

No. 783,030.

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J. EARLEY & J. T. O'BRIEN.

GASKET.

APPLICATION FILED OCT. 4, 1904.

Fig. 1.

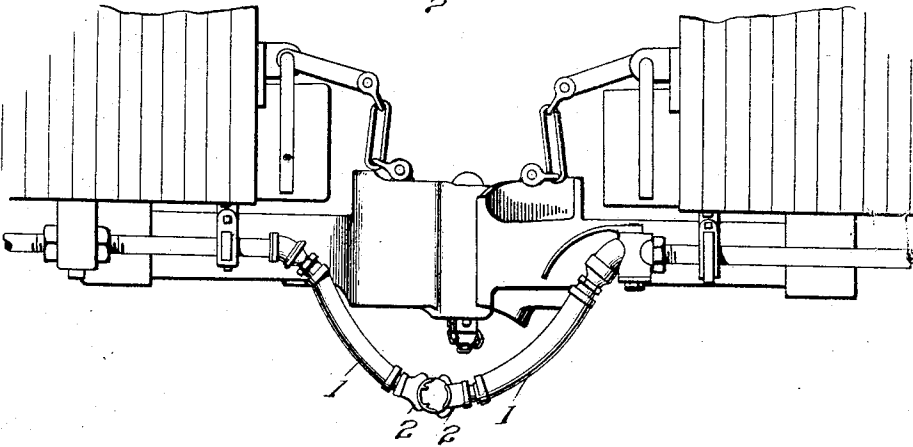


Fig. 2.

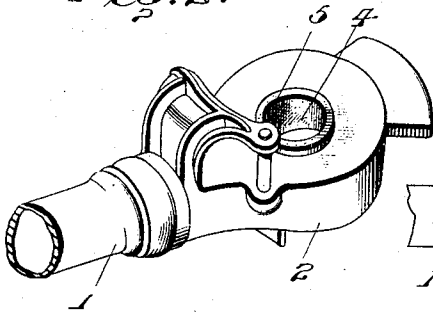


Fig. 3.

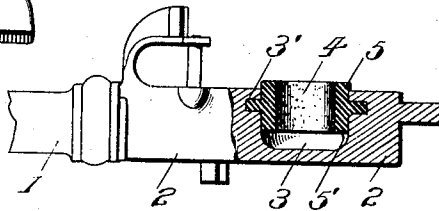
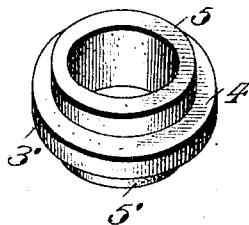


Fig. 4.



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UNITED STATES PATENT OFFICE.

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GASKET.

SPECIFICATION forming part of Letters Patent No. 783,030, dated February 21, 1905.

Application filed October 4, 1904. Serial No. 227,123.

To all whom it may concern:

Be it known that we, JAMES EARLEY and JOHN THOMAS O'BRIEN, citizens of the United States, residing at Oklahoma, in the county of Oklahoma and Territory of Oklahoma, have invented new and useful Improvements in Gaskets, of which the following is a specification.

The present invention relates to improvements in gaskets, and especially in gaskets to be used in an air-hose such as is carried by the cars and rolling-stock of ordinary railroads.

This gasket is especially adapted for use in the head of each of the portions of air-hose that are carried by the separate cars in trains. In connecting the air-hose between the cars it is necessary that the coupling-head of each section be provided with a gasket of such a nature as to prevent the loss of air by its escape between the two opposing heads forming the coupling between the sections of air-hose. It has been usual to employ resilient gaskets within the head of each coupling member, the same having a portion projecting slightly beyond the face of the head within which it is carried, so that when the opposite head is forced into position an air-tight joint is formed. As is readily understood, the wear and tear on these gaskets, which are usually formed of rubber, is great and necessitates the frequent changing of these gaskets in order to insure the coupling being made air-tight.

The purpose of this present invention is to do away with the necessity of so frequently changing these gaskets, which under the present usage are discarded as soon as the projecting portion becomes worn. The further object of the invention is to reduce the number of such gaskets that must be carried by the trainmen or upon the trains for the purpose of renewal of the worn gasket.

To accomplish the purposes above set forth, the present invention contemplates the formation of a gasket with a double face, whereby when one of the faces becomes worn by frictional contact due to the constant coupling and uncoupling of the heads of the air-hose sections the gasket may be reversed and the unworn face presented, thus avoiding the ne-

cessity of throw away the gasket and lengthening its period of utility.

The structure and application of this invention will appear and be more specifically pointed out in the following description, taken in conjunction with the accompanying drawings, which fully illustrate the device both as to its use and structure.

In the accompanying drawings, Figure 1 illustrates portions of two railway-cars carrying an air-hose, showing the parts where it is intended to apply this present invention. Fig. 2 is a detail view of one of the heads of the air-hose wherein is disposed the improved gasket. Fig. 3 is a view, partly in section, showing clearly the position of the gasket within the head of the air-hose. Fig. 4 is a perspective view illustrating the structure of the gasket.

Referring more particularly to the drawings, the two sections of air-hose 1 1 are each provided with the coupling-heads 2 2, which are adapted to be brought together to form a connected or single line of air-hose in the usual manner. Each of these coupling-heads 2 is provided with a circular chamber 3, within the upper portion whereof there is formed a recess or groove 3'. It is understood that so far this is the usual structure in the heads of air-hose, and the chamber 3 is intended to communicate with this section of hose and form, with the chamber 3 in the opposite coupling-head, an open passage for air from one section of hose to the other. Adapted to seat in the chamber 3 of the coupling-head is the gasket 4, which forms the subject of the present invention. This gasket comprises the body portion 4, at each side of which are formed the projecting flanges or faces 5 and 5'. This gasket is formed of a resilient material, preferably rubber, and the face 5, which projects from one side of the body or larger portion of the gasket, is a duplicate of the portion 5', which is formed upon the opposite side. In use the body portion of the gasket 4 is forced into the chamber 3 and seats in a groove or recess 3' of the coupling-head, one of the faces 5 5' projecting above the face of the coupling-head, while the other one of

these faces lies within the chamber in engagement with the walls thereof. In Fig. 3 the position of the gasket within the head of the air-hose is clearly shown. In this case one of the faces, 5, is shown as the exposed one, while the opposite face, 5', is within the chamber.

It is to be understood that this gasket being made of resilient material, such as rubber, the same may be easily placed in position within the coupling-head, the body portion giving upon contact with the walls of the chamber until opposite the recess 3', when the same will immediately spring into place.

It is clearly seen from the foregoing description that when it is found that the joint between the coupling is leaky that it is only necessary for the trainmen to take out this gasket and reverse the same, thereby exposing the opposite face or flange above the coupling. This results in remedying the defect in the joint and at the same time does away with the necessity of a new gasket.

The advantages of this improved gasket are readily understood in view of the foregoing description and explanation of its use in connection with an air-hose, and it is to be noted especially that by the improved structure set forth the length of the period of utility of gaskets used in this connection is materially increased by providing in place of the common well-known gasket one which may be termed "reversible" and by its reversibility at least doubles its usefulness as compared with those formerly employed. Furthermore, by using a gasket of the present nature the supply of

such articles which must be carried by the trainmen or by the train is greatly reduced, while the saving of material presents a marked economic advantage.

Various changes may be introduced in the formation of the gasket comprising the present invention, such as changes of formation, size, and material, to meet certain demands; but we consider that these are entirely contemplated by our invention and do not wish to be limited to such details.

What we claim, and desire to protect by Letters Patent of the United States, is—

In combination with the head of an air-hose provided with an air-chamber, a flexible reversible gasket arranged to seat within said chamber, said gasket comprising a body portion to engage a recess in the walls of the chamber, and double-flange portions projecting in opposite directions from said body portion, one of said flange portions projecting above the face of the head for use in forming an air-tight joint, the other flange resting wholly within the chamber, whereby the latter is protected against wear until desired for use by reversal of the gasket.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

JAS. EARLEY.
JOHN THOMAS O'BRIEN.

Witnesses:

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