

No. 609,830.

Patented Aug. 30, 1898.

A. PALLA.

THROTTLE VALVE FOR CONTROLLING LOCOMOTIVE BLOWERS.

(Application filed Apr. 20, 1897.)

(No Model.)

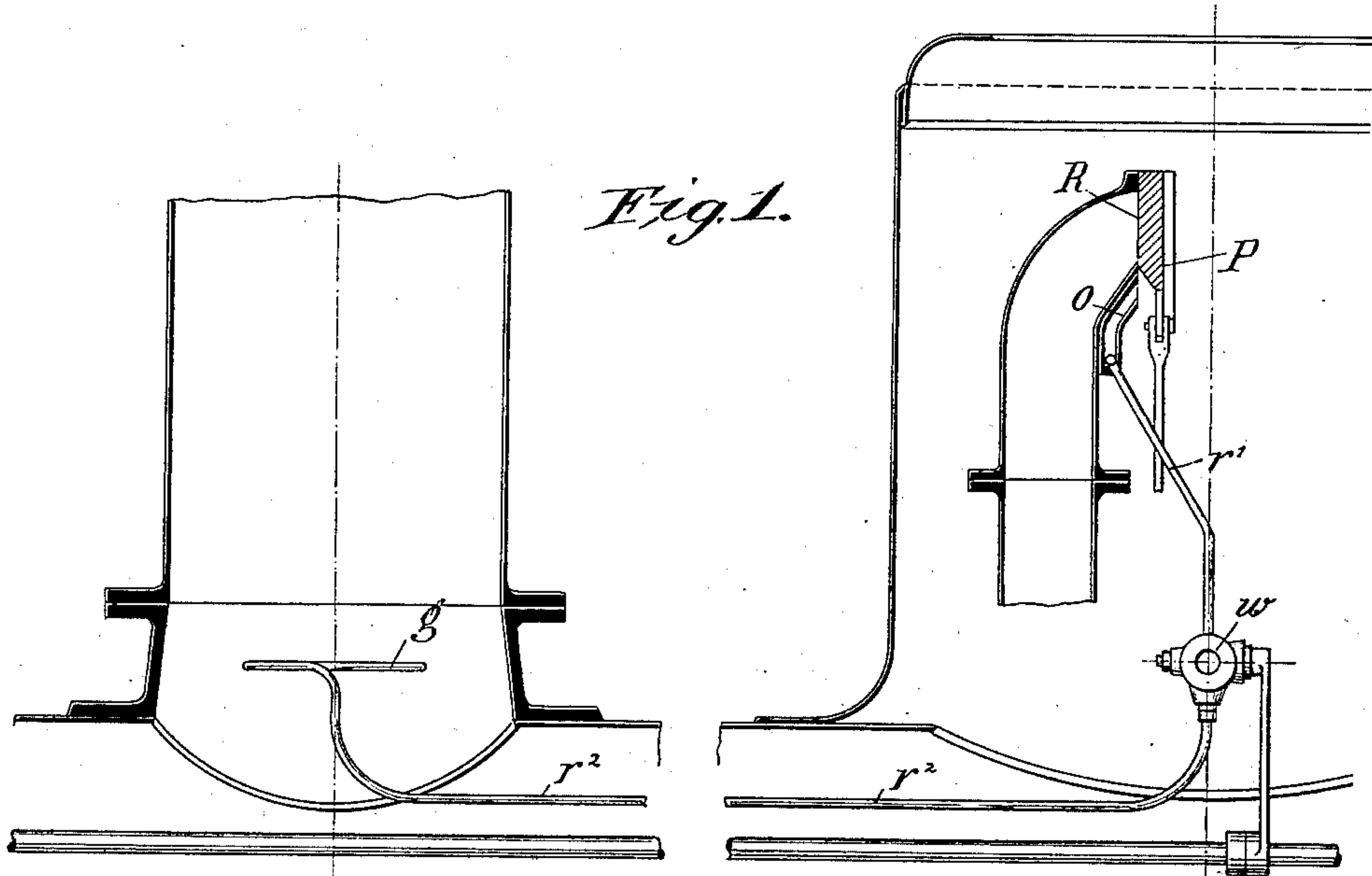
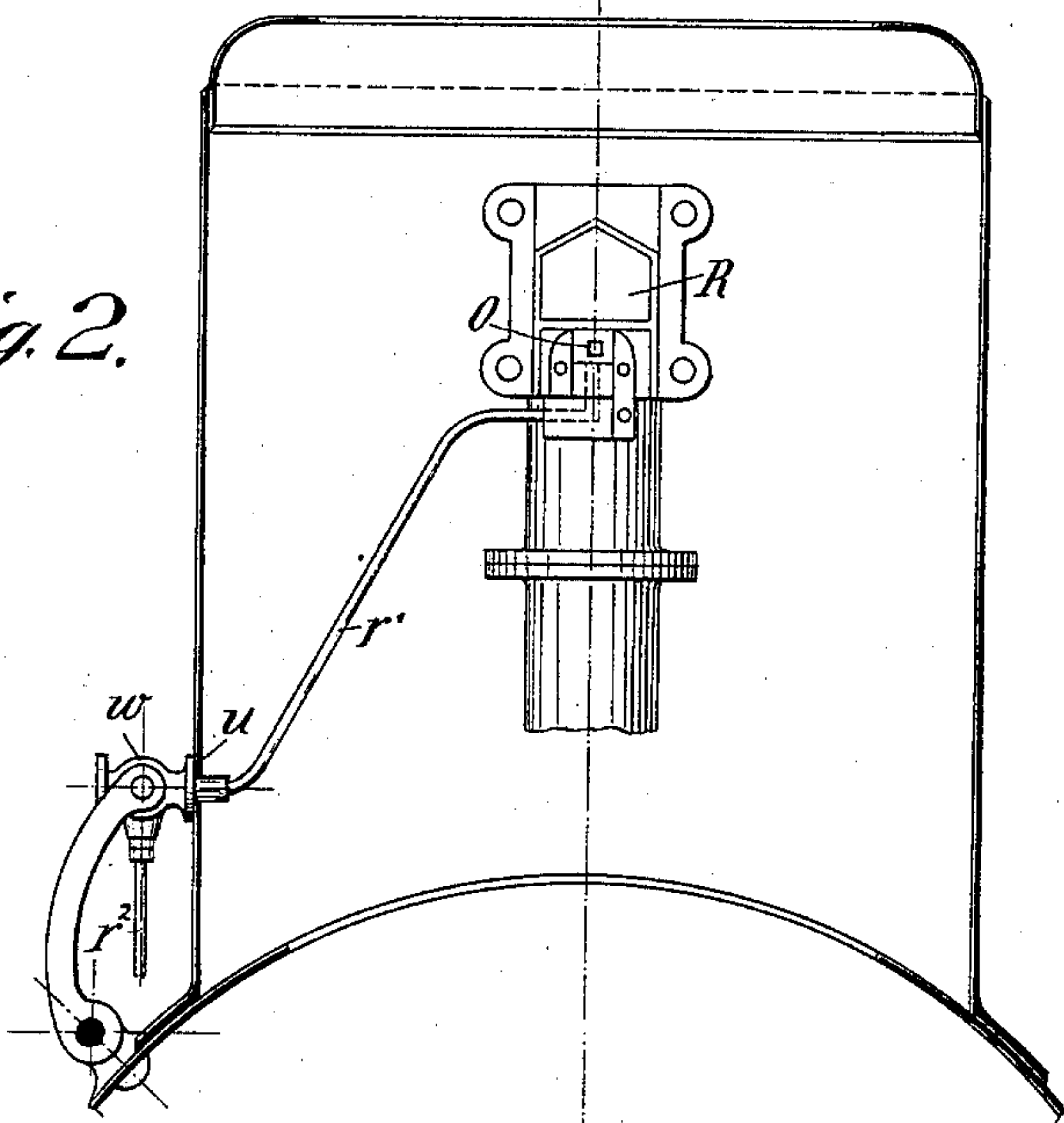


Fig. 2.



Witnesses:

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By

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UNITED STATES PATENT OFFICE.

ANTON PALLA, OF PRAGUE, AUSTRIA-HUNGARY.

THROTTLE-VALVE FOR CONTROLLING LOCOMOTIVE-BLOWERS.

SPECIFICATION forming part of Letters Patent No. 609,830, dated August 30, 1898.

Application filed April 20, 1897. Serial No. 632,959. (No model.) Patented in Austria January 21, 1897, No. 47/208.

To all whom it may concern:

Be it known that I, ANTON PALLA, a subject of the King of Austria-Hungary, residing at Prague, in the Kingdom of Bohemia, Austria-Hungary, have invented a new and useful Throttle-Valve for Controlling Locomotive-Blowers, (for which I have obtained a patent in Austria, dated January 21, 1897, Registerband 47, Registerseite 208,) of which the following is a specification.

My invention relates to a smoke-consuming apparatus, and comprises the features hereinafter described, and particularly pointed out in the claim.

In the drawings, Figure 1 is a sectional view through a part of a boiler embodying my invention; and Fig. 2 is a transverse sectional view of part of a boiler, showing my improvements.

For the purpose of obtaining smoke abatement even during the stoppage of locomotives and ships I place under the valve P of the regulator R a steam-inlet O in such a way that this is opened and steam let into the pipes r' r^2 when the steam-inlet closes, and if the valve P slides down, so as to open the inlet

of R, it covers the inlet of O, as shown by Figs. 1 and 2. g is a steam-jet in the chimney of the boiler. In case of a complete stoppage—i. e., when no steam is needed—the steam-outlet in the conduit r' r^2 is stopped by turning the cock w .

What I claim is—

In combination with a steam-boiler, the smoke passage or stack, the regulator R, the steam-conduit O opening adjacent thereto and having pipe connection with the smoke-stack to supply steam thereto and a valve to control the regulator R and the conduit O to open the latter when the former is closed, the edges of the openings of the conduit and regulator being in the same plane and the valve being arranged to slide across the same substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

ANTON PALLA.

Witnesses:

ADOLPHE FISCHER,
L. VOJAIELY.