

No. 706,433.

Patented Aug. 5, 1902.

G. C. MOORE.

CUT-OFF DEVICE FOR TRAIN LINES.

(Application filed Mar. 17, 1902.)

(No Model.)

Fig. 1.

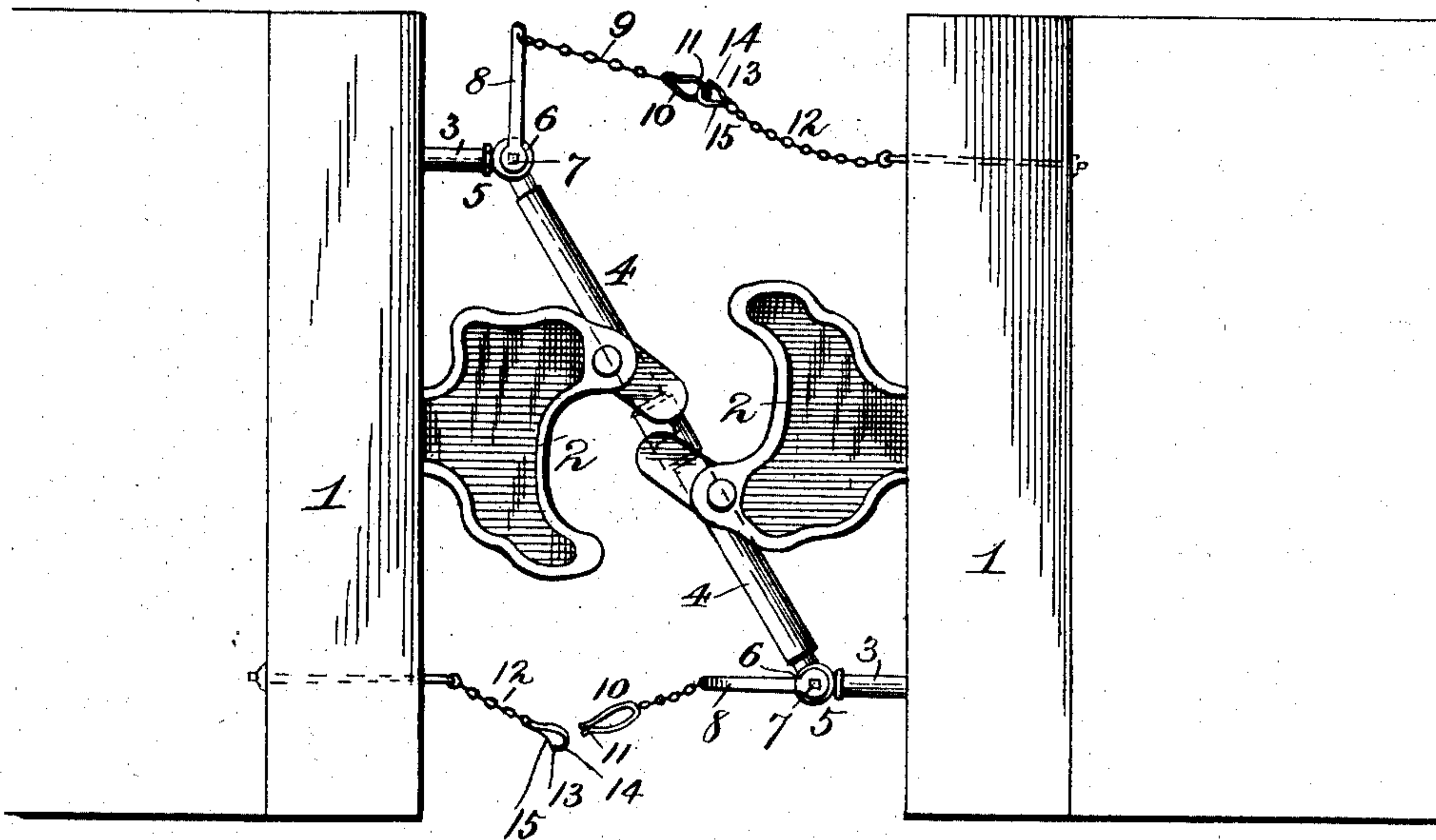
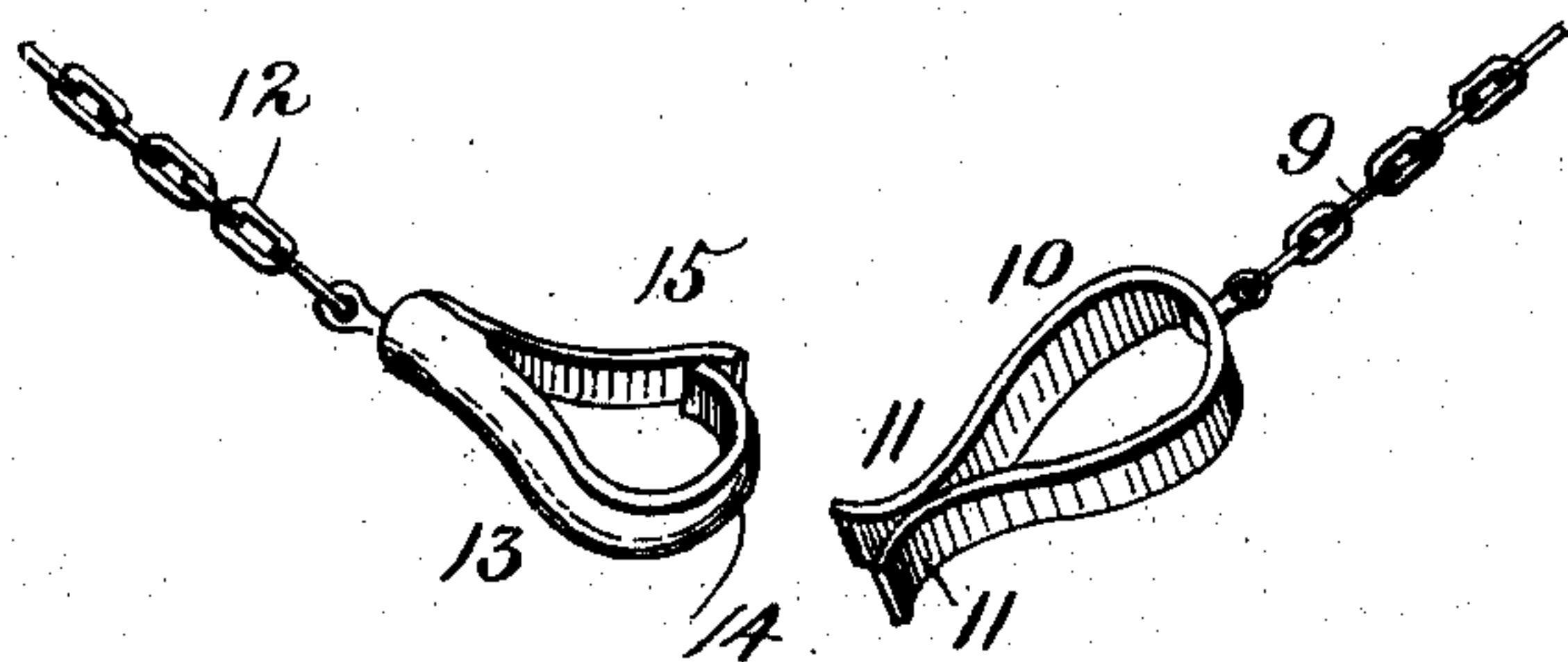


Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

GILBERT C. MOORE, OF GUNTOWN, MISSISSIPPI.

CUT-OFF DEVICE FOR TRAIN-LINES.

SPECIFICATION forming part of Letters Patent No. 706,433, dated August 5, 1902.

Application filed March 17, 1902. Serial No. 98,585. (No model.)

To all whom it may concern:

Be it known that I, GILBERT C. MOORE, a citizen of the United States, residing at Guntown, in the county of Lee and State of Mississippi, have invented new and useful Improvements in Cut-Off Devices for Train-Lines, of which the following is a specification.

My invention relates to cut-off devices for train-lines; and the object of the same is to construct a device which will be automatically operated by the pulling apart of a train to cut off the escape of air from the train-line.

The novel construction used by me in carrying out my invention is fully described in this specification and claimed, and illustrated in the accompanying drawings, forming a part thereof, in which—

Figure 1 is a plan view showing fragments of two cars with my device secured thereto. Fig. 2 is a detail of my snaps.

Like numerals of reference designate like parts in the drawings.

The numeral 1 designates the end of a car, two of which are shown, which are provided with couplings 2, of any ordinary standard form. These cars are equipped with a train-line 3, the sections of which are connected by a hose-pipe 4. Mounted in the opposed ends 5 of the train-line 3 are two-way cocks 6, having stems 7, on which are rigidly secured levers 8. The levers 8 are set to extend parallel to the line of draft when the cocks 6 are closed and at right angles thereto when they are open. Connected to the levers 8 are chains 9, bearing a snap 10, having grasping resilient jaws 11.

Connected to the cars 1 at points just opposite the ends 4 of the train-line are chains 12, bearing snaps 13, having hooked heads 14 and spring-tongues 15. The chains 9 and 12 are long enough to permit the snaps 10 and

13 to be engaged when the cars 1 are coupled and the levers 8 are standing in their closed positions at right angles to the train-line. 45

When the cars are coupled, the snaps 10 and 13 are engaged in pairs and the levers 8 are set at right angles to the train-line. If the cars should now pull apart, the chains 9 and 12 would become taut and the levers 8 50 straightened out, thereby closing the valves 6. As the strain increased the head 14 of the snap would be pulled through the jaws 11 and the breaking of the chains 9 and 12 avoided. The jaws 11 of the snaps 10 should 55 be stiff enough to retain their hold on the snap 13 until the levers 8 have been straightened out.

I do not wish to be limited as to details of construction, as these may be modified in 60 many particulars without departing from the spirit of my invention.

Having thus described my invention, what I claim as new, and wish to secure by Letters Patent, is— 65

The combination with a train-line, of a two-way cock mounted in said line and provided with a lever extending at an angle to the said train-line when the valve is open, a chain connected to said lever and bearing a snap-hook, 70 and a chain bearing a snap engaging said first-mentioned snap and having grasping resilient jaws constructed to hold said snap until said lever is straightened out and to release said snap when the pull becomes greater 75 and thereby avoid breaking the chains, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

GILBERT C. MOORE.

Witnesses:

JOHN R. CLAYTON,
JOHN H. ARNOLD.