

J. D. CALLAHAN.
 TRAIN LINE HANGER.
 APPLICATION FILED NOV. 2, 1911.

1,017,508.

Patented Feb. 13, 1912

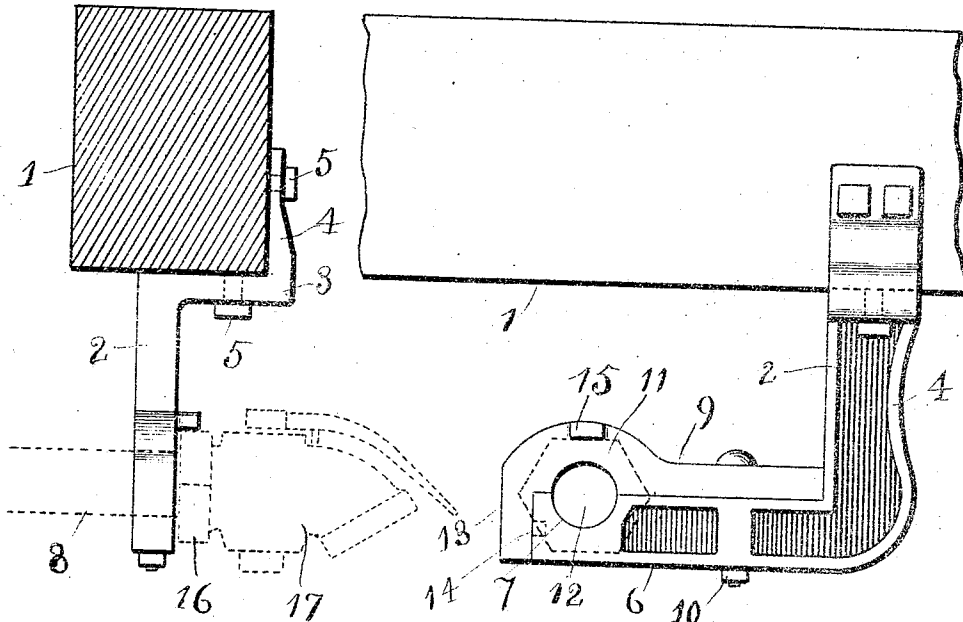


FIG. 1

FIG. 2.

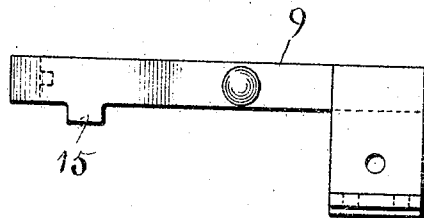


FIG. 3.

WITNESSES:
H. F. K. H.
J. W. Sherwood

INVENTOR
 J. D. Callahan,
 BY *Franklin D. Hough*
 Attorney

UNITED STATES PATENT OFFICE.

JACOB D. CALLAHAN, OF JERSEY SHORE, PENNSYLVANIA.

TRAIN-LINE HANGER.

1,017,508.

Specification of Letters Patent.

Patented Feb. 13, 1912.

Application filed November 2, 1911. Serial No. 658,256.

To all whom it may concern:

Be it known that I, JACOB D. CALLAHAN, citizen of the United States, residing at Vilas Station, Jersey Shore, in the county of Lycoming and State of Pennsylvania, have invented certain new and useful Improvements in Train-Line 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in train line hangers, or brackets designed to support the air pipe lines in connection with railway cars.

An essential feature of the invention resides in provision whereby when the line pipe is clamped in place, it is rendered impossible for the angle cocks connected with the pipe line to be turned.

The invention has for its further object, the provision of a simple, inexpensive, practical and durable form of bracket, adapted to be secured to the sill of a car in such position as to serve to hold the air line pipe in position.

To these ends, and to such others as the invention may pertain, the same consists in the novel construction of the device, and in the peculiar arrangement, combination and adaptation of parts, all as will be more fully hereinafter described and shown in the accompanying drawings, and then specifically defined in the appended claim, which with the letters of reference marked thereon, form a part of this specification, and in which drawings,

Figure 1 is a transverse section through one of the sill timbers of a railway car, showing in side elevation, my improved pipe hanger connected therewith, the train pipe and angle cock being shown in dotted lines. Fig. 2 is a side elevation of the hanger attached to the car sill, and Fig. 3 is a top plan view of the hanger.

Reference now being had to the details of the drawings 1 represents one of the sill timbers of a railway car, 2 is the vertical portion of a bracket, the upper portion of which is provided with a right angled extension 3, the outer end of which is provided with an upwardly extended arm 4, to be

fitted against the base and one side respectively of the sill timber 1, to which the bracket is secured by means of bolts 5—5. The lower portion of the said bracket arm 2, is extended horizontally at right angles to the said vertically disposed body portion 2, as shown at 6. The said horizontal portion 6 is provided at a point adjacent to its free end with a concaved semi-cylindrical groove 7, to receive a train pipe 8.

9 is a separable member adapted to be fitted over the upper face of the horizontal extension 6 of the bracket, and secured thereto by means of a bolt 10, passed vertically through openings provided for its reception in the parts 6 and 9 respectively. The separable member 9 of the bracket is provided at a point adjacent to its free end, with a semi-cylindrical transversely disposed recess 11, conforming in relative arrangement and size with the semi-cylindrical recess 7 in the bracket arm 6, thus together forming an opening 12 within which is received the train pipe. The extreme end 13 of the member 9 is extended downwardly and the inner face of this downwardly extended portion is provided with a dowel pin 14, to engage an opening provided for its reception in the end of the bracket arm 6.

15 is a lug integral with the member 9 which extends horizontally at a point directly above the semi-cylindrical recess therein, the said lug serving as a stop or lock to prevent the turning of the angled portion 16 of the angle cock 17.

Having thus described my invention, its use, and the advantages derived therefrom, its operation will be readily understood. It will be noted that the brackets 4 may be attached to any point at which a support for the train pipe is desired, in hanging the train pipe; the brackets 4 are first secured at the points at which it is necessary that a support for the pipes should be provided. The pipe is placed within the semi-cylindrical transverse groove 7, and the angle cock adjusted against the side face of the bracket arm. The member 9, is then fitted over the upper face of the train pipe, and secured in place by the vertical bolt. It will be noted that when the parts are thus adjusted, that one face of the base 16 of the angle cock will bear against the lower face of the lug 15, the said lug thus serving to prevent the cock from being turned or displaced.

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

5 A device for supporting train pipes comprising a fixed bracket member having a laterally projecting portion with a recess in its upper edge for the reception of the train pipe, a second member having an angled portion extending about the end of said
10 bracket member and having a recess registering with the recess in said bracket arm,

and a single laterally projecting lug upon the face thereof directly above the recesses for the reception of the train pipe, as set forth.

In testimony whereof I hereunto affix my signature in the presence of two witnesses. 15

JACOB D. CALLAHAN.

Witnesses:

FLORA M. SHAW,

GEO. M. CALLAHAN.