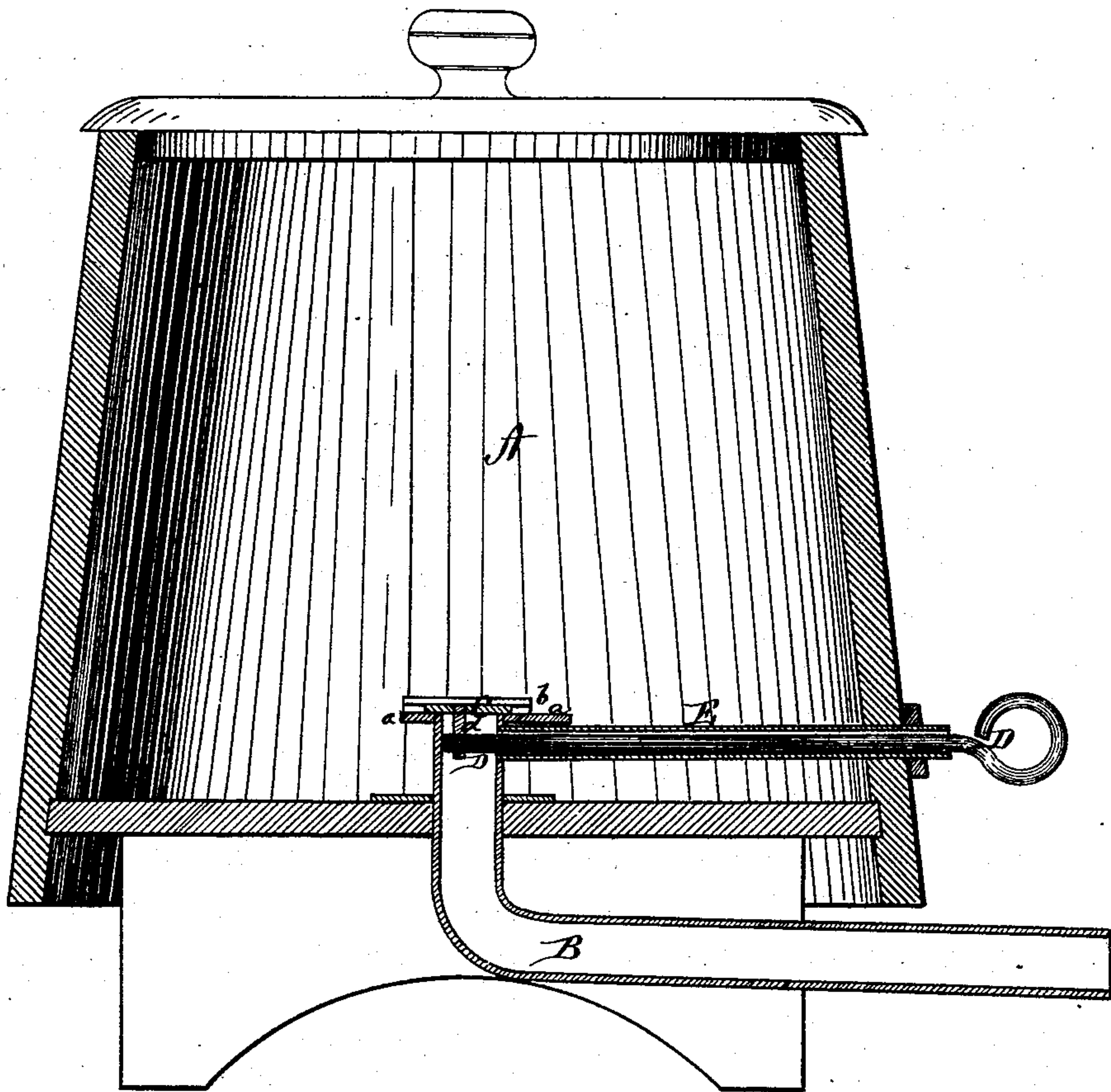


M. N. LYNN.
Railroad-Tank Valves.

No. 127,622.

Patented June 4, 1872.



Witnesses:
Frank L. Curand.
A. L. Ewert.

Inventor.
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per *Handa Theron*
Attorneys.

UNITED STATES PATENT OFFICE.

MIRABEAU N. LYNN, OF NEW ALBANY, INDIANA, ASSIGNOR TO HIMSELF,
ED. M. HUBBERT, AND ED. H. MANN, OF SAME PLACE.

IMPROVEMENT IN RAILROAD TANK-VALVES.

Specification forming part of Letters Patent No. 127,622, dated June 4, 1872.

To all whom it may concern:

Be it known that I, MIRABEAU N. LYNN, of New Albany, in the county of Floyd and in the State of Indiana, have invented certain new and useful Improvements in Railroad Tank-Valves; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in a hollow pipe surrounding the valve-rod, and conducting air from the outside of the tank to the interior of the drain-pipe below the valve, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which represents a longitudinal vertical section of a railroad water-tank with my valve attached.

A represents a water-tank of any suitable description, provided with a drain-pipe, B. On the upper end of the pipe B is a slide-valve, C, working on a valve-seat, *a*, guided true by grooves *b*. Underneath the valve C is extended a lug, *d*, that the valve-rod D screws into. Surrounding this valve-rod, and screwing into the drain-pipe below the valve-seat *a*, is a hollow pipe, E, with threaded end

at entrance in drain-pipe and threaded end at entrance in the tank A, and fastened by lock-nuts *e*.

By pulling out the valve-rod D the water rushes through the drain-pipe B, and, by forming a partial vacuum, forces a current of air through the space between the valve-rod and the pipe E surrounding it; consequently, under no circumstances is there any water touching the valve-rod, making it entirely reliable so far as any possibility of freezing is concerned.

Instead of having the valve C sliding upon the valve-seat, the valve may be attached on the inner end of the valve-rod, so as to move out from the valve-seat.

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

In a water-tank, a hollow pipe surrounding the valve-rod and conducting air from the outside of the tank to the interior of the drain-pipe below the valve, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 20th day of March, 1872.

MIRABEAU N. LYNN.

Witnesses:

W. D. KEYES,
WM. J. HISEY.