W. K. HOLT.

ENGINE STOPPING DEVICE.

APPLICATION FILED DEC. 22, 1910.

998,847. Patented July 25, 1911.

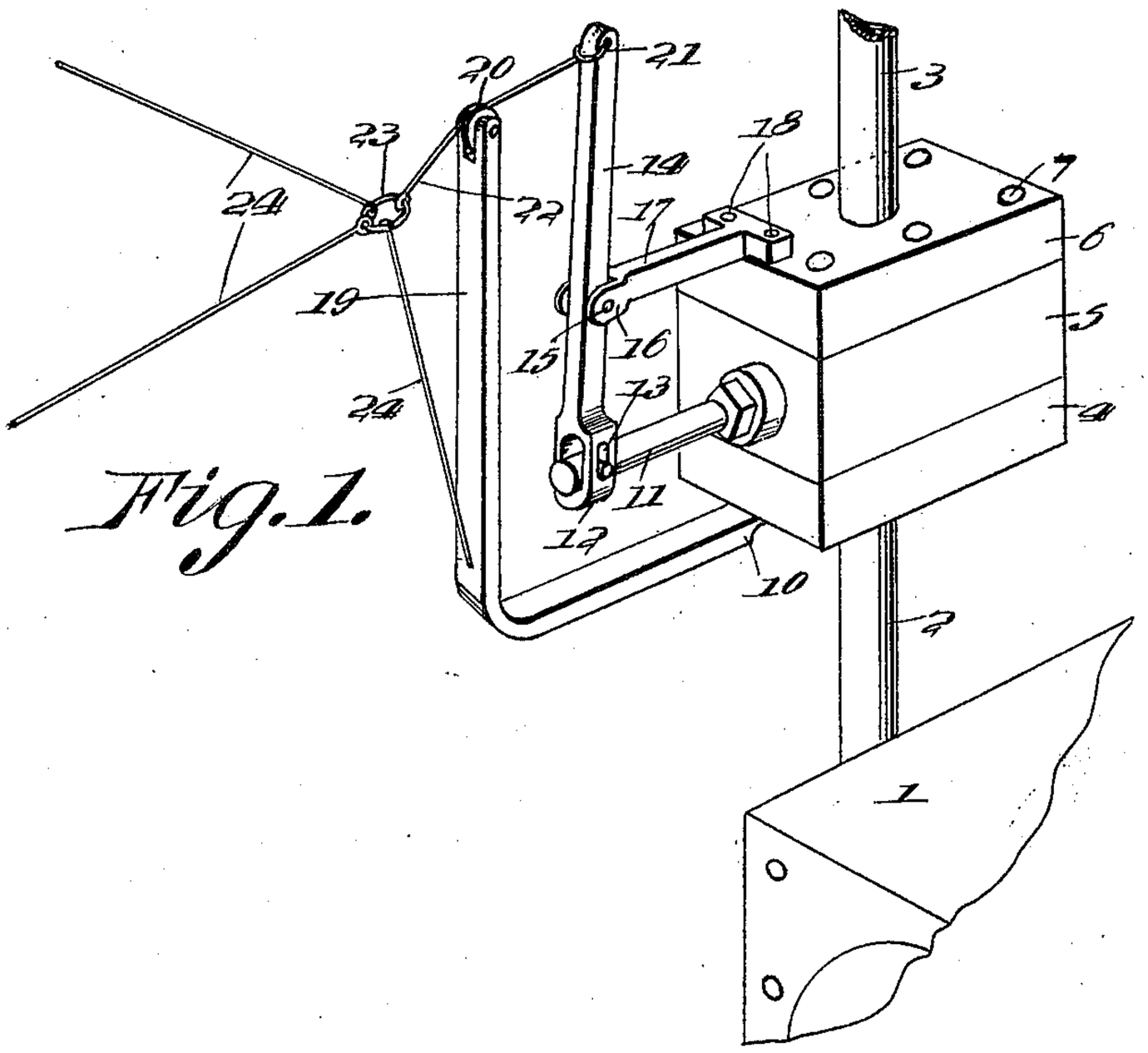


Fig. 1.

Fig. 2.

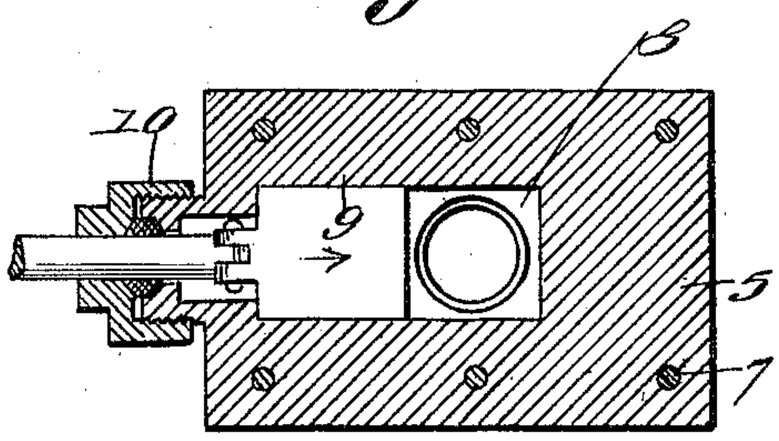
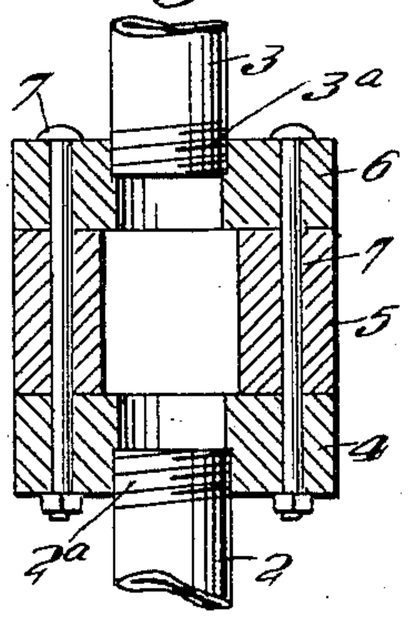


Fig. 3.



WITNESSES

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ENGINE-STOPPING DEVICE.

998,847. Specification of Letters Patent. Patented July 25, 1911.

Application filed December 22, 1910. Serial No. 598,684.

To all whom it may concern:

Be it known that I, WILLIAM K. HOLT, a citizen of the United States, residing at Loris, in the county of Horry and State of South Carolina, have invented certain new and useful Improvements in Engine-Stopping Devices, of which the following is a specification.

My invention relates to means for stopping engines, and more particularly to a device especially adapted to engines of the type employed in saw-mills.

It consists of a box or chest which is placed in the exhaust pipe of the engine between the cylinder and the exhaust extremity of the exhaust pipe, the chest having a central chamber which receives the steam from the exhaust pipe and in which is mounted a sliding valve, this valve being operated by a suitable lever mechanism mounted on the exterior of the chest.

In operation the valve is operated by the lever mechanism to cut off the passage through the exhaust pipe and in this manner cause the engine to come to a full stop.

Referring to the accompanying drawings, Figure 1 is a perspective view of my invention showing my device as applied to the exhaust pipe of an engine, Fig. 2 is a longitudinal sectional view through the chest, and showing the valve in top plan, and Fig. 3 is a vertical sectional view of the chest showing its mode of attachment to the exhaust pipe of an engine.

Referring more particularly to the drawings, the numeral 1 designates the cylinder of an engine, having an exhaust pipe which comprises two sections 2 and 3, the section 2 being threaded as at 2^a and the section 3 being threaded as at 3^a. The two sections 2 and 3 of the exhaust pipe are connected by means of a suitable box or chest which is in three sections 4, 5 and 6, the section 4 being in threaded engagement with the section 2 of the exhaust pipe, and the section 6 being in threaded engagement with the section 3 of the exhaust pipe. The several sections 4, 5 and 6 of the box or chest are secured together by the bolts 7 passing therethrough.

The central section 5 of the box or chest is provided with a substantially central elongated cavity 8 in direct communication with the passage through the exhaust pipe, this cavity having slidably mounted therein a valve 9 which is adapted to slide across, and partially or entirely close the exhaust passage at the will of the operator.

Pivotally connected to the valve 9 and extending through a gland or stuffing box 10 on the end wall of the box or chest is a valve stem 11 provided near one of its extremities with a pin 12 which engages in a slot 13 in the lower extremity of a lever 14 which is pivotally mounted at 15 in the bifurcated extremity 16 of a suitable bracket or support 17 secured by bolts or the like 18 to the top face of the section 6 of the box or chest.

Secured to the under face of the box or chest, and projecting outwardly and upwardly, is a right angle guide support 19, the upper extremity of which is substantially in line with the upper extremity of the pivoted lever 14, and is provided with a guide pulley 20.

Carried by the upper extremity of the pivoted lever 14 is a ring 21 to which is connected a suitable rope or cable 22 passing over the guide pulley 20 on the guide support 19. This rope or cable 22 carries on its free extremity a ring 23.

Connected to the ring 23, and extending in diverse directions are a plurality of operating ropes or cables 24, these ropes or cables extending to different points in the mill, more or less remote from the engine.

In the drawings, the valve is shown in the open position permitting of a free passage of the exhaust from the engine.

When it is desired to stop the engine, it is only necessary to exert a pull upon either of the operating ropes or cables 24 which through the connecting rope or cable 22 rocks the lever 14 on its pivot 15 thus forcing the valve forwardly in the direction of

the arrow Fig. 2 and closing the passage through the exhaust pipe, which operation causes the engine to come to a complete standstill almost instantly.

What I claim is:—

The combination with a slide valve stem, of a lever fulcrumed in a bracket and pivoted to said stem, a supported pulley, a cord passed over the pulley and attached to the free end of the lever, an attaching device suspended from said cord, a fixed cord attached to said device, and a pull cord, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM K. HOLT.

Witnesses:
W. D. GRAHAM,
C. L. HUYTAN.