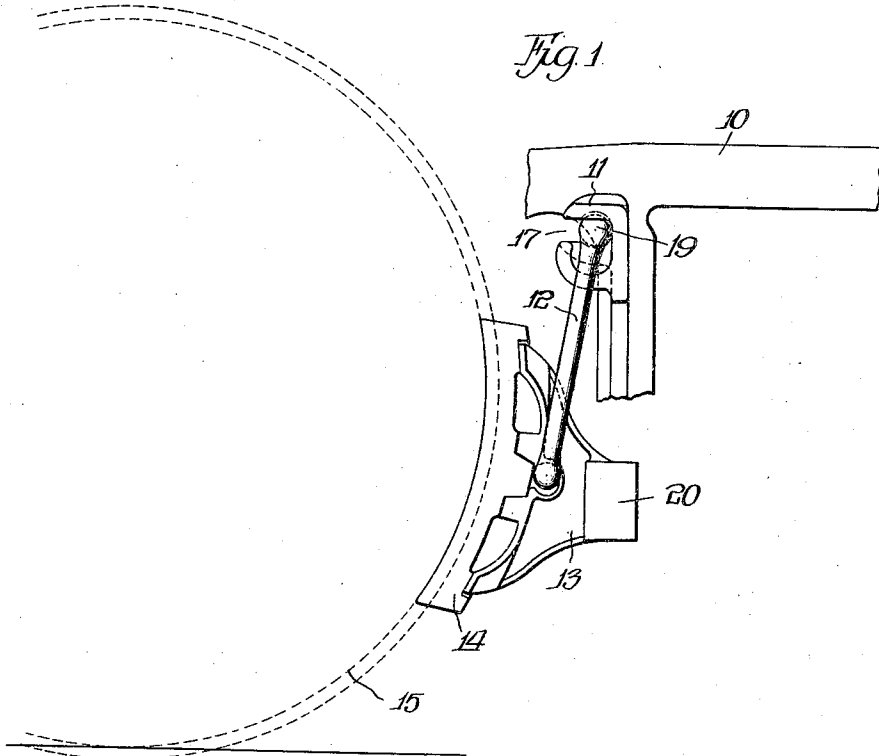
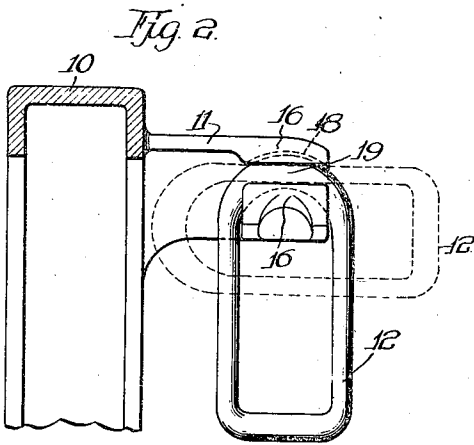
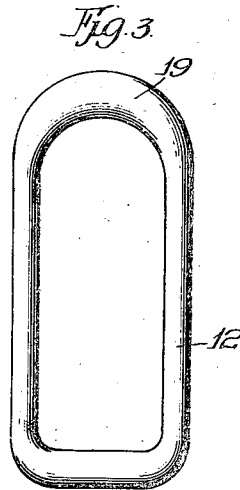
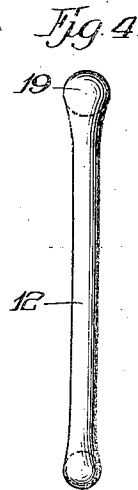
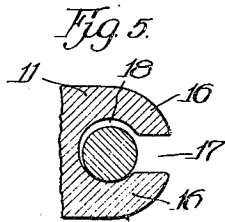


G. G. FLOYD.
BRAKE HANGER ARRANGEMENT.
APPLICATION FILED JUNE 27, 1918.

1,325,512.

Patented Dec. 23, 1919.



Witnesses:
R. Burkhardt
Chas. L. Byron

Inventor:
George G. Floyd.
By Milkinson & Huxley
Attys.

UNITED STATES PATENT OFFICE.

GEORGE G. FLOYD, OF CHICAGO, ILLINOIS, ASSIGNOR TO AMERICAN STEEL FOUNDRIES,
OF CHICAGO, ILLINOIS, A CORPORATION OF NEW JERSEY.

BRAKE-HANGER ARRANGEMENT.

1,325,512.

Specification of Letters Patent.

Patented Dec. 23, 1919.

Application filed June 27, 1918. Serial No. 242,132.

To all whom it may concern:

Be it known that I, GEORGE G. FLOYD, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Brake-Hanger Arrangements, of which the following is a specification.

This invention relates to brake hanger arrangements.

One of the objects of this invention is to provide a brake hanger arrangement which will be safer under operating conditions than those now in use.

Another object is to provide a simple, inexpensive and durable brake hanger arrangement wherein the hanger may be readily applied, locked in operative position, and readily withdrawn.

These and other objects are accomplished by means of the arrangement disclosed by the accompanying sheet of drawings, in which—

Figure 1 is a fragmentary side elevation of a railway car truck embodying my invention.

Fig. 2 is a fragmentary sectional view through the side frame and showing the manner of applying the hanger and withdrawing the same from the hanger bracket.

Fig. 3 is a front elevation, and Fig. 4 is a side elevation of the hanger; and,

Fig. 5 is a fragmentary sectional view showing coöperative association of the hanger and bracket.

The various novel features of the invention will be apparent from the following description and drawings, and will be particularly pointed out in the appended claims.

Referring to the figures of the drawings, it will be noted that I have shown my invention in connection with a railway car truck, including a side frame 10 having a laterally extending bracket 11 for supporting a hanger 12, the latter being connected to a brake head 13 carrying a brake shoe 14 for coöperation with an associated truck wheel 15.

The outer end of the bracket 11 is provided with a pair of jaws 16, which at their outer ends curve toward each other, but are spaced to form an opening 17 through which the hanger is passed when the latter is being applied to and withdrawn from the

bracket. As shown in Fig. 5, the bracket 11 is provided with a bearing 18, circular in section, and by referring to Fig. 2 of the drawing, it will be noted that the bearing 18 is formed on the arc of a circle, whereby the bearing 18 may receive the coöperating arc shaped upper end 19 of the link or closed loop brake hanger 12.

In applying the hanger 12, the long portion thereof is held in a horizontal position, as shown in dotted lines in Fig. 2 of the drawings, and one of the relatively thin side normally vertical legs of the hanger is passed through the opening 17 into the bearing portion 18 of the bracket whereupon the hanger is drawn outwardly to the right, as shown in Fig. 2, and turned downwardly until it takes the position shown in full lines in Fig. 2 of the drawings. This jaw arrangement forms an effective means for locking the hanger 12 in its normal operating position.

It will be understood that the lower end of the hanger is applied to the brake head when the shoe is removed, the shoe being placed on the head after the hanger 12 has been set in its operative position with respect to the brake head. In this arrangement the brake heads, only one being shown, are mounted upon a brake beam 20. By means of this arrangement it is impossible for the hanger to break away from its normal fastenings, thereby preventing the brake beam, head and shoe from falling to the track and thereby avoiding wrecks.

The hanger preferably has its bottom portion of 1" diameter to meet the M. C. B. requirements, the upper end 19 of the hanger being preferably about 1¼" in section, thereby providing sufficient material for any wear which may be occasioned. In this connection it is preferable that the weld be made in the enlarged portion 19 of the hanger. The sides of the hanger may be of ¾" section, which is amply sufficient to meet the requirements for service. By means of proportioning the various parts of the hanger in this manner considerable material is saved, and at the same time a hanger is provided which is adapted to meet the requirements for service conditions, and which may be readily applied to its associated bracket and locked therein and readily removed therefrom.

It will be noted that the hanger 12 is in the form of a link, instead of an open loop, which is customarily used. The open loop hanger requires a pin to connect the hanger to a support, the pin normally being held in place by a cotter pin. Such cotter pins, however, wear very rapidly under service conditions, the result being that the pins accidentally become withdrawn, permitting the brake beam and associated parts to fall to the track. By means of the link hanger which I have provided there is no chance for the brake beam and associated parts falling to the track.

It is my intention to cover all modifications of the arrangement herein shown and described which fall within the spirit and scope of the following claims.

What I claim is:

1. In brake mechanism, the combination of a hanger bracket having a receiving portion, and a brake hanger having vertical legs and a cross piece, said hanger being applied to said bracket by applying first a vertical leg when in a horizontal position, said hanger being locked in said bracket in another position.

2. In brake mechanism, the combination of a hanger bracket having a receiving portion, and a brake hanger having vertical legs and a cross piece, said hanger being applied to said bracket by applying first a vertical

leg when in a horizontal position, said hanger being locked in a vertical position.

3. In brake mechanism, the combination of a support having a receiving opening, and a brake hanger, a vertical leg of which is small enough to pass through said receiving opening in a horizontal position, and another portion of which is too large to pass through said opening whereby the hanger may be locked in said support.

4. In brake mechanism, the combination of a support having a bearing portion with an opening leading therefrom, a brake hanger having a vertical leg small enough to pass through said opening into said bearing portion when in a horizontal position and having a larger portion which normally is located in said bearing portion and which cannot pass through said opening whereby the hanger is applied to and locked within said support.

5. In brake mechanism, the combination of a support having an interrupted bearing for receiving a brake hanger, said bearing being circular in section and being formed on the arc of a circle, and a brake hanger having a portion formed on an arc of a circle normally located within said bearing.

Signed at Chicago, Illinois, this 20th day of June, 1918.

GEORGE G. FLOYD.