

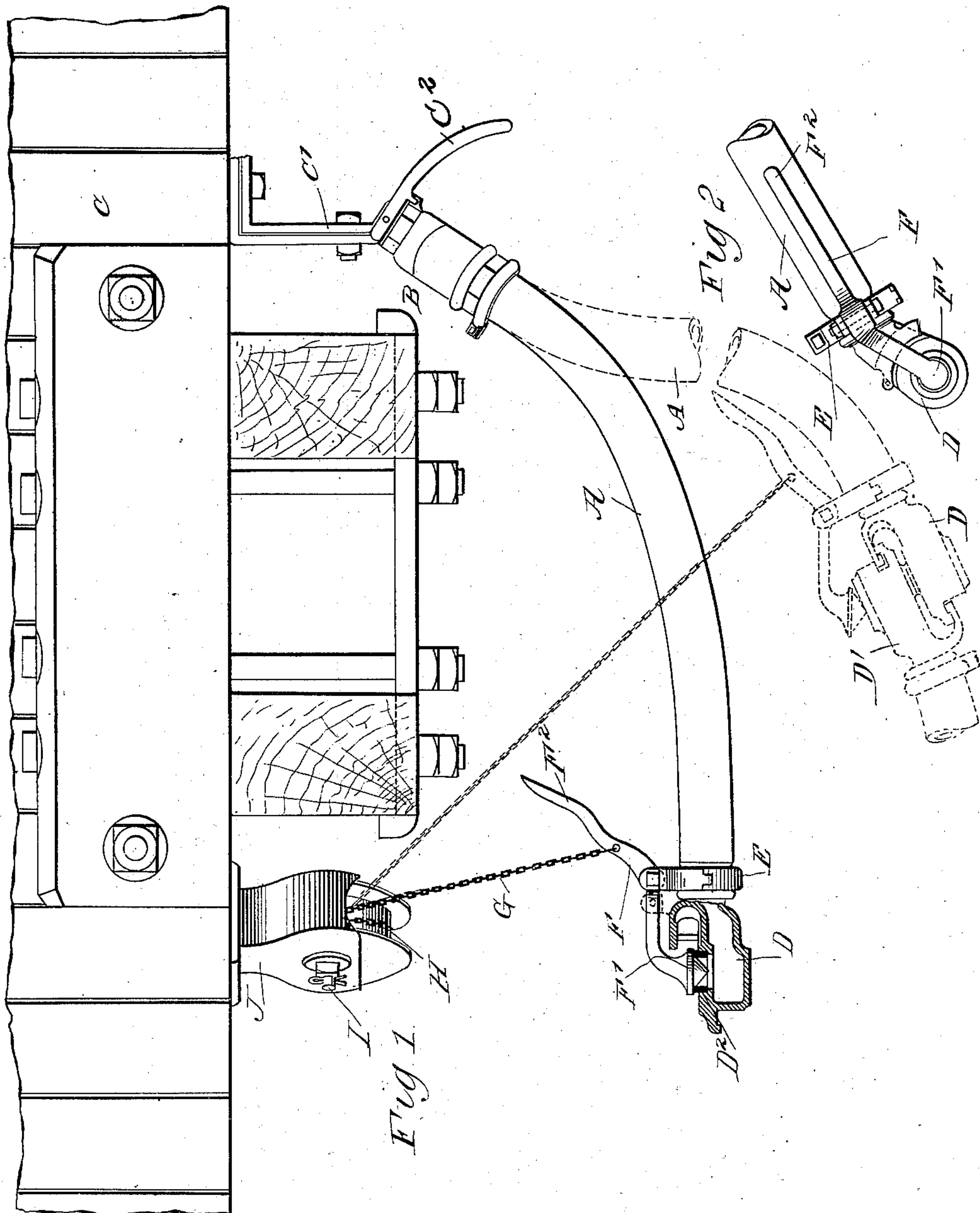
(No Model.)

3 Sheets—Sheet 1.

B. S. McCLELLAN.
HOSE HANGER.

No. 565,780.

Patented Aug. 11, 1896.



WITNESSES:
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3 Sheets—Sheet 2.

B. S. McCLELLAN.
HOSE HANGER.

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Fig 3.

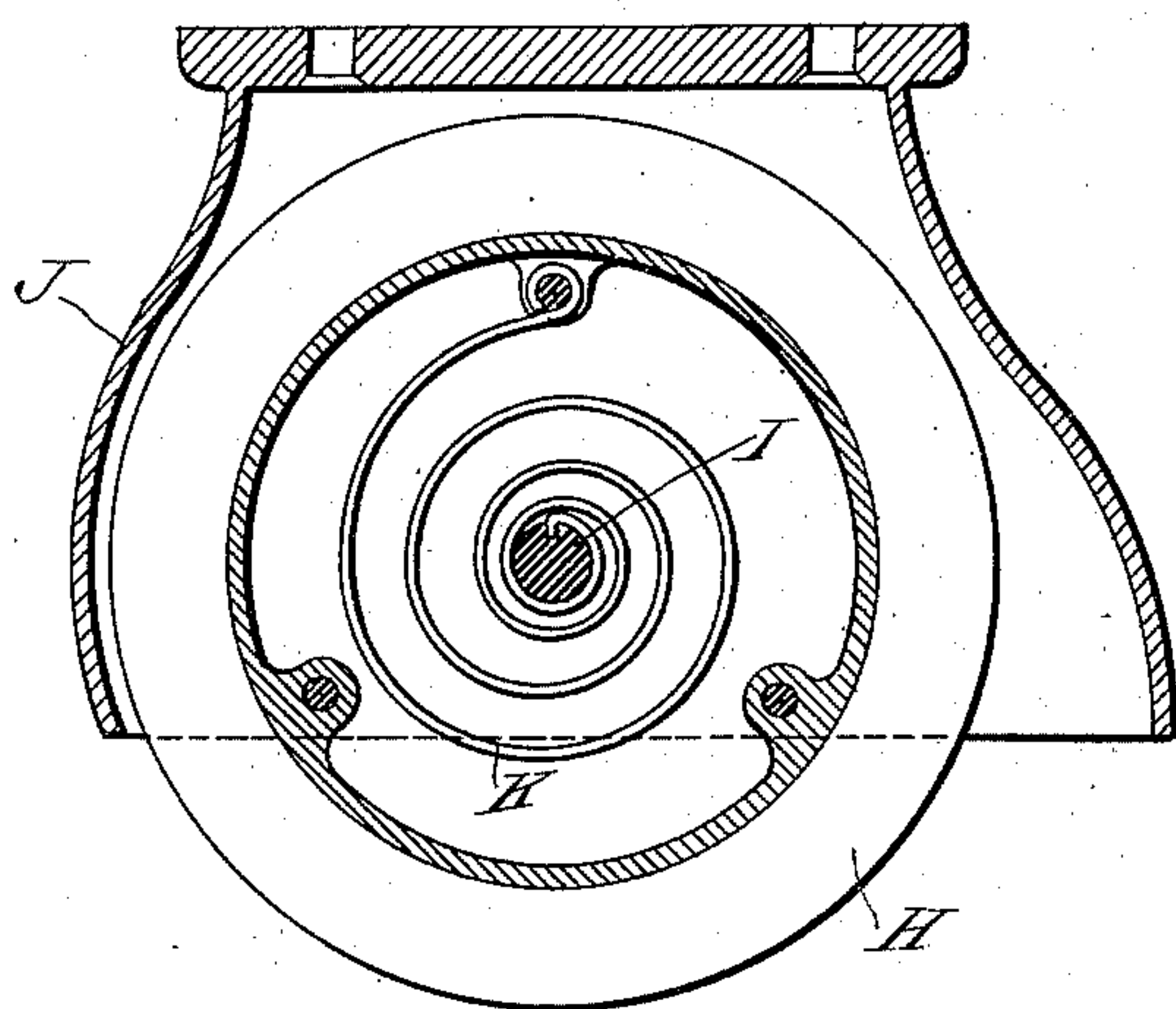


Fig 4.

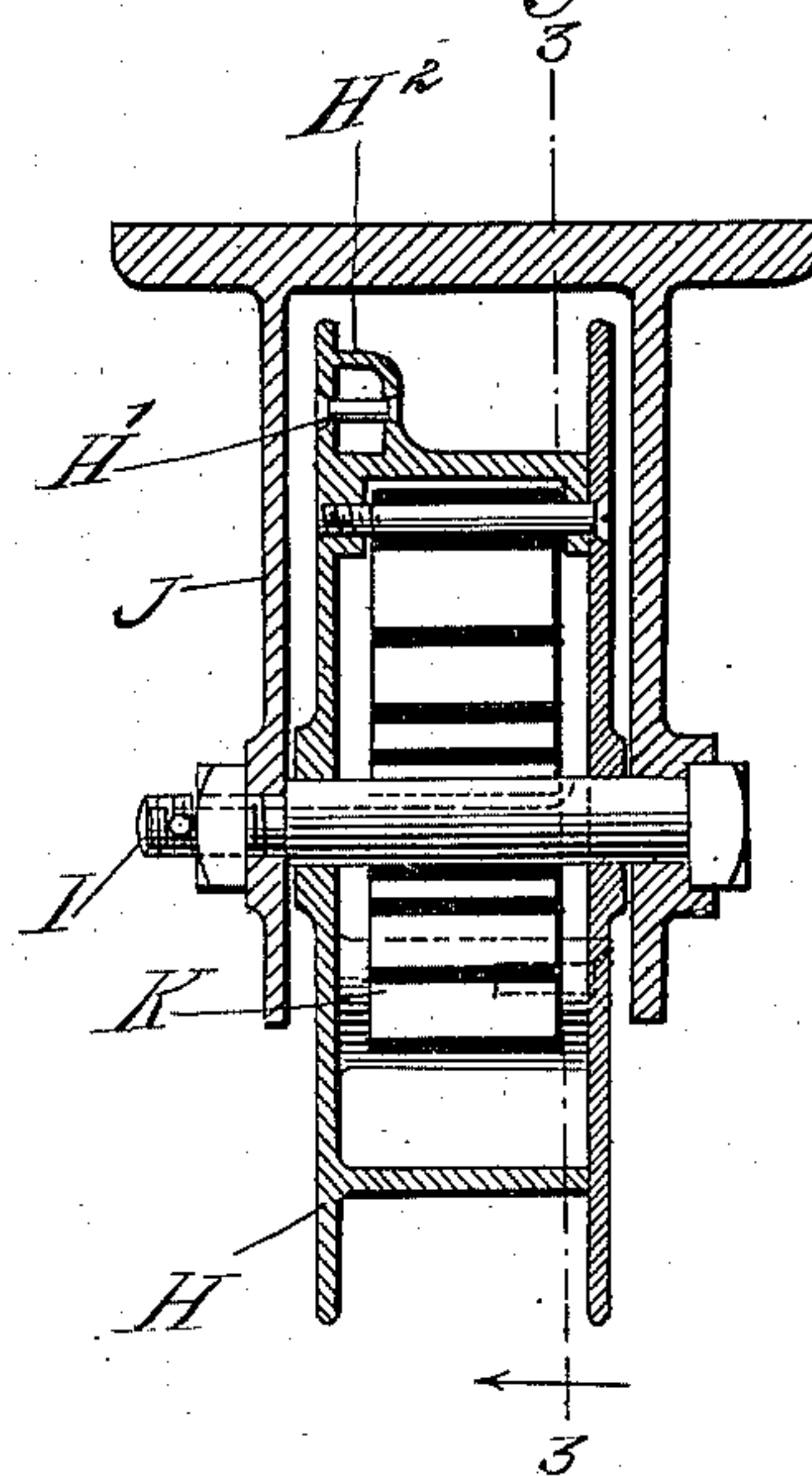


Fig 5.

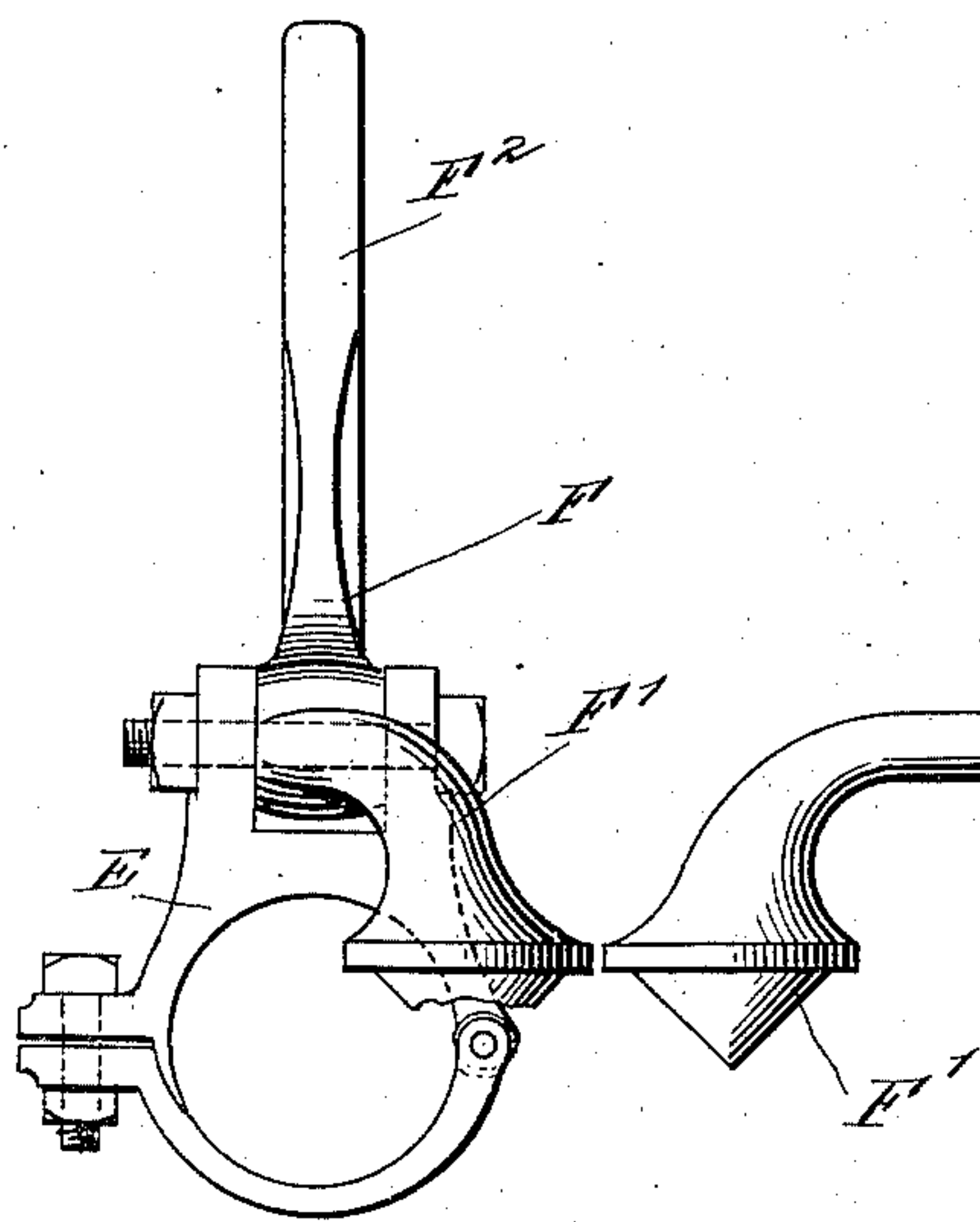
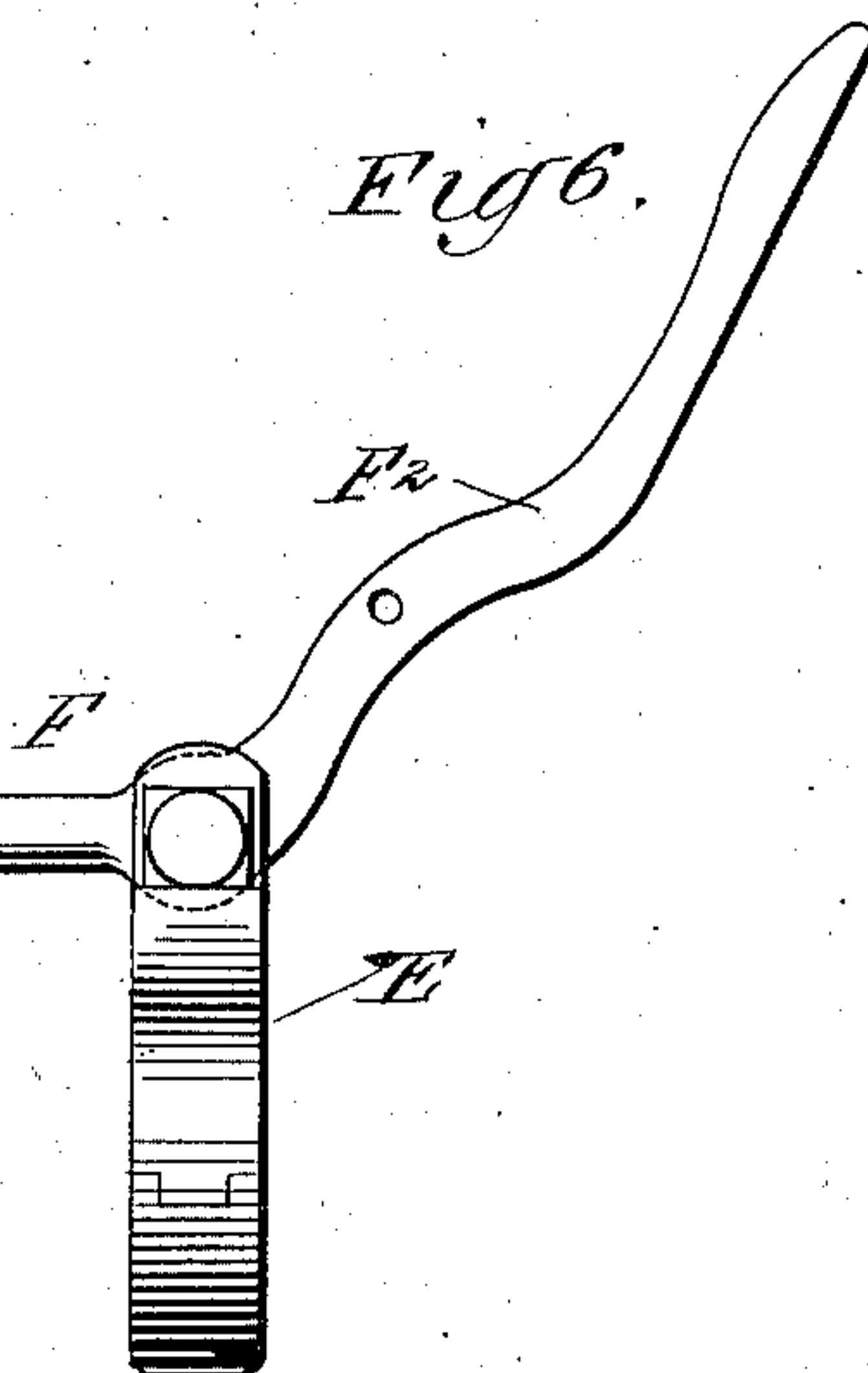


Fig 6.



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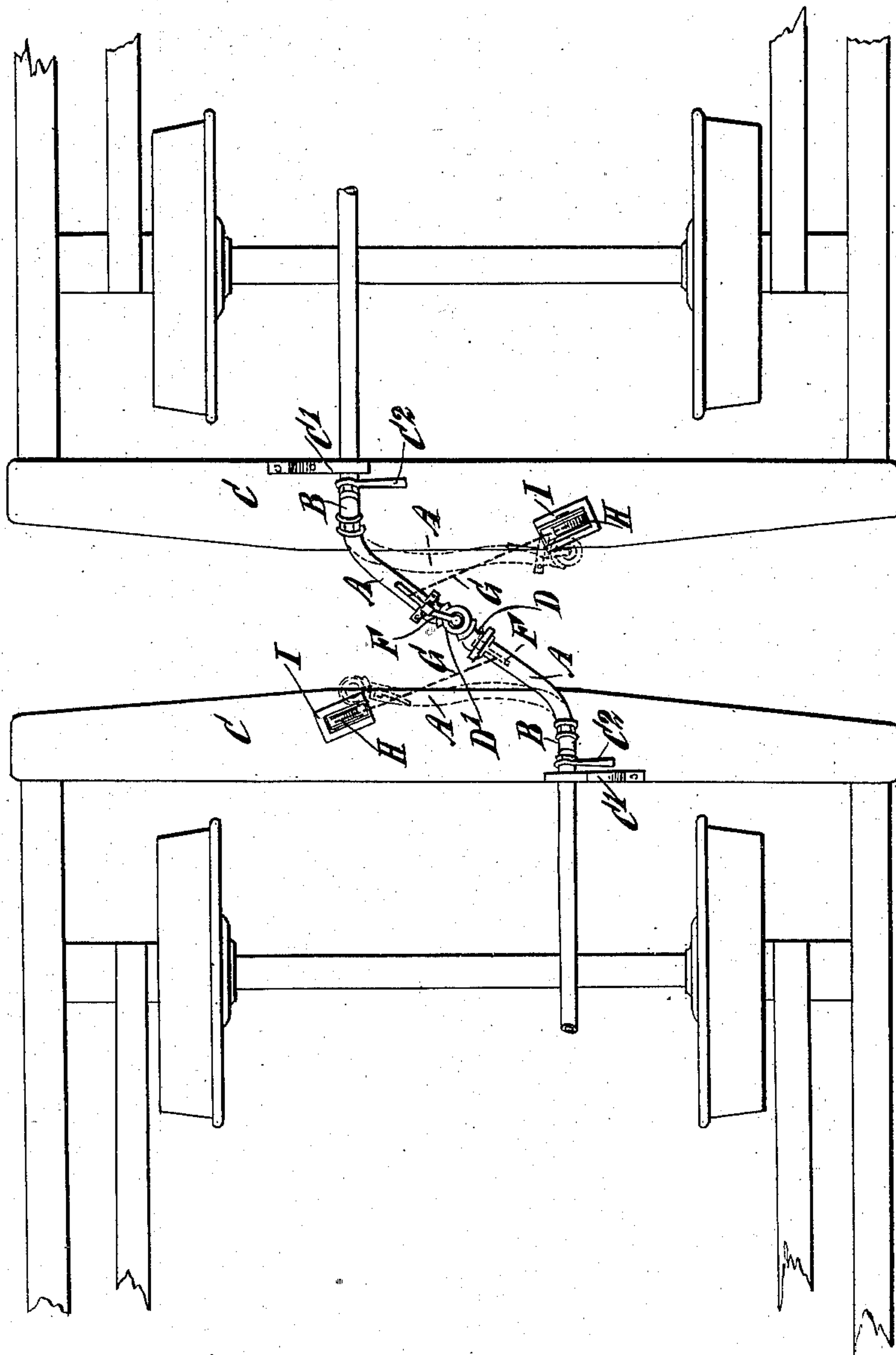
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Fig. 7.



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UNITED STATES PATENT OFFICE.

BENJAMIN SEWARD McCLELLAN, OF NEW ORLEANS, LOUISIANA.

HOSE-HANGER.

SPECIFICATION forming part of Letters Patent No. 565,780, dated August 11, 1896.

Application filed July 8, 1895. Serial No. 555,280. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN SEWARD McCLELLAN, of New Orleans, in the parish of Orleans and State of Louisiana, have invented a new and Improved Hose-Hanger, of which the following is a full, clear, and exact description.

The invention relates to air-brakes; and its object is to provide a new and improved hose-hanger which is simple and durable in construction and arranged to automatically hang up the hose and coupling when not in use and close the coupling-opening so as to render it dust-proof and to hold the hose in a natural position to prevent it from cracking.

The invention consists principally of a drum or pulley connected by a chain, rope, or cable with the hose.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a front elevation of the improvement as applied and with parts in section. Fig. 2 is a plan view of the coupling. Fig. 3 is an enlarged sectional side elevation of the drum or pulley on the line 3 3 of Fig. 4. Fig. 4 is a cross-section of the same. Fig. 5 is an enlarged front elevation of the clamp and valve for the coupling, and Fig. 6 is a side elevation of the same. Fig. 7 is a fragmentary bottom plan of two cars having my improvements applied and showing the relative relation which the hose bears to the frame of the car.

The hose A is held at its rear end B in the usual manner on a bracket C' on the car C and provided at said point with the usual valve-lever C², and on the front end of the said hose A is secured a member D of the coupling formed with another member D', held on the hose of the next adjacent car. (See dotted lines in Fig. 1.) On the back of the member D of the hose-coupling is secured a clamp E, carrying a lever F, provided at its front end with a conically-shaped valve F', adapted to engage a gasket D², held in the open end of the member D, at the time

the latter is disengaged from the other member D'.

The rear end F² of the lever F is connected with one end of a chain, rope, or cable G, extending upwardly and winding on a drum H, mounted to rotate loosely on a bolt I, held in a casing J, attached to the under side of the car C on the opposite side to that on which the bracket C' is fastened, as plainly indicated in Fig. 1.

The drum H contains a helical spring K, fastened at its inner end to the bolt I and at its outer end to the inner face of the rim of the drum H, as plainly indicated in Figs. 3 and 4. The spring K has a tendency to wind up the chain, rope, or cable G, so as to hold the coupling A normally in an uppermost position whenever the members D and D' are disconnected, as shown in full lines in Fig. 1. The spring K, however, permits of drawing the hose A downward and forward to unwind the chain G and to permit of conveniently coupling the member D to the member D' in the usual manner.

The chain G is preferably attached at its upper end to a rivet H', held in an offset H², forming part of the drum or pulley H, as is plainly shown in Fig. 4, so that the chain G has a tendency to naturally place its layers one alongside the other on the peripheral surface of the drum whenever the hose A is uncoupled and the spring K turns the drum to wind up the chain. The drum H is made in sections—that is, provided with a removable flange or face, to permit of conveniently placing the spring within the said drum. The spring is thus protected from rain and dust, and the casing is so arranged as to protect the drum from any water dripping from the car. Now it will be seen that by the arrangement described the chain G on account of being fastened to the rear end of the lever F holds the valve F' closed on the gasket D², so that the entrance-opening to the member D of the coupling is completely sealed, and consequently dust and other foreign matter cannot pass into the said coupling and the hose.

It will be seen that when it is desired to connect the member D with the other member D' then the operator simply takes hold of the forward end of the hose A and presses on the lever F², so as to move the valve F' up-

ward out of engagement with the gasket D², and then the operator draws the hose forward to couple the member D in the usual manner with the member D', the valve F' then resting on the top of the member D', as indicated in dotted lines in Fig. 1.

When the two members D and D' are uncoupled, the operator on letting the hose A go permits the spring K to turn the pulley H to wind up the chain G, and the weight of the hose will react on the lever F, so as to close the valve F', as previously described. At the same time the hose A will be drawn upwardly and rearwardly into the position shown by dotted lines in Fig. 7. Fig. 1 shows in full lines an intermediate position of the hose during the operation of lifting the same. Now it will be seen that by this arrangement the hose is automatically lifted to a natural position, the member D is automatically closed, and the several parts are in position for being conveniently coupled to the hose of an adjacent car whenever desired.

In applying my invention all coupling-heads are supplied with my invention; and, as best shown in Fig. 7, when the coupling-head sections are disconnected the hose A extends approximately transversely with relation to the car, as shown by dotted lines in the figure referred to, and the absence of air-pressure within the hose makes the same sufficiently flexible to be lifted by the force of the spring in the drum H. When the sections are connected, however, and the air in the hose makes the same stiff enough to resist the force of the spring in the drum H, the hose-sections extend approximately at an angle of forty-five degrees with relation to the longitudinal line of the car, as shown by full lines in Fig. 7.

It will be understood that the air-pressure in the hose when they are connected is sufficient to stiffen the hose so that they will effectively resist the force of the spring in the drum H, and it will also be seen that upon the relaxation of this pressure the spring referred to may operate to lift the hose.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A hose-hanger, comprising a spring-pressed drum, adapted to be fastened to a car, a chain, rope or cable adapted to wind on the said drum, and a lever adapted to be held on the hose-coupling, and connected with the said chain, rope or cable, the said lever being provided with a valve to close the opening of the coupling member, substantially as shown and described.

2. The combination with a car, of a drum, an air-brake hose, a flexible connection affixed to the hose and positively connected to the drum and means for automatically winding the drum, substantially as described.

3. The combination with a car, of an air-brake hose, an actuated drum, a valve for the hose, and a flexible connection attached to the drum and to the valve, substantially as described.

4. The combination with a car, of an air-brake hose, a flexible connection, a casing, a drum within the casing and having a removable side, the drum being attached to the connection, and a helical spring within the drum, substantially as described.

BENJAMIN SEWARD MCCLELLAN.

Witnesses:

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STURGES ADAMS.