

J. S. SHEAFE.
METHOD OF LOCKING AIR COCKS.
APPLICATION FILED AUG. 6, 1908.

934,099.

Patented Sept. 14, 1909.

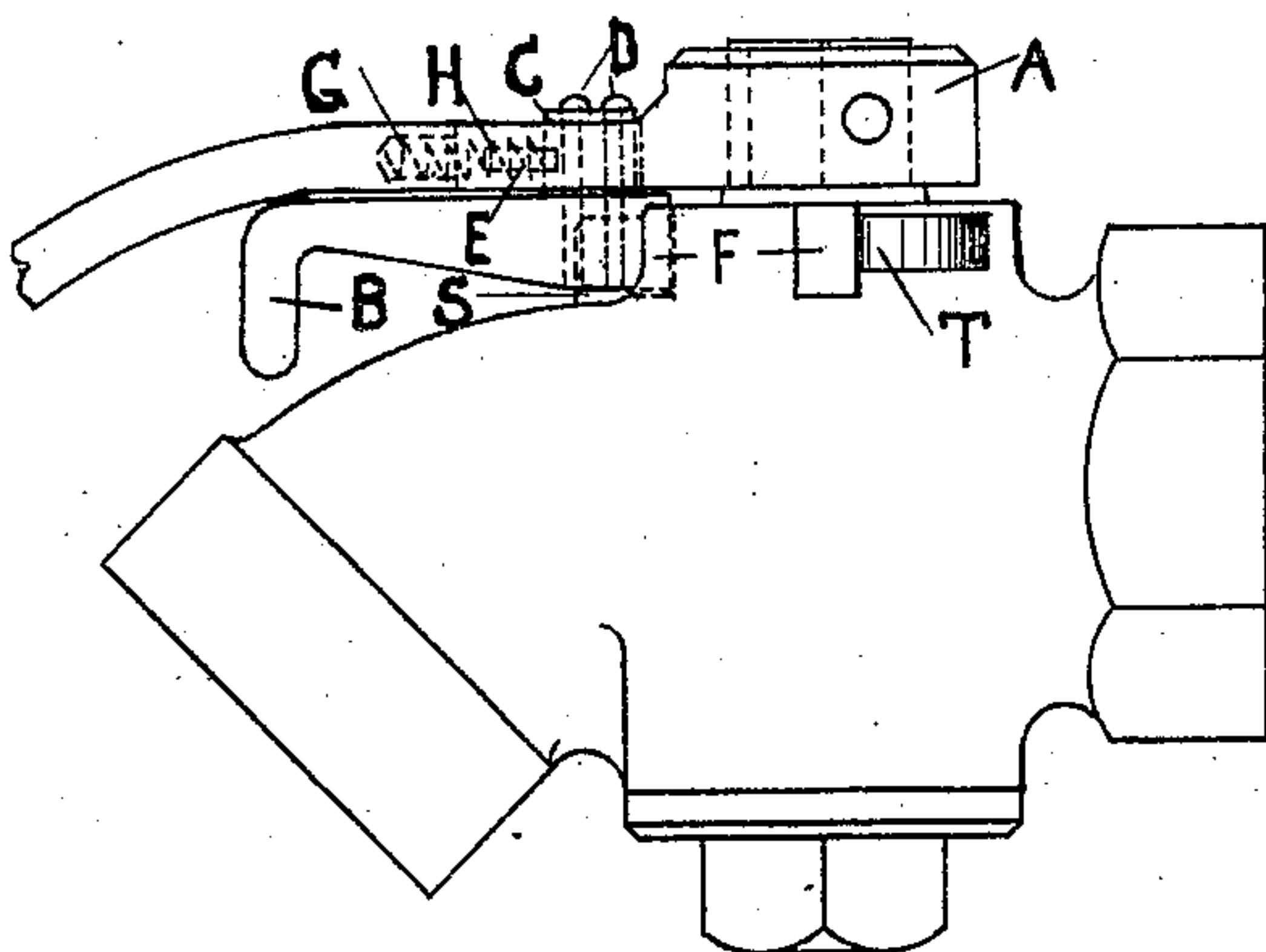


FIGURE 1

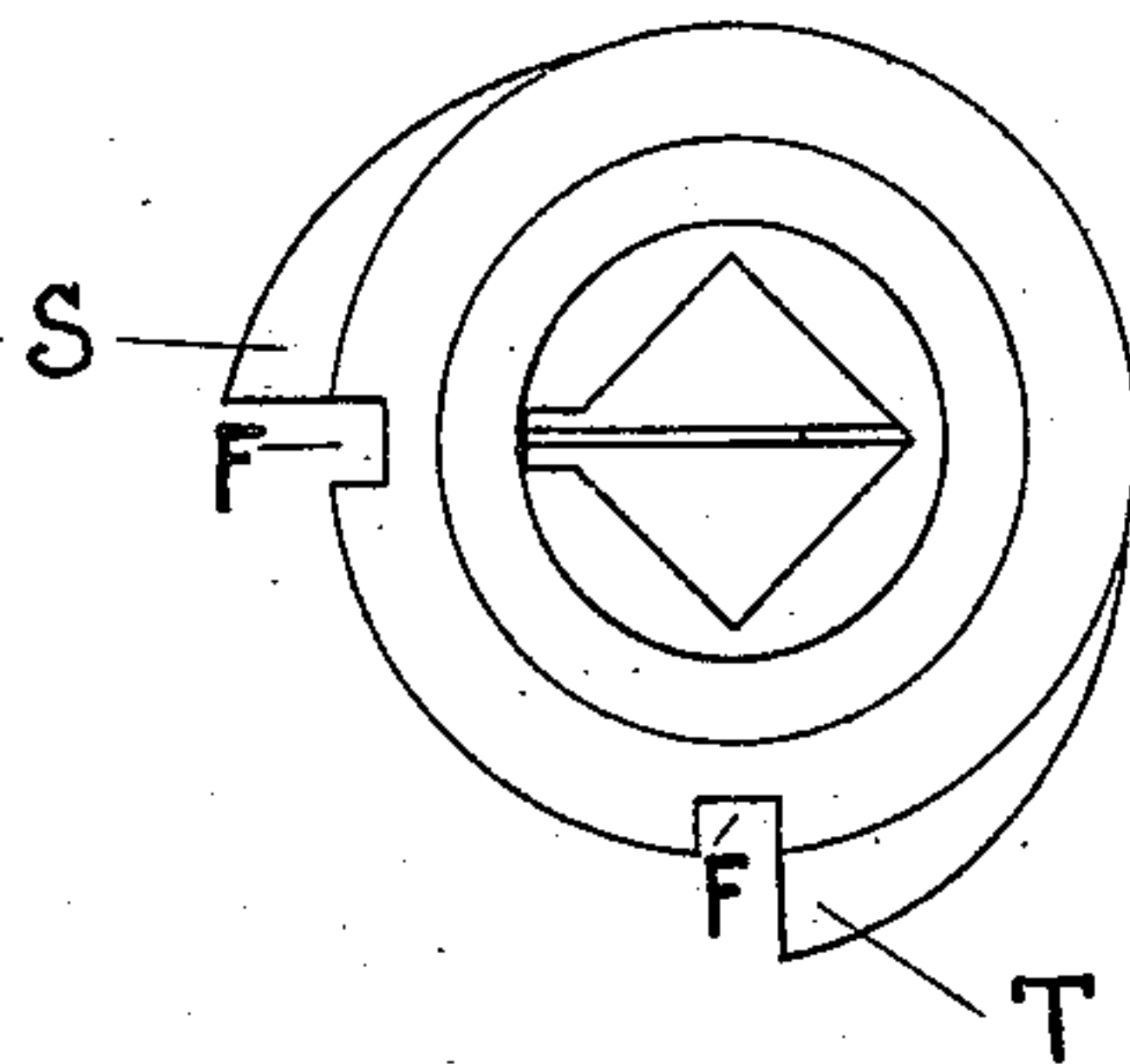


FIGURE 2

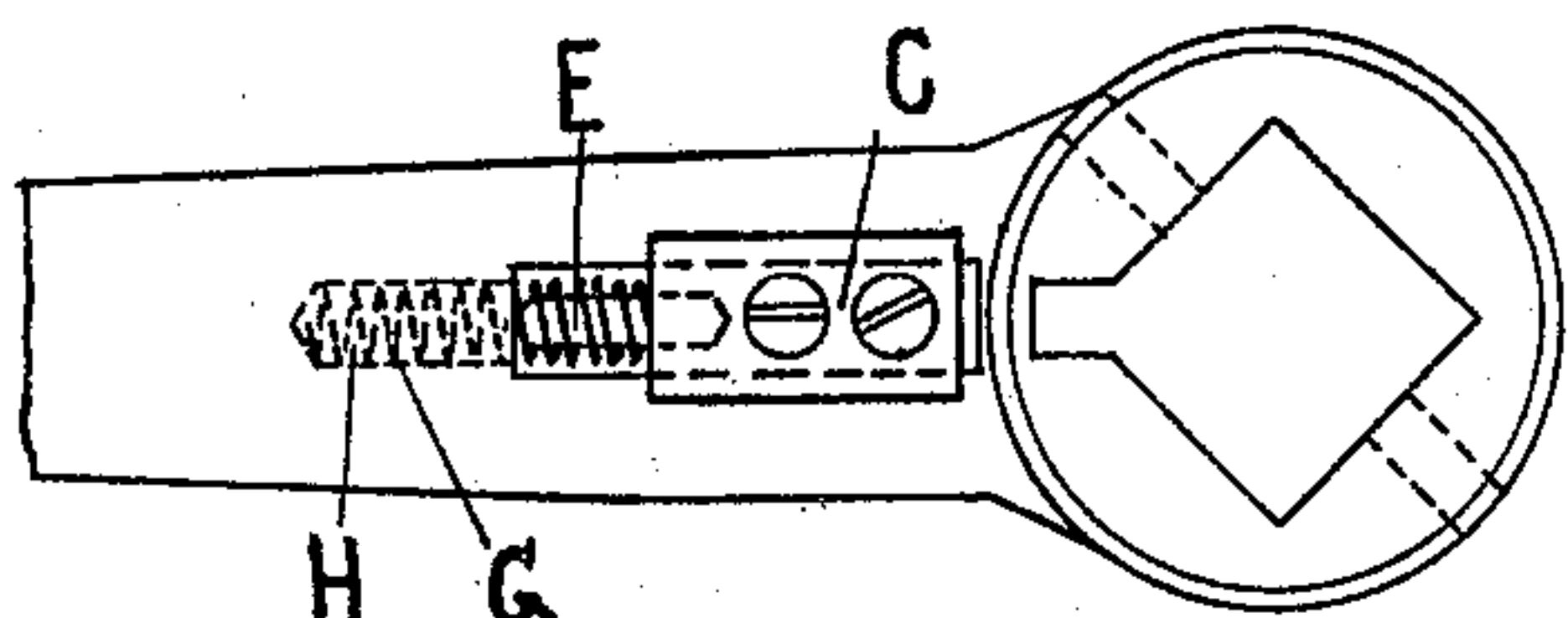


FIGURE 3

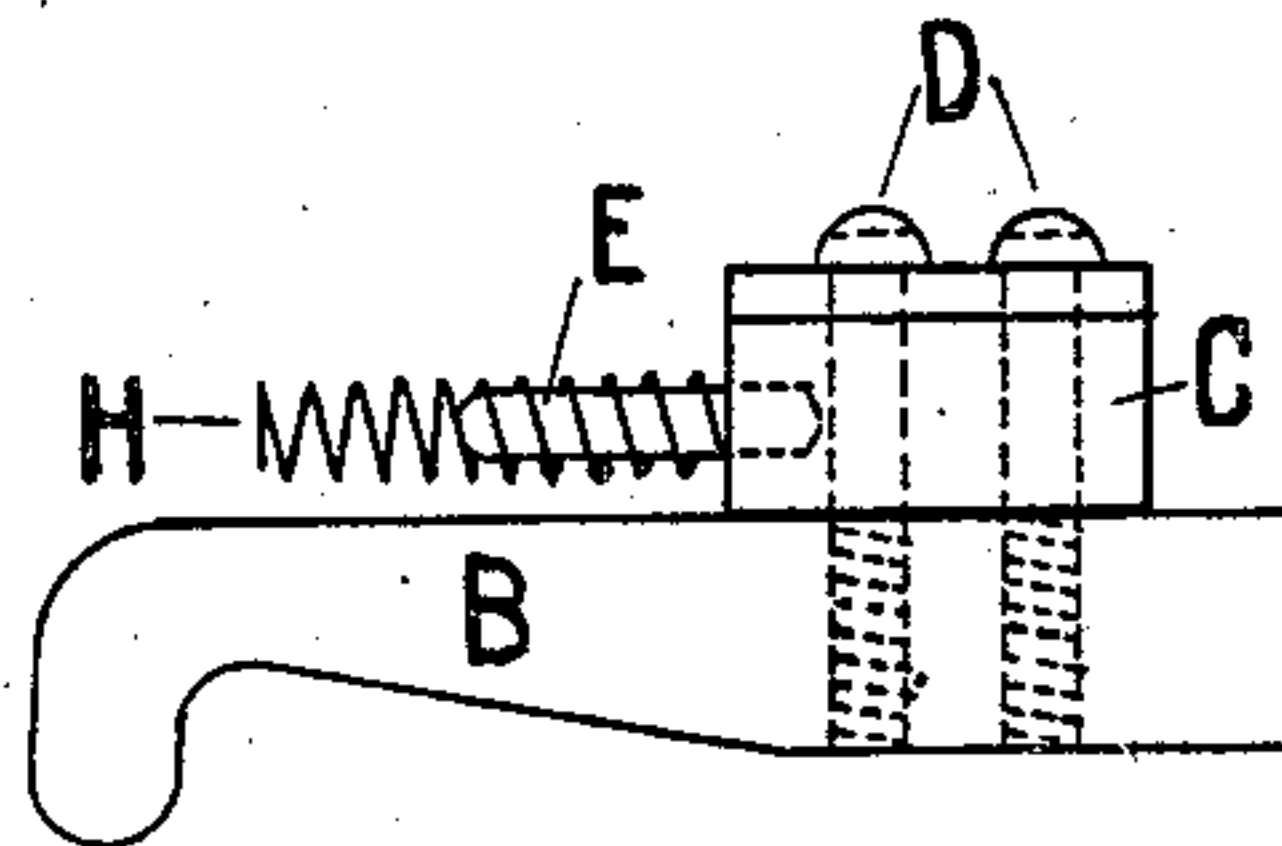


FIGURE 4

WITNESSES:

Herbert A. Fleming

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UNITED STATES PATENT OFFICE.

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METHOD OF LOCKING AIR-COCKS.

934,099.

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To all whom it may concern:

Be it known that I, JAMES S. SHEAFE, a citizen of the United States, residing at Chicago, in the county of Cook and the State of Illinois, have invented a new and useful Method of Locking Air-Cocks, such as are commonly used in Air-Brake Equipment of Railway Service.

My invention relates to improvements in the method of locking the cock either open or shut, by means of slotting the handle and the upper portion of the body of the cock; and the objects of my invention are, first, to provide a locking mechanism that is positive; second, to afford a means of protecting the mechanism; third, to prevent any accidental interference which might otherwise change the position of the handle of the cock; and fourth, to provide a stronger construction than is found with the device now in use. I attain these objects by the mechanism as illustrated in the accompanying drawings in which;

Figure 1 is an elevation of the cock assembled (in this case an angle cock is shown); Fig. 2 is a plan view of the top portion of the cock body as it appears after the removal of the handle; Fig. 3 is a plan view of the handle with a portion of the locking mechanism in position; Fig. 4 is an elevation of the complete lock which fits into the handle.

In Figs. 1, 3 and 4; A is a heavy handle, preferably a forging, slotted to carry the crosshead C and drilled as shown to hold the spring H in place.

B is the lock and is fastened to the crosshead C by means of the bolts D, or it may be made in one piece. The stud E is fastened to C in the manner shown and carries the coil spring H, which also enters the drilled hole, of the handle, G.

In Figs. 1 and 2 are noticed the slots F in the body of the valve, and also the stop lugs S and T, whose faces are flush with the

slots F. Before the handle can be turned, the lock B must be pulled out of the slot F and when it has been turned through 90 degrees, the lock B, which also acts as the lug usually found on the bottom of the handle, strikes the lug T or S and slips into the slot F owing to the action of the spring H, through the crosshead C and thence to the lock B.

In the foregoing, the description has been of a drawing representing an angle cock; however the invention applies equally to all other air cocks where it is advantageous to have the cock remain either open or closed and free from any accidental interference.

Having thus described the method as above, what I claim and desire to secure by Letters Patent is:

1. In combination with the body of a cock provided with slots, a valve plug mounted therein, a handle having a slot and a socket and secured to said plug, a cross-head operatively engaging the slot, a lock secured to the cross-head and engaging the slots in the body of the cock, a spring extending into the socket and controlling the action of the lock, and a stud secured to the cross-head for supporting the spring.

2. In combination with the body of a cock provided with slots, a valve plug mounted therein, a handle having a slot and a socket and secured to said plug, a cross-head operatively engaging the slot, a lock secured to the cross-head and engaging the slots in the body of the cock, a spring extending into the socket and controlling the action of the lock, a stud secured to the cross-head for supporting the spring and lugs formed on the body of the cock for limiting the movement of the valve plug.

JAMES S. SHEAFE.

Witnesses:

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J. P. JONES.