

J. J. HOFFMAN.
HANGER FOR BRAKE BEAMS.
APPLICATION FILED JUNE 29, 1910.

976,462.

Patented Nov. 22, 1910.

FIG. 1

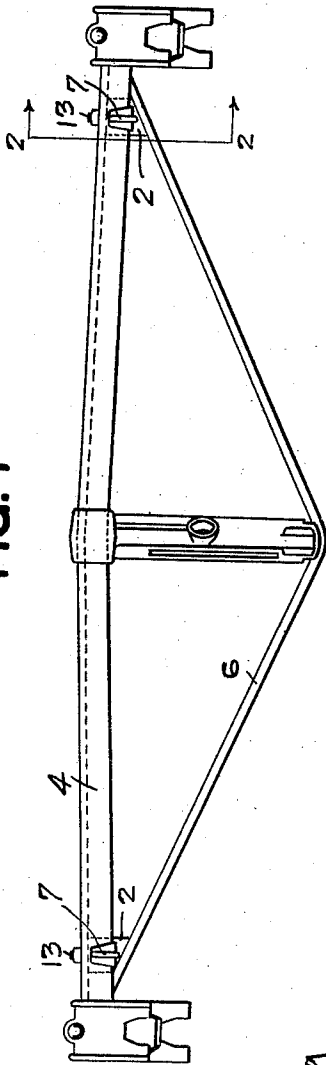


FIG. 3

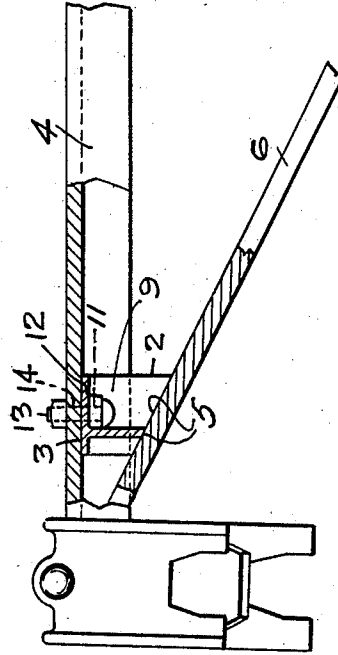
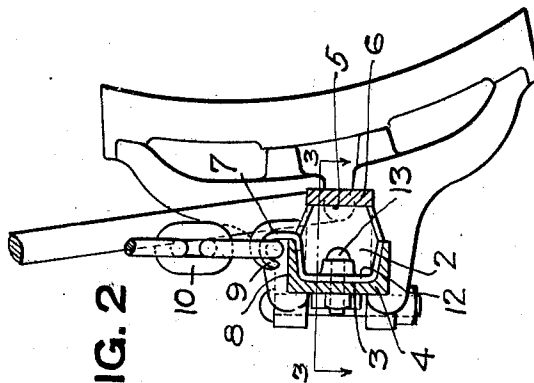


FIG. 2



WITNESSES.

McBride
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INVENTOR.

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UNITED STATES PATENT OFFICE.

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HANGER FOR BRAKE-BEAMS.

976,462.

Specification of Letters Patent.

Patented Nov. 22, 1910.

Application filed June 29, 1910. Serial No. 569,456.

To all whom it may concern:

Be it known that I, JOHN J. HOFFMAN, residing at New Kensington, county of Westmoreland, and State of Pennsylvania, have invented a new and useful Improvement in Hangers for Brake-Beams, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, which form part of this specification.

The object of this invention is to provide a strong, simple and durable hanger for brake beams and has particular reference to safety, or auxiliary means for hanging the beam, the need of such a device having arisen from the fact that the main beam hangers frequently become disconnected, allowing thereby the beam to fall to the ground with not infrequent consequent wrecking of the beam, deranging of the cars and wrecking of the train.

I will now describe my invention, referring to the accompanying drawings so that others skilled in the art to which it appertains may understand and construct the same.

Figure 1 is a plan view of a brake beam of the truss type, showing my invention as applied thereto; Fig. 2 is a transverse section taken on the line 2—2 of Fig. 1; and Fig. 3 is a section taken on the line 3—3 of Fig. 2.

This invention is particularly adaptable to brake beams of the truss type,—that is, a beam employing a compression and a tension member, such as indicated by the numerals 4 and 6.

The body of my improved hanger is indicated by the numeral 2, and is adapted to take a position between the compression and tension members at a point adjacent the brake-shoe head, as is clearly shown in Fig. 1. This body portion is provided with the face 3, which conforms to and, when the hanger is in the position mentioned, engages with the inner face of the flanged compression member 4 through coöperation with the beveled face 5 which abuts against the inner face of the tension member 6, as is clearly shown in Fig. 2. Projecting upwardly from the body 2 is the hooked finger 7, which is so disposed as to overhang the upper flange 8 of the compression member. In this position the nose 9 of the hook assumes such proximity to the flat upper face of the flange 8 as to prevent the disengagement of the

safety hanger chain 10, with which the hook 7 is adapted to be connected. This safety chain 10 may be suspended from the under-frame of car in any suitable manner. The body 2 is preferably cored out as at 9 for the purpose of lightness of construction, and is provided with a bolt passage 11 formed in the wall 12 which carries the face 3 spoken of above. With the body 2 in the position shown in Fig. 1, the suitable bolt 13 passing through the aperture 11 of the hanger body and the suitable registering aperture 14 in the wall of the compression member, secures the body in position against longitudinal creeping on the beam and completes the arrangement.

By reason of the faces 3 and 5 snugly co-operating with the compression and tension members 4 and 6, it will be apparent that the strains and stresses thrown upon the hanger will be transmitted directly to the beam through the body 2, and not through the fastening bolt 13, which preferably merely serves to prevent creeping displacement of the hanger.

In connecting the beam with the safety hanger it will be apparent that the hanger may be readily slipped from the position shown in Fig. 1 between the compression and tension members for engagement of the finger 7 with the hanger chain and then slipped back into position and secured by the bolt 13.

The advantages of my invention will be appreciated by those skilled in the art. The device is simple and strong in construction and efficient in operation.

Although I have shown a particular construction, my invention may be modified without departure from the spirit thereof, and I do not therefore desire to limit myself thereto. The body 2 may be cast and cored out as described above, or it may be readily formed from sheet metal.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:

1. In a brake beam hanger, the combination with the beam, of a body portion secured thereto and having an upwardly extending curved finger so disposed as to overhang, and terminating a short distance from the upper face of the beam.

2. In a brake beam hanger, the combination with the beam, of a body portion se-

cured thereto and having an upwardly extending curved finger so disposed as to overhang the upper face of the beam, the hooked finger terminating a distance from the top face of the beam less than the diameter of the eye of the hook.

3. In a brake beam hanger, the combination with a beam having a compression member and a tension member, of a body portion adapted to be received between and having faces cooperating with the faces of the compression member and the tension member, and having an upwardly projecting hooked finger so disposed as to overhang the upper face of one of the members, the hooked finger terminating a distance from the top face of the member less than the diameter of the eye of the hook.

4. In a brake beam hanger, the combination with a beam having a compression member and a tension member, of a body portion adapted to be received between and having

faces conforming to the faces of the compression member and tension member, and provided with an upwardly extending hooked finger so disposed as to overhang the top face of one of the members, the finger terminating a distance from the top of the member less than the diameter of the eye of the finger.

5. A brake beam hanger, comprising a body portion adapted for connection to the brake beam, and having an upwardly extending hooked finger formed integral therewith.

6. A brake beam hanger, comprising a member having a hollow body portion adapted for connection with the brake beam, and provided with an upwardly extending hooked finger formed integral therewith.

JOHN J. HOFFMAN.

Witnesses:

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M. A. BARTH.