(No Model.)

J. H. BLESSING.

CHECK VALVE.

No. 294,960. Patented Mar. 11, 1884.

Figure 1.

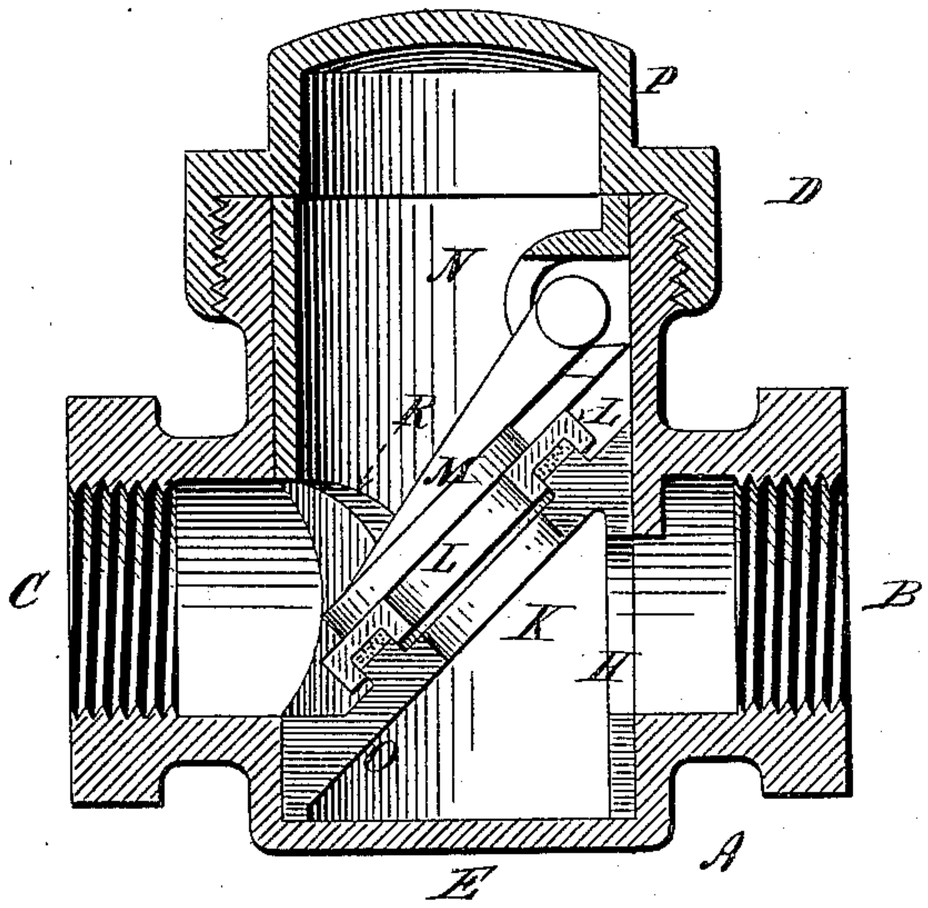


Figure 4.

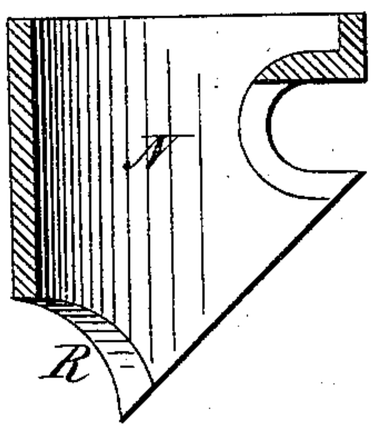


Figure 2.

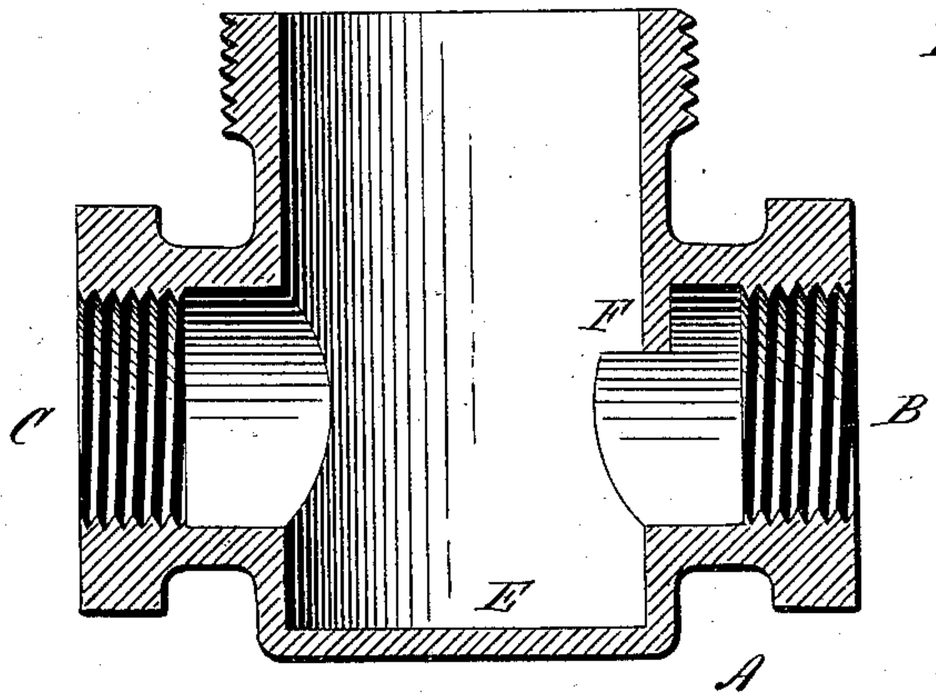
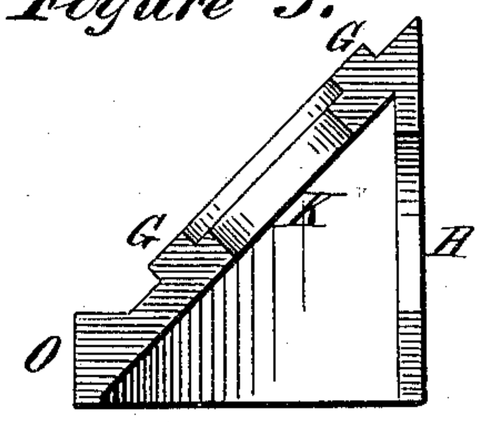


Figure 3.



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UNITED STATES PATENT OFFICE.

JAMES H. BLESSING, OF ALBANY, NEW YORK.

CHECK-VALVE.

SPECIFICATION forming part of Letters Patent No. 294,960, dated March 11, 1884.

Application filed December 19, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. BLESSING, of the city and county of Albany, and State of New York, have invented a new and useful Improvement in Check-Valves, of which the following is a full, true, and exact description, reference being had to the accompanying drawings.

This invention relates to a simple and economical construction of a check-valve of the kind ordinarily known as "straight-way valves," by means of which the valve and the valve-seat may be readily and cheaply removed and another one substituted therefor.

My invention will be readily understood from the accompanying drawings, in which Figure 1 represents a section of the valve complete; Fig. 2, a view of the valve-box; Fig. 3, a view of the valve-seat-supporting frame; Fig. 4, a view of frame N.

A represents the valve-box provided with inlet-opening B and outlet-opening C, and with the cap D screwing upon the top thereof. The valve-box is provided with a cylindrical depression, E, below the pipe, and likewise with the web F, for holding the valve-seat support in position. This valve-seat support is a frame which is circular in horizontal section, while its vertical section shows two sides of a right-angled triangle. The valve-seat is supported upon the annular support G, while the openings H K permit the passage of the liquid or gas to the check-valve. The valve-seat L is supported upon the lip G, and is preferably provided with a packing between the support and the valve-seat, thereby packing said seat and deadening the impact between the valve and the seat. The check-valve M is supported in the frame N, which is generally circular in horizontal section, but its lower face is cut on an angle to bear against the frame O and lock the same in the valve-box. The upper part of the frame N rests against the cap P, and is forced down when said cap is screwed upon the valve-box. The valve itself is supported in lug-bearings in this frame, and when the frame N is removed from the valve-box the valve may be readily removed, as is clearly apparent. The frame N is provided with an opening, R, communicating with the pipe C.

The construction of my valve will now be readily understood. The valve-casing being in the position shown in Fig. 2, the frame O is first dropped in position; then the seat L is placed upon it; then the frame N, carrying the valve M, is dropped into the valve-box and the cap P screwed upon it. By removing the cap P the valve and the valve-seat may be readily altered.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination, in a check-valve, of the removable frame O, supporting the valve-seat L on an angle with the passage through the valve, with the frame N, supporting the check-valve M and locking the frame O in the valve, and the cap P, closing the valve-casing and simultaneously locking the frames N and O within the valve, substantially as described.

JAMES H. BLESSING.

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