

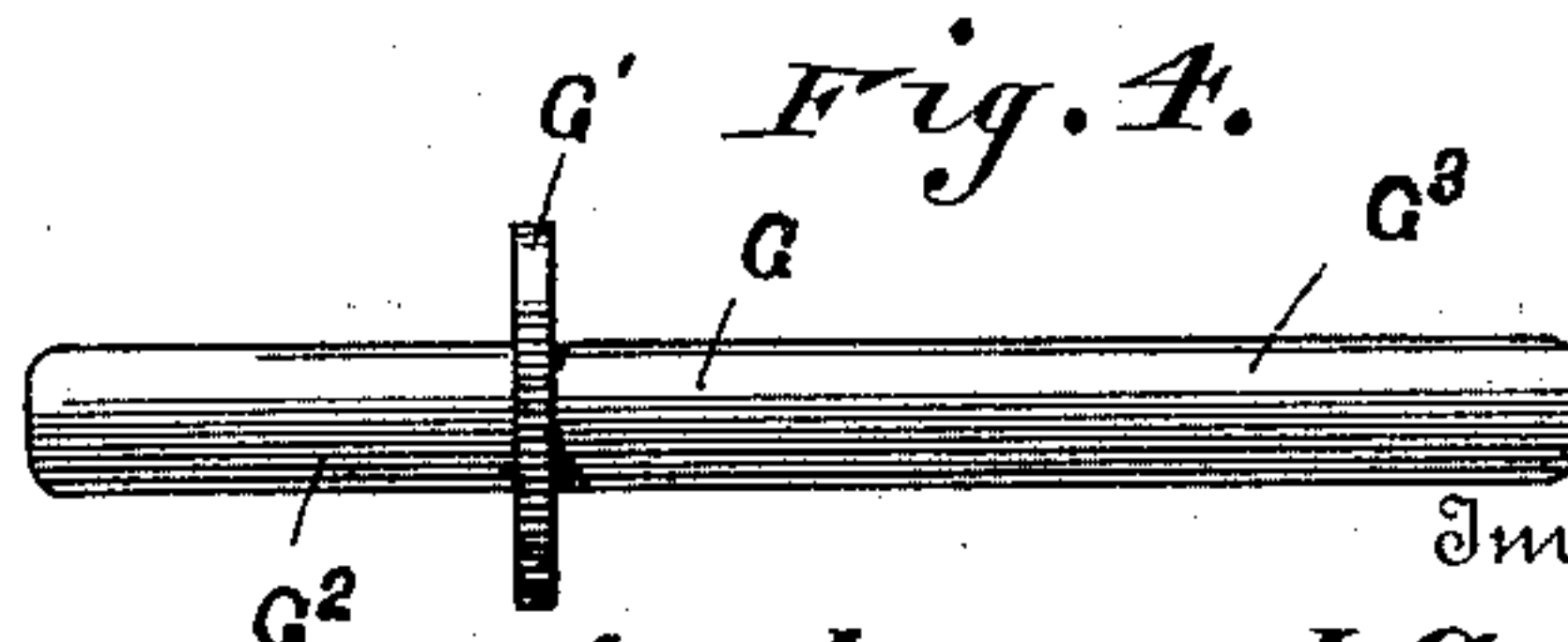
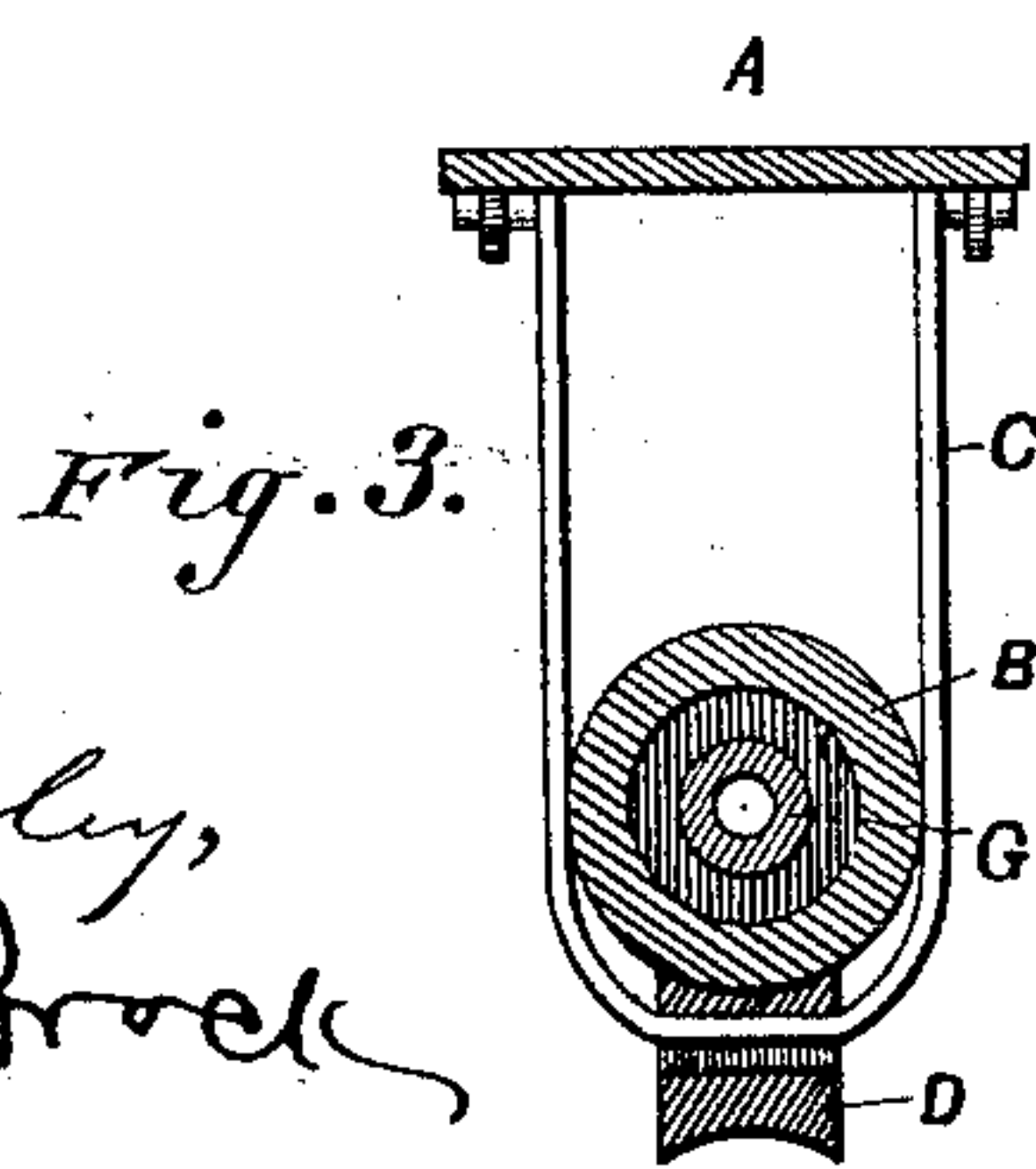
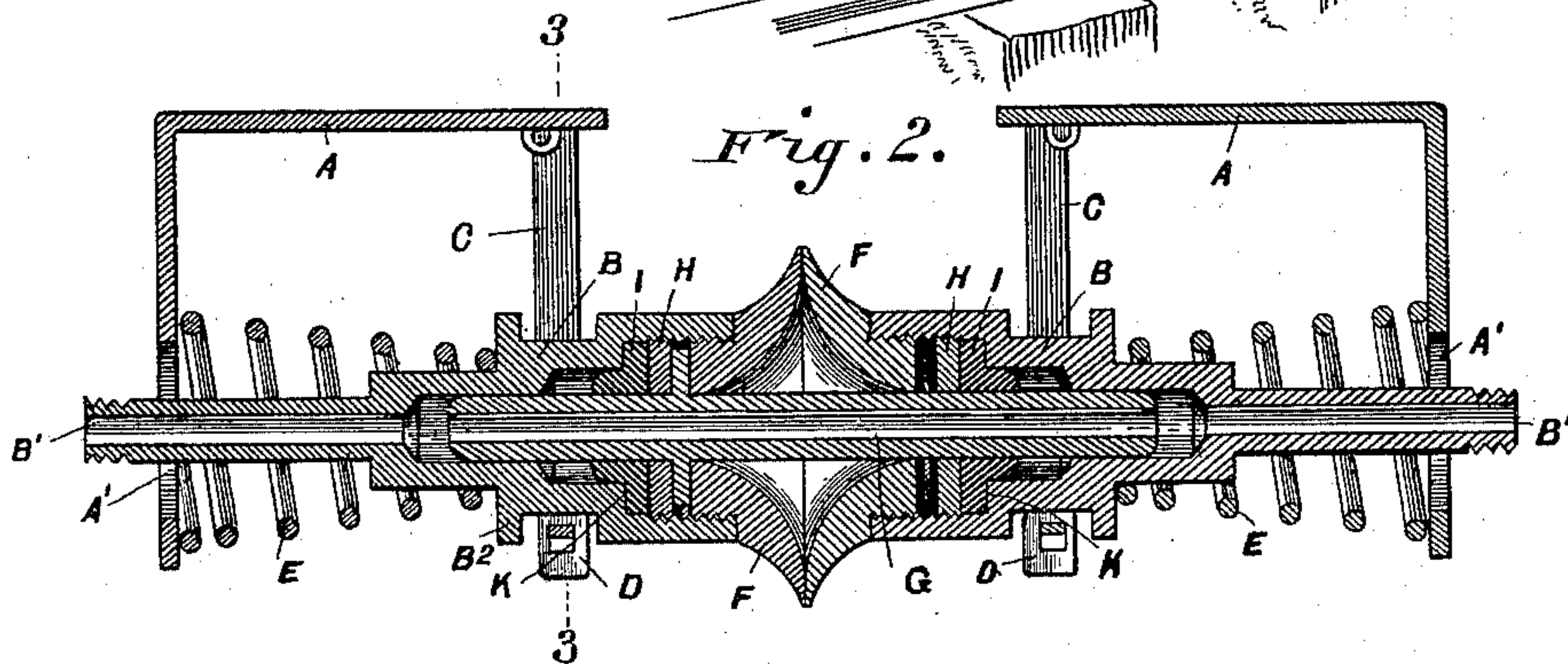
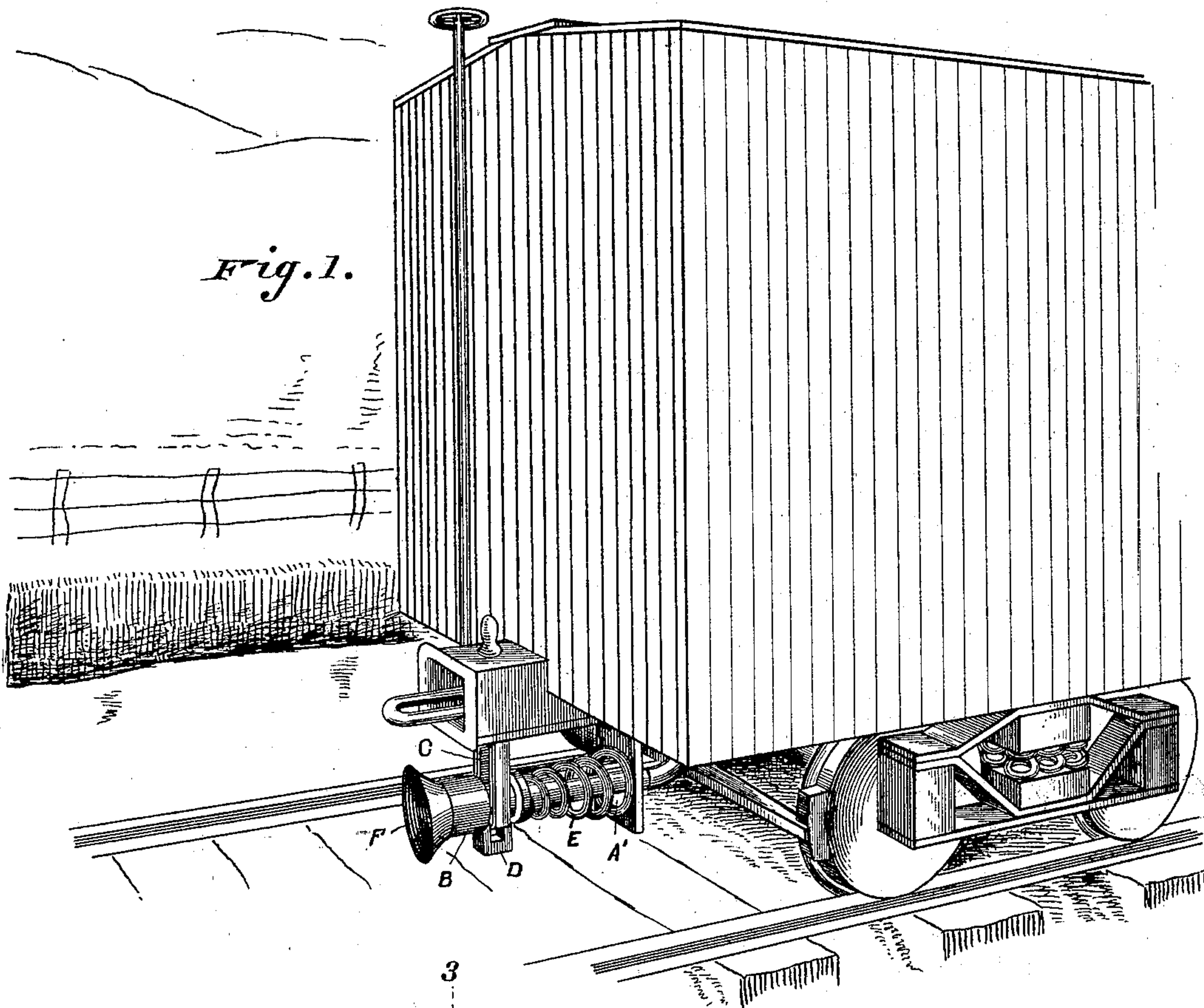
No. 625,831.

Patented May 30, 1899.

A. J. CONLEY.
HOSE COUPLING.

(Application filed Sept. 24, 1898.)

(No Model.)



Witnesses
J. W. Riley,
Charles Brock

Inventor
Andrew J. Conley,
by J. W. Riley & Co.
Attorneys

UNITED STATES PATENT OFFICE.

ANDREW JACKSON CONLEY, OF LULING, TEXAS, ASSIGNOR OF ONE-FOURTH
TO E. MALLOCH, OF FENTRESS, TEXAS.

HOSE-COUPLING.

SPECIFICATION forming part of Letters Patent No. 625,831, dated May 30, 1899.

Application filed September 24, 1898. Serial No. 691,786. (No model.)

To all whom it may concern:

Be it known that I, ANDREW JACKSON CONLEY, a citizen of the United States, residing at Luling, in the county of Caldwell and State of Texas, have invented a new and useful Hose-Coupling, of which the following is a specification.

This invention is a new and useful pipe-coupling for air-pipes used upon railway-cars for air-brakes, the object of the invention being to provide an exceedingly cheap, simple, and efficient construction of coupling the sections of which can be connected more easily than the couplings now in use and one in which the air-pressure will tend to bind the sections closer together.

Another object of the invention is to provide a construction in which the coupling and supporting parts shall be so arranged and constructed that the movement of the car will not interfere with the successful operation of the coupling.

With these objects in view my invention consists in the peculiar construction of the several parts and in their novel combination and arrangement, all of which will be fully described hereinafter, and particularly pointed out in the appended claims.

In the drawings forming part of this specification, Figure 1 is a view showing my invention as applied to the end of a car. Fig. 2 is a vertical longitudinal section of the coupling and connecting parts. Fig. 3 is a sectional view on the line 3 3 of Fig. 2. Fig. 4 is a detail view of the tubular connecting-pin.

My invention is applicable to all kinds of cars and couplers, and consequently I have shown it applied to a freight-car equipped with an ordinary pin-and-link coupling.

An angular bracket A is attached to the bottom of the draw-head and car, the vertical member of said bracket depending, as shown, and having a large circular opening A' made therein, through which passes the rear end B' of the body B of the coupling, said body being supported by means of a hinged loop C, hinged at its upper end to the bracket A and passing beneath the body of the coupling, said body being recessed at this point in order to hold the same in a fixed position, a limited amount

of play being given, inasmuch as the loop C is not quite so wide as the recess. A supporting-block D is arranged upon the hinged loop, said block being substantially in the form of a ring and one portion thereof thicker than the other, so that the body of the coupling can be adjusted up or down by simply turning the thick or thin portion of the supporting-block between the loop and the body of the coupling.

The coupling is formed with a collar B², and between this collar and the vertical member of the bracket A is arranged a coil-spring E, said spring being larger in diameter at the rear end than at the forward end in order to permit a slight movement of the rear end B'. The bell-shaped mouthpieces F of the coupling are screwed into the body of said coupling, one of the said bell-shaped mouthpieces serving to secure the tubular coupling-pin G within the body of the coupling, said pin having a collar G', against which the end of the bell fits, the short end G² of said coupling-pin passing through a lock-nut H and also through a rubber gasket I, which is held in place upon the shoulder K of the body by means of the lock-nut H, and the longer arm G³ of the coupling-pin is adapted to pass through a similar gasket arranged in a similar manner in the opposing member of the coupling. In order to effect a coupling, it is only necessary to force the longer member of the coupling-pin into the opposing coupling member, and in case the respective members should fit loosely on account of wear or other causes the air-pressure would tend to bind the rubber gasket I against the lock-nut H and by impinging upon the coupling-pin hold the separate parts in operative connection, it being of course understood that the bell-shaped mouthpieces are brought into contact with each other, as clearly illustrated in Fig. 2.

Whenever it is desired to change the coupling-pin from one member to another, it is only necessary to remove the bell-shaped mouthpiece, withdraw the pin, and insert it in the opposing member. The supporting-loop being hinged will permit a limited longitudinal movement of the coupling in a rearward direction; but inasmuch as said sup-

porting-loop is made square at its upper end it will be impossible for said loop to swing forwardly beyond a perpendicular position.

It will thus be seen that I provide an exceedingly cheap, simple, and efficient construction of hose-pipe coupling capable of successfully performing all of the objects for which it is intended.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. In a hose-pipe coupling of the kind described, the combination with the angular bracket, of the U-shaped supporting-loop pivotally attached to said bracket, the body portion of the coupling supported by said loop and passing through the apertured end of the bracket, the spring arranged between said bracket and body portion, and the adjustable supporting-block arranged between the supporting-loop and the body portion, substantially as shown and described.

2. In a hose-pipe coupling of the kind described, the combination with the angular bracket, of the U-shaped supporting-loop pivotally attached to said bracket, the body portion of the coupling supported by said loop and passing through the apertured end

of the bracket, the spring arranged between said bracket and body portion, the adjustable supporting-block arranged between the supporting-loop and the body portion, the detachable tubular coupling-pin having a shoulder, and the bell-shaped mouthpiece adapted to bear against the shoulder, substantially as shown and described.

3. In a hose-pipe coupling of the kind described, the combination with the angular bracket, of the U-shaped supporting-loop pivotally attached to said bracket, the body portion of the coupling supported by said loop and passing through the apertured end of the bracket, the spring arranged between said bracket and body portion, the adjustable supporting-block arranged between the supporting-loop and the body portion, the detachable tubular coupling-pin having a shoulder, the bell-shaped mouthpiece adapted to bear against the shoulder, and the rubber gasket and lock-nut, all arranged and adapted to operate substantially as shown and described.

ANDREW JACKSON CONLEY.

Witnesses:

J. S. TURNER,

J. A. COCHRAN.