April 6, 1926. 1,579,290

T. W. ELDER, JR

TRAIN PIPE SUPPORT AND ANGLE COCK HOLDER

Filed Sept. 6, 1923

Fig. 8.

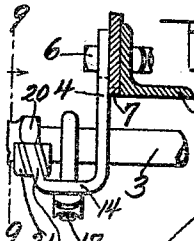


Fig. 1.

Fig. 9.

Fig. 5.

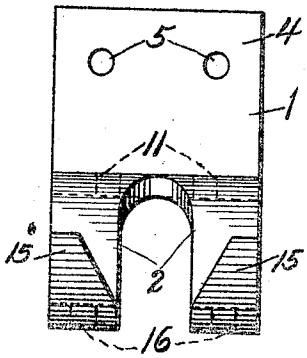


Fig. 2.

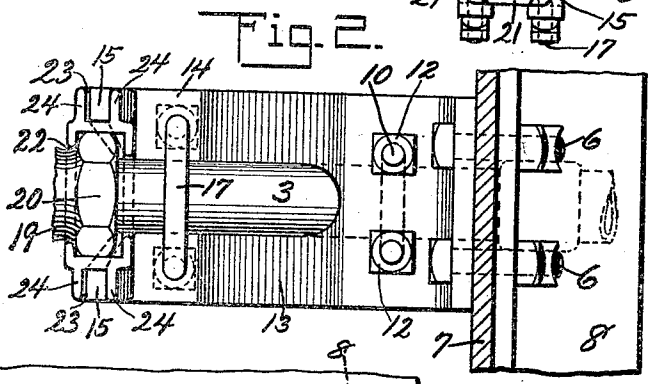


Fig. 3.

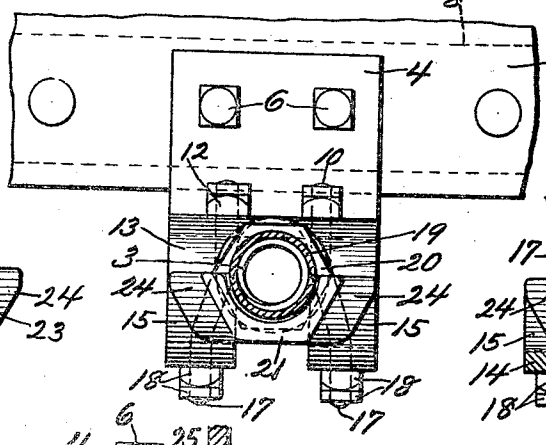


Fig. 4.

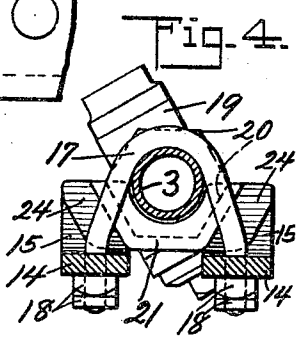


Fig. 6.

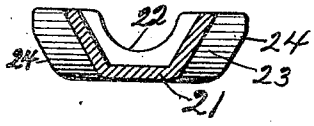
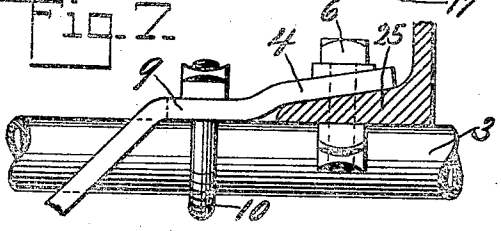


Fig. 7.



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UNITED STATES PATENT OFFICE.

THOMAS W. ELDER, JR., OF BROOKLYN, NEW YORK, ASSIGNOR TO AMERICAN CAR AND FOUNDRY COMPANY, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

TRAIN-PIPE SUPPORT AND ANGLE-COCK HOLDER.

Application filed September 6, 1923. Serial No. 661,242.

To all whom it may concern:

Be it known that I, THOMAS W. ELDER, Jr., residing at Brooklyn, Queens County, State of New York, and being a citizen of the United States, have invented certain new and useful Improvements in a Train-Pipe Support and Angle-Cock Holder, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and to use the same, reference being had to the accompanying drawings, which illustrate the preferred form of the invention, though it is to be understood that the invention is not limited to the exact details of construction shown and described, as it is obvious that various modifications thereof within the scope of the claims will occur to persons skilled in the art.

In said drawings:

Fig. 1 is an elevation of a train pipe support and angle cock holder constructed in accordance with this invention, shown applied to a car;

Fig. 2 is a plan view of the structure shown in Fig. 1, portion of the angle cock being broken away;

Fig. 3 is a section taken on line 3—3 of Fig. 1;

Fig. 4 is a section taken on line 4—4 of Fig. 1;

Fig. 5 is view of the holder bracket shown detached from the car;

Fig. 6 is a section of the angle cock holder taken on the line 6—6 of Fig. 1;

Fig. 7 is a partial side elevation of the device showing the bracket modified to engage with an end sill of different construction;

Fig. 8 is an elevation of the device showing a modified bracket for use with an end sill of the construction shown in Fig. 1; and

Fig. 9 is a section on the line 9—9 of Fig. 8.

It is an object of this invention to provide an improved means for securing train pipes to the car frame and for locking the angle cocks in position on the train pipes.

As shown in the drawings this device comprises a bracket 1 formed from a strip of sheet metal and having a slot 2 punched in the strip at one end, the slot being of sufficient width to receive the usual train pipe 3. The uncut portion of the bracket 1 has the end portion 4 thereof provided with openings 5 to receive the bolts 6 which secure the bracket 1 to the plate 7 and angle 8 which form the lower portion of the car end sill as shown in Fig. 1. The uncut portion of the bracket also has a portion 9 bent at right angles to the portion 4 and adapted to bear against the train pipe 3, the train pipe being secured thereto by a U-bolt 10 which surrounds the train pipe 3 and has its ends projecting through the openings 11 with nuts 12 threaded thereon. Cutting the slot 2 in the bracket 1 forms a forked end portion, the legs of which are adapted to extend on opposite sides of the train pipe 3 and have portions 13 which are bent downwardly from the portion 9 which bears against the train pipe, portions 14 which extend outwardly parallel to the portion 9 and end portions 15 which are bent upwardly. The portions 14 are provided with openings 16 to receive a U-bolt 17 which surrounds the train pipe 3 and has its ends extending through the openings 16 and provided with nuts 18. To the train pipe 3 there is attached the usual train pipe stop cock 19 provided with an angular shoulder 20 which is engaged by an angular pocket member or housing 21 having a recess 22 which fits about the lower portion of the angular shoulder 20. The pocket member or housing 21 is also provided with groove 23 formed by projecting flanges 24 in which are received the upwardly turned ends 15 of the forked portion of the bracket 1.

In the modification shown in Fig. 7 the portion 9 of the bracket 1 is secured to the train pipe 3 by the U-bolt 10, as in the structure shown in Fig. 1 while the portion 4 of the bracket 1 is bent at a slight angle to the portion 9 and slightly offset therefrom so as to engage with an outwardly projecting flange 25 of the rolled member forming the end sill of the car, the portion 4 being secured thereto by the bolts 6.

In the modification shown in Fig. 8 the portion 9 of the bracket 1 and the U-bolt 10 are omitted, the portion 4 being connected directly to the forked portion of the bracket and secured to the plate 7 and angle 8 by bolts 6 is in Fig. 1.

In assembling this device the angular pocket member or housing 21 will be placed in engagement with the shoulder 20 of the stop cock 19, the bracket 1 will be placed with the forked portion receiving the train pipe 3 as shown in broken lines in Fig. 1 and

the bracket will then be rotated to bring the upturned ends into the slots 23 of the pocket member or housing 21 and bring the portion 9 of the bracket into engagement with the train pipe 3, the bolts 10 and 17 are then inserted in the openings in the bracket and secured therein and the bracket is then attached to the end sill of the car. It will be noted that the bracket supports the train pipe 3 and at the same time holds the angular pocket member or housing 21 in engagement with the shoulder 20 preventing the rotation of the stop cock upon the train pipe 3 thus the device serves to support the train pipe and to prevent longitudinal movement of the train pipe and rotation of the stop cock by the engagement of the angular pocket member or housing 21 with the angular shoulder 20.

What is claimed is:

1. In a device of the class described, a bracket having a portion adapted to engage a train pipe and a forked portion extending downwardly, outwardly and upwardly therefrom on opposite sides of the train pipe and an angular housing formed separate from said bracket and adapted to engage the angle cock and having slots to receive the upwardly turned ends of the forked portion of said bracket.

2. In a device of the class described, a bracket adapted to be secured to a portion of a car body and having a portion engaging a train pipe and a forked portion extending downwardly, outwardly and upwardly therefrom on opposite sides of the train pipe, an angular housing adapted to engage the angle cock and having pockets to receive the upwardly turned ends of the forked portion of said bracket and clamping means engaging the train pipe and the forked portion of said bracket adapted to hold the upwardly turned ends in the slots in said housing and said housing in engagement with the angle cock.

3. In a device of the class described, a bracket having a forked portion extending downwardly, outwardly and upwardly on opposite sides of the train pipe, an angular housing formed separate from the bracket and adapted to engage the angle cock and means engaging the train pipe and the forked portion of said bracket adapted to hold the upwardly turned ends in engagement with said housing and said housing in engagement with the angle cock.

4. In a device of the class described, an angular pocket member adapted for engagement with an angle cock, a separately formed bracket having a bifurcated end portion adapted to straddle a train pipe, said bifurcated end being adapted to engage said angular pocket member, the other end portion of the bracket being adapted for connection with a portion of a car body, and means for securing said bracket to the train pipe and in engagement with said pocket member.

5. In a device of the class described, a bracket adapted for connection with a portion of a car at one end and having its opposite end portion bifurcated to straddle a train pipe, a separately formed pocket member adapted to engage the angle cock and having grooves therein adapted to receive the bifurcated end of said bracket and a plurality of U-bolts adapted for holding said bracket in engagement with the train pipe and pocket member.

6. In a device of the class described, a bracket member adapted to overlie a train pipe and having an extension adapted for connection with a car said bracket being bifurcated at its end opposite its connection with a car in combination with a separately formed pocket member adapted to engage an angle cock said pocket member having a groove therein adapted to receive the bifurcated end of said bracket, an angle cock resting in said pocket member and means for raising the bifurcated end of said bracket into engagement with said pocket member and to secure the parts in operative position.

In witness whereof I have hereunto set my hand.

THOMAS W. ELDER, JR.