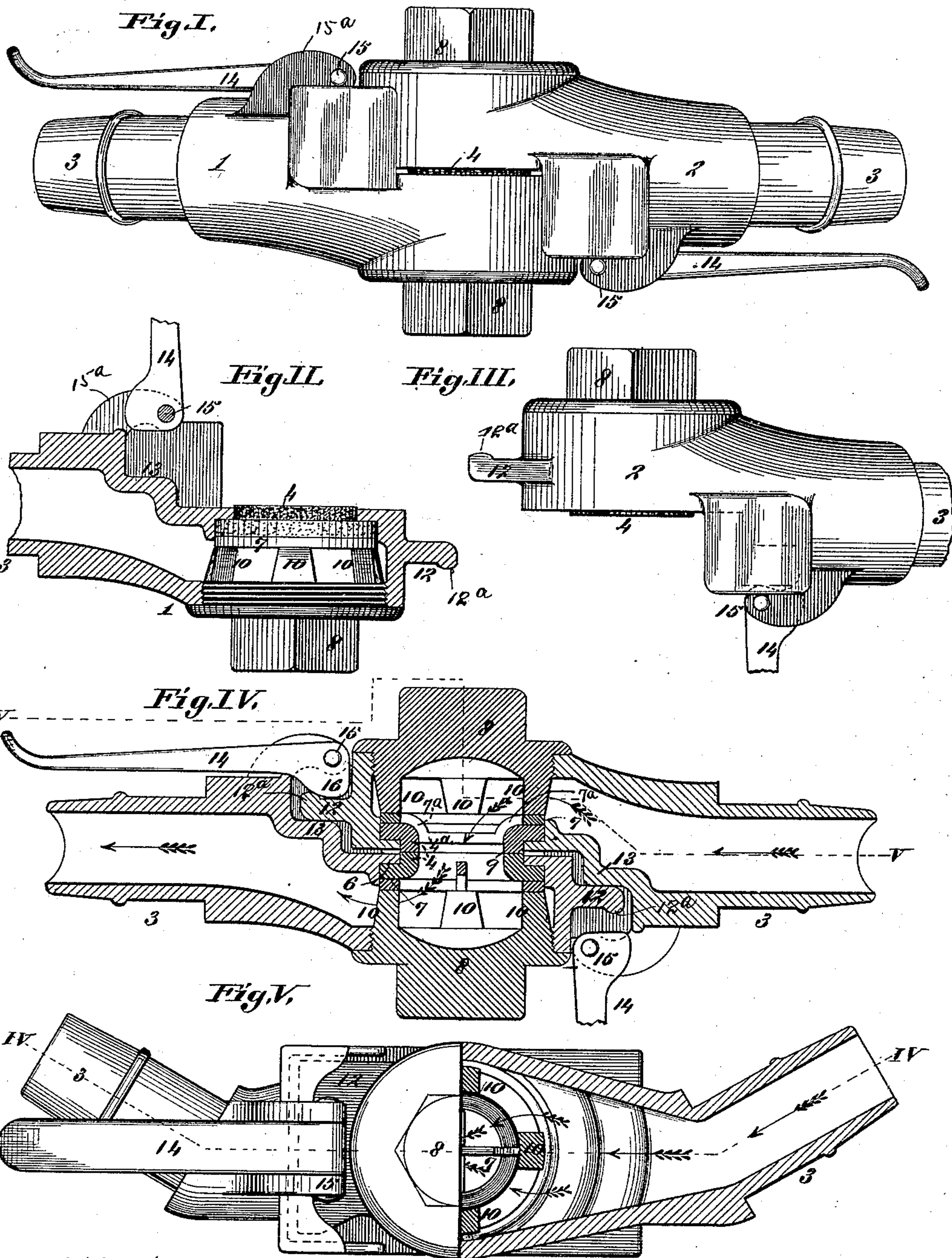


(No Model.)

F. LANSBERG.  
HOSE COUPLING.

No. 415,518.

Patented Nov. 19, 1889.



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# UNITED STATES PATENT OFFICE.

FRANK LANSBERG, OF ST. LOUIS, MISSOURI, ASSIGNOR TO THE LANSBERG BRAKE COMPANY, OF EAST ST. LOUIS, ILLINOIS.

## HOSE-COUPLING.

SPECIFICATION forming part of Letters Patent No. 415,518, dated November 19, 1889.

Application filed March 19, 1889. Serial No. 303,844. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK LANSBERG, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Hose-Couplings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure I is an elevation of my improved coupling. Figs. II and III are similar views showing the parts disconnected and one head in section. Fig. IV is a vertical section taken on line IV-IV, Fig. V; and Fig. V is part in horizontal section, taken on line V-V, Fig. IV, and part in top view.

My invention relates to a hose-coupling intended more particularly for use for air-brakes of railway-cars, but which may be used for other purposes; and my invention consists in features of novelty hereinafter fully described, and pointed out in the claim.

Referring to the drawings, 1 represents one of the heads of the coupling, and 2 the other head. Each head is provided with a neck 3, to which the hose is secured. Each head is provided with a packing-ring 4, L-shaped in cross-section, composed of rubber or other suitable material, its horizontal side being held in place against a flange 6, by means of a ring 7, and a screw-plug 8 bearing upon said ring 7, while its vertical edge is held in position by means of downwardly and inwardly curved arms 7<sup>a</sup> of the ring 7, which arms are re-enforced at their ends by means of a ring 4<sup>a</sup>, bearing with its periphery against the vertical portion of the packing. This is illustrated plainly in Figs. II and IV. The packing-rings 4 meet at 9, when the heads are placed together and form a secure joint. The plugs 8 are each provided with lugs or projections 10 on their inner ends, which bear against the rings 7 to hold the rings against the packing, while they do not interfere with the passage of the air from one hose to another, as shown by the arrows in Figs. IV and V. Each head is provided with an ex-

tension or lug 12, that fits, when the heads are placed together, over a ledge 13 on the other head.

14 represents cam-levers pivoted at 15 between overhanging ears 15<sup>a</sup>, which being the pivotal point of the lever directly over the ledges 13, when the heads are to be placed together, the levers are thrown into the position shown in Figs. II and III, and when the heads have been placed together the levers are thrown down into the position shown on the left-hand side of Fig. IV. This brings the cam-extension 16 of each lever down onto the lug or projection 12, binds the nose or knob 12<sup>a</sup> of the latter on the opposite head, and forces it against the ledge 13 of the head, to which the lever is pivoted. It will thus be seen that the heads may be placed together without throwing them out of line and then turning them, as is customary with the ordinary coupling in use; but by simply placing one over the other and then by throwing the levers down into line with the heads the two parts are firmly clasped together and the packing-rings 4 firmly joined.

I claim as my invention—

In a hose-coupling, the two heads adapted to fit together, each having in combination the packing-ring 4, having a horizontal and a vertical portion, the ring 7, resting upon the horizontal portion of the ring 4 and provided with inwardly and downwardly curved arms bearing against the vertical portion of said ring 4 and holding the same in place, the screw-plug 8, having extensions 10 for holding the said ring 7 in place without obstructing the air-passage between the heads, the lug 12 and ledge 13 on opposite sides of the head, the said lug of one being adapted to rest upon the said ledge of the other of said heads, and a cam-lever adapted to clamp said lug and ledge and packing-rings together, substantially as set forth.

FRANK LANSBERG.

In presence of—

GEO. H. KNIGHT,  
G. W. PFEIFFER.