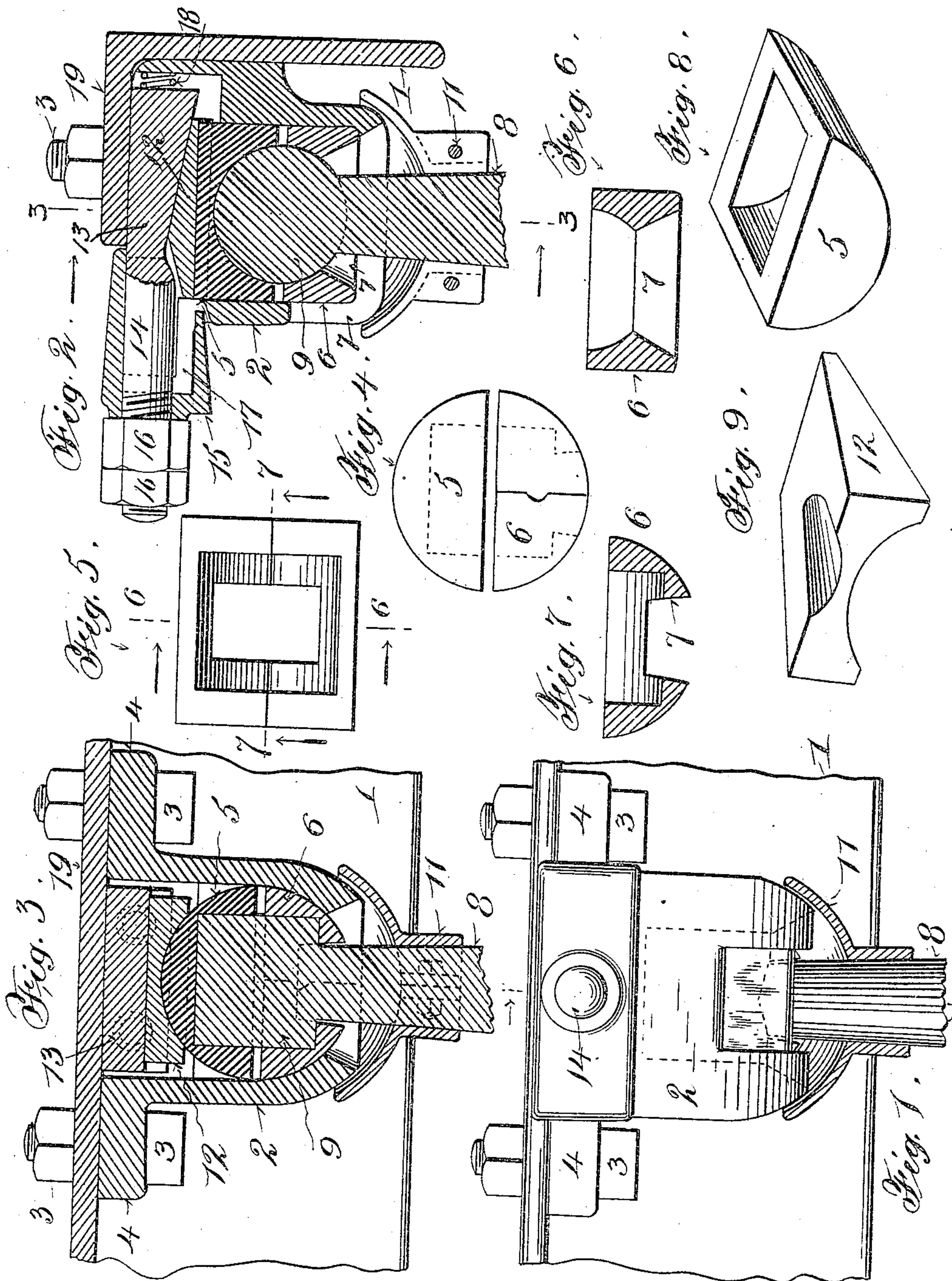


No. 816,293.

PATENTED MAR. 27, 1906.

G. M. BRILL.
BRAKE HANGER.

APPLICATION FILED JUNE 27, 1905.



Witnesses

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BRAKE-HANGER.

No. 816,293.

Specification of Letters Patent.

Patented March 27, 1906.

Application filed June 27, 1905. Serial No. 267,189.

To all whom it may concern:

Be it known that I, GEORGE MARTIN BRILL, a citizen of the United States, and a resident of the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Brake - Hangers, of which the following is a specification.

The object of my invention is to provide an adjustable and universal joint for each end of the hanger, which object is accomplished by my invention, one embodiment of which is hereinafter set forth.

For a more particular description of my invention reference is to be had to the accompanying drawings, forming a part hereof, in which—

Figure 1 is a side elevation of my improved hanger and joint. Fig. 2 is a sectional view of the same. Fig. 3 is a sectional view taken on the line 3 3 of Fig. 2 looking in the direction of the arrows. Fig. 4 shows the bearing-blocks in end elevation. Fig. 5 is a plan view of the lower block. Figs. 6 and 7 are sectional views taken on the lines 6 6 and 7 7 of Fig. 5 looking in the direction of the arrows. Fig. 8 is a perspective view of the upper block inverted. Fig. 9 is a perspective view of a wedge-block.

Throughout the various views of the drawings similar reference characters designate similar parts.

The transom 1 of the truck has a pocket 2 bolted thereto by means of bolts 3, which extend through perforations in the ears 4. This pocket 2 may be given any suitable shape, but is preferably made, as shown, with a cylindrical seat the axis of which is substantially perpendicular to the vertical web of the transom 1. Fitting in this seat are the upper bearing-block 5 and lower block 6. These blocks are separated a slight distance and have a cylindrical opening between them, the axis of which is perpendicular to the axis of the cylindrical recess in the pocket 2. The lower block 6 is divided and has a flaring perforation 7, through which extends the hanger 8, the head 9 of which fits and rests in the

opening between the blocks 5 and 6. This hanger 8 also passes through a flaring opening 10 in the lower wall of the pocket 2, which opening is normally covered by a cap 11, secured to the hanger 8.

On the upper block 5 rests the wedge-block 12, which is engaged by a wedge 13, as shown in Fig. 2. This wedge 13 has a screw-threaded shank 14, which passes through a cap 15 and is adjusted by jam-nuts 16. The pocket 2 has projections 17, which the cap 15 fits over and which hold it in place. Springs 18 in the end of the wedge 13 hold it in place above the wedge-block 12 and immediately below the horizontal web 19 of the transom 1. As substantially the same structure is used on the other end of the hanger at the brake-beam end, a detailed description of it is unnecessary. Adjustments are made by drawing the wedge 13 over the block 12, thereby forcing the bearing-blocks 5 and 6 against the head 9 of the hanger 8. This drawing action is accomplished by both the springs 18 and the nuts 16.

Having thus described my invention, what I claim is—

1. In a device of the class described, a pocket, bearing-blocks adapted to turn in said pocket, and a hanger free to turn in said blocks.

2. In a device of the class described, a pocket, bearing-blocks adapted to turn in said pocket, a hanger free to turn in said blocks, and means for forcing the blocks against the hanger.

3. In a device of the class described, a pocket, bearing-blocks adapted to turn in said pocket, a hanger turning in said blocks, and a wedge-block and a wedge for forcing the blocks against the hanger.

Signed at the city of Philadelphia, county of Philadelphia, State of Pennsylvania, this 21st day of June, 1905.

GEO. MARTIN BRILL.

Witnesses:

CARRIE JOSEPH,
SADIE F. GRAY.