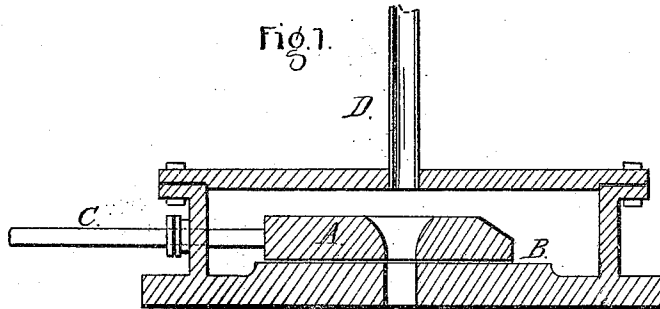
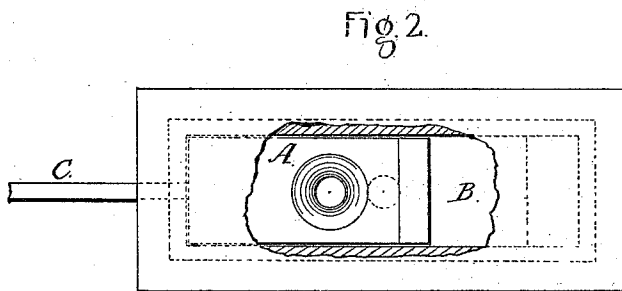


C. D. Allen

Throttle Valve.

N^o 88,599.

Patented Apr. 6, 1869.



Witnesses:

Gustave Delenck
Anna Morgan

Inventor:

C. D. Allen
A. Munnick
Attorneys

United States Patent Office.

CHARLES DOUGHTY ALLEN, OF NEW YORK, N. Y.

Letters Patent No. 88,599, dated April 6, 1869.

IMPROVEMENT IN THROTTLE-VALVES FOR STEAM-ENGINES.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that I, CHARLES DOUGHTY ALLEN, of the city, county, and State of New York, have invented a new and useful Improvement in Throttle-Valves; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

The present invention relates to a new and useful improvement in throttle-valves, the same being operated upon by the governor in such a manner, that in the event of anything giving way, or breaking, the throttle-valve will immediately close and shut off the steam, and will also close itself should the engine run too fast, for, as the balls of the governor rise, they will draw the throttle shut, the construction and operation of which will be understood from the following description, reference being had to the accompanying drawings, in which—

Figure 1 represents a section of my device, showing the valve open, and

Figure 2 is a plan of the same, showing the valve shut, part being broken away to show construction.

Similar letters of reference indicate corresponding parts

In this case, the throttle-valve A lies flat on the seat B, on top of the steam-chest, and is operated upon by being connected with the governor by the rod C, which, as the balls fall, will serve to push the valve shut should anything give way or break; and further, the engine will be prevented from running too fast, for, as the balls of the governor rise, they will draw the valve A, so as to shut off the steam, and thus regulate itself.

The steam from the feed-pipe D serves to keep the valve tight against its seat.

I claim as new, and desire to secure by Letters Patent—

The construction of the throttle-valve A and its seat B, with reference to the ingress-steam pipe D, as herein shown and described.

CHARLES DOUGHTY ALLEN.

Witnesses:

FRANK BLOCKLEY,
CHARLES H. NASH.