

L. A. HOERR.
 ANGLE COCK HOLDER FOR RAILWAY CARS.
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1,060,762.

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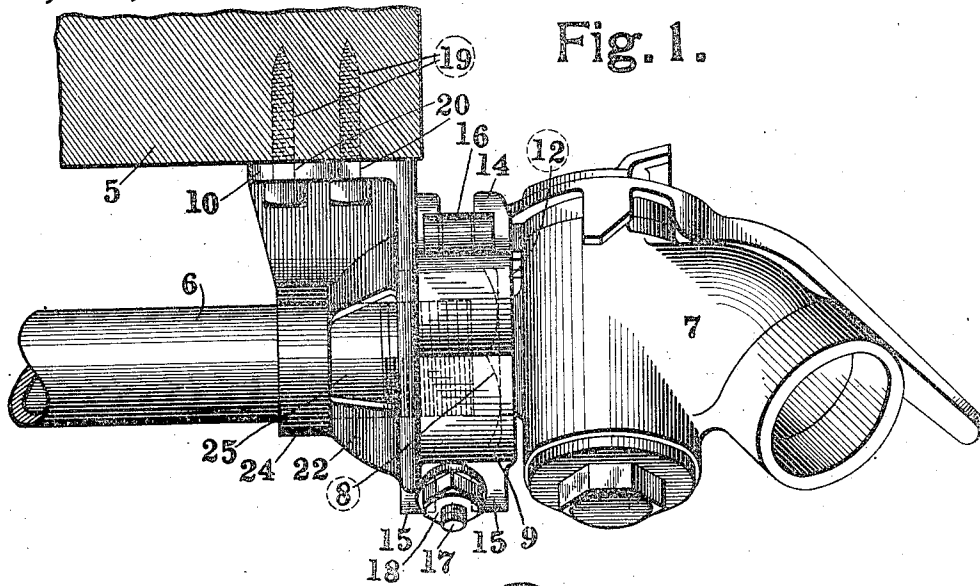
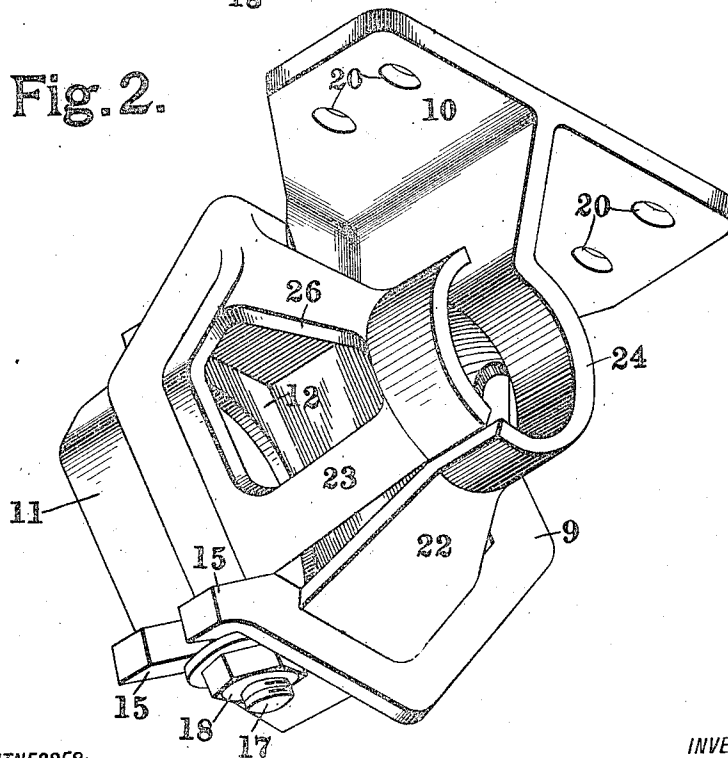


Fig. 2.



WITNESSES:

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LOUIS A. HOERR, OF ST. LOUIS, MISSOURI.

ANGLE-COCK HOLDER FOR RAILWAY-CARS.

1,060,762.

Specification of Letters Patent.

Patented May 6, 1913.

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To all whom it may concern:

Be it known that I, LOUIS A. HOERR, a citizen of the United States of America, residing at the city of St. Louis, State of Missouri, have invented a certain new and useful Angle-Cock Holder for Railway-Cars, 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.

My invention relates to an angle cock holder for railway cars, and more particularly to one which is adapted not only to embrace the head of the angle cock, but at the same time, to clamp the train pipe. I am aware that angle cock holders have heretofore been devised to accomplish this purpose, but so far as I am aware angle cock holders of this kind have not been so arranged as to allow inspection of the joint between the train pipe and the angle cock.

One of the principal objects of my invention is to provide an angle cock holder of the class described which will allow the inspection of the joint between the train pipe and the angle cock.

In the accompanying drawings, which illustrate one form of angle cock holder made in accordance with my invention, Figure 1 is a side elevation and Fig. 2 is an isometric projection.

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

5 represents the end sill of a car, 6 the train pipe and 7 the angle cock which is provided with the usual hexagonal head 8. The angle cock holder consists of a body part 9 formed integral with a bracket 10 and provided with a removable part 11. The body 9 and the removable part 11 are adapted to embrace the hexagonal head 8 of the angle cock and thus prevent its rotation while, at the same time, the head is not tightly clamped but is allowed to have some play between the parts. Forward movement of the angle cock head is prevented by means of a flange 12. The removable part 11 is secured to the body 9 in the following manner: The body 9 is provided with a pair of bifurcated lugs 14 and 15 respectively; the removable part 11 is provided at one end with a T-shaped head 16 adapted to engage with the bifurcated lug 14 and is provided at the other end with a threaded

portion 17 adapted to project through the bifurcated lug 15 and provided with a nut 18 adapted to be tightened against the said lug to hold the parts in position. This construction is substantially like that shown in my prior Patent, No. 939,421, issued to me November 9, 1909.

The bracket 10 is secured to the end sill 5 by means of lag screws 19 passing through holes 20 in the said bracket. In order to clamp the train pipe, the body 9 of the holder is provided with a rearwardly projecting portion 22 and the removable part 11 with a similar rearwardly projecting portion 23. These portions 22 and 23 terminate in a substantially annular clamping part 24 which engages with the train pipe and firmly clamps the same.

In order to allow inspection of the joint between the train pipe and the angle cock, I provide the part 22 with an opening 25 and the part 23 with a similar opening 26. In this manner, the angle cock is held against rotation and against being moved forwardly out of the holder in case it becomes disconnected from the pipe. At the same time the pipe itself is clamped, thus obviating the necessity of tightly clamping the head of the angle cock and, furthermore, means are provided for inspecting the joint between the train pipe and the angle cock so that in case a leak occurs, at this joint, it may be readily detected.

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

1. The combination with a train pipe, of an angle cock engaging with said train pipe, and a holder embracing a portion of said angle cock and clamping said train pipe, said holder being arranged to allow the inspection of the joint between the train pipe and the angle cock.

2. The combination with a train pipe, of an angle cock engaging with said train pipe and having an angular head, and a holder embracing said head and clamping said train pipe, said holder being arranged to allow the inspection of the joint between said train pipe and angle cock.

3. The combination with a train pipe, of an angle cock engaging with said train pipe, and a two-part holder embracing a portion of said angle cock and clamping said train pipe, one of the parts of said holder being provided with an opening to allow the in-

spection of the joint between the train pipe and the angle cock.

4. The combination with a train pipe, of an angle cock engaging with said train pipe and having an angular head, and a two-part holder engaging the head of the angle cock and clamping said train pipe, each of the parts of said holder being provided with an opening to allow the inspection of the joint between the angle cock and the train pipe.

5. The combination with a train pipe, of an angle cock engaging with said train pipe, a clamp comprising two parts, and means for fastening the parts together, each of said parts having a jaw shaped to engage an angle of the head of said cock and to clamp said pipe, said holder being arranged to allow inspection of the joint between the angle cock and the train pipe.

6. The combination with a train pipe, of an angle cock engaging with said train pipe, and a holder comprising two parts adapted to surround the head of the angle cock, one of said parts being provided with a pair of bifurcated lugs, and the other part having one end T-shaped to engage one of said lugs, and the other end threaded and provided with a nut to engage with the other of said lugs, said holder being adapted to clamp around said train pipe.

7. The combination with a train pipe, of an angle cock engaging with said train pipe,

a holder for said cock comprising two parts adapted to surround the head, one of said parts being provided with a pair of bifurcated lugs, and the other part having one end T-shaped to engage with one of said lugs and the other end threaded and provided with a nut to engage with the other of said lugs, each of said parts being provided with a rearward extension adapted to engage and clamp the train pipe.

8. The combination with a train pipe, of an angle cock engaging with said train pipe, a holder for said angle cock comprising two parts adapted to surround the head, one of said parts being provided with a pair of bifurcated lugs and the other part having one end T-shaped to engage with one of said lugs, and the other threaded and provided with a nut to engage with the other of said lugs, each of said parts being provided with a rearward extension adapted to engage and clamp the train pipe, said rearward extensions being provided with an opening to allow inspection of the joint between the train pipe and angle cock.

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

LOUIS A. HOERR. [L. s.]

Witnesses:

W. A. ALEXANDER,
G. M. SHORE.