

No. 858,719.

PATENTED JULY 2, 1907.

L. A. HOERR.
ANGLE COCK HOLDER FOR RAILWAY CARS.
APPLICATION FILED APR. 4, 1907.

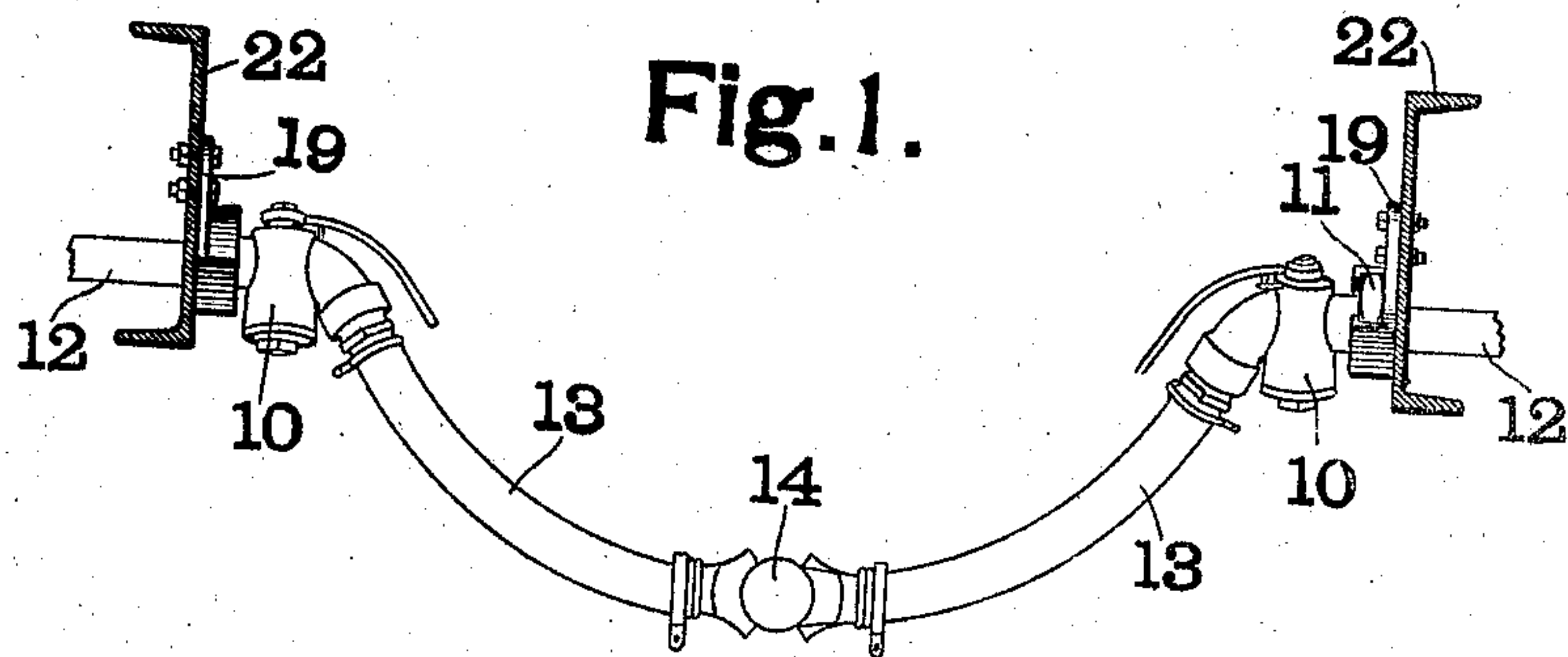


Fig. 2.

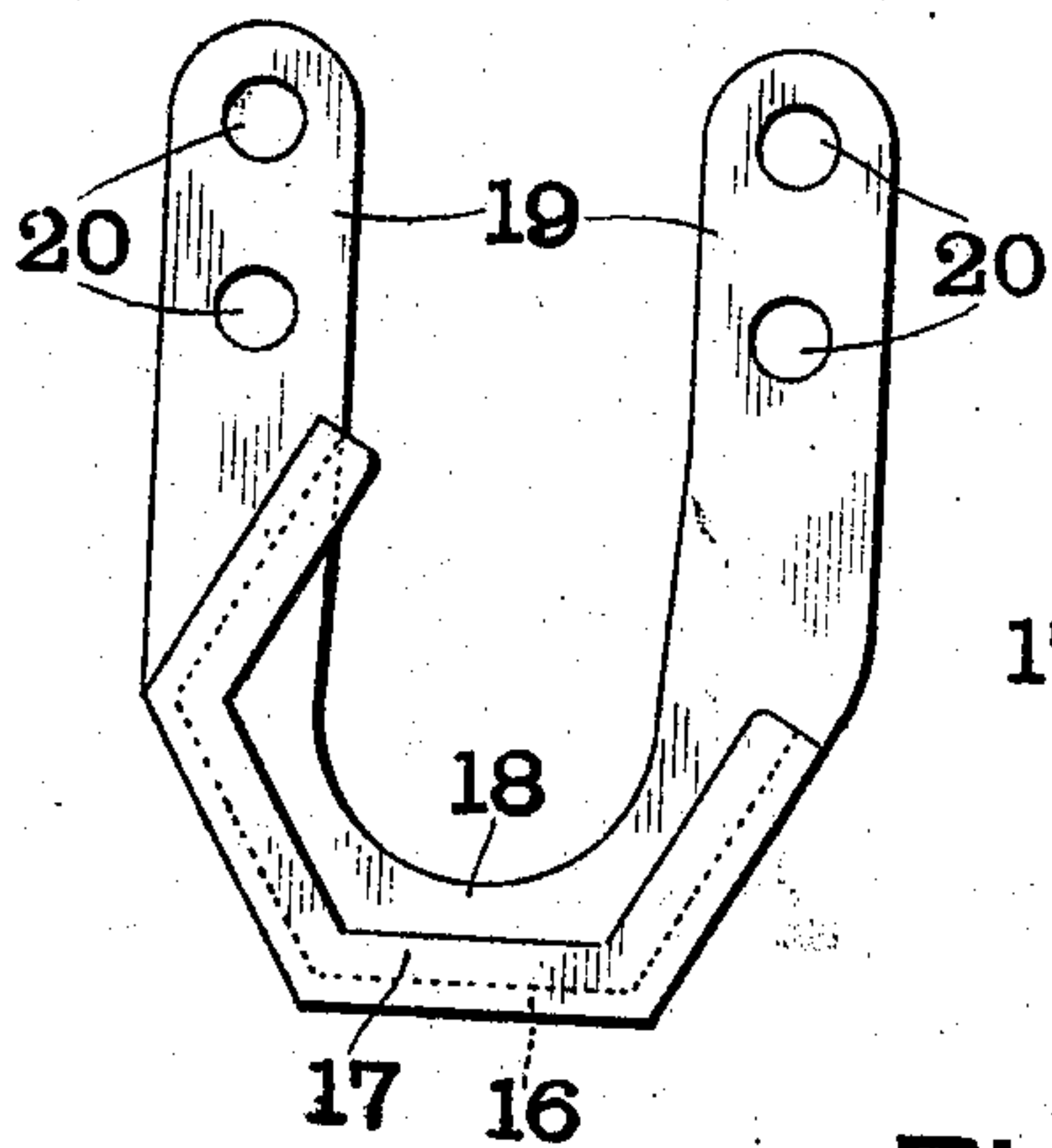


Fig. 3.

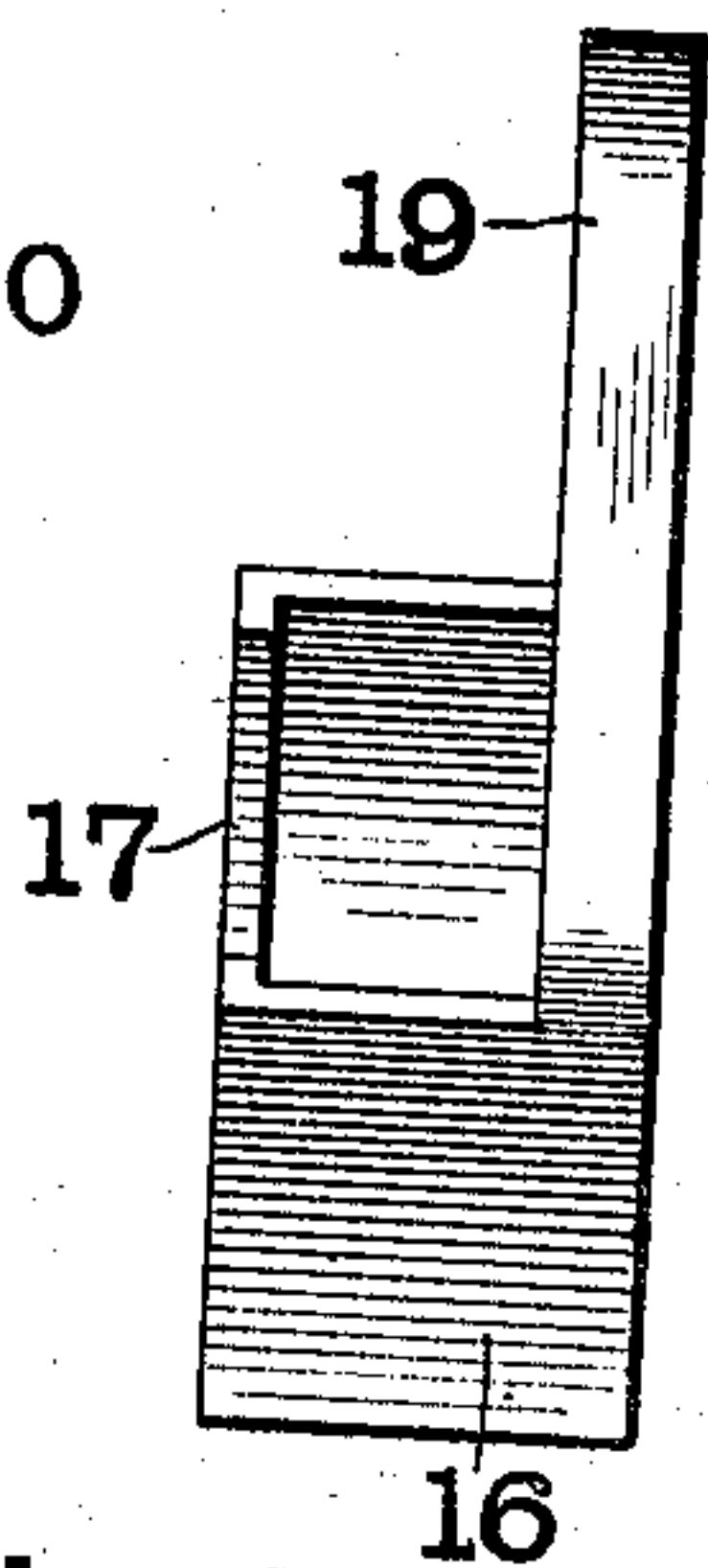


Fig. 4.

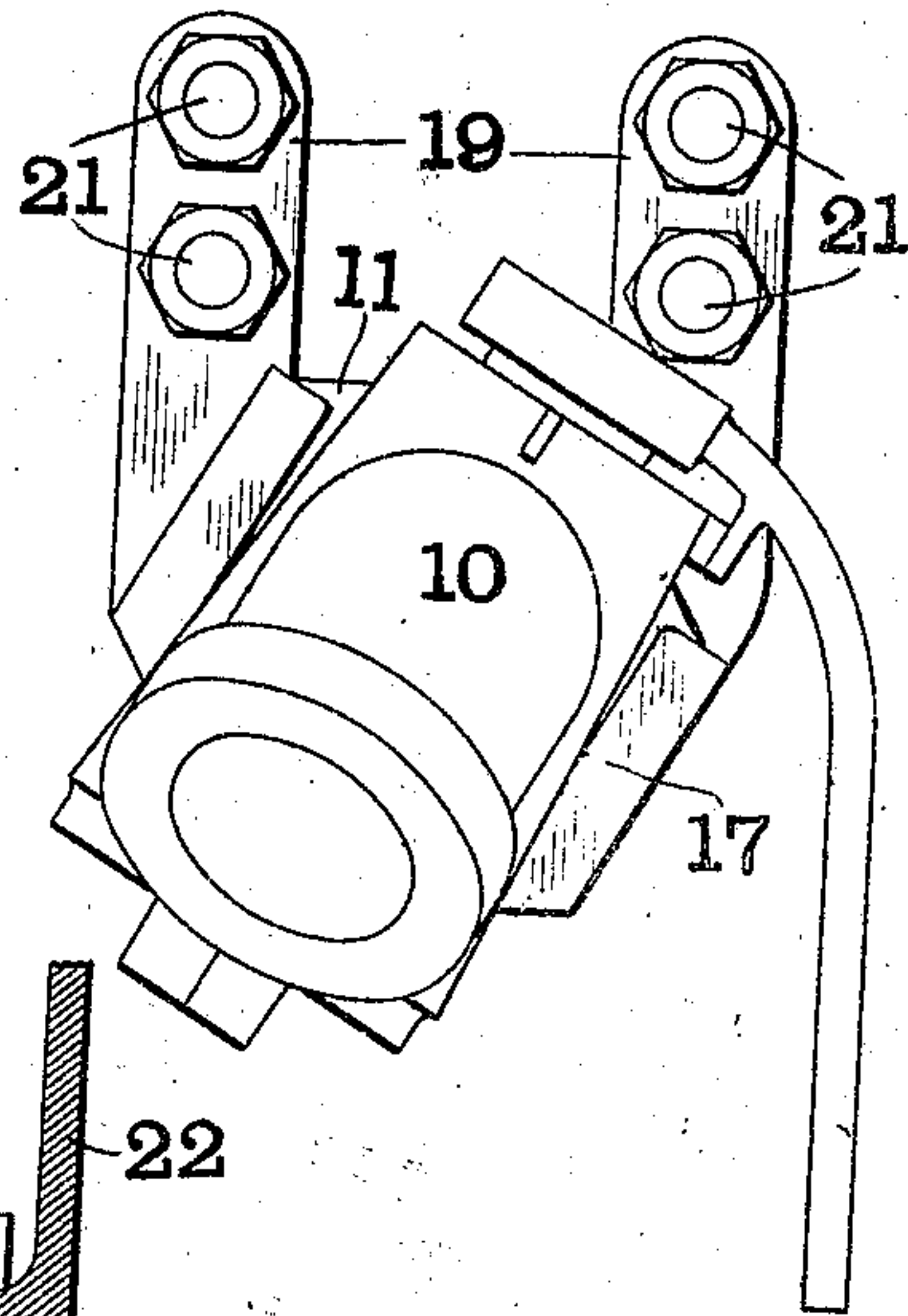
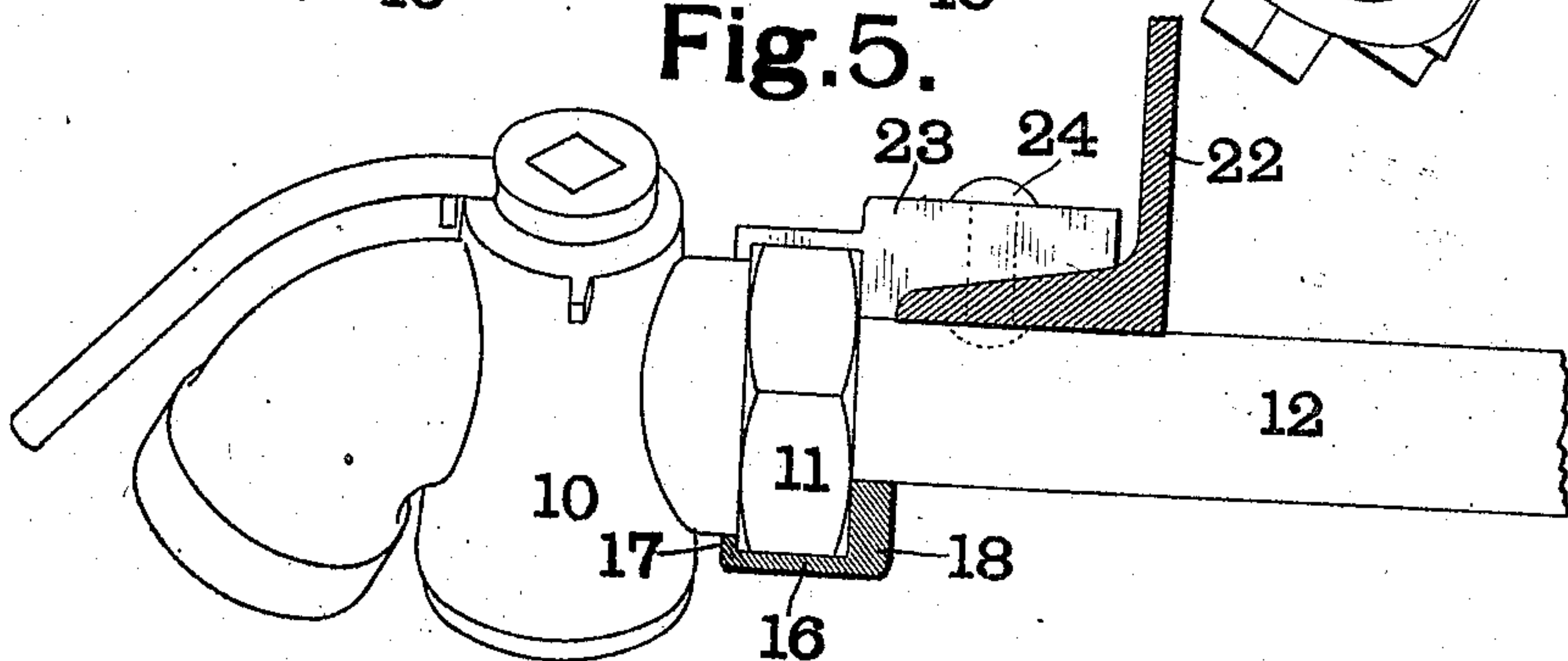


Fig. 5.



WITNESSES:

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UNITED STATES PATENT OFFICE.

LOUIS A. HOERR, OF ST. LOUIS, MISSOURI.

ANGLE-COCK HOLDER FOR RAILWAY-CARS.

No. 858,719.

Specification of Letters Patent.

Patented July 2, 1907.

Application filed April 4, 1907. Serial No. 366,284.

To all whom it may concern:

Be it known that I, LOUIS A. HOERR, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented a certain new and useful
5 Angle-Cock Holder for Railway-Cars, of which the following is such a full, clear, and exact description as will enable any one skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this
10 specification.

The angle cocks which are placed at the juncture of the train pipe and hose pipe connection in air brake systems often become lost from being unscrewed from the train pipe, or forcibly pulled therefrom by reason
15 of the brakemen neglecting to unfasten the hose pipe coupling when the hose are uncoupled.

The object of my invention is to provide a holder of the simplest possible form, which will prevent both the rotation and the longitudinal movement of the angle
20 cock, so as not only to prevent its being lost, but also insuring its inclination at the proper angle so that the hose pipe coupling may readily be connected and disconnected.

In the accompanying drawings, which illustrate two
25 forms of holders made in accordance with my invention, Figure 1 is a view on a reduced scale, showing two of the holders applied to the end sills of a pair of railway cars, together with the hose pipe connections between the cars. Figs. 2 and 3 are a front and side view,
30 respectively, of the holder detached from the car. Fig. 4 is a view similar to Fig. 2 but showing the angle cock in position, and Fig. 5 is a longitudinal sectional view, showing a slight modification.

Like marks of reference refer to similar parts in the
35 several views of the drawings.

10 are the angle cocks, each of which is provided with a hexagonal head 11 at the point where the angle cock is connected to the train pipe 12. Secured to the
40 opposite end of the angle cock from the train pipe 12 is the hose pipe 13.

14 are the hose pipe couplings for connecting two of the hose pipes 13. Each of the holders consist of a pocket formed of the peripheral portion 16 and front and rear flanges 17 and 18 respectively. Each of the
45 pockets is inclined so as to insure the proper inclination of the angle cock, and, as each of the pockets embraces four sides of the hexagonal head 11 and conforms thereto, it prevents the rotation of the angle cock, while the flanges 17 and 18 prevent its longitudinal movement
50 with respect to the car. The rear flange 18 is extended upwardly so as to form a pair of lugs 19, provided with bolt holes 20, by means of which the holder may be secured by means of bolts 21 to the end sill 22 of the car, as shown in Fig. 1. This construction is adapted for
55 use in case the train pipe passes through the end sill, as shown in Fig. 1. In case the train pipe passes below

the end sill, as shown in Fig. 5, rearwardly extending lugs 23 may be provided in place of the upwardly extending lugs 19. In Fig. 5, I have shown these lugs 23 as secured to the flange of the end sill 22 by means of
60 rivets 24.

It will be evident that, while my holder is of the simplest possible construction, consisting of but a single piece of metal, it effectively prevents the angle cock both from rotation and from longitudinal movement
65 with respect to the car, thus not only preventing its being lost, but also insuring its proper inclination. While my holder effectively prevents rotation of the angle cock, its construction is such as to allow of a slight rocking movement of the cock in a substantially vertical
70 plane. This rocking of the angle cock is caused by the cambering of the car in loading and unloading and if provision is not made for such rocking, it is liable to break either the holder or the angle cock. The fact that my holder only partly embraces the angle cock,
75 leaving the upper part free permits of the necessary movement.

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

1. In an angle cock holder, the combination with a pocket adapted to receive the head of the angle cock and prevent its rotation, of means for securing said pocket to a car.

2. In an angle cock holder, the combination with a
85 pocket adapted to receive the head of the angle cock and prevent its rotation, and also provided with flanges for preventing the longitudinal displacement of the cock, of means for securing said pocket to a car.

3. In an angle cock holder, the combination with an angularly disposed pocket adapted to receive the head of the angle cock and prevent its rotation, of means for securing
90 said pocket to a car.

4. In an angle cock holder, the combination with a pocket formed of a single piece of metal and adapted to
95 embrace the head of an angle cock and prevent its rotation, of fastening means for said pocket integral therewith.

5. The combination with an angle cock provided with a hexagonal head, of a flanged angle pocket embracing four sides of said head and preventing its rotation, and means
100 for securing said pocket to a car.

6. The combination with an angle cock provided with a hexagonal head, of an angularly disposed flanged pocket formed of a single piece of metal and embracing four sides of said head and preventing its rotation, and lugs formed
105 integral with said pocket for securing it to a car.

7. The combination with a railway car, of an angle cock holder carried by said car and comprising a pocket adapted to receive the head of the angle cock and prevent its rotation, said pocket only partially surrounding the head of
110 said angle cock, whereby the movement of said angle cock in a substantially vertical plane is permitted.

In testimony whereof, I have hereunto set my hand and affixed my seal in the presence of the two subscribing witnesses.

LOUIS A. HOERR. [L. S.]

Witnesses:

W. A. ALEXANDER,
ELIZABETH BAILEY.