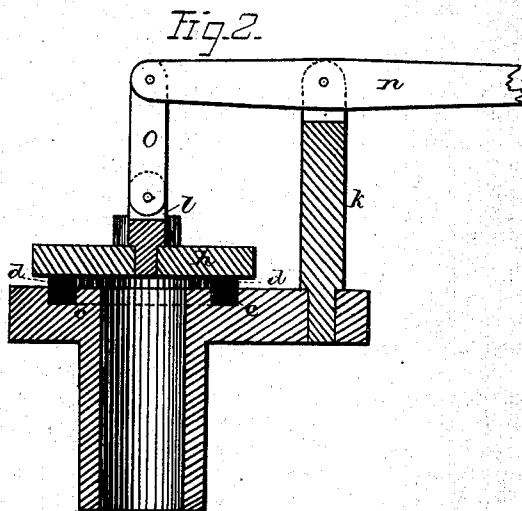
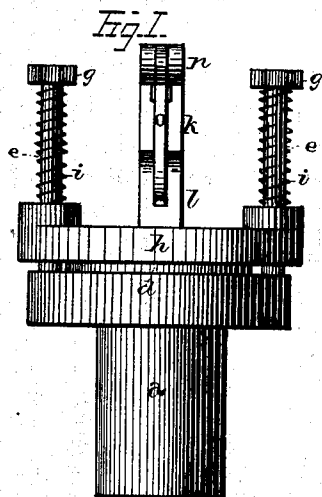


C. S. WEBBER.
Valves for Railroad Tanks.

No. 146,371.

Patented Jan. 13, 1874.



WITNESSES=

*Jas. E. Hutchinson
 Wm. Hale*

INVENTOR.

*C. S. Webber
 per
 F. A. Lehmann,
 atty*

UNITED STATES PATENT OFFICE.

CORNELIUS S. WEBBER, OF BANGOR, MAINE.

IMPROVEMENT IN VALVES FOR RAILROAD-TANKS.

Specification forming part of Letters Patent No. **146,371**, dated January 13, 1874; application filed December 16, 1873.

To all whom it may concern:

Be it known that I, CORNELIUS S. WEBBER, of Bangor, in the county of Penobscot and State of Maine, have invented certain new and useful Improvements in Valves for Railroad-Tanks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

The nature of my invention relates to an improvement in valves for railroad-tanks and other such reservoirs; and it consists in a spring-valve, which is operated from the outside of the tank by means of a hand-lever, the valve being guided up and down in its movements by a rod upon each side, and having its seat packed so as to prevent leaking, as will be more fully described hereafter.

The accompanying drawings represent my invention.

a represents the discharge-pipe, which extends down through the bottom of the tank or other reservoir, and which has a conical recess, *c*, formed in its top to receive the rubber or other packing *d*. From opposite sides of this top there rises a rod or guide, *e*, having a screw-thread cut upon their upper ends to receive the nuts *g*, which hold the two coiled springs down upon the valve *i*. This valve consists of a flat circular disk, *h*, which has openings through it, so as to pass down over

the guides, and which is held down upon the packing *d*, so as to form a water-tight joint, by the springs *i* and water in the tank. Pivoted to the top of the valve, between the ears *l*, is the connecting-rod *o*, which joins the valve to the operating-lever *n*, pivoted to the top of the standard *K* or any other suitable support.

The valves for these tanks have generally heretofore been hinged to the top of the discharge-pipe, and have only been a source of annoyance and trouble by constantly leaking. This defect my valve entirely overcomes.

I am aware that a valve moving upon guides and held down upon its seat by coiled springs is not new, and I do not claim such.

Having thus described my invention, I claim—

A valve for railroad-tanks consisting of the discharge-pipe *a*, extending down through the bottom of the tank, and having a circular recess in its top to receive the rubber packing *d*, the valve *h*, guides *e*, springs *i*, connecting-rod *o*, standard *k*, and lever *n*, the parts being arranged for operation substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 13th day of December, 1873.

CORNELIUS S. WEBBER. [L. s.]

Witnesses:

JOSEPH TANEY,
CHARLES A. BABB.