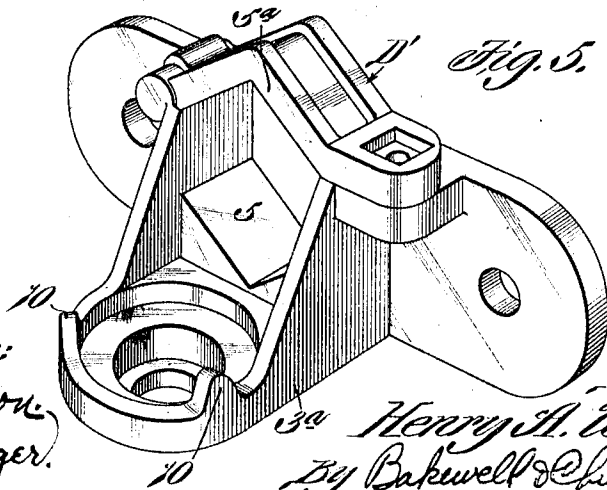
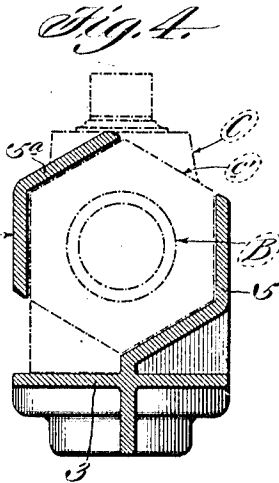
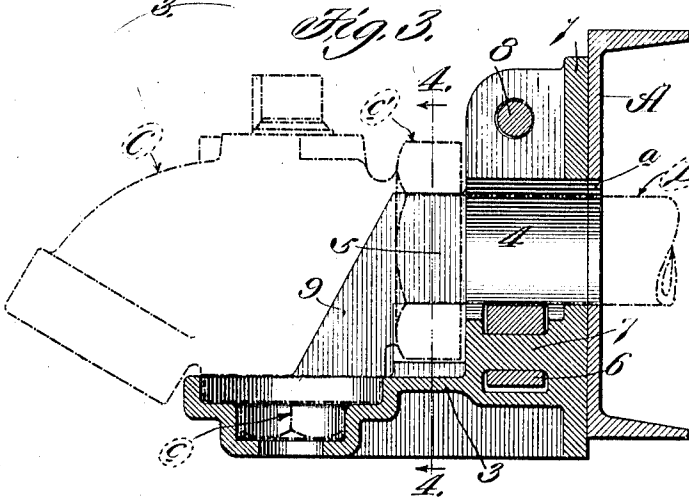
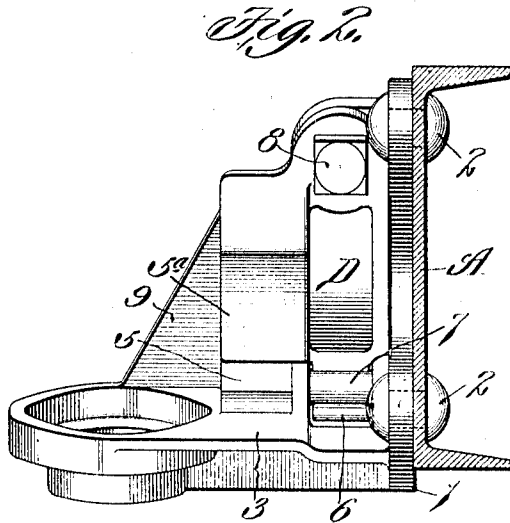
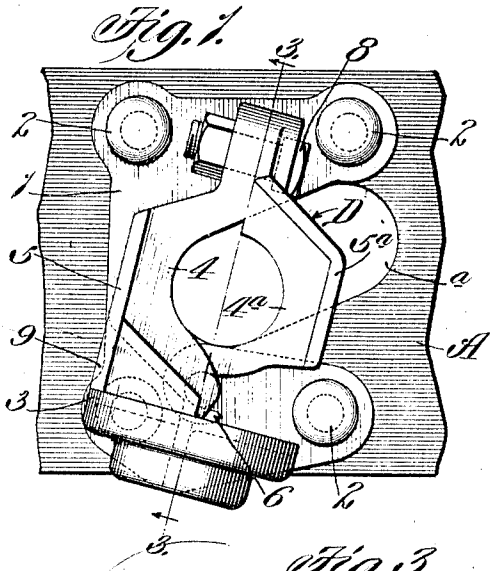


H. A. WAHLERT.  
 ANGLE COCK HOLDER.  
 APPLICATION FILED MAY 27, 1912.

1,064,112.

Patented June 10, 1913.

2 SHEETS—SHEET 1.



Witnesses:  
 Geo. R. Radson,  
 C. M. Badger.

Inventor:  
 Henry A. Wahlert.  
 By Bakewell & Church, Attys.

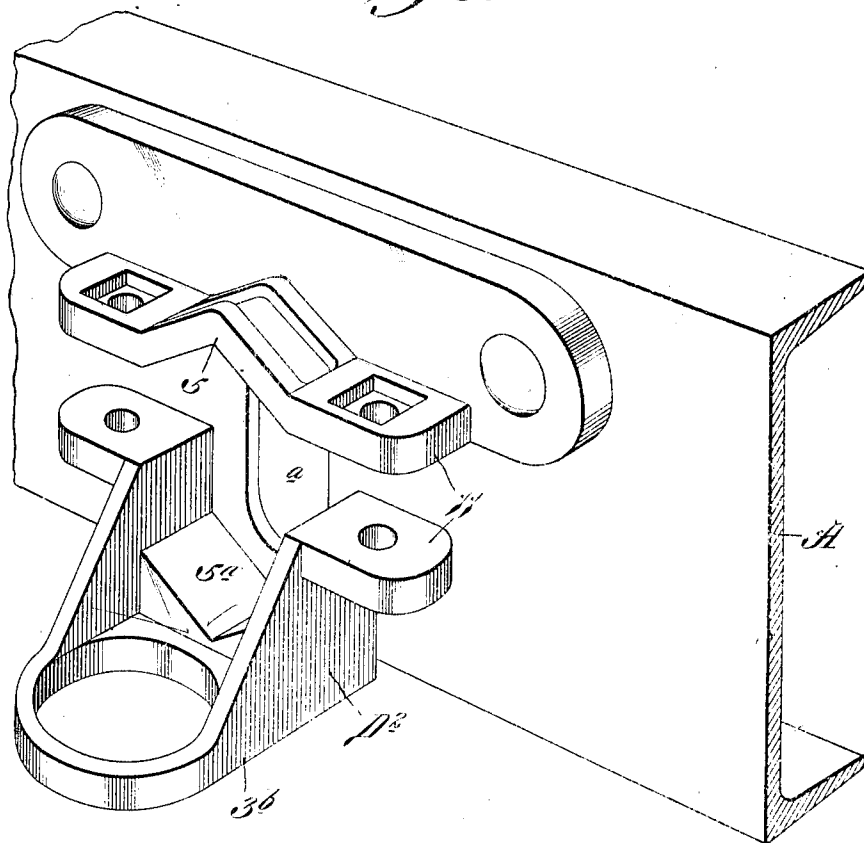
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2 SHEETS—SHEET 2.

*Fig. 6.*



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# UNITED STATES PATENT OFFICE.

HENRY A. WAHLERT, OF ST. LOUIS, MISSOURI, ASSIGNOR TO ACME PIPE CLAMP COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF ILLINOIS.

## ANGLE-CKOCK HOLDER.

1,064,112.

Specification of Letters Patent.

Patented June 10, 1913.

Application filed May 27, 1912. Serial No. 700,046.

*To all whom it may concern:*

Be it known that I, HENRY A. WAHLERT, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Angle-Cock Holders, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same.

10 This invention relates to angle-cock holders such as are used on railway cars for holding the angle-cock that is screwed onto the end of the train-pipe.

One object of my invention is to provide a device of the character described that has a portion which projects forwardly under the body of the angle-cock and thus receives the downward strains which the angle-cock is subjected to when it is in service, said forwardly projecting portion being preferably so designed that it also resists the longitudinal strains on the angle-cock and prevents the angle-cock from moving longitudinally with relation to the train-pipe or from dropping in case it becomes accidentally detached from the train-pipe.

Another object is to provide an angle-cock-holder that prevents the angle-cock from rotating or from moving longitudinally and which is so designed that it will hold the angle-cock in the angular position required by the Master Car Builders' Association. And still another object is to provide a combined pipe-clamp and angle-cock-holder that has a forwardly projecting shelf or supporting portion which is constructed to receive some part of the body of the cock, preferably the lower portion of the body or the cap nut on the under side of same.

40 Other objects and desirable features of my invention will be hereinafter pointed out.

Figure 1 of the drawings is a front elevational view of a combined pipe-clamp and angle-cock-holder constructed in accordance with my invention; Fig. 2 is a side elevational view of said device; Fig. 3 is a vertical longitudinal sectional view taken on the line 3—3 of Fig. 1; Fig. 4 is a vertical cross sectional view taken on the line 4—4 of Fig. 3; and Figs. 5 and 6 are perspective views illustrating slight modifications of my invention.

Referring to Figs. 1 to 4 of the drawings which illustrate the preferred form of my invention, A designates the end sill of a car

provided with an opening *a* through which the train-pipe B passes, and C designates the angle-cock that is screwed onto the end of the train-pipe, as indicated in broken lines in Fig. 3.

My improved angle-cock-holder comprises a stationary member having a vertically disposed plate portion 1 provided with an opening for the train-pipe and adapted to be secured to the end sill of the car by fastening devices 2 of any suitable character, and a forwardly projecting shelf or supporting portion 3 which extends under the body of the angle-cock, as shown in Fig. 3, so as to resist the downward strains and longitudinal strains to which the angle-cock is subjected when it is in service and thus prevent the angle-cock from being broken off the train-pipe or from moving longitudinally in case it should become detached accidentally.

In the embodiment of my invention shown in Figs. 1 to 4 the shelf portion 3 of the device is constructed to receive the cap nut *c* on the under side of the body part of the angle-cock, as shown in broken lines in Fig. 3, but I do not wish it to be understood that my invention is limited to such a construction for the shelf or supporting portion 3 of the device could be constructed in various other ways to prevent longitudinal movement of the angle-cock without departing from the spirit of my invention, the idea being to provide the device with a portion that coöperates with some part of the body of the cock instead of the hexagonal-shaped head on the cock to prevent longitudinal movement.

In view of the fact that the Master Car Builders' Association requires an angle-cock to be arranged at a certain angle on the train-pipe of a car, I prefer to arrange the shelf portion 3 in an angular position, as shown in Fig. 1, thus permitting the plate portion 1 of the device to be arranged straight on the end sill of the car and consequently insuring a proper positioning of the angle-cock when the device is installed. Projecting forwardly from the plate portion 1 of the stationary member of the device is a pipe-clamping portion 4 that bears upon the train-pipe B, and a substantially V-shaped angle-cock-clamping portion 5 that bears upon the hexagonal-shaped head *e*' of the angle-cock. A movable member D which is provided with coöperating pipe-

clamping and angle-cock-clamping portions 4<sup>a</sup> and 5<sup>a</sup>, respectively, is detachably connected to the stationary member of the device so as to securely clamp the train-pipe and also prevent the angle-cock from turning or rotating. The movable member D can be connected to the stationary member of the device in various ways, but I prefer to provide said movable member at its lower end with a hook 6 that engages a pin 7 on the stationary member of the device and thus pivotally connects the two parts of the device together, the movable member being held in position by a bolt or other suitable fastening device 8 that projects through alining openings in the upper portions of the movable and stationary members of the device. If desired, the forwardly projecting shelf or supporting portion 3 of the device can be connected to the stationary pipe-clamping portion 5 by a gusset or tapered web 9 formed integral with said parts.

A device of the construction above-described will securely hold a train-pipe and an angle-cock in position; it takes up the downward and longitudinal strains which the angle-cock is subjected to when in service owing to the fact that it comprises a forwardly projecting shelf portion that extends under the body of the angle-cock; and it is so designed that the proper angular position of the cock is insured when the device is applied in the most natural and convenient way to the car, namely, with the plate portion of the device arranged straight.

As shown in Fig. 1, the alining openings in the plate portion 1 of the device and in the end sill A of the car through which the train-pipe passes, are elongated and disposed at an angle so that the train-pipe can be moved laterally, after the movable member D has been opened, to carry the angle-cock out of engagement with the stationary member of the device and thus permit the angle-cock to be screwed onto or off of the train-pipe.

Instead of arranging the movable member at one side of the device, as shown in Fig. 1, the device can be constructed in the manner illustrated in Fig. 5, wherein the movable member D' extends across the upper side of the hexagonal-shaped head on the angle-cock so as to securely clamp the angle-cock in the stationary part of the device, it being immaterial so far as my broad idea is concerned whether or not the device comprises means for clamping the train-pipe. The forwardly projecting shelf or angle-cock-supporting portion 3<sup>a</sup> of the device shown in Fig. 5 is also of slightly different construction in that it is provided with upwardly projecting lugs 10 that engage the body of the angle-cock so as to take up the

longitudinal strains and pulls to which the angle-cock is subjected.

While I prefer to form the angle-cock-supporting shelf on the stationary member of the device, namely, on the part that is connected to the end sill of the car, I could, of course, form a shelf or supporting portion 3<sup>b</sup> on the movable member D<sup>2</sup> of the device, as shown in Fig. 6, said movable member being detachably connected to the permanent or stationary member of the device in any suitable manner as, for example, by means of bolts, not shown, that pass through openings in cooperating ears 11 on the stationary and movable members of the device.

Fig. 6 illustrates another slight change that could be made in the construction of the device, namely, forming the shelf 3<sup>b</sup> in such a manner that the cap nut on the bottom of the body part of the angle-cock will not be subjected to strains.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:

1. An angle-cock-holder provided with an angle-cock-supporting portion that extends under the body part of the angle-cock and a portion that bears against the head of the cock.
2. An angle-cock-holder provided with an angle-cock-supporting portion that extends under the body part of the angle-cock, and removable means for preventing the angle-cock from turning or rotating.
3. An angle-cock-holder provided with an angle-cock-supporting portion that extends under the body part of the angle-cock, said portion being so designed that it receives the longitudinal strains to which the cock is subjected, and a portion for engaging the head of the cock.
4. An angle-cock-holder provided with an angle-cock-supporting portion that extends under the body part of the angle-cock, said portion being so designed that it receives the longitudinal strains to which the cock is subjected, and adjustable means for holding the cock in operative position in said supporting portion.
5. An angle-cock-holder provided with means that engages the body part of an angle-cock so as to prevent longitudinal movement of the cock, and means that engages the head of the cock so as to prevent the cock from turning or rotating.
6. An angle-cock-holder comprising a stationary part and a movable part, said parts having cooperating surfaces for engaging the head of the angle-cock so as to hold the cock in a certain position and prevent it from turning, and an integral portion on one of said parts that engages the body of the angle-cock at a point in front of the head of the cock and thus prevents the cock from moving longitudinally.

7. An angle-cock-holder comprising a stationary part and a movable part provided with cooperating surfaces for clamping the head of the angle-cock so as to hold the cock in position, and a forwardly projecting portion on one of said parts that extends under the body of the cock and engages same at a point in front of the head so as to support the cock and prevent it from moving longitudinally.

8. An angle-cock-holder comprising a stationary part and a movable part provided with cooperating angularly-disposed surfaces for engaging the head of the cock so as to prevent the cock from turning or rotating, and a forwardly projecting supporting portion on one of said parts on which the body of the cock bears freely, said forwardly projecting portion engaging the cock in such a manner that it not only supports the cock but also prevents it from moving longitudinally.

9. An angle-cock-holder comprising a portion that is adapted to be connected to the car, a forwardly projecting portion that extends under the body part of the angle-cock, and a portion that conforms approximately to a surface on the head of the cock.

10. An angle-cock-holder provided with a forwardly projecting shelf that is constructed to receive the angle-cock and thus prevent the cock from moving longitudinally or dropping in case it becomes accidentally detached from the train-pipe, and means that coöperates with the head of the cock to clamp the cock in said shelf.

11. A combined pipe-clamp and angle-cock-holder comprising means for clamping a train-pipe, means for clamping the head

of an angle-cock, and a forwardly projecting portion that extends under the body of the cock.

12. A combined pipe-clamp and angle-cock-holder comprising means for clamping a train-pipe, means for clamping the head of an angle-cock, a forwardly projecting portion that extends under the body of the cock, and means on said forwardly projecting portion for preventing longitudinal movement of the cock.

13. A combined pipe-clamp and angle-cock-holder comprising a stationary member and a movable member provided with cooperating portions for engaging a train-pipe and the head of an angle-cock that is mounted on said pipe, and a forwardly projecting portion on one of said members that coöperates with some part of the body of the angle-cock to prevent longitudinal movement of same.

14. A device for the purpose described, comprising a stationary member provided with a portion that is adapted to be connected to a car and a forwardly projecting shelf portion that is constructed to receive the body of the angle-cock, a movable member, cooperating means on said stationary and movable members for clamping the train-pipe and the head of the angle-cock, and means for connecting said members together.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this twenty-second day of May 1912.

HENRY A. WAHLERT.

Witnesses:

WELLS L. CHURCH,  
GEORGE BAKEWELL.