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A FIRM.

BRAKE-HANGER.

No. 814,489.

Specification of Letters Patent.

Patented March 6, 1906.

Application filed June 13, 1905. Serial No. 265,074.

To all whom it may concern:

Be it known that I, WALTER O. WEBSTER, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Brake-Hangers, of which the following is a specification.

The object of my invention is to construct a simple and effective hanger from which a wheel-brake can be suspended from a railway-truck and which will prevent chattering of the parts, as hereinafter described, reference being had to the accompanying drawings, in which—

Figure 1 is a side view of my improved brake-hanger, showing part of the truck-frame in section. Fig. 2 is an end view of Fig. 1. Fig. 3 is a perspective view of the bracket. Fig. 4 is a perspective view of the hanger. Fig. 5 is a perspective view of the shoe, and Figs. 6 and 7 are views of a double hanger.

In the drawings I have simply shown sufficient of an ordinary railway-truck to illustrate my invention.

A is one of the cross-beams of the truck, to which is attached the bracket B in any suitable manner. On the outer end of this bracket is a pocket *b*, made in the present instance half-round to receive a shoe C. (Illustrated in Fig. 5.) This shoe is in the form of a block having a rounded under surface fitting the surface of the pocket and is squared at the top so as to receive the full bearing of the nut *c*, which is mounted on a stem *d* of the hanger-rod D, which passes through a slot *b'* in the hanger and through an opening *c'* in the block. A jam-nut *c²* is also mounted in the stem, so as to lock the nut *c* in its adjusted position. The rod D is enlarged at *d'*, so as to fit against the under side of the bracket, which is curved on the same line as the pocket *b*. In the lower end of the rod is an eye *d²*, through which passes a pin *e*, by which the brake-shoe E is suspended from the hanger-rod D. Thus it will be seen that by adjusting the nuts *c c²* there will always be a neat fit between the upper surface of the enlarged portion *d'* of the rod and the under side of the curved portion of the bracket B, while the shoe C will fit snugly within the pocket, allowing the brake-shoe to move toward and from the wheel F, but preventing the parts chattering.

The mechanism for moving the brake may be of any of the ordinary types. In the draw-

ings I have shown a brake-lever G connected to an operating-rod *g* and attached at its lower end to a connecting-rod *g'*, extending to another brake-lever. These elements I have simply shown in outline, as they form no part of my invention.

In some instances instead of having a single rod connecting the brake-shoe to the hanger I may use two rods situated side by side with the brake-shoe and bracket between them, as shown in Figs. 6 and 7, without departing from my invention. In said figures B' B' are brackets spaced a sufficient distance apart to allow for the free movement of the brake-lever G, which in this instance is straight, while in the construction shown in Fig. 1 the lever is bent to clear the bracket. It will be noticed in Fig. 6 that the pin *d³*, by which the brake-shoe is coupled to the hanger-rod D, is also the pivot-pin for the lever G'. The lever and rod illustrated in Fig. 1 may also be coupled to the shoe in like manner. The other parts (illustrated in Figs. 6 and 7) are identical with the parts shown in Fig. 1, and therefore need not be described in detail.

I claim as my invention—

1. The combination in a brake-shoe hanger, of a bracket having a curved pocket and having a curved portion directly under the pocket, a hanger-rod having an enlarged portion bearing against the under side of the bracket and having a stem extending through a slot in the bracket, a shoe curved to fit the pocket and having an opening through which the stem of the rod passes, and means for adjusting the shoe on the stem so as to make a neat fit between the shoe and the pocket and the enlarged portion of the rod and the bracket, substantially as described.

2. The combination in a brake-hanger, of a bracket secured to the frame of a truck, said bracket having a transverse curved pocket at its outer end, the bracket having a bearing-face directly under the pocket taken on the same lines as the curve of the pocket, a rod, a brake-shoe carried by the lower end of the rod, said rod having an enlarged upper end bearing against the curved under side of the bracket and having a stem extending through a slot in the bracket, a shoe curved to fit the pocket and having an opening through which the stem passes, and a nut on the threaded stem of the rod so as to adjust the parts to prevent chattering, substantially as described.

3. The combination of two brackets spaced
apart, a curved pocket in each bracket and
having a curved surface under each pocket, a
brake-shoe and two hanger-rods attached to
5 said shoe, each rod having a portion adapted
to the under side of a bracket and a shoe
mounted in each pocket and connected to a
rod, substantially as described.

10 4. The combination of two brackets spaced
apart, a curved pocket in each bracket and
having a curved surface under each pocket, a
brake-shoe and two hanger-rods attached to
said shoe, each rod having a portion adapted

to the under side of a bracket and a shoe
mounted in each pocket and connected to a 15
rod, with an operating-lever pivoted to the
brake-shoe and passing between the brackets,
substantially as described.

In testimony whereof I have signed my
name to this specification in the presence of 20
two subscribing witnesses.

WALTER O. WEBSTER.

Witnesses:

WILLIAM DE KRAFFT,
LEON P. THOMAS.