

W. H. KALDRIDER.

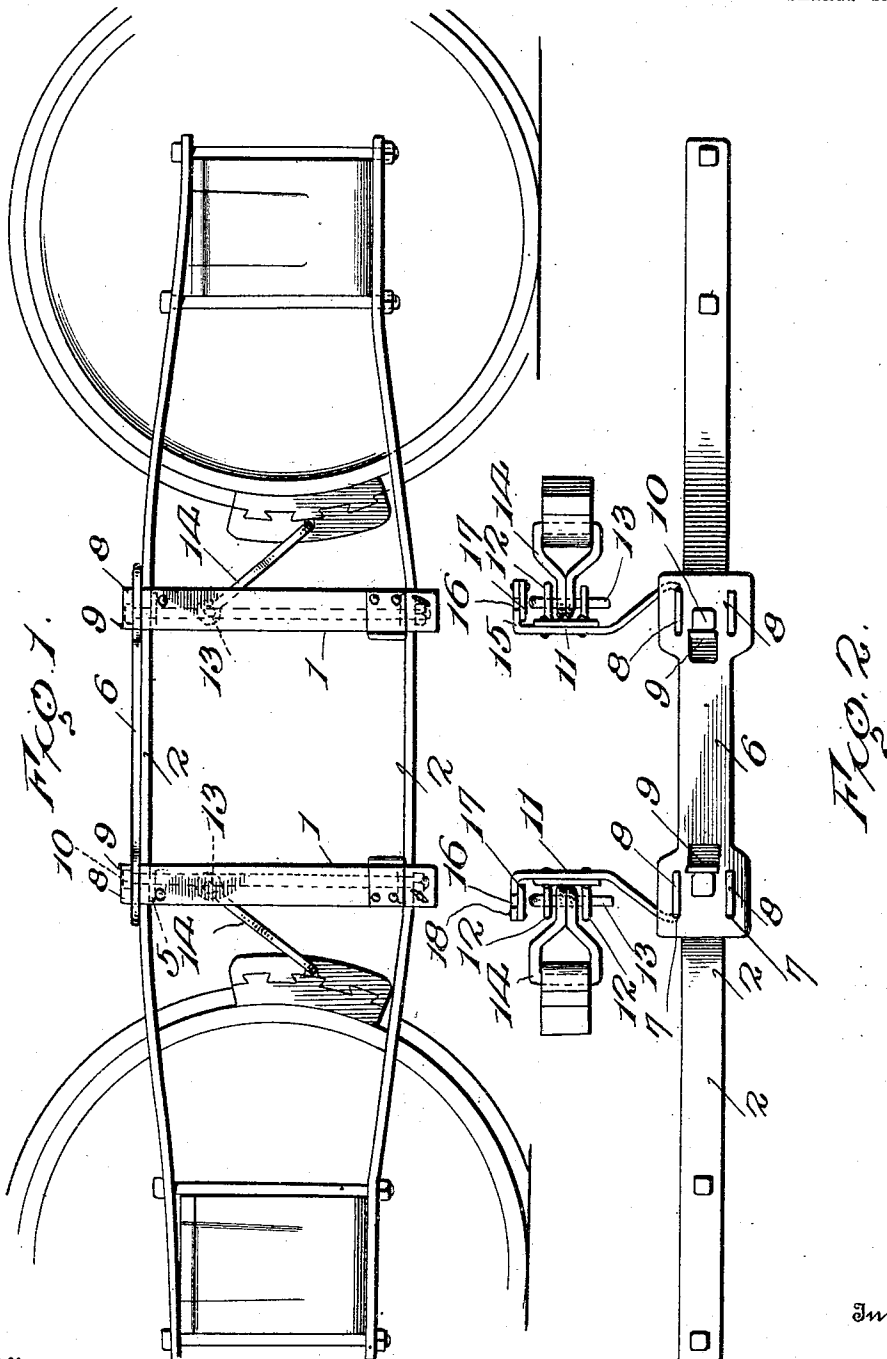
BRAKE HANGER.

APPLICATION FILED MAR. 23, 1910.

969,704.

Patented Sept. 6, 1910.

2 SHEETS—SHEET 1.



Witnesses.
W. H. Kaldridger

Juana M. Fallon

Inventor

W. H. Kaldridger

By

W. H. Kaldridger, Attorneys.

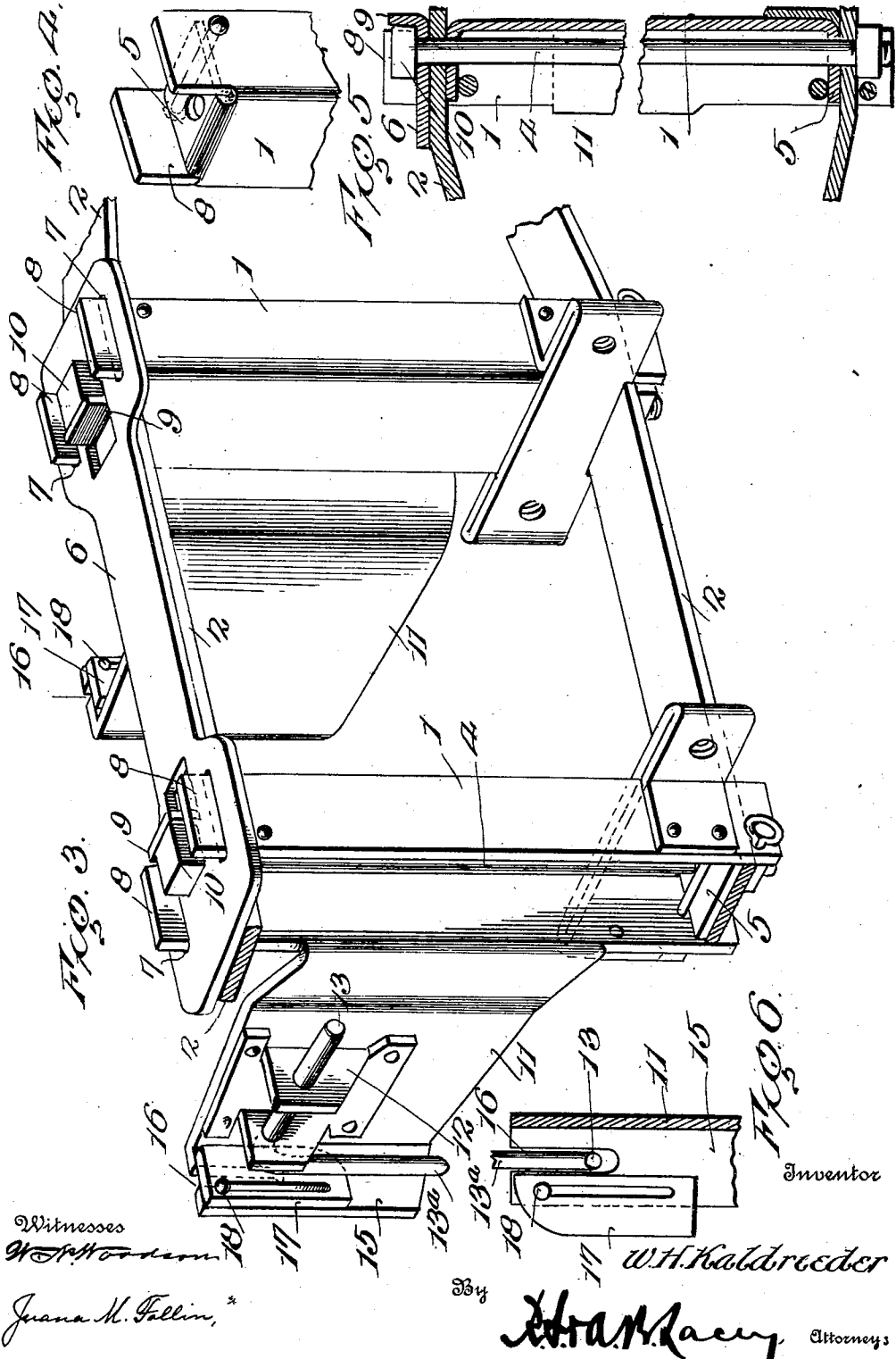
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UNITED STATES PATENT OFFICE.

WILLIAM H. KALDRIDER, OF HEATERS, WEST VIRGINIA.

BRAKE-HANGER.

969,704.

Specification of Letters Patent.

Patented Sept. 6, 1910.

Application filed March 23, 1910. Serial No. 551,063.

To all whom it may concern:

Be it known that I, WILLIAM H. KALDRIDER, a citizen of the United States, residing at Heaters, in the county of Braxton and State of West Virginia, have invented certain new and useful Improvements in Brake-Hangers, of which the following is a specification.

This invention comprehends certain new and useful improvements in railway truck appliances, and relates particularly to an improved construction of brake hanger column provided with improved means for suspending the brake block and shoe therefrom.

The invention has for its primary object an improved support for a brake block hanger whereby the parts may be securely held together and yet be capable of being easily and quickly disassembled and assembled whenever necessary. And the invention also has for its object an improved reinforcing bar designed to protect the standards or brake hanger columns of the brake against breakage from the severe shocks and strains to which they are subjected in use.

With these and other objects in view as will more fully appear as the description proceeds, the invention consists in certain constructions, arrangements and combinations of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawings in which:

Figure 1 is a side elevation of a railway truck embodying the improvements of my invention; Fig. 2 is a top plan view thereof; Fig. 3 is a perspective view thereof on an enlarged scale; Fig. 4 is a perspective view of a portion of one of the brake hanger columns; Fig. 5 is a transverse sectional view through one of said standards; and, Fig. 6 is a detail section taken through the brake supporting plate hereinafter specifically referred to.

Corresponding and like parts are referred to in the following description and accompanying drawings by the same reference characters.

Referring to the drawings, the numeral 1 designates the brake hanger columns of a railway car truck, the same in the present instance being formed of channeled metal, and 2 designates the upper and lower truck beams which are passed across the upper and

lower ends of the columns; tie bolts 4 extending through the beams and lying in the channels of the columns and also extending through horizontally extending upper and lower open ends 5 of the columns which are apertured to receive said bolts.

It is well known, that owing to the excessive strains and shocks to which brake hanger columns are subjected, they often split, and to avoid this contingency, I have provided a reinforcing plate or bar 6. The said bar is preferably formed with widened ends as shown and is provided with slots 7 through which the upper ends of the side members of the column project as indicated at 8. The bar 6 is also formed with tongues 9 which are stamped upwardly therefrom and which lie against the adjoining faces of the nuts 10 of the tie bolts 4 so as to lock the same and prevent loosening.

One of the columns 1 is provided with a preferably integral laterally extending and vertically disposed plate 11, said plate being formed with laterally spaced apertured ears 12 designed to receive a pin 13 so as to suspend the hangers 14 to which the brake block is connected. The plate 11 is formed with an angular side extension 15, said extension being recessed in its upper edge as indicated at 16 and a slotted latch 17 is swung from a stud 18 secured to the side extension 15 and is designed to lock the pin 13 in place, so as to prevent the accidental displacement thereof and the disconnection of the link or hanger.

In the operation of connecting the parts, the pin 13 is pulled inwardly through the recess 16 and into the apertures of the ears 12, and the angular end 13^a of the pin is then swung upwardly so as to be passed entirely through the recess 16, whereupon the latch 17 is swung around on the stud 18 and slipped downwardly so as to entirely close the recess 16, back of the angular end of the pin 13 thereby locking the pin 13 in place and effectually preventing the disconnection of the link, it being of course understood that the pin 13 is passed through the eye of the link after the latter has been positioned between the apertured ears 12.

From the foregoing description in connection with the accompanying drawing, it will be seen that I have provided a very simple, durable and efficient construction of connection for the brake block suspension link or hanger, and that in addition to this feature,

the invention provides means for effectively reinforcing the columns of the truck so as to prevent them from being split or otherwise injured in use.

5 Having thus described the invention, what is claimed as new is:—

1. A railway truck embodying a brake hanger column provided with a laterally extending plate, the plate being provided with 10 spaced apertured ears designed to receive a brake hanger between them, the plate being formed with an angularly disposed side extension and the extension being formed with a recess in line with the apertures of the ears, 15 a locking pin adapted to be passed through said recess into the apertures of the ears and a latch mounted on the side extension of the plate and adapted to close the recess back of the pin.

2. A railway truck embodying a brake hanger column provided with a laterally extending plate, the plate being formed with apertured ears and with a side extension 20 said extension being formed with a recess in line with the apertures of said ears, a pin adapted to extend through said ears for engagement with a brake or hanger, the side extension being provided with a stud, and 25 a slotted latch movably mounted on the said side and adapted to close the recess back of said pin.

3. A railway truck embodying a brake hanger column provided with a laterally projecting plate, the plate being provided 35 with apertured ears and with a side extension, the said side extension being formed in its upper edge with a recess in line with

the apertures of the ears, a locking pin provided with an angular end, adapted to be 40 passed through said recess, and swung down behind the side extension of the plate with the main portion of the pin inserted through the ears for engagement with a brake hanger, and a slotted plate movably mounted on the 45 extension and arranged to close the recess back of the pin.

4. A railway truck, embodying columns, beams, tie bolts connecting the columns to the beams, a reinforcing bar secured to the tie bolts and provided at its ends with slots, 50 the columns being formed with side members which project upwardly through the slots and the bar being formed with tongues extending upwardly therefrom and adapted to engage the nuts with which the bolts are 55 provided, one of said columns being provided with a laterally extending plate formed with spaced apertured ears designed to receive a brake hanger between them, the plate being formed with an angularly dis- 60 posed side extension, and the extension formed with a recess in line with the apertures of the ears, a locking pin adapted to be passed through said recess into the apertures of the ears, and a latch mounted on 65 the side extension of the plate and adapted to close the recess back of the pin.

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

WILLIAM H. KALDRIDER. [L. S.]

Witnesses:

GUY W. HEATER,
F. C. SHOPE.