

S. H. CAMPBELL.
 COMBINED TRAIN PIPE AND ANGLE COCK HOLDER.
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986,544.

Patented Mar. 14, 1911.

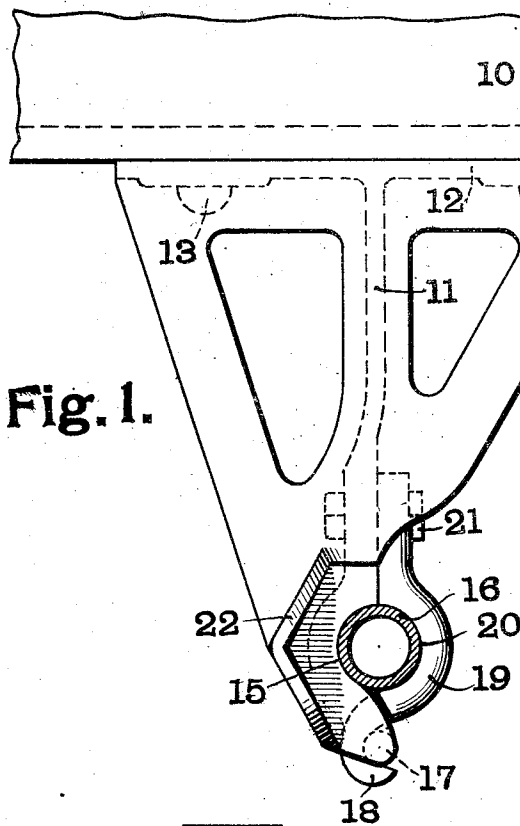


Fig. 1.

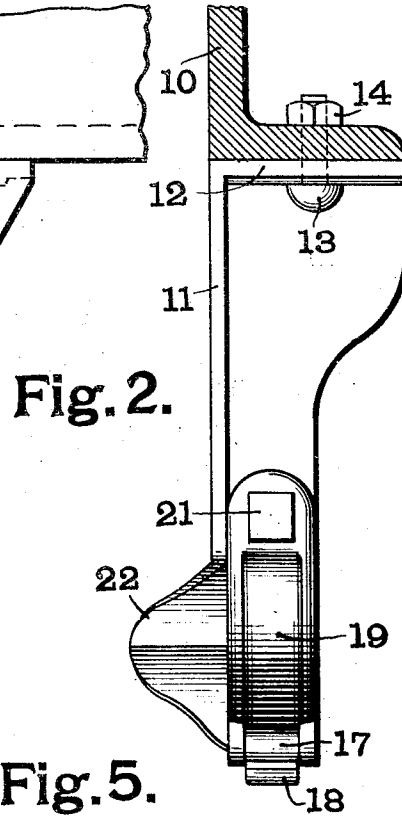


Fig. 2.

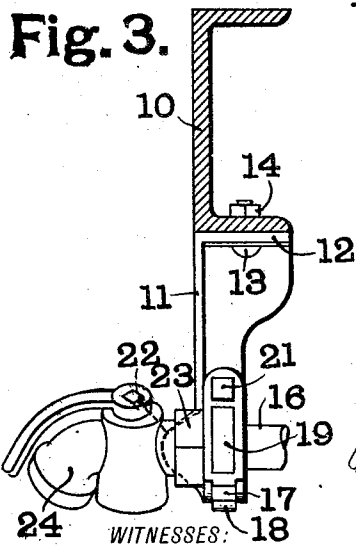


Fig. 3.

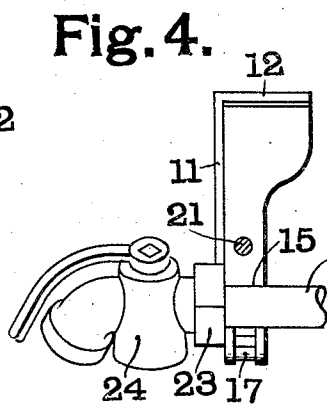


Fig. 4.

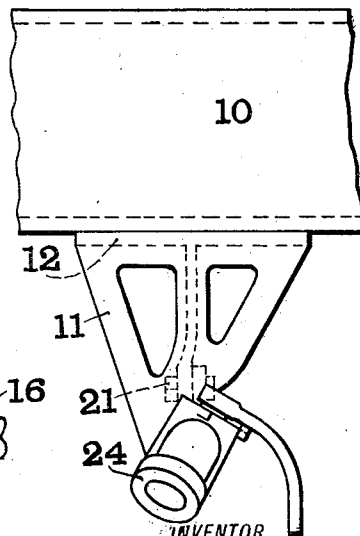


Fig. 5.

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STERLING H. CAMPBELL, OF ST. LOUIS, MISSOURI.

COMBINED TRAIN-PIPE AND ANGLE-COCK HOLDER.

986,544.

Specification of Letters Patent.

Patented Mar. 14, 1911.

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To all whom it may concern:

Be it known that I, STERLING H. CAMPBELL, a citizen of the United States, residing at the city of St. Louis, Missouri, have invented a certain new and useful Combined Train-Pipe and Angle-Cock Holder, of which the following is such a full, clear, and exact description as will enable any one skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

The object of my invention is to provide a device of simple construction which will firmly clamp a train pipe and at the same time prevent the rotation of the angle cock attached thereto.

In the accompanying drawings which illustrate one form of holder made in accordance with my invention, Figure 1 is a front elevation, the train pipe being shown in section; Fig. 2 is a side elevation the angle cock and train pipe being omitted; Fig. 3 is a reduced view similar to Fig. 2 but showing the angle cock and pipe in position; Fig. 4 is a view similar to Fig. 3 but with the clamping member removed, and Fig. 5 is a front elevation on a reduced scale showing the angle cock in position.

Like marks of reference refer to similar parts in the several views in the drawings.

10 represents the end sill of a railway car. This end sill is of the usual channel iron pattern. Secured to the lower face of the end sill 10 is the body 11 of the holder. This body 11 is provided with a rearwardly extending flange 12 for the purpose of securing it to the end sill 10 by means of the bolts 13 and nuts 14. The body 11 of the holder is provided near its lower end with a recess 15 substantially semi-circular in form and adapted to receive the train pipe 16. Below this recess 15 the body 11 is provided with a pivot pin 17 preferably formed integral with the said body. This pivot pin 17 is adapted to be engaged by means of a hook 18 at one end of a clamping member 19. This clamping member 19 is provided with a recess 20 corresponding with the recess 15 and adapted to receive the train pipe 16. The end of the clamping member 19 opposite the hook 18 is secured to the body 11 by means of a bolt 21 thus firmly securing the train pipe 16 in position. Formed integral with the body 11 opposite the clamping member 19 is a V-shaped abutment 22 adapted to re-

ceive one corner of the hexagonal head 23 of the angle cock 24 and thus prevent the rotation of the cock. It will be evident that in order to secure the angle cock and train pipe in position by means of my device it is only necessary to loosen the bolt 21 so as to allow the clamping member to move pivotally on the pin 17 and after placing the cock and pipe in position to swing the clamping member 19 back into the position shown in Fig. 1 and tighten the bolt 21. In this way the train pipe 16 is firmly clamped in position and at the same time the angle cock is firmly held at the proper angle against rotation.

Having fully described my invention, what I claim as new and desire to secure by Letters Patent of the United States, is:

1. The combination with a bracket, of means for securing said bracket to a car, pipe clamping means carried by said bracket, and an integral abutment carried by said bracket and adapted to engage the head of the angle cock to prevent its rotation.

2. The combination with a bracket, of a clamping member having pivotal connection with said bracket and adapted to engage with a train pipe, an abutment formed integral with one of said parts and adapted to engage with the angle cock to prevent its rotation, and means for securing said bracket to a car.

3. The combination with a bracket, of means for securing said bracket to a car, a clamping member having pivotal connection with said bracket and adapted to engage with a train pipe, and an abutment formed integral with the said bracket and adapted to engage with the angle cock to prevent its rotation.

4. The combination with a bracket, of means for securing said bracket to a car, said bracket being provided with a substantially semi-circular recess to receive a train pipe, a clamping member pivotally connected to said bracket and provided with a substantially semi-circular recess cooperating with said first mentioned recess to clamp the train pipe, and a V-shaped abutment formed integral with said bracket and positioned opposite to said clamping member, said abutment being adapted to engage with the head of the angle cock to prevent its rotation.

5. The combination with a bracket, of means for securing said bracket to the lower edge of the end sill of a car, said bracket

having a substantially semi-circular recess at one side adapted to receive a train pipe, a pivot pin carried by said bracket adjacent to said recess, a clamping member provided with a recess and having a hook at one end adapted to engage with said pivot pin, a bolt securing the opposite end of said clamping member to said bracket, and a V-shaped abutment formed integral with said bracket at a point opposite said clamping member,

said abutment being adapted to engage with the head of an angle cock to prevent its rotation.

In testimony whereof I have hereunto set my hand and affixed my seal in the presence of the two subscribing witnesses.

STERLING H. CAMPBELL. [L. S.]

Witnesses:

W. A. ALEXANDER,
ELIZABETH BAILEY.