

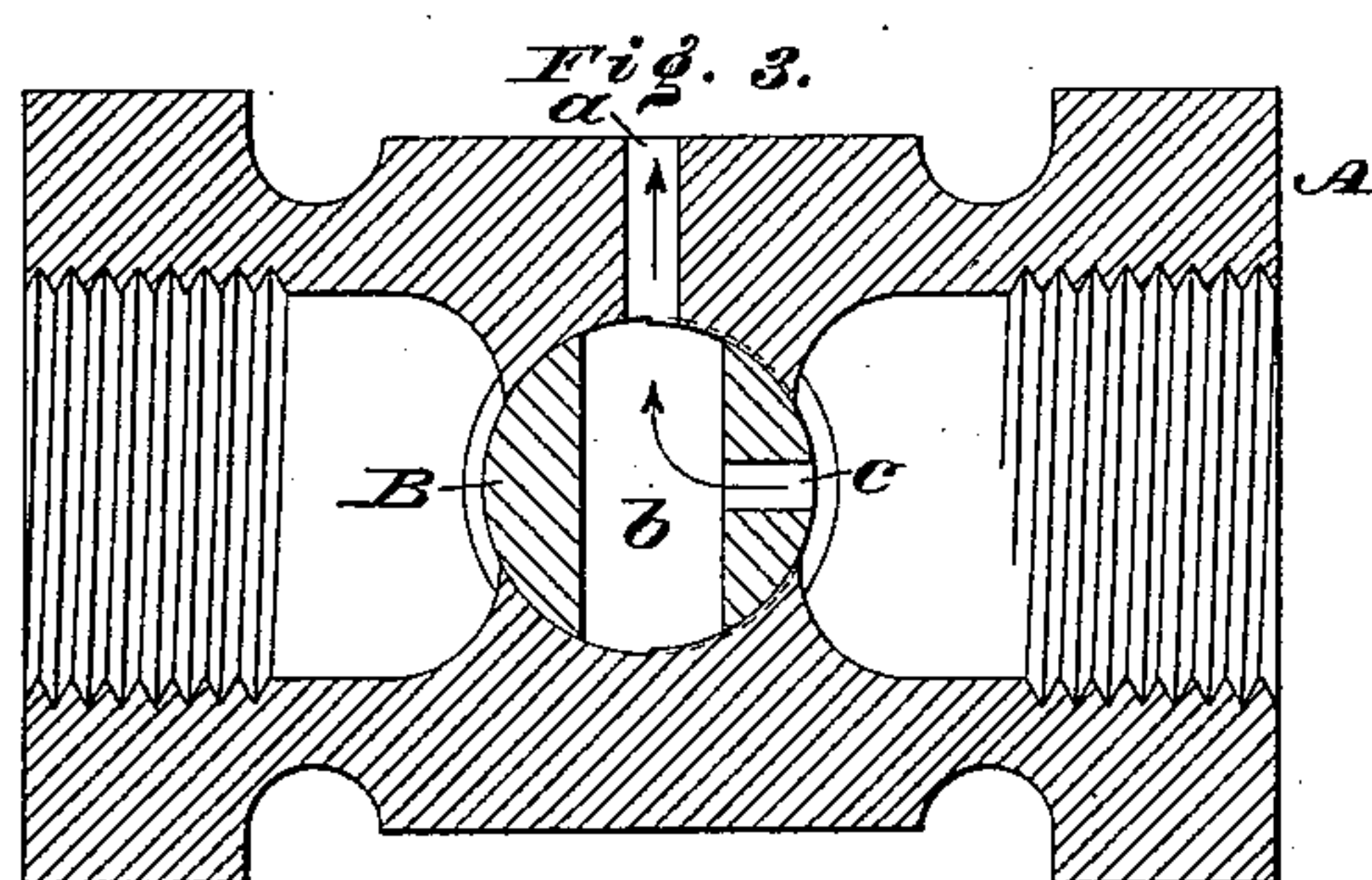
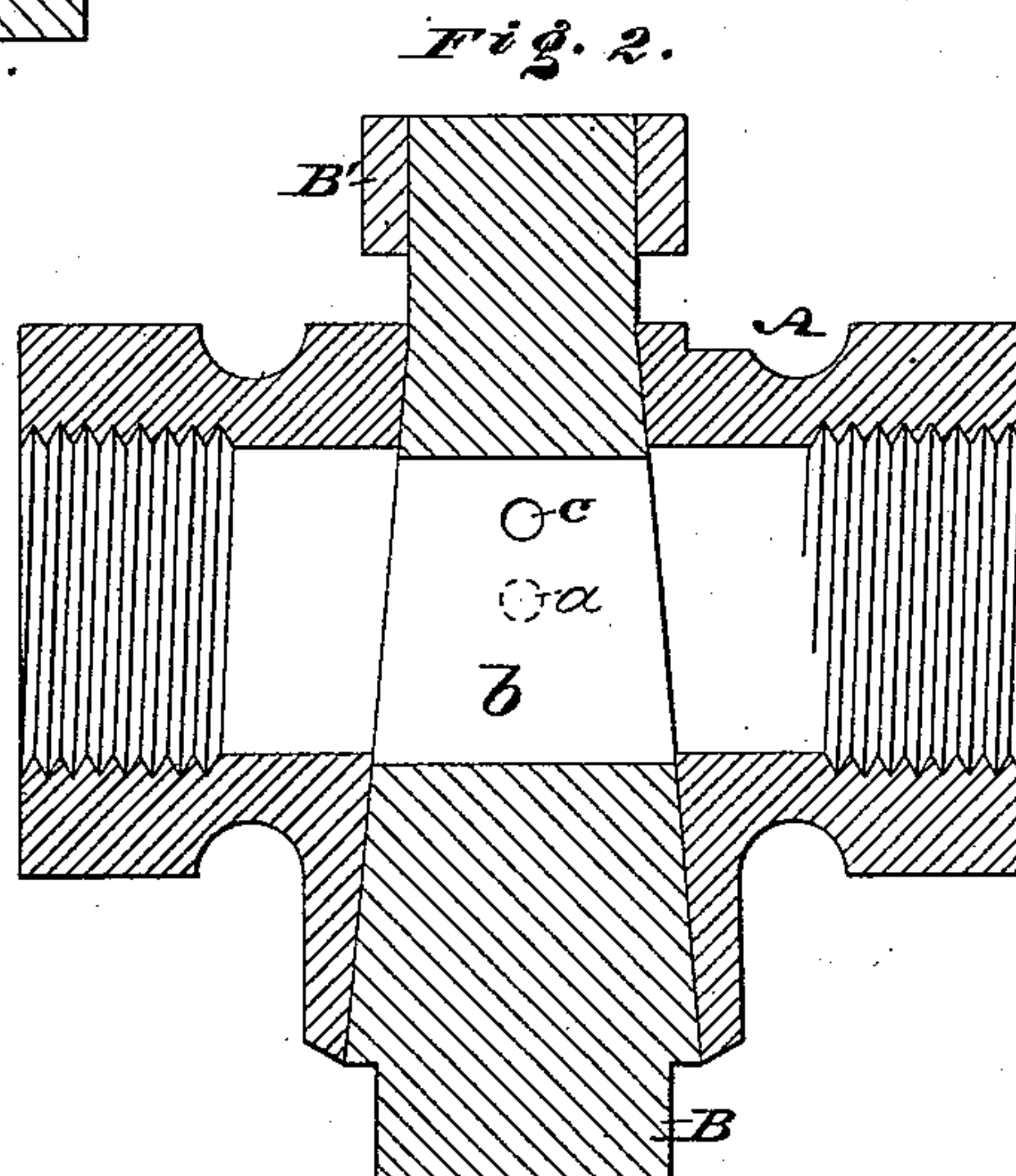
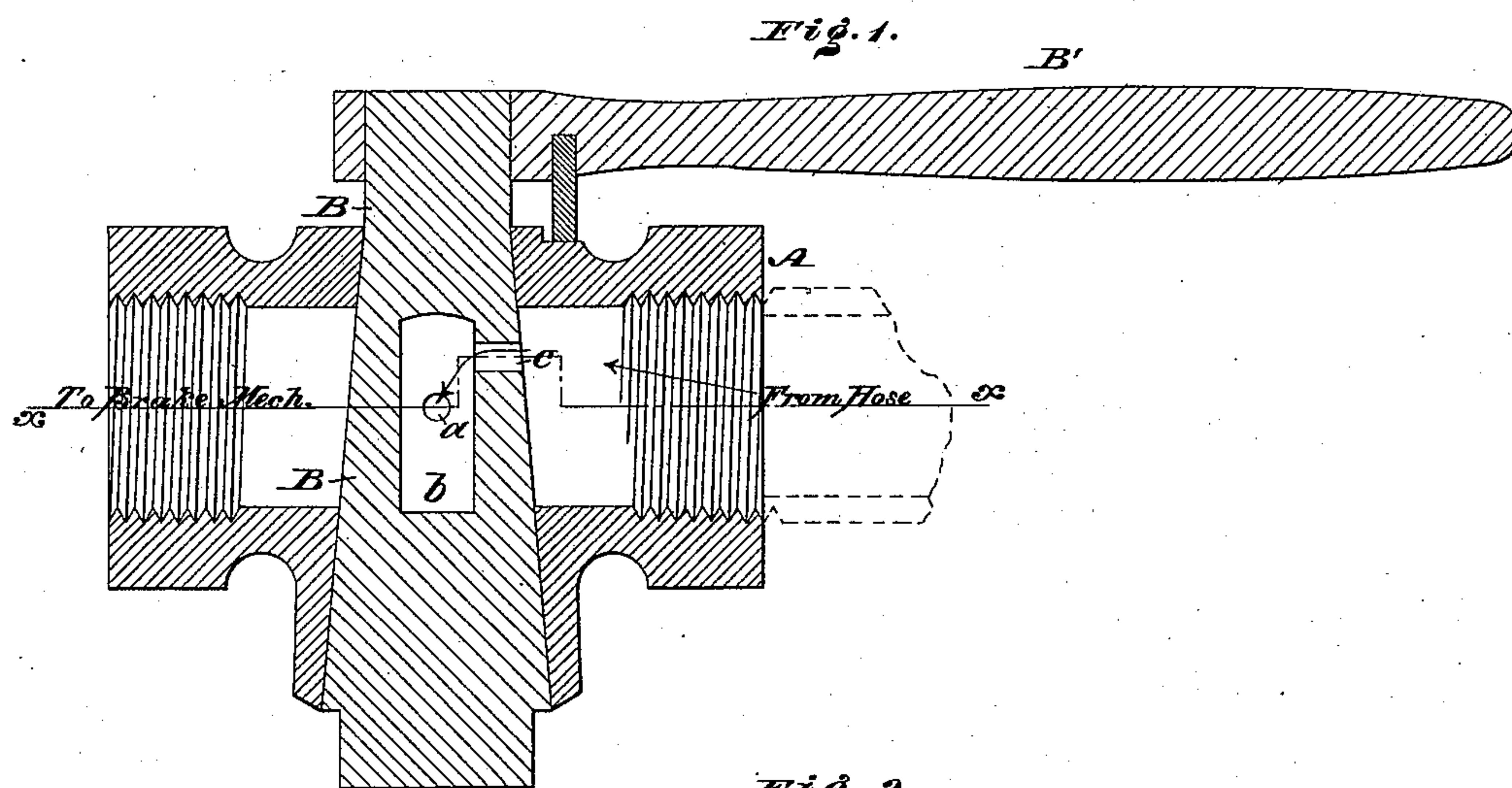
(No Model.)

H. C. McCARTY.

HYDRAULIC, STEAM, AIR, AND VACUUM BRAKE.

No. 330,796.

Patented Nov. 17, 1885.



WITNESSES:

*L. Douville*  
*W. F. Fischer*

INVENTOR:

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BY *John A. Diederichsen*  
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# UNITED STATES PATENT OFFICE.

HARRY C. McCARTY, OF WILLIAMSPORT, ASSIGNOR OF ONE-HALF TO JOHN F. BICKEL, OF MORTON, PENNSYLVANIA,

## HYDRAULIC, STEAM, AIR, AND VACUUM BRAKE.

SPECIFICATION forming part of Letters Patent No. 330,796, dated November 17, 1885.

Application filed March 20, 1884. Serial No. 124,866. (No model.)

*To all whom it may concern:*

Be it known that I, HARRY C. McCARTY, a citizen of the United States, residing at Williamsport, county of Lycoming, State of Pennsylvania, have invented a new and useful Improvement in Hydraulic, Steam, Air, and Vacuum Brakes, which improvement is fully set forth in the following specification and accompanying drawings, in which—

10 Figure 1 is a longitudinal section of a cock employed for brakes embodying my invention. Fig. 2 is another view thereof, showing the plug of the cock in a position at a right angle to Fig. 1. Fig. 3 is a horizontal section in line  
15 *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts in the several figures.

My invention has for its object the release of the pressure on the hose and couplings of a  
20 hydraulic, steam, air, or vacuum brake when it is desired to detach an engine or car or any number of cars.

Referring to the drawings, A represents the shell of a cock, and B the plug thereof, the  
25 opposite ends of the cock having attached thereto the hose of the brake. In the side of the shell A is a port, *a*, and in the plug is the transverse passage *b*, and a port, *c*, the latter extending through the side of the plug into  
30 the passage *b*, the port *a* in the shell being so disposed that the port *c* does not register therewith. The plug B is provided with a suitable handle, B', for operating purposes.

When the plug is in position shown in Fig. 2, the air, steam, &c., passes through the cock 35 and reaches the brake mechanism, it being seen that the port *c* is closed by the side wall of the shell A. When the engine or a car is to be detached, the plug B is rotated a quarter-turn, thus closing the passage *b* to the cock 40 and placing it in communication with the port *a* of the shell, the port *c* being also in communication with said port *a*, thus causing the connected hose on the side leading from the engine to be in communication with the at- 45 mosphere through the port *c*, passage *b*, and port *a*, whereby the air, steam, &c., escapes, and the hose and couplings are released of pressure, and the disconnection of the same is easily accomplished. 50

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

The device for releasing the pressure on the hose and couplings of a steam, hydraulic, 55 air, or vacuum brake, the same consisting of the shell A, having the opening *a* on one side, in combination with the plug B, having transverse opening *b*, and opening *c*, the said openings *a* and *c* not registering during any por- 60 tion of the rotation of the said plug B, substantially as and for the purpose set forth.

H. C. McCARTY.

Witnesses:

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