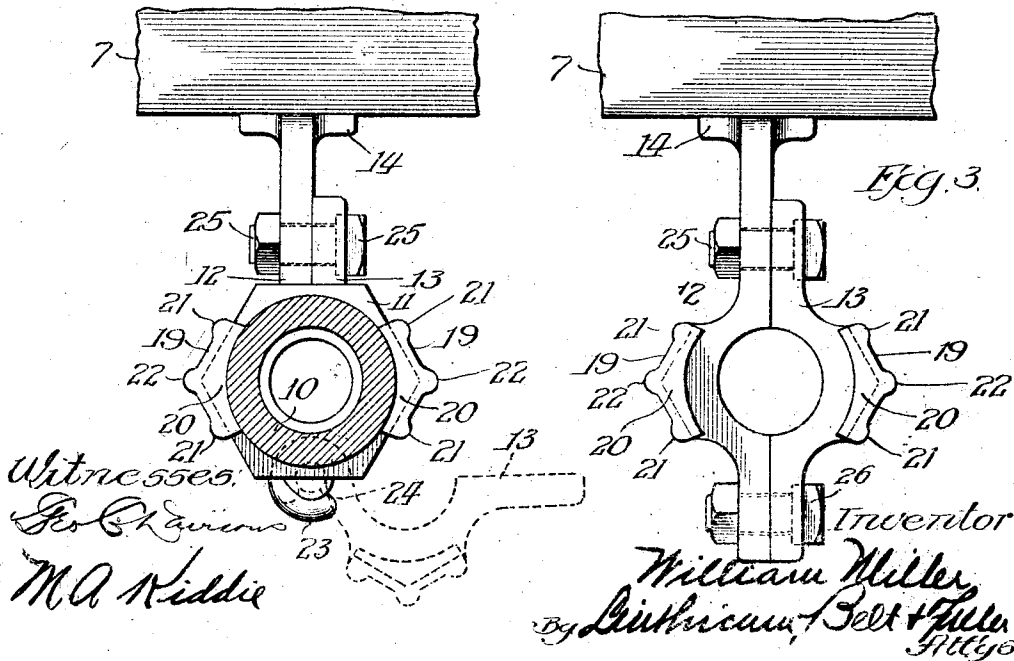
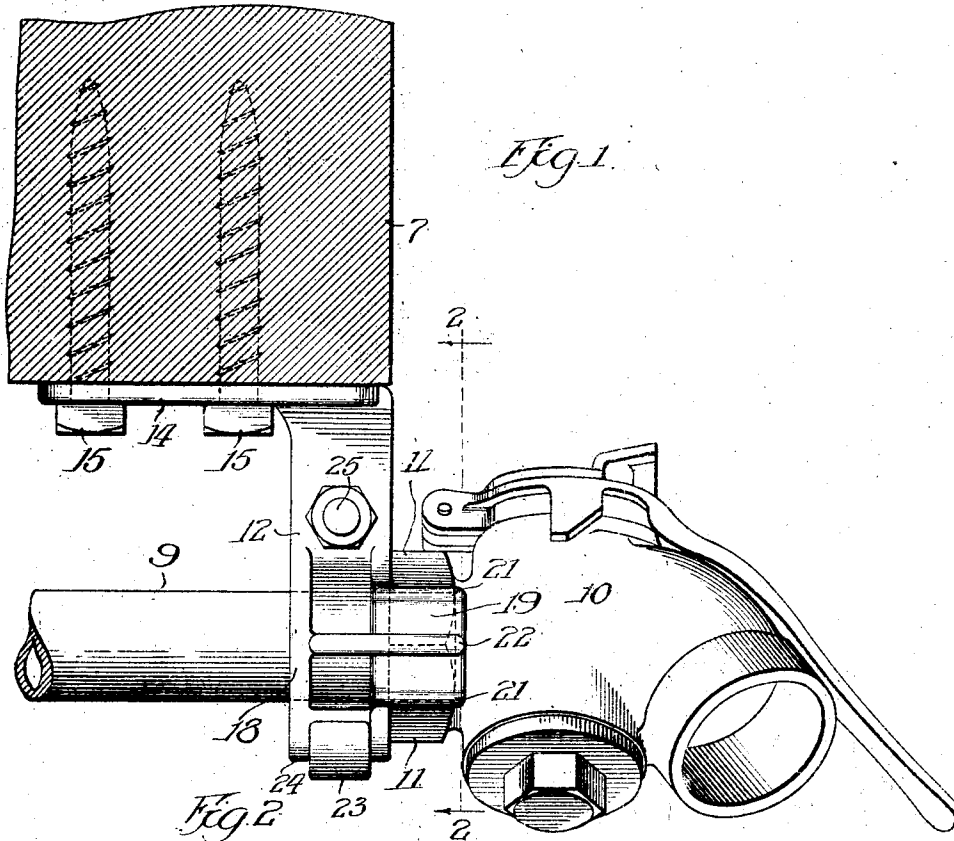


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 COMBINED ANGLE COCK AND PIPE CLAMP.
 APPLICATION FILED MAR. 6, 1911.

994,266.

Patented June 6, 1911.

2 SHEETS—SHEET 1.

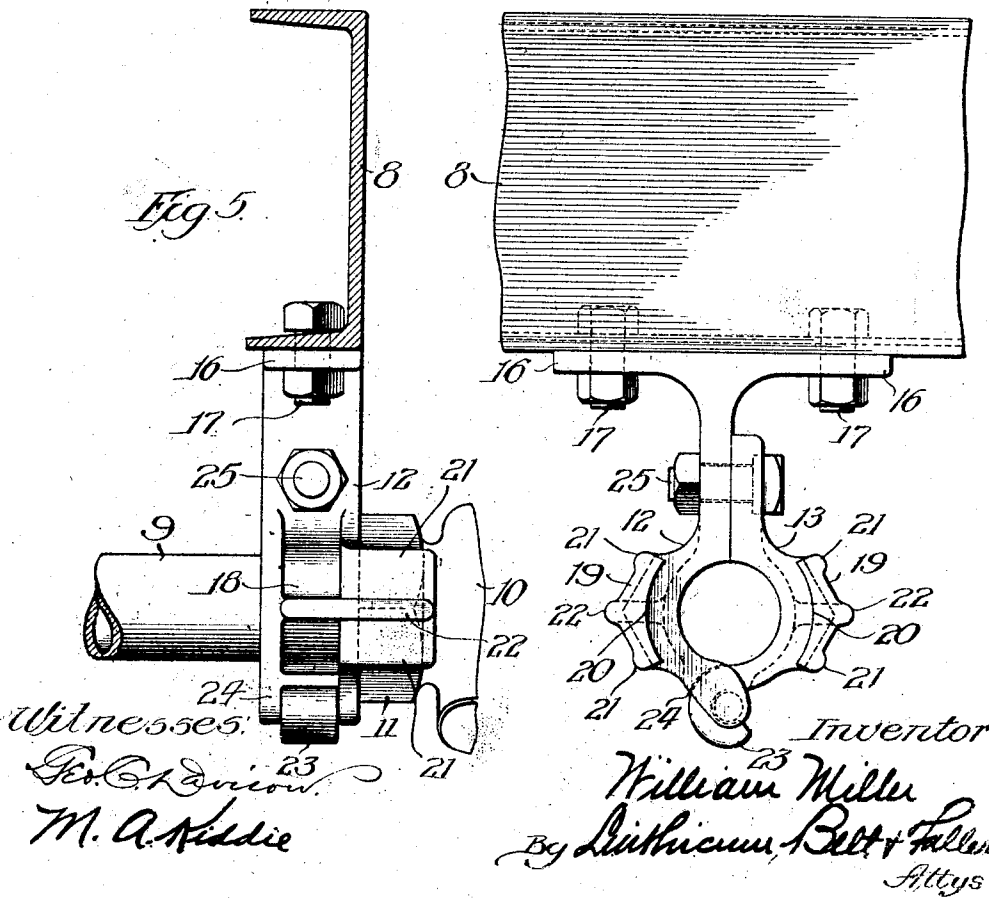
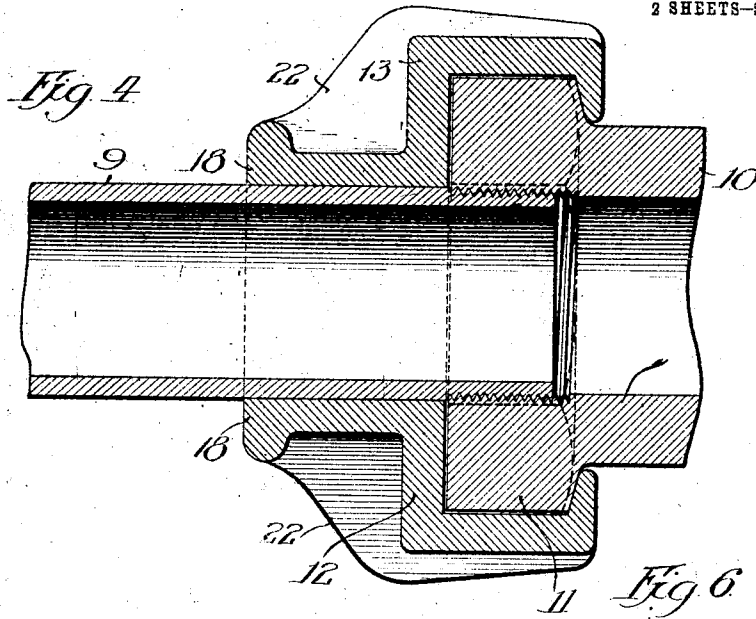


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2 SHEETS—SHEET 2.



UNITED STATES PATENT OFFICE.

WILLIAM MILLER, OF CHICAGO, ILLINOIS.

COMBINED ANGLE-COCK AND PIPE-CLAMP.

994,266.

Specification of Letters Patent.

Patented June 6, 1911.

Application filed March 6, 1911. Serial No. 612,544.

To all whom it may concern:

Be it known that I, WILLIAM MILLER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Combined Angle-Cocks and Pipe-Clamps, of which the following is a specification.

The objects of this invention are to provide a device of simple construction for clamping and holding both the train pipe and the angle cock of a railway car, to reinforce the end portion of the pipe, and to prevent loss of the cock and the hose connected therewith in event the pipe is broken. And a further object of the invention is to provide a clamp device which can be readily released without disconnecting the device from the car to facilitate the removal of the angle cock for repair or replacement.

In the accompanying drawings illustrating my invention Figure 1 is a side elevation showing the wood end sill in section. Fig. 2 is a transverse sectional view on the line 2—2 of Fig. 1. Fig. 3 is a front elevation of the clamp device without the pipe or cock, showing a modification. Fig. 4 is an enlarged sectional view showing parts of the clamp, cock and pipe. Fig. 5 is a side elevation of the invention applied to a metal end sill which is shown in section. Fig. 6 is a front elevation of the invention applied to a metal end sill and omitting the train pipe and cock.

Referring to the drawings, 7 is a wood end sill, 8 is a metal end sill and 9 is a train pipe of a railway car. The angle cock 10 may be of any desired construction and it is preferably provided with a hexagonal head 11 which is interiorly threaded to engage the threaded end of the train pipe (Fig. 4).

The clamp device comprises two members 12 and 13, the former having a bracket comprising a horizontal projection 14 extending in the direction of the train pipe to receive the lag screws 15 for fastening the clamp device to a wood sill (Fig. 1), or lateral projections 16 to receive the bolts 17 for fastening the clamp device to the metal end sill (Figs. 5 and 6).

The clamp device comprises a sleeve 18, one half of which is integral with each of the clamp members, to engage and reinforce and strengthen the end portion of the train pipe. The two members of the clamp device are provided with oppositely disposed

forwardly extending projections 19 which are shaped on their inner opposing faces to engage opposite angles on the hexagonal head of the clamp, and each of these forward projections is provided with an inwardly directed flange 20 to overlap the front of said head. The projections 19 are strengthened by ribs 21 at the top and bottom and by centrally disposed webs 22 which extend back and over the sleeve sections 18. The members 12 and 13 of the clamp device are made as separate parts and the member 13 is provided at its lower end with a hook 23 adapted to engage a socket 24 in the lower end of the member 12, the upper end of the member 13 being fastened to the member 12 by a bolt 25. When this bolt is removed the member 13 may be swung downward, as shown in broken lines in Fig. 2, to permit the removal of the cock for repair or other purposes.

My invention provides a clamp for securing both the pipe and the angle cock on the car. If the pipe should break the clamp would hold the cock in place and prevent it from dropping on the ground and entailing the loss of the cock and the hose connected therewith. The clamp is constructed to reinforce and strengthen the end of the pipe so as to reduce the liability of breakage to a minimum. The two parts of the clamp are fastened together by a single bolt except in the construction shown in Fig. 3 in which the lower ends of the clamp members are fastened together by a bolt 26 instead of the hook and socket construction shown in the other figures. The one bolt construction is preferred because of its simplicity and also because it permits the clamp to be opened for the removal of the cock without wholly disconnecting the two members of the clamp.

The projections 19 constitute jaws which are shaped to fit angles of the hexagonal head of the cock to prevent it from turning on the pipe when the clamp is locked, and the flanges on the jaws prevent the cock from becoming disconnected from the clamp in event the pipe is broken.

What I claim and desire to secure by Letters Patent is:

1. The combination of a train pipe and an angle cock engaged with said pipe and having an angular head, of a clamp comprising two members and means for fastening the members together, each of said mem-

bers having a jaw shaped to engage an angle or corner of said head, and an inwardly extending flange on the jaw to engage said head.

- 5 2. The combination of a train pipe and an angle cock engaged with said pipe and having an angular head, of a clamp comprising two members, each having a section of a sleeve to engage and hold the pipe
10 and a jaw to engage and hold said head against rotation, one of said members hav-

ing a hook at its lower end to engage a socket in the lower end of the other member and one of said members having a bracket for engagement with the end sill 15 of a car, and means above the sleeve for fastening the members together.

WM. MILLER.

Witnesses:

WM. O. BELT,

M. A. KIDDIE.