

April 24, 1928.

F. K. HABENICHT

1,666,896

ANGLE COCK HOLDER

Filed June 22, 1923

Fig. 1.

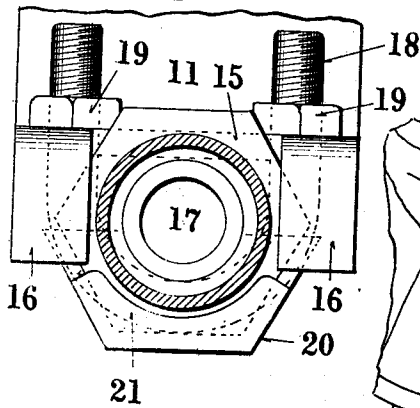


Fig. 2.

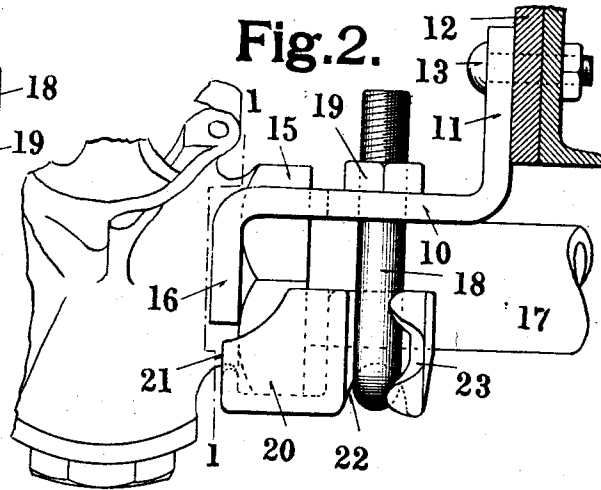


Fig. 3.

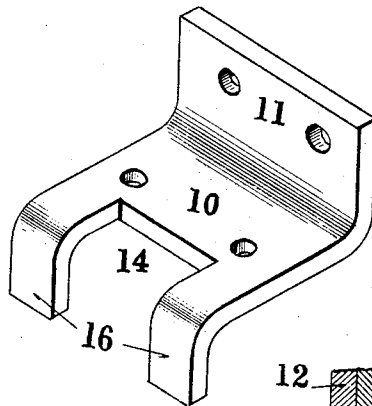


Fig. 5.

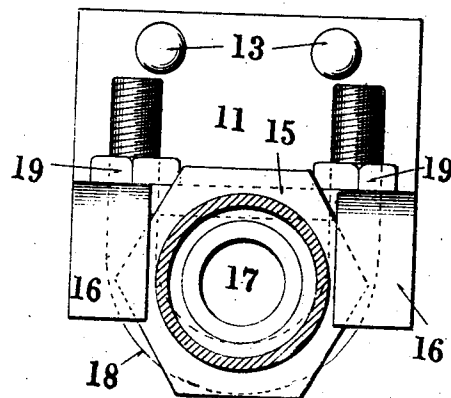
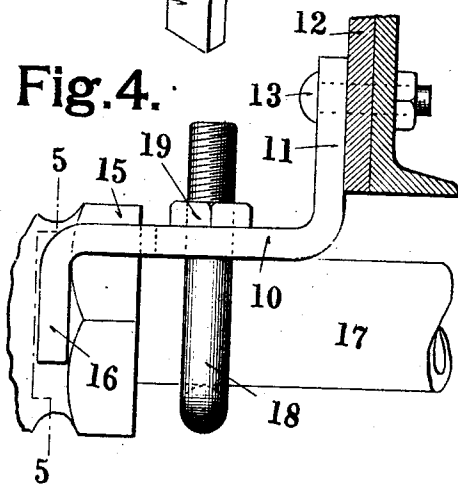


Fig. 4.



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UNITED STATES PATENT OFFICE.

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ANGLE-COCK HOLDER.

Application filed June 22, 1923. Serial No. 647,133.

My invention relates to an angle cock holder and particularly to that type of holder in which a support, preferably formed of angle iron, is secured to the end of the car and is provided with a downwardly projecting portion engaging with the front face of the angle cock head, the angle cock being held in position by a U-shaped member passing around the train pipe, and which may also be provided with a pocket member to receive the side of the angle cock head opposite to that engaging the support. Such a type of holder is shown in Patent No. 1,148,751, granted to S. H. Campbell on August 3, 1915.

One object of the present invention is to provide the support with an opening for the passage of one side of the angle cock head, whereby the train pipe may bear directly against the support so that the device operates not only as an angle cock holder but also as an effective pipe clamp. Another object of my invention is to provide a separately formed pocket member which is bent into permanent engagement with the U-bolt thereby reducing the cost of manufacture.

In the accompanying drawings, which illustrate two forms of holder made in accordance with my invention, Figure 1 is a sectional view of the preferred form of my device taken on the line 1-1 of Figure 2; Figure 2 is a side view; Figure 3 is a perspective of the supporting plate; Figure 4 is a side view showing a modification, and Figure 5 is a section taken on the line 5-5 of Figure 4.

10 indicates an angle plate forming the support, the vertical flange 11 which is secured to the end sill 12 of a railway car by any suitable means, such as the bolts 13. The projecting end of the support 10 is provided with a cut away portion 14, as shown in Figure 3; so as to form an opening through which one side of the hexagonal head 15 of the angle cock projects so that the train pipe 17 may bear directly against the under face of the plate 10. The bifurcated ends 16 of the plate are bent downwardly to form a pair of projections engaging with the front face of the head 15 at each side of the body of the cock as best shown in Figure 1.

The train pipe is held against the plate 10 by means of a U-bolt 18 passing around the

said pipe and thence upwardly through holes in the plate 10, the threaded ends of the bolt being engaged by nuts 19 bearing against the upper face of the plate. In Figures 4 and 5 I have shown the bolt 18 as bearing directly against the train pipe 17, while in the preferred form shown in Figures 1 and 2, a separately formed pocket piece 20 is interposed between the U-bolt and the pipe. This pocket piece not only embraces the three faces of the hexagonal nut 15 opposite the side passing through the opening 14, but is also provided with a front flange 21 projecting upwardly in front of the head 15. The member 20 is provided with a semicircular groove 22 to receive the bend of the U-bolt and terminates in a flange 23 adapted to be bent into permanent engagement with the U-bolt, as shown in Figure 2. It will be understood of course that the member 20 must be made of malleable material so that the flange 23 may be bent as shown.

While the form of holder shown in Figures 4 and 5 is not the full equivalent of the preferred form shown in Figures 1 and 2, as it will not retain the angle cock in case it is broken from the train pipe as the preferred form will, yet it accomplishes one of the principal objects of my invention, which is to provide a holder of the simplest possible construction which will hold an angle cock against both forward movement and rotation and at the same time serve as an effective train pipe clamp.

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

In a device of the class described, the combination with a unitary supporting plate adapted to be secured to a car and to bear on the train pipe, the front end of said plate being bifurcated for the passage of the angle cock and having a turned-down portion for engaging the front face of the head, of a U-bolt passing around the pipe and through the plate for holding said pipe and plate in contact, and a member carried by the bolt and providing a pocket engaging the angle cock head to prevent its rotation.

In testimony whereof, I have hereunto set my hand.

FREDERICK K. HABENICHT.