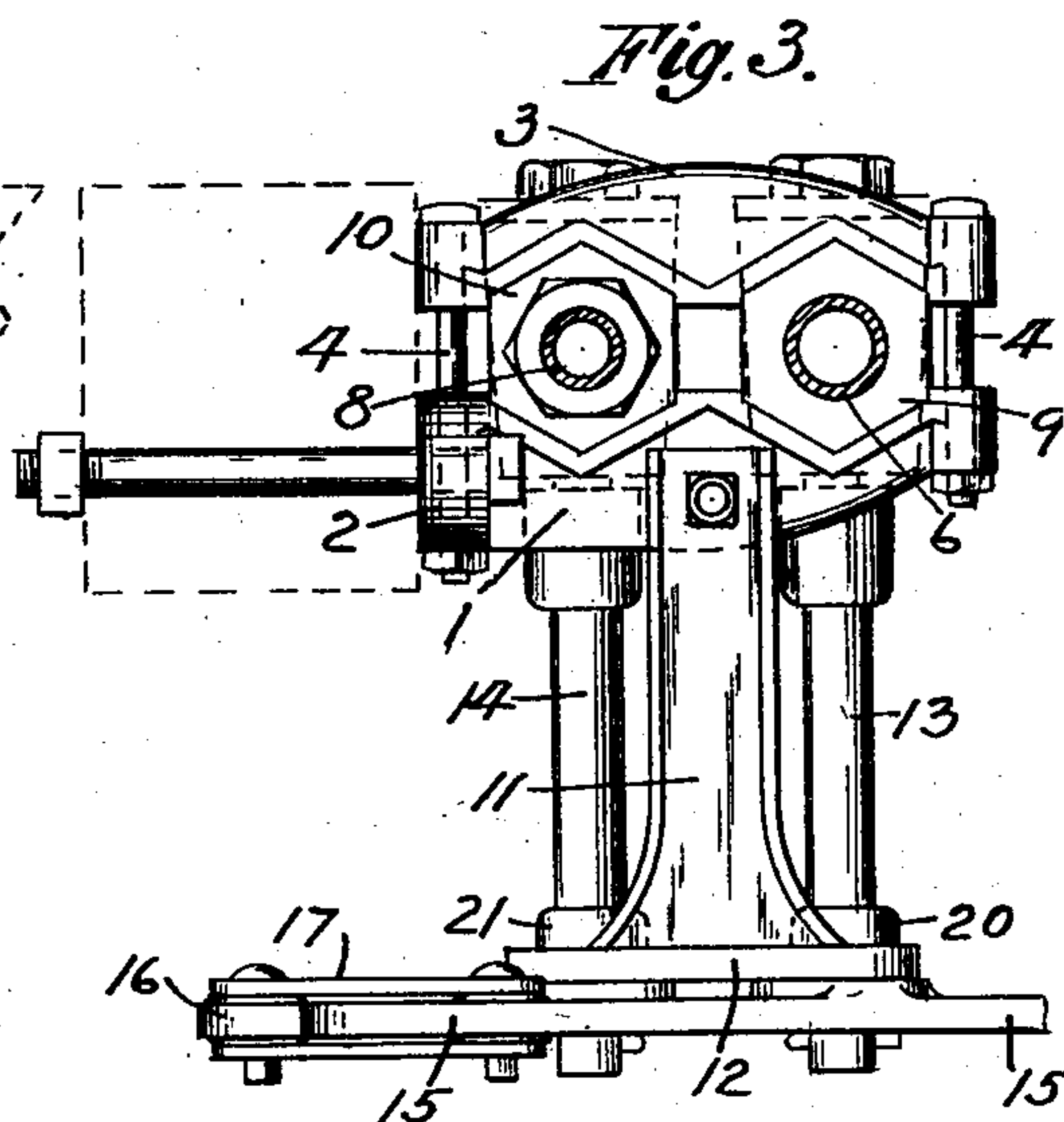
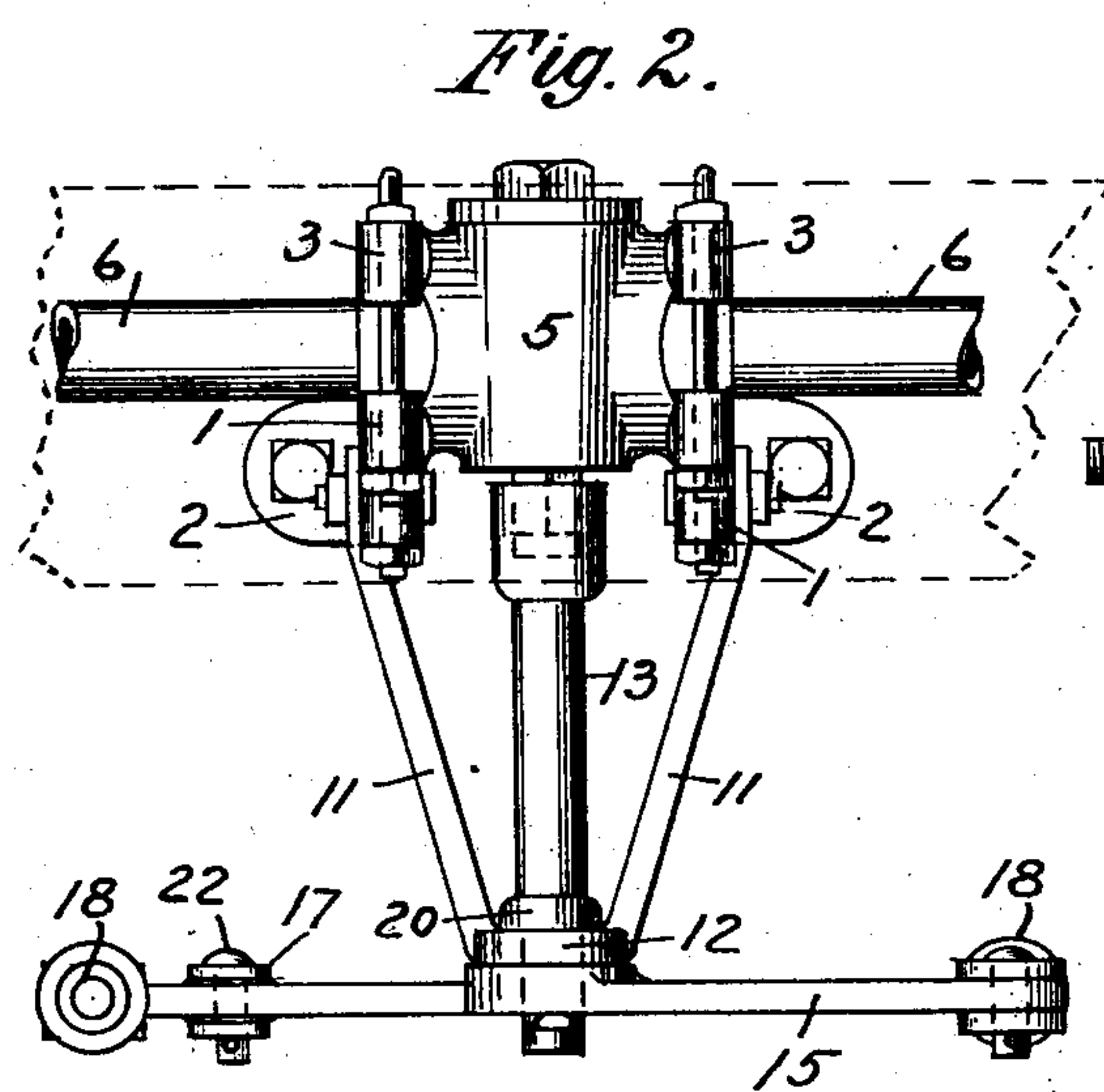
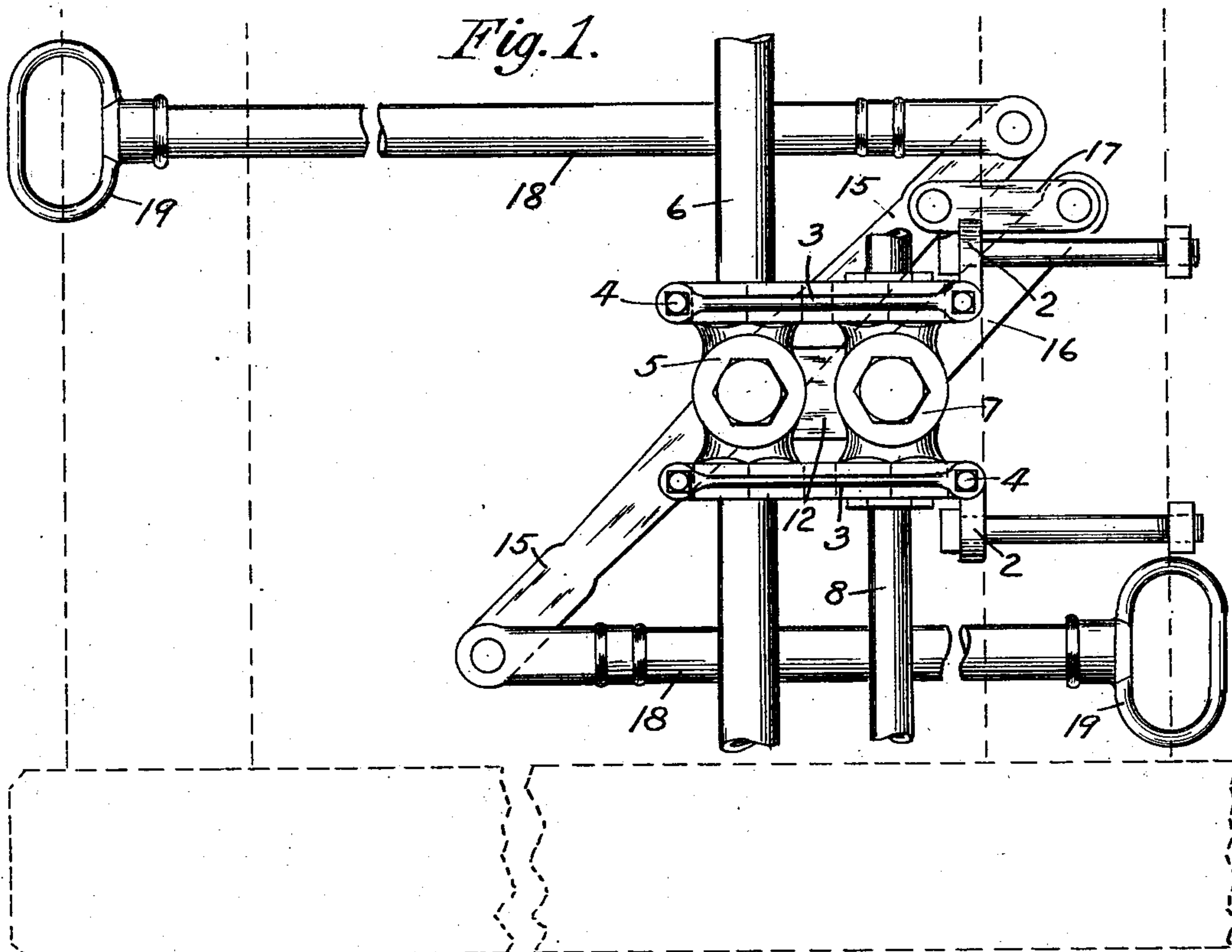


No. 755,918.

PATENTED MAR. 29, 1904.

N. F. NIEDERLANDER.
OPERATING DEVICE FOR TRAIN PIPE COCKS.
APPLICATION FILED AUG. 4, 1903.

NO MODEL.



WITNESSES

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OPERATING DEVICE FOR TRAIN-PIPE COCKS.

SPECIFICATION forming part of Letters Patent No. 755,918, dated March 29, 1904.

Application filed August 4, 1903. Serial No. 168,192. (No model.)

To all whom it may concern:

Be it known that I, NICHOLAS F. NIEDERLANDER, a citizen of the United States, residing in St. Louis, State of Missouri, have invented a certain new and useful Improvement in Operating Devices for Train-Pipe Cocks, of which improvement the following is a specification.

This invention relates to devices for opening and closing stop-cocks or angle-cocks of train-pipes from the side of the cars without going between the same.

Nearly all cars are now provided with automatic couplers which render it unnecessary for the brakeman to stand or go between the ends of the cars during the operation of coupling and uncoupling. Many cars are also equipped with automatic train-pipe-coupling devices for connecting the pipes of the air-brake, signal, and steam-heating systems; but it is still necessary to go between the cars for the purpose of closing the stop-cocks or so-called "angle-cocks" in the said train-pipes before uncoupling or to open said cocks after coupling the cars.

The object of this invention is to provide an improved device for opening and closing said train-pipe cocks from the side of the car, thus rendering it unnecessary to go between the ends of the cars for any purpose in connection with the coupling or uncoupling of the same.

In the accompanying drawings, Figure 1 is a plan view of a portion of train-brake and signal-pipes, showing my improved operating device applied to the stop-cocks therein, a portion of the car-framing being indicated in dotted lines; Fig. 2, a side view, and Fig. 3 an end view, of the same, the operating-rod being removed.

According to the construction as herein illustrated a pair of brackets 1, having flanges 2, are bolted to a timber of the car-frame for supporting the train-brake and signal-pipes 6 and 8 and their respective cocks 5 and 7. Clamping members 3 are placed over the top of the cocks and secured to the brackets 1 by

means of bolts 4, the brackets and clamps being provided with angular seats adapted to fit the hexagonal ends 9 and 10 of the cock-casings, as clearly shown in Fig. 3, and securely hold the same in position. A hanger having depending arms 11 and a horizontal plate 12, preferably formed integral with said arms, is suspended beneath the brackets 1 and forms a support for the short shafts 13 and 14, the upper ends of which are provided with squared sockets engaging the squared ends of the plugs or keys of the respective cocks 5 and 7 for operating the same. The lower ends of the shafts 13 and 14 are mounted to rotate in openings in the plate 12 and are supported thereon by means of shoulders 20 and 21, respectively.

On the lower end of the shaft 13 is rigidly mounted the lever 15, the opposite arms of which are connected to the operating-rods 18, extending to the opposite sides of the car and provided with handles 19.

The lever 16 is mounted on the lower end of the shaft 14 and is detachably connected at its end with the lever 15 by means of a link 17 and pin 22 or other convenient connection, which may be detached in case it is desired to cut out the signal-pipe and operate the cock in the train-brake pipe alone.

When it is desired to either open or close the angle-cocks of the train-pipes, the operating-rod 18 is manipulated by means of the handle 19 at the side of the car and either pushed in or pulled out, as the case may be, thereby rocking the levers 15 and 16 and the corresponding shafts 13 and 14 to turn the cocks to the desired position.

By means of the rock-shafts and hanger the levers and operating-rods are brought down below the car-framing and all obstructions connected thereto, so as to have a clear space in which to operate.

It will now be apparent that I have provided a strong and durable device by means of which the cocks of one or more train-pipes may be readily operated from the side of the car.

Having now described my invention, what I

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

1. A device for operating train-pipe cocks, comprising a hanger suspended beneath the 5 timbers of the car-frame, a rock-shaft supported by said hanger for operating the cock-key, a lever mounted on the lower end of the rock-shaft, and an operating-rod extending from said lever to the side of the car.
- 10 2. A device for operating train-pipe cocks, comprising a bracket secured to the car-frame and supporting the cock-casing, a hanger suspended from the bracket, a rock-shaft supported in the hanger and connected to the cock, 15 a lever mounted on the rock-shaft, and means extending from the side of the car for operating said lever.
3. A device for operating angle-cocks, comprising a bracket secured to the car-frame, a 20 clamp fastened to the bracket and holding the cock-casing, a hanger suspended from the bracket, a rock-shaft supported in the hanger and having a squared socket for engaging the cock-key, a lever mounted on the rock-shaft, 25 and an operating-rod extending to the side of the car.
4. A device for operating train-pipe cocks, comprising a bracket secured to the car-frame and supporting the cock-casing, a hanger sus- 30 pended from the bracket, a vertical rock-shaft supported in the hanger and connected to the cock-key, and means operated from the side of the car for actuating said rock-shaft.
5. A device for operating train-pipe cocks, comprising a bracket secured to the car-frame, 35 a clamping device carried by the bracket and engaging the cock-casing, a hanger suspended from the bracket, a vertical rock-shaft supported in the hanger and having a squared socket for engaging the cock-key, and means 40 operated from the side of the car for actuating the rock-shaft.
6. A device for operating train-pipe cocks, comprising a bracket secured to the car-frame for supporting the cock-casing, a hanger hav- 45 ing a horizontal bearing-plate and arms suspended from the bracket, a vertical rock-shaft supported in said bearing-plate and provided with a means for operating the cock-key, and mechanism extending from the lower end of 50 the rock-shaft to the side of the car for actuating the rock-shaft.
7. The combination with a bracket secured to the car-frame and supporting a plurality of 55 train-pipe cocks, of a hanger suspended from the bracket, a vertical rock-shaft for each cock-key supported in the hanger, a lever mounted on each shaft, a detachable link connecting said levers, and an operating-rod extending 60 from one of the levers to the side of the car.

In testimony whereof I have hereunto set my hand.

NICHOLAS F. NIEDERLANDER.

Witnesses:

C. C. ZEIGLER,
ERNEST KUEHN.