

L. A. HOERR.
STRIKING BLOCK AND ANGLE COCK HOLDER.
APPLICATION FILED JULY 2, 1910.

969,623.

Patented Sept. 6, 1910.

Fig. 1.

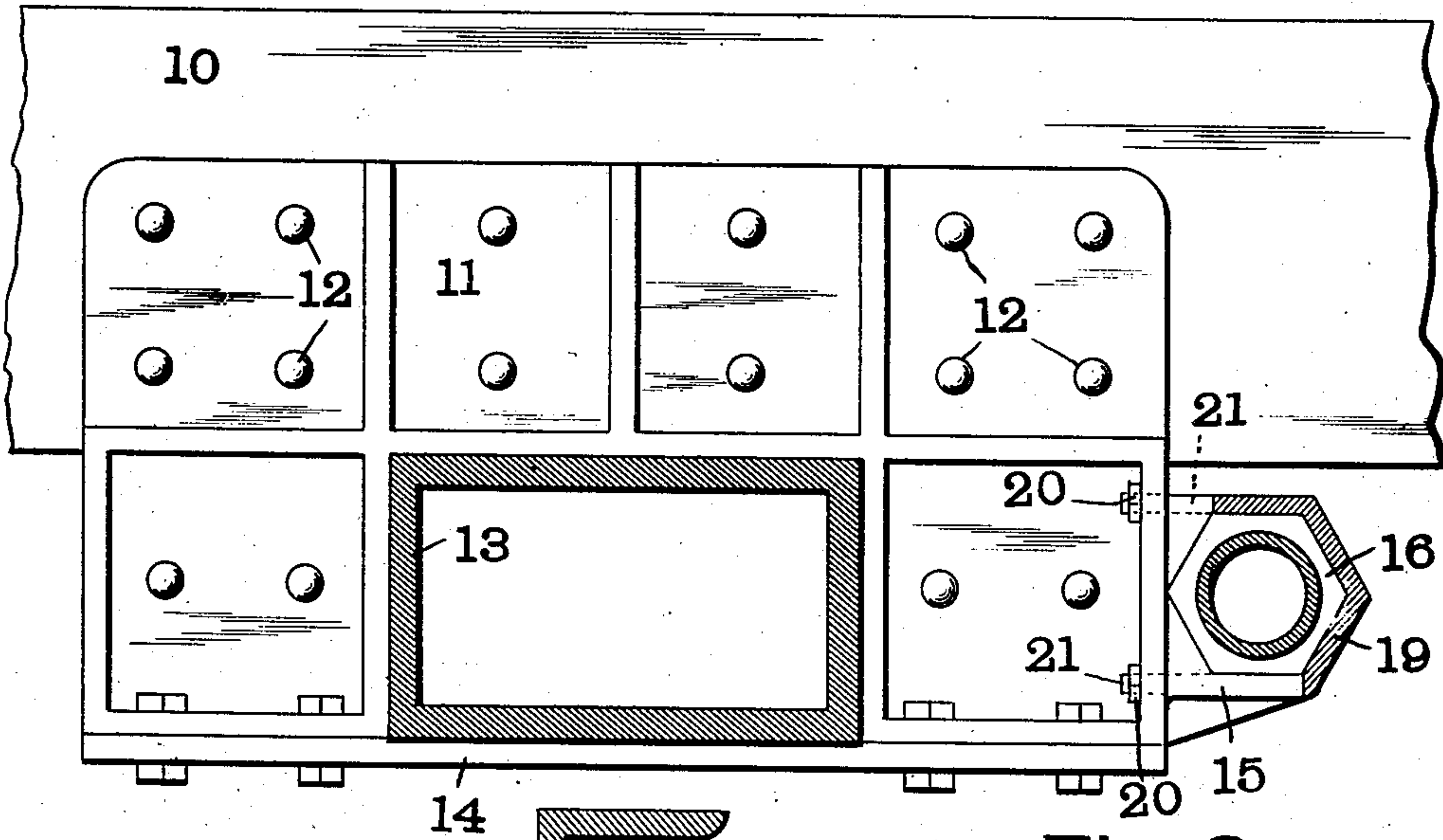


Fig. 2.

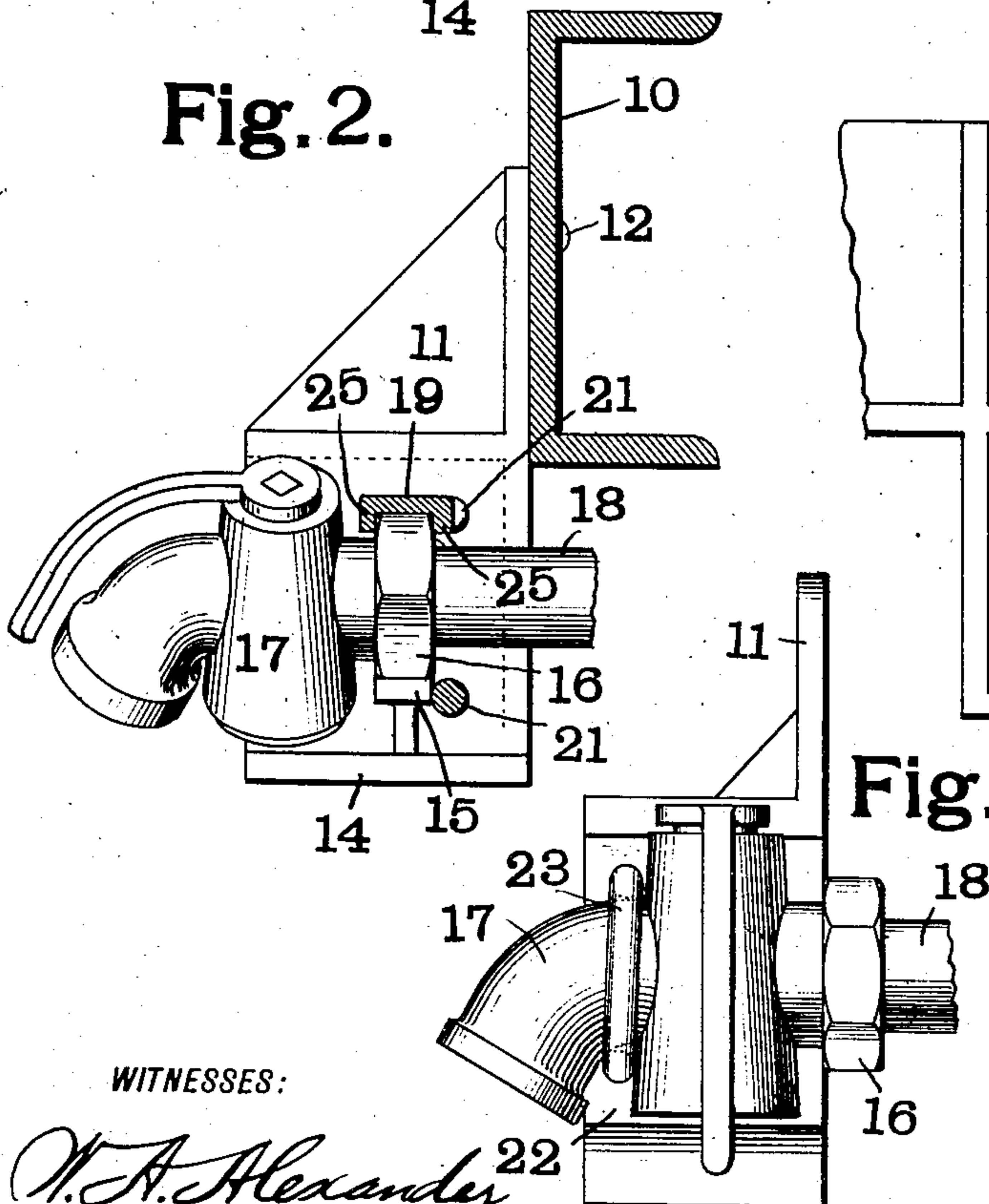


Fig. 3.

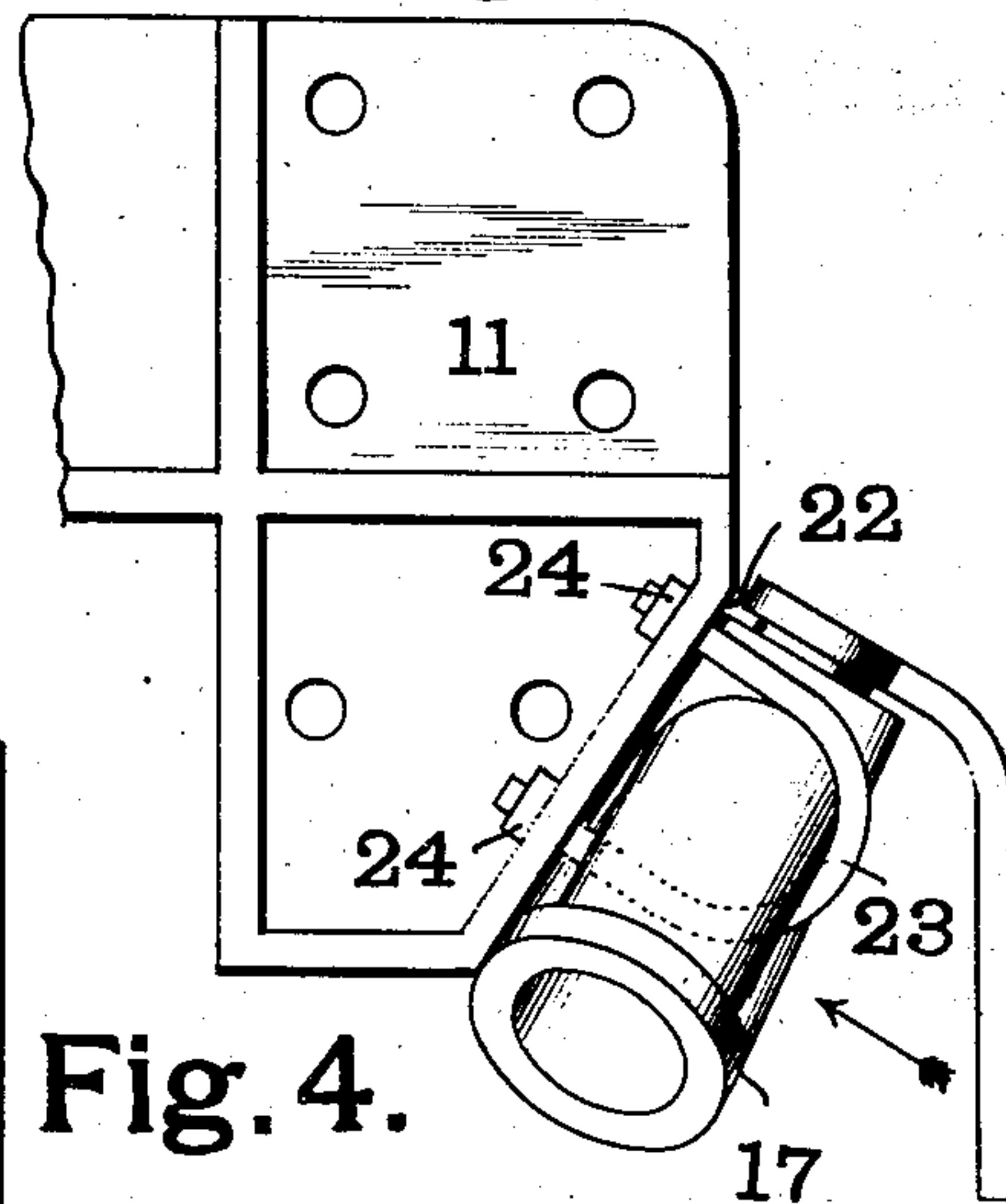
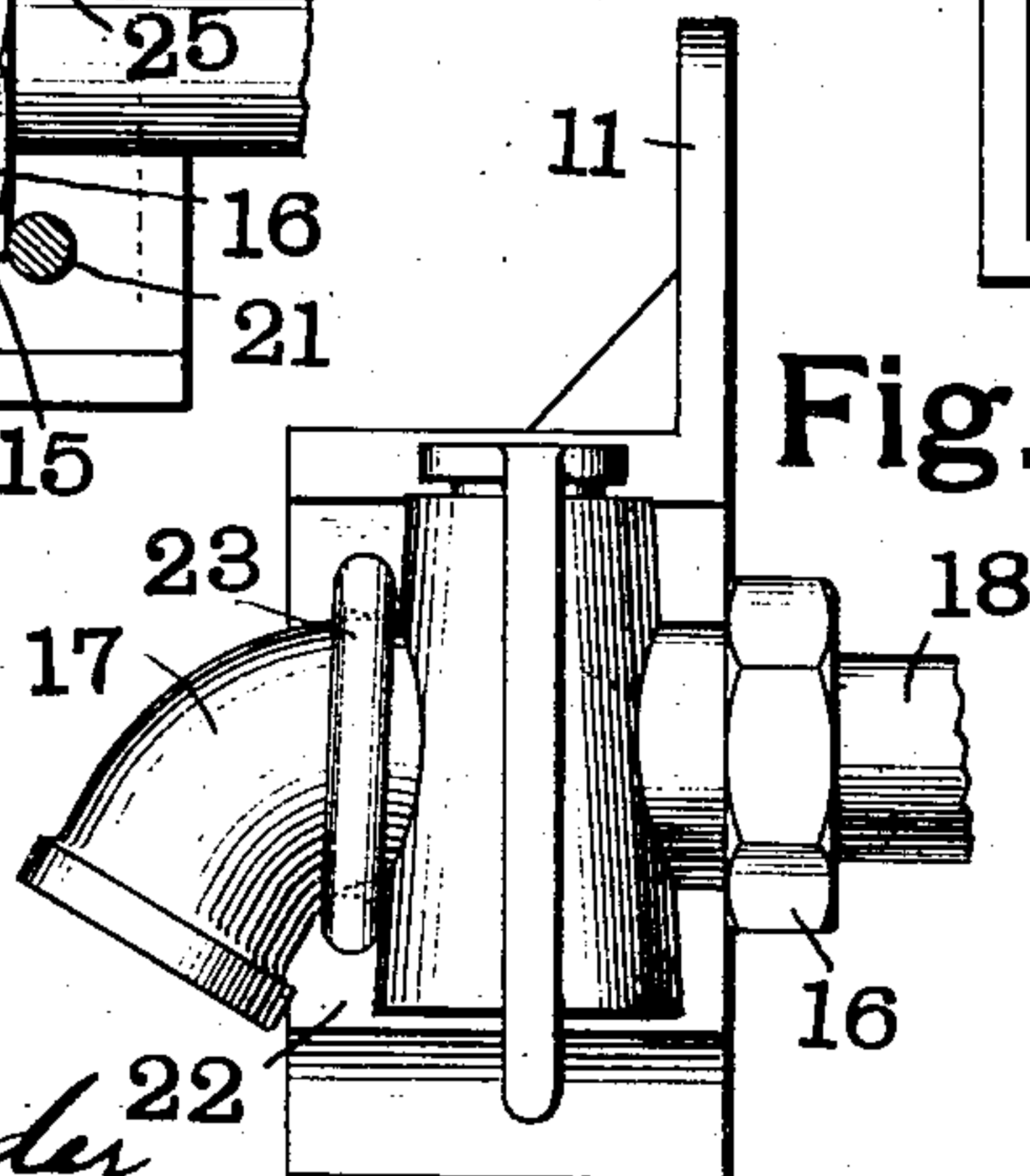


Fig. 4.



WITNESSES:

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STRIKING-BLOCK AND ANGLE-COCK HOLDER.

969,623.

Specification of Letters Patent.

Patented Sept. 6, 1910.

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To all whom it may concern:

Be it known that I, LOUIS A. HOERR, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Striking-Block and Angle-Cock Holder, 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 specification.

My invention relates to a striking block such as is used around the draw heads of railway cars, and the object of my invention is to so construct the striking block that it will not only operate as a striking block but will also serve to hold an angle cock so that the angle cock will be retained at its proper angle and will be prevented from being pulled from the train-pipe and lost.

In the accompanying drawings which illustrate two forms of striking blocks made in accordance with my invention, Figure 1 is a front elevation partly in section showing the striking block together with a portion of a railway car to which the same is attached; Fig. 2 is an end view of the parts shown in Fig. 1 partly in section; Fig. 3 is a front elevation showing a modification, and Fig. 4 is a view showing the parts in Fig. 3 looking in the direction of the arrow in Fig. 3.

Like marks of reference refer to similar parts in the several views in the drawings. 10 represents the end sill of a railway car. To the end sill 10 is secured the striking block 11 by means of rivets 12 or in any other suitable manner. The striking block 11 has an opening for the passage of the draw bar 13, the draw bar 13 being supported by a cross-plate 14 secured to the striking block 11. Formed integral with one end of the striking block 11 is a bracket 15 which is so shaped as to form a pocket for the reception of the hexagonal head 16 of the angle cock 17.

18 is the train-pipe which is threaded into the angle cock in the usual manner.

19 is the clamping member which surrounds the three sides of the hexagonal head 16 which are not in engagement with the pocket. This clamping member 19 is provided with bolts 21 passing through openings in the end of the striking block 11 and

secured by means of nuts 20 so as to firmly clamp the hexagonal head 16 between the clamping member and the pocket. The clamping member 19 is preferably provided with flanges 25 to prevent the longitudinal movement of the angle cock.

In Figs. 3 and 4 I have shown a modification in which the bracket 15 forming the pocket is dispensed with. In place of using this bracket 15 I provide the striking block 11 with a face 22 arranged at an angle so that when the body 17 of the angle cock is placed against it the angle cock will be held at the proper angle. In order to secure the angle cock 17 against the face 22 I provide a U-shaped member 23 which passes around the nozzle of the angle cock and holds the angle cock firmly against the face 22. The U-shaped member 23 is held in position by means of nuts 24 engaging with its ends.

It will be evident that with both forms of striking block and angle cock holder the angle cock itself and not the train pipe will be held and that the angle cock will be firmly held not only against longitudinal movement so as to prevent its being lost from the train-pipe but also against rotation so that the proper angle of the cock is maintained.

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

1. The combination with a striking block, of a clamping member carried by said block for engaging and holding an angle cock, and means for securing the striking block to a car.

2. The combination with a striking block, of clamping means carried by one end of said block for engaging and holding an angle cock, and means for securing the striking block to a car.

3. The combination with a striking block having a pocket formed thereon and adapted to receive an angle cock, of a clamping member extending around the angle cock and cooperating with the pocket to hold the angle cock, and means for securing the striking block to a car.

4. The combination with a striking block having a pocket formed thereon and adapted to receive the angular head of an angle cock, of a clamping member extending around the head of the angle cock and co-

operating with the pocket to hold the angle cock, and means for securing the striking block to a car.

5 The combination with a striking block having a pocket formed thereon and adapted to receive the angular head of an angle
cock, of a clamping member extending
around the head of the angle cock and co-
operating with the pocket to hold the same,
10 said clamping member being provided with

flanges to prevent longitudinal movement of the cock, and means for securing the striking block to the car.

In testimony whereof, I have hereunto set my hand and affixed my seal in the presence 15 of the two subscribing witnesses.

LOUIS A. HOERR. [L. s.]

Witnesses:

W. A. ALEXANDER,
ELIZABETH BAILEY.