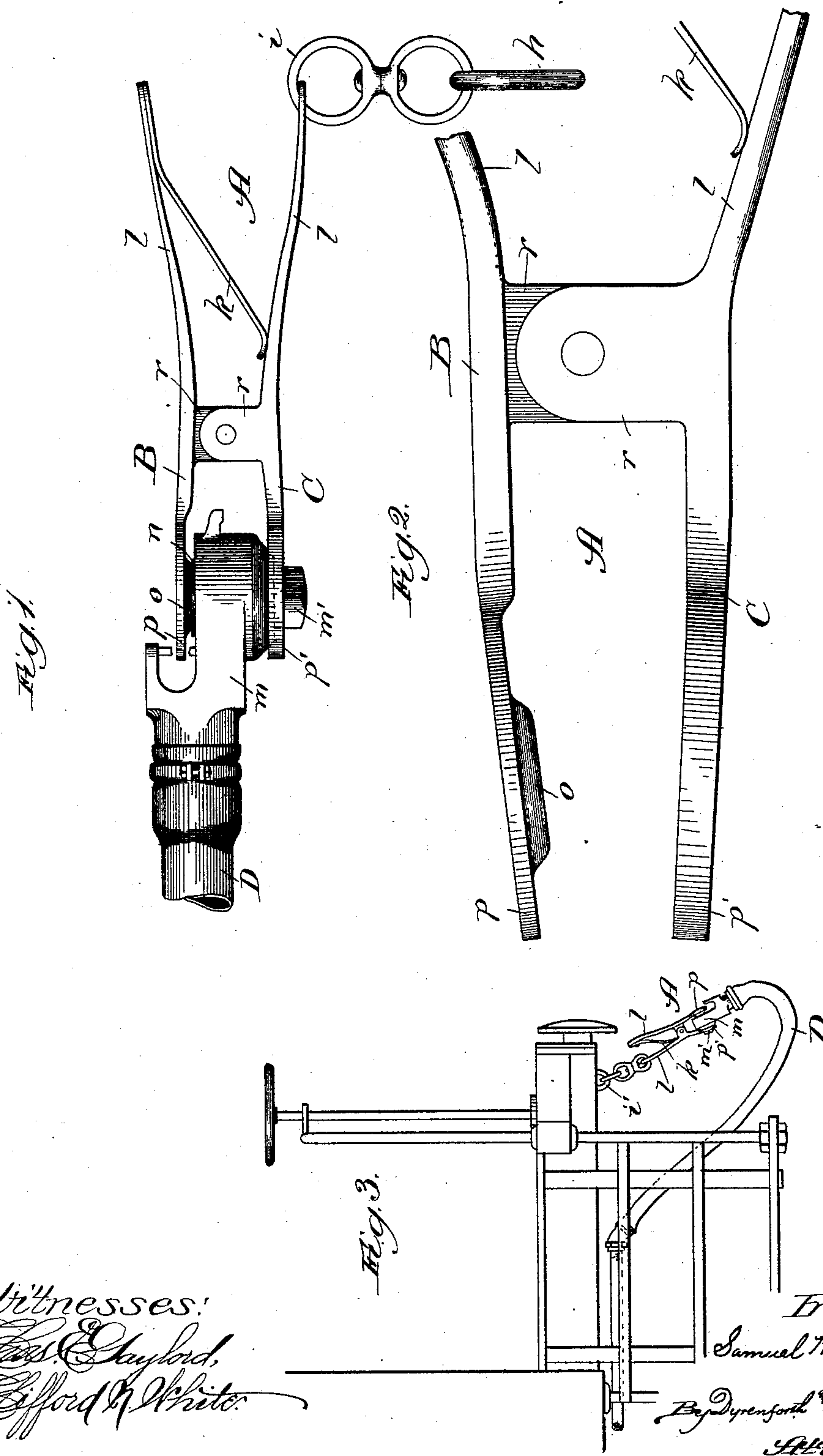


(No Model.)

S. M. BEERY.  
HOLDER FOR AIR BRAKE HOSE.

No. 452,334.

Patented May 12, 1891.



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# UNITED STATES PATENT OFFICE.

SAMUEL M. BEERY, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO  
WILLIAM F. BATES AND HERBERT E. KELLER, OF SAME PLACE.

## HOLDER FOR AIR-BRAKE HOSE.

SPECIFICATION forming part of Letters Patent No. 452,334, dated May 12, 1891.

Application filed March 14, 1891. Serial No. 385,065. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL M. BEERY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Holders for Air-Brake Hose, of which the following is a specification.

The object of my invention is to provide an improved construction of holder for the end section of the hose at which the train-pipe is coupled together between cars, whereby the end of any car which may happen to form the end of a train may not only have convenient means for use in supporting the end section of the hose to prevent its hanging down, but means which shall serve effectually to prevent leakage of the train-pipe at the rear extremity thereof and preclude the entrance into it from such end section of dust and other foreign matter which, by gaining access through the train-pipe to the triple valve and other delicate mechanism of the air-brake system, impairs it.

My improved device is illustrated in the accompanying drawings, in which—

Figure 1 presents my improved holder in side elevation as operatively applied to the end section of hose shown as broken away. Fig. 2 is a similar but broken and enlarged view of the hose-holder. Fig. 3 shows the platform portion of a railway-car in side elevation with my improved device applied to the hose-section at the end of the train-pipe.

A is the hose-holder, and following is a description of all the details involved in its construction.

B and C are jaws, each having a flange *r* between its handle and head portions and at which they are pivotally connected together to adapt them to be separated at the heads by bringing them together at the handles. On the inner side of the head *p* of the jaw B is a boss *o* to fit into the rubber gasket *n* in the lateral opening of the ordinary coupling *m*, with which the hose-section D is provided at its outer end. The head *p'* of the jaw C is annular to fit over the usual projection *m'* from the other side of the coupling *m* or side thereof opposite that containing the opening provided with the gasket *n*. Each jaw has a handle portion *l* to be gripped in the band

for separating the heads, and the handles are maintained yieldingly apart by an interposed spring *k*, which may have the form of that illustrated or any other suitable form. In the end of one of the handles *l* is a ring *i*, to which is swiveled one of the links of a short chain *h*, at which to suspend the device from the bottom of a car-platform, which may be done, as indicated in Fig. 3, through the medium of a staple *i'*, driven into place.

To apply my device, which, as will thus be seen, hangs suspended in convenient position on the car, the handles *l* are pressed together to open the jaws and adapt the head *p'* to be adjusted around the projection *m'* on the coupling *m* (which is held during the operation in one hand by the operator, while the device A is manipulated by his other hand) and the boss *o* on the other head to engage the rubber gasket *n* and cover the opening in the coupling *m*.

It will be apparent that my improved device is readily operative, simple in its construction, and effective in its purpose of tightly closing the coupler-opening to prevent leakage of air and ingress through it of dust and other foreign matter.

The boss *o* is a very important feature of my improvement, but not indispensable, inasmuch as the spring *k* may be relied on to effect closure of the coupler-opening by the head *p*, even if it be unprovided with the boss. Other changes, furthermore, may, without departure from my invention, be made in details of the construction to adapt the device to couplings *m* varying in form from that illustrated.

What I claim as new, and desire to secure by Letters Patent, is—

1. A holder for air-brake hose D, comprising a pair of connected spring-controlled co-operating jaws adapted to embrace the coupling on the hose and close the opening therein, substantially as described.

2. A holder for air-brake hose D, comprising, in combination, two pivotal spring-controlled jaws B and C, provided with heads *p* and *p'*, formed, respectively, with a boss *o* to fit the opening in one side of a coupling *m* and open to engage the projection *m'* on the other side thereof, substantially as described.

3. In combination with a car and the air-brake hose-section D thereon, having a coupling *m*, a holder A, comprising spring-controlled jaws B and C, adapted to embrace the  
5 said coupling and close the opening therein, and a chain *h*, swiveled to one of the handles of the holder and fastened to the car-platform, substantially as and for the purpose set forth.
- 10 4. In combination with a car and the air-brake hose-section D thereon, having a coupling *m*, a holder A, comprising pivotal jaws B and C, having a spring *k* compressed be-  
tween its handles *l* and provided with heads *p* and *p'*, formed, respectively, with a boss *o* 15  
to fit the opening in one side of the coupling *m* and annular to engage the projection *m'* on the other side thereof, and a chain *h*, having a swiveled connection at one end with one of the handles and fastened at its opposite 20  
end to the car-platform, substantially as and for the purpose set forth.

SAMUEL M. BEERY.

In presence of—

W. H. DYRENFORTH,  
M. J. FROST.



Correction in Letters Patent No. 452,334.

It is hereby certified that the name of the last-mentioned assignee in Letters Patent No. 452,334, granted May 12, 1891, upon the application of Samuel M. Beery, of Chicago, Illinois, for an improvement in "Holders for Air-Brake Hose," was erroneously written and printed "Herbert E. Keller"; that said name should have been written and printed *Herbert E. Keeler*, and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed, countersigned, and sealed this 26th day of May, A. D. 1891.

[SEAL.]

Countersigned:

C. E. MITCHELL,  
*Commissioner of Patents.*

CYRUS BUSSEY,  
*Assistant Secretary of the Interior*