(No Model.)

H. C. McCARTY.

HYDRAULIC, STEAM, AIR, AND VACUUM BRAKE.

No. 330,796. Patented Nov. 17, 1885.

Fig. 1.

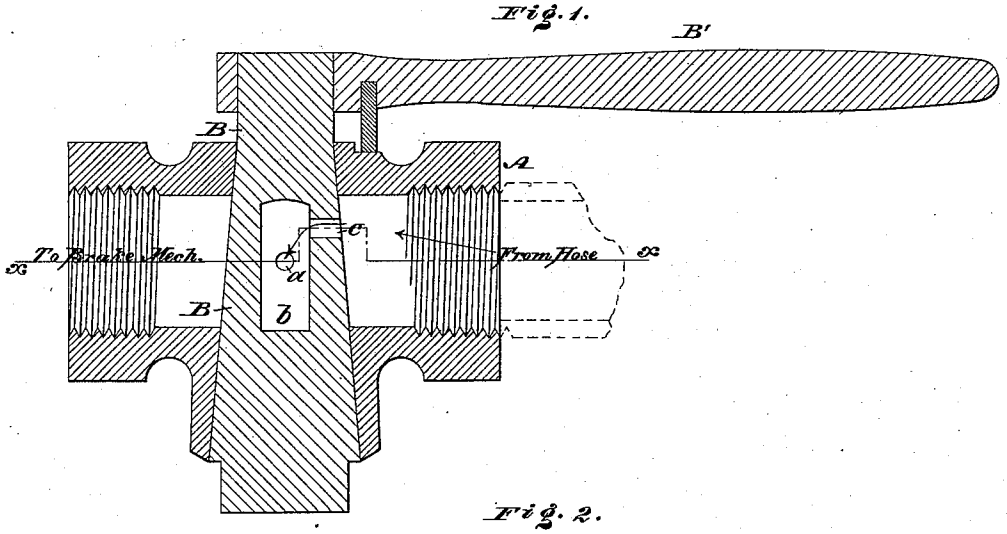


Fig. 2.

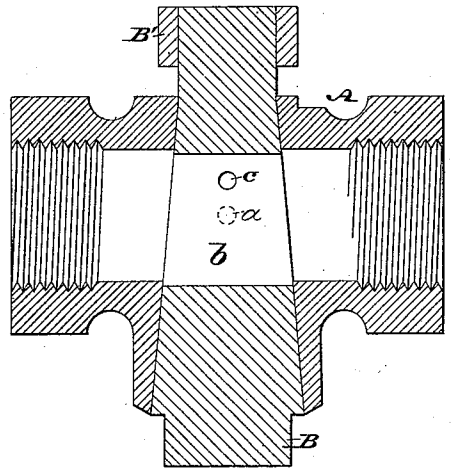
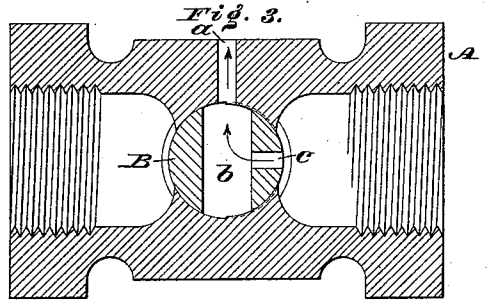


Fig. 3.



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UNITED STATES PATENT OFFICE.

HARRY C. McCARTY, OF WILLIAMSPORT, ASSIGNOR OF ONE-HALF TO JOHN F. BICKEL, OF MORTON, PENNSYLVANIA,

HYDRAULIC, STEAM, AIR, AND VACUUM BRAKE.

SPECIFICATION forming part of Letters Patent No. 330,796, dated November 17, 1885.

Application filed March 20, 1884. Serial No. 124,866. (No model.)

To all whom it may concern:

Be it known that I, HARRY C. MCCARTY, a citizen of the United States, residing at Williamsport, county of Lycoming, State of Pennsylvania, have invented a new and useful Improvement in Hydraulic, Steam, Air, and Vacuum Brakes, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a longitudinal section of a cock employed for brakes embodying my invention. Fig. 2 is another view thereof, showing the plug of the cock in a position at a right angle to Fig. 1. Fig. 3 is a horizontal section in line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts in the several figures.

My invention has for its object the release of the pressure on the hose and couplings of a hydraulic, steam, air, or vacuum brake when it is desired to detach an engine or car or any number of cars.

Referring to the drawings, A represents the shell of a cock, and B the plug thereof, the opposite ends of the cock having attached thereto the hose of the brake. In the side of the shell A is a port, *a*, and in the plug is the transverse passage *b*, and a port, *c*, the latter extending through the side of the plug into the passage *b*, the port *a* in the shell being so disposed that the port *c* does not register therewith. The plug B is provided with a suitable handle, B′, for operating purposes. When the plug is in position shown in Fig. 2, the air, steam, &c., passes through the cock and reaches the brake mechanism, it being seen that the port *c* is closed by the side wall of the shell A. When the engine or a car is to be detached, the plug B is rotated a quarter-turn, thus closing the passage *b* to the cock and placing it in communication with the port *a* of the shell, the port *c* being also in communication with said port *a*, thus causing the connected hose on the side leading from the engine to be in communication with the atmosphere through the port *c*, passage *b*, and port *a*, whereby the air, steam, &c., escapes, and the hose and couplings are released of pressure, and the disconnection of the same is easily accomplished.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The device for releasing the pressure on the hose and couplings of a steam, hydraulic, air, or vacuum brake, the same consisting of the shell A, having the opening *a* on one side, in combination with the plug B, having transverse opening *b*, and opening *c*, the said openings *a* and *c* not registering during any portion of the rotation of the said plug B, substantially as and for the purpose set forth.

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