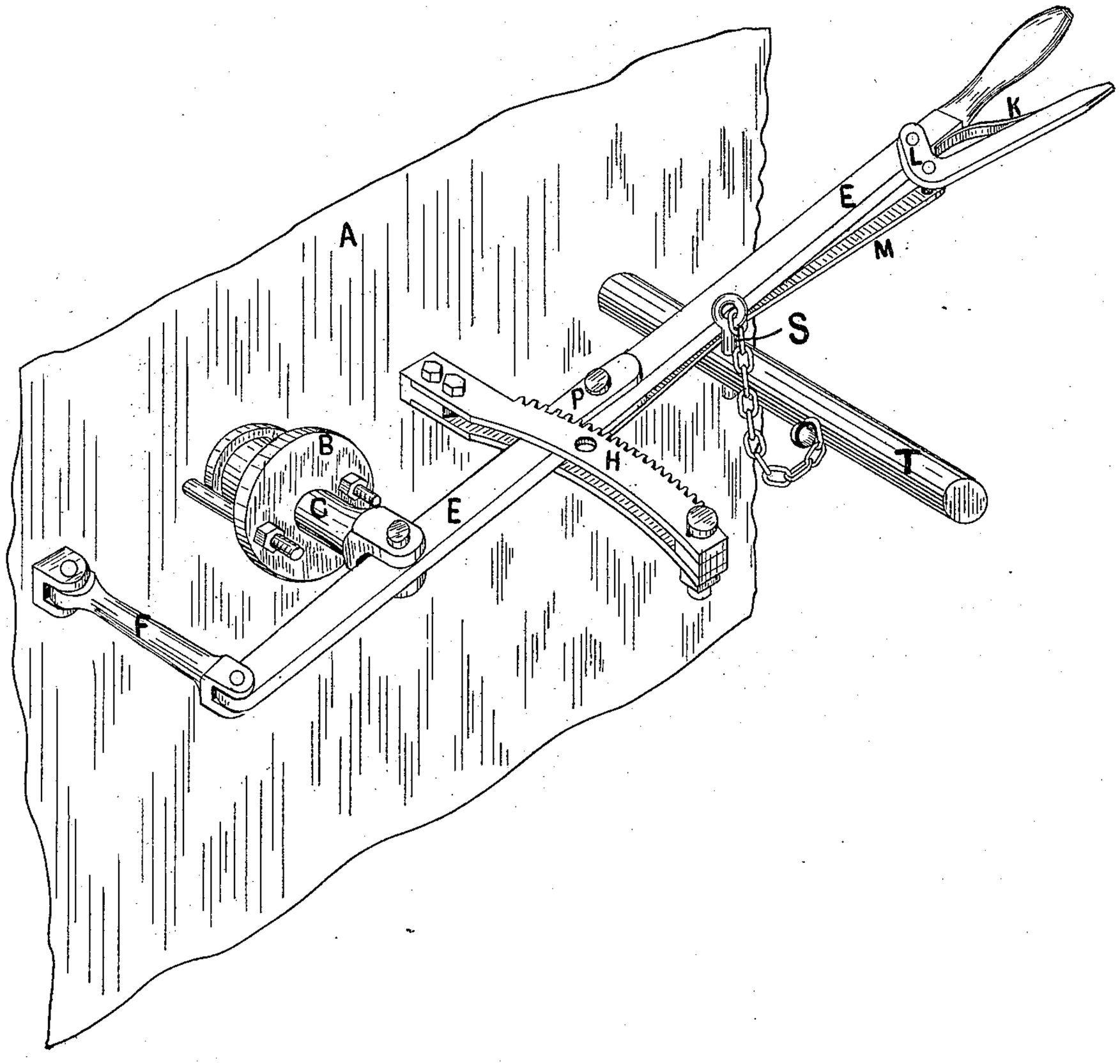
(No Model.)

G. E. MESSER.

SAFETY STOP FOR THROTTLE VALVES.

No. 334,261. Patented Jan. 12, 1886.



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GEORGE E. MESSER, OF BOSTON, MASSACHUSETTS.

SAFETY-STOP FOR THROTTLE-VALVES.

SPECIFICATION forming part of Letters Patent No. 334,261, dated January 12, 1886.

Application filed December 10, 1883. Serial No. 114,130. (No model.)

To all whom it may concern:

Be it known that I, GEORGE E. MESSER, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Safety-Stops for Throttle-Levers of Locomotives, of which the following is a specification.

The object of my invention is to provide a cheap, simple, convenient, and efficient fastening to secure the throttle hand-lever of a locomotive, so as to hold the throttle-valve closed in a secure manner when the locomotive is left unattended standing upon the track with steam up, so as to prevent the same from running away through the accidental movement of the throttle and lever from the pressure of steam or any other cause; and it consists in the construction, combination, and arrangement of the safety-stop hereinafter more fully described, and set forth in the claim.

The figure represents a perspective view of a throttle-lever with my invention connected therewith.

A represents a portion of a locomotive boiler end or head provided with a stuffing-box, B, through which the throttle-valve stem C is operated by the throttle hand-lever E pivoted thereto, and its short end pivoted to the connecting rod or bar F, connected to the said boiler-head A, as shown, the said throttle-lever E passing between the curved toothed rack-bars H, and having pivoted thereto, and near the handle or opposite end of the same, the short pivoted right-angle actuating hand-lever L, provided with a spring, K, and having pivoted thereto the actuating-bar M, the opposite end of which has connected therewith the toothed stop-piece P, which is held in contact with the said curved rack-bar H by means of the said spring K, and is disconnected or drawn from contact therewith by pressing the said short lever L toward the handle portion of the said lever E, whereby the said throttle-lever E may be moved outward or in the opposite direction, as desired.

Now, in order to prevent the said throttle-lever E from being moved outward accidentally, or when the locomotive is left unattended, from any cause, I provide a safety-stop pin, S, which may be inserted into a hole formed in the short horizontal support-rod T, which extends outward from the boiler-head a suitable distance to permit the said throttle-lever E to rest thereon as it is moved back and forth, or from or toward the boiler-head in operating the throttle-valve, so as to control the speed of the locomotive The support may consist simply in the rack-bar, a hole being provided for the pin, thus serving the same purpose as contemplated in the construction first above described. It will be seen and understood that with the said pin inserted in the said hole by the attendant before leaving the locomotive, by moving the said lever E toward the boiler-head so as to completely close the said throttle-valve and place the pin S in the hole outside of the lever, it is thereby securely held in position, as shown in the drawing.

I am well aware that safety-stop pins have heretofore been employed in various devices, among others "shifting-eccentrics," "reversing-valves," and "switch-stands;" therefore I disclaim all such devices and combinations of mechanism and limit my invention to the construction, combination, and arrangement of the safety-stop for the throttle-levers of engines, as described and shown.

Having thus described my invention, what I claim is—

In a fastening device for throttle-valves, the combination of the boiler with the projection or support, the throttle-lever, and the safety-stop pin, substantially as shown and described.

GEORGE E. MESSER.

Witnesses:
SYLVENUS S. WALKER,
CHAS. S. GOODING.