

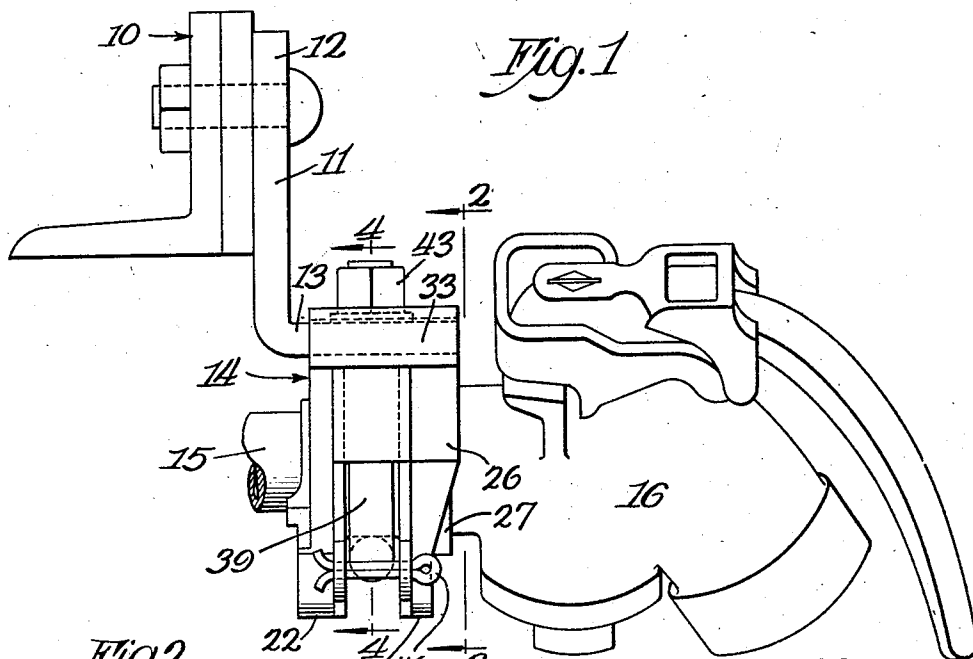
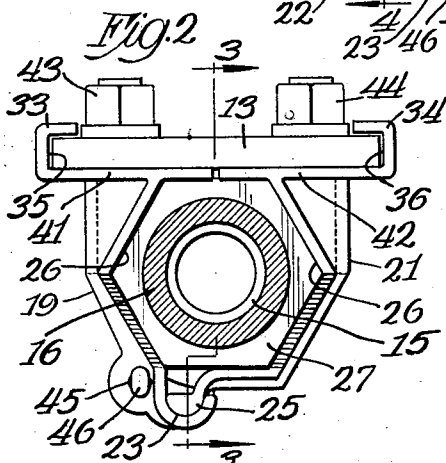
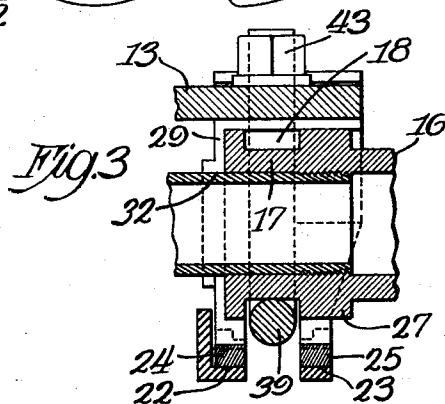
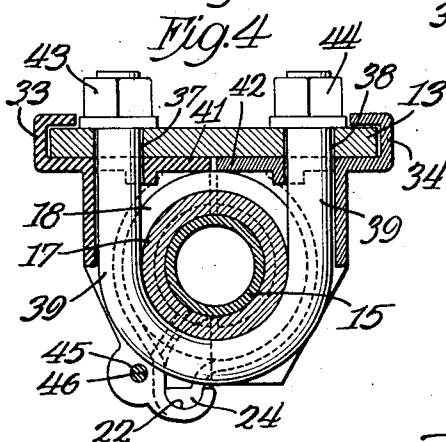
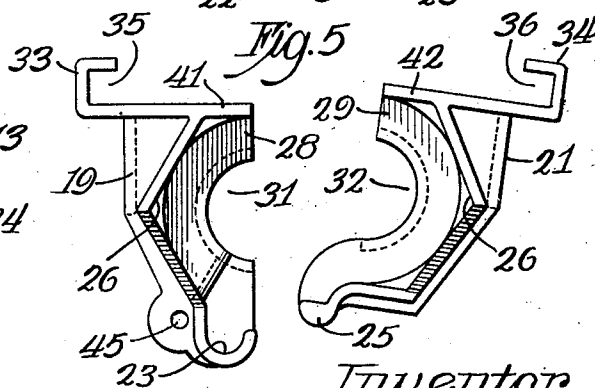
June 2, 1931.

H. E. BARTSCH

1,808,516

ANGLE COCK HOLDER

Filed May 31, 1930



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UNITED STATES PATENT OFFICE

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ANGLE COCK HOLDER

Application filed May 31, 1930. Serial No. 458,101.

This invention relates to appliances for railway cars, and more especially to angle cock holders.

The principal object of the invention is the provision of a new and improved holding device for retaining an angle cock in operative position on a railway car, together with novel means for assembling the device and holding the same in operative position.

Another object of the invention is the provision of a new and improved angle cock holder device that is so constructed that it may be attached to angle cocks already assembled on the railway car.

A further object of the invention is the provision of a new and improved angle cock holder that is inexpensive to manufacture, simple in construction, that may be applied with a minimum of labor and expense, and that is efficient and economical in use.

Other and further objects and advantages of the invention will appear from the following description taken in connection with the accompanying drawings, in which

Fig. 1 is a side elevation of a portion of a car showing the invention in position thereon;

Fig. 2 is a section on line 2—2 of Fig. 1;

Fig. 3 is a section on line 3—3 of Fig. 2;

Fig. 4 is a section on line 4—4 of Fig. 1; and

Fig. 5 is a side elevation of the holder showing the parts disassembled.

It is a common practice to employ angle cock holders so constructed that when they are to be applied it is necessary to remove the angle cock from the air pipe line. This construction is objectionable because of the time and labor necessary to attach the holder in operative position.

The present invention seeks to eliminate these defects by the provision of means whereby the holder may be attached without removing or disturbing any portion of the car, air pipe line or the angle cock.

Referring now to the drawings, the reference character 10 designates generally a railway car to which is rigidly attached the angle cock holder support 11. The support 11 may be of any suitable construction de-

pending on whether it is to be attached to the side or bottom of the end sill of the car. In the construction shown, this support is angular, being provided with the upwardly extending portion 12 which is adapted to be attached to the end of the car, and with a laterally extending arm 13 to which the angle cock holder designated generally by the reference character 14, is adapted to be attached.

The car is provided with the air pipe 15 to the outer end of which is secured the angle cock 16 as is usual in such constructions. The angle cock 16 is adapted to be screw-threaded on to the end of said pipe as clearly shown in Fig. 3, and is provided with an inwardly extending sleeve or flange 17. This sleeve or flange 17 is adapted to strengthen the connection between the angle cock and the pipe in that the bending forces to which the angle cock is subjected in the automatic unlocking of the air brake hose or flexible connection between the brake pipes of two adjacent cars when they are disconnected, will be transmitted to the pipe at a considerable distance inwardly of the screw-threaded portion thereof. Without this sleeve or bracket extension the pipe would be likely to break due to the indentations on the same formed by the threads. The sleeve or flange 17 is provided with an annular recess 18 for receiving an attaching U-bolt as will presently appear.

The holder 14 comprises a body portion divided into sections 19 and 21 which are adapted to be connected together at their lower ends by any suitable detachable hinge connection. As shown, each section is recessed or bifurcated at its lower end and the furcations of the section 19 are provided with a pair of curved recesses 22 and 23 which are adapted to be engaged by corresponding convex projections 24 and 25 respectively on the section 21. The sections 19 and 21 are provided with a cooperating non-circular seat 26 which, in the form shown, is angular for receiving the angular end 27 of the angle cock for holding the same and preventing it from turning.

Cooperating flanges 28 and 29 are provided at the end of the seat 26 for engaging the inner end of the angle cock, said flanges be-

ing provided with semi-circular openings 31 and 32 which, when the device is assembled, provide a circular opening through which the air pipe 15 extends.

The upper ends of the sections 19 and 21 are provided with flanges 33 and 34 which extend upwardly and then inwardly to form the channels 35 and 36 which are adapted to engage the side edges of the supporting arm 13 as clearly shown in Fig. 2 of the drawings. The supporting arm 13 is provided with a pair of openings 37 and 38 which are adapted to receive the upper ends of a U-bolt 39 which is adapted to extend upwardly through the webs 41 and 42 of the sections 19 and 21. The curved portion of the U-bolt is adapted to extend upwardly in the recess formed by the bifurcated portions of the lower ends of the sections and is adapted to engage in the circular recess 18 of the angle cock 16. The U-bolt is adapted to be clamped against the angle cock by suitable nuts 43 and 44.

In order to prevent the loss or accidental removal of the U-bolt one or both of the sections 19 and 21 may be provided with apertures 45 for receiving a pin such as the cotter pin 46, see Fig. 1.

In attaching the device to a railway train, assuming that the bracket 11 is in position, the two sections are pivoted together by inserting the members 24 and 25 in the sockets 22 and 23 and the upper ends of the same are brought together to cause the arm 13 to engage the recesses 35 and 36 with the angular end of the angle cock positioned in the seat 26.

The U-bolt is then placed in position through the holder and the arm 13 with the curved portion in the recess 18, after which the nuts 43 and 44 are applied and the cotter pin 46 placed in position. Should the nuts 43 and 44 become lost, the cotter pin 46 will prevent the U-bolt from becoming disengaged from the sections 19 and 21, and the arm 13. The flanges 33 and 34 will thereby support the angle cock and the U-bolt will prevent the disengagement of these flanges.

I claim as my invention:

1. In an angle cock holder, a body portion divided into two sections, means for hinging said sections together, said sections having opposed channels at their upper ends for embracing a support, said sections being provided with cooperating recesses to form an opening transversely through said body portion, a U-bolt extending upwardly through vertical apertures in said sections, the curved portion of said bolt extending into said opening, and means for preventing the accidental removal of said U-bolt.

2. An angle cock holder comprising a body member divided into two sections, one of said sections being provided at its lower end with a socket for receiving a corresponding extension on the lower end of the other section, said sections having opposed channels on

their upper ends, said sections being provided with a non-circular seat between said upper and lower ends for receiving the sleeve portion of an angle cock, said sections being provided with recesses at their lower ends for receiving a U-bolt and provided at their upper ends with vertical openings for receiving the arms of said bolt, and means for retaining said bolt in position in said body portion.

3. An angle cock holder comprising a body portion comprising two sections hinged together, opposing channels carried by the upper end of said sections for embracing the side edges of a support, said sections cooperating to provide a non-circular seat for receiving the inner end of an angle cock, a U-bolt adapted to extend upwardly through said sections for engaging said angle cock and said support, and means engaging beneath said U-bolt for holding the same within said sections.

4. An angle cock holder comprising a body portion composed of two sections, said sections having opposed channels in their upper portions for engaging a support, one of said sections having a socket and the other a projection for engaging said socket for hinging said sections together, said body portions being provided with an angular seat for receiving the angular end of an angle cock, a U-bolt extending upwardly through perforations in said sections and adapted to directly engage said angle cock, and means engaging the lower portion of said U-bolt for preventing displacement of the same.

In testimony whereof I affix my signature.
HERBERT E. BARTSCH.