F. G. TEES.

DASH POT VALVE.

APPLICATION FILED NOV. 12, 1907.

911,917.

Patented Feb. 9, 1909.

Fig. 1.

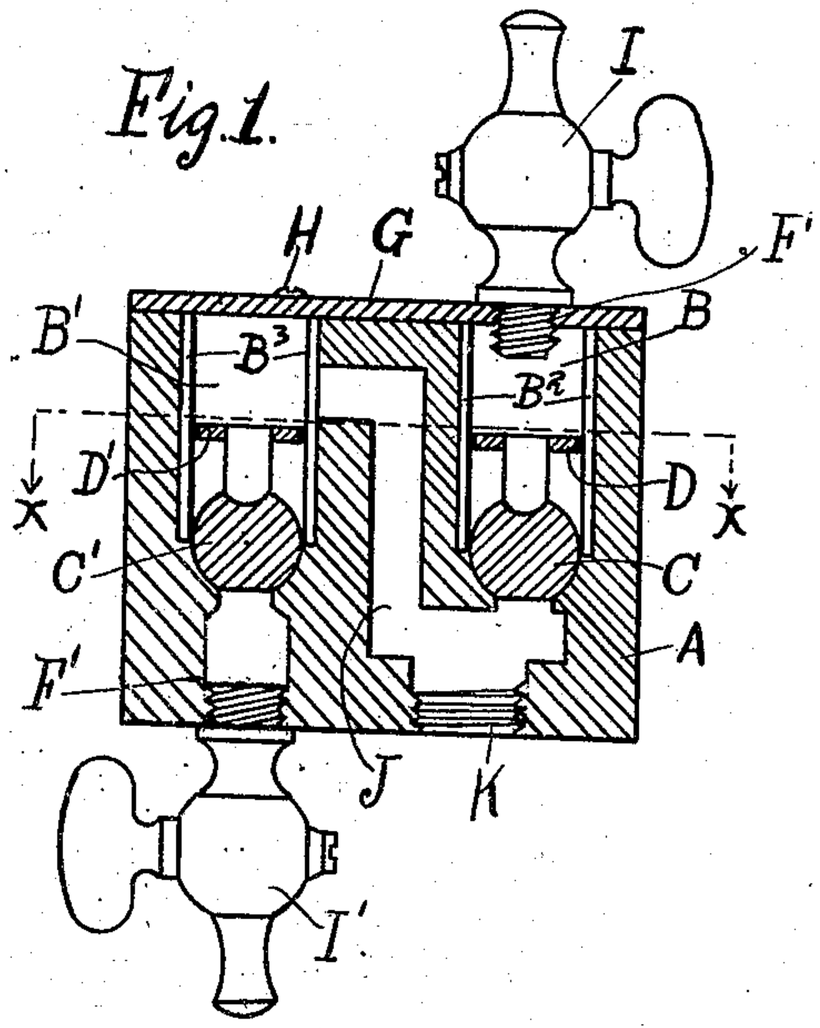


Fig 2.

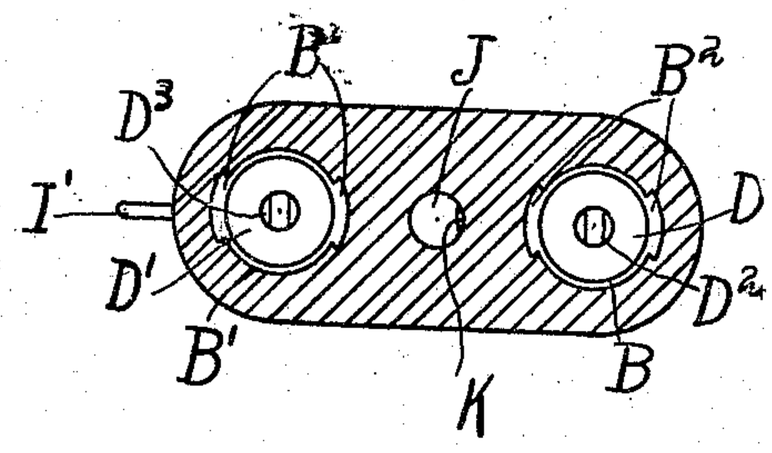
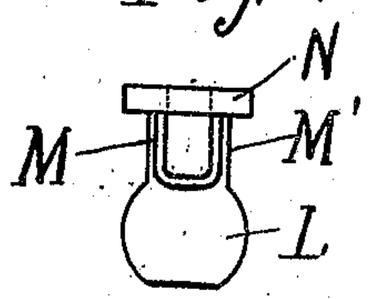


Fig. 3.



WITNESSES

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DASH-POT VALVE.

No. 911,917. Specification of Letters Patent. Patented Feb. 9, 1909.

Application filed November 12, 1907. Serial No. 401,785.

To all whom it may concern:

Be it known that I, FREDERICK G. TEES, a citizen of the United States, residing at Philadelphia, county of Philadelphia, and State of Pennsylvania, have invented a certain new and useful Improvement in Dash-Pot Valves of which the following is a specification.

My invention relates to a new and useful improvement in governors for dash pots, and particularly to the valve for regulating the action of dash-pots on steam-engines, and has for its object to provide an exceedingly simple and effective device of this character by means of which the fluid will be allowed to escape when the piston of the dash-pot descends, and when the piston ascends to break the vacuum formed.

With these ends in view, this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, I will describe its construction in detail, referring by letter to the accompanying drawing forming a part of this specification, in which—

Figure 1 is a vertical sectional view of my improved governor. Fig. 2, a section at the line *x*—*x* of Fig. 1 looking in the direction of the arrow. Fig. 3, an enlarged view of the valve stop and bridge.

In carrying out my invention as here embodied, A represents the body of the valve, having the hollow chambers B and B′ formed therein, having the slots B^2 cut in two opposite sides of the hollow chamber B, and the slots B^3 cut in two sides of the chamber B′ for the reception of the valve stops C and C′, which carry their bridges D and D′, having the openings D^2 and D^3 cut therein.

Leading from the hollow chamber B is the opening F, which is formed in the cap G, this being fastened to the body of the valve by means of the screws H. In the said opening F is threaded a valve-cock I.

Leading from the hollow chamber B′ is an opening F′, into which is threaded the valve-cock I′. The hollow chambers B and B′ are connected from their opposite ends by the hollow chamber J, and leading from this chamber J and the hollow chamber B is the threaded opening K, by means of which the connection is made with the dash-pot.

In Fig. 3 I have shown one of the valve stops, the body L being approximately the shape of a ball, having the extensions M and M′ and the bridge N formed integral therewith.

In practice as the piston of the dash-pot descends the fluid in the dash-pot is forced into the hollow chamber J and into the chamber B′, which forces the valve stop C′ down upon its valve-seat, thus closing that portion of the valve. When this is done a pressure is formed which raises the valve stop C from its seat, thus allowing the fluid to pass around the valve and through the opening formed by the extensions, and out of the opening D^2 and, where it will be allowed to gradually escape through the valve-cock I. Conversely as the piston of the dash-pot descends a partial vacuum is formed within the hollow chamber J, which, communicating with the hollow chamber B′ lifts the valve-stop C′ from its seat and allows the gradual ingress of air or other fluid to the cylinder of the dash-pot to relieve the partial vacuum, as above described. This alternate action of the valve-stops C and C′ is repeated each time the piston of the dash pot descends and ascends, thus alternately relieving the pressure and the vacuum created by the action of the dash-pot within the hollow chamber J of the valve-body A.

Having thus fully described my invention, what I claim as new and useful, is—

1. In a valve of the character described, the combination with the body of the valve, a hollow chamber having a threaded inlet connection, a valve-cock inserted therein, a valve-stop carrying its own bridge in said chamber, a second hollow chamber having a threaded outlet, a valve-cock inserted therein, a second valve-stop carrying its own bridge in said chamber, a third hollow chamber connecting the two opposite ends of the aforesaid chambers and a threaded opening for making connection with the dashpot.

2. In a valve of the character described, the combination with the body of the valve having a hollow chamber, two slots cut in opposite sides thereof, a threaded opening leading therefrom having a valve-cock inserted therein, a valve-stop carrying its own bridge in said chamber, a second hollow chamber, two slots cut in opposite sides thereof, a third hollow chamber for connect-

ing the two opposite ends of the first two named chambers, a cap placed over the two named chambers having a threaded outlet opening cut therein, a valve-cock inserted in said opening and a second threaded opening formed in the body of the valve connecting the second and third named chambers with the dashpot, as and for the purpose set forth.

3. In a valve, a body, two hollow chambers, two slots cut in opposite sides of each chamber, a third hollow chamber for connecting the opposite ends of the other two chambers, two valve-stops carrying their own bridges inserted in the first two named chambers, a valve-cock threaded in an opening leading from one of the chambers for the outlet of the contents of the dashpot, a second valve-cock threaded in an opening leading to one of the other chambers for the inlet of a fluid or air and means for connecting said valve with the dashpot, as and for the purpose set forth.

In testimony whereof, I have hereunto affixed my signature in the presence of two subscribing witnesses.

[illegible]

Witnesses:

[illegible]