U. R. HATFIELD.

VALVE CONTROLLING MECHANISM FOR AIR BRAKES.

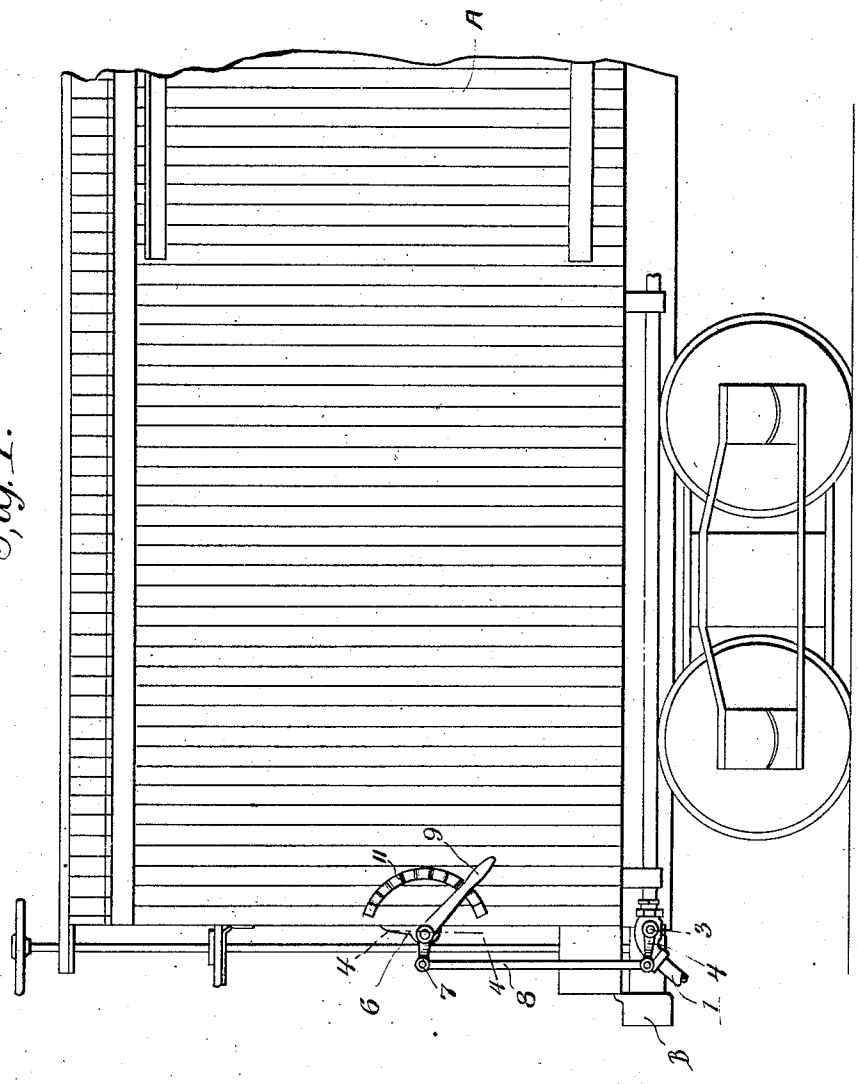
APPLICATION FILED APR. 12, 1912.

1,049,853.

Patented Jan. 7, 1913.

2 SHEETS—SHEET 1.

Fig. 1.



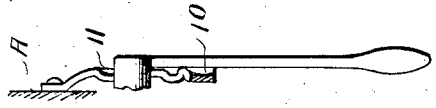


Fig. 4.

Witnesses
William Smith.
James Kochs

Inventor
Ulcy R. Hatfield.

By Victor J. Evans
Attorney

U. R. HATFIELD.

VALVE CONTROLLING MECHANISM FOR AIR BRAKES.

APPLICATION FILED APR. 12, 1912.

1,049,853.

Patented Jan. 7, 1913.

2 SHEETS—SHEET 2.

Fig. 3.

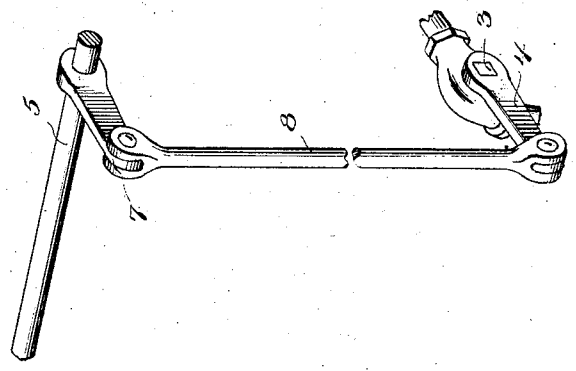
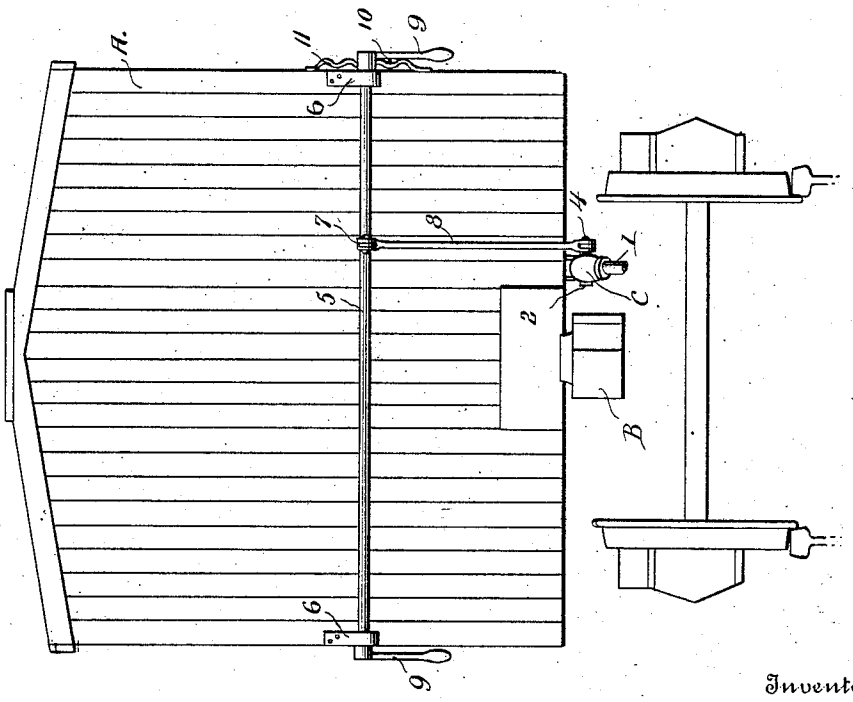


Fig. 2.



Witnesses

William Smith

James Kocek

Inventor

Vicy R. Hatfield.

By Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE.

ULCY R. HATFIELD, OF MACON, GEORGIA.

VALVE-CONTROLLING MECHANISM FOR AIR-BRAKES.

1,049,853. Specification of Letters Patent. Patented Jan. 7, 1913.

Application filed April 12, 1912. Serial No. 690,351.

To all whom it may concern:

Be it known that I, ULCY R. HATFIELD, a citizen of the United States, residing at Macon, in the county of Bibb and State of Georgia, have invented new and useful Improvements in Valve-Controlling Mechanism for Air-Brakes, of which the following is a specification.

This invention relates to valve controlling mechanism for air brake or like fluid supply pipes of rolling stock, the object of the invention being to provide mechanism which can be controlled with a view to eliminating the necessity of train hands or the like from going between the cars to open or close the valves between the adjacent cars of the train.

Another object of the invention is to provide mechanism which can be controlled from either side of the car.

A still further object of the invention is to provide valve controlling mechanism which will operate to effectually hold the valve in an adjusted position.

In the drawing forming a portion of this application, and in which like letters of reference indicate similar parts in the several views:—Figure 1 is a side view of a portion of a car showing the valve controlling mechanism applied thereto. Fig. 2 is an end view of the car. Fig. 3 is a perspective view of a portion of the mechanism. Fig. 4 is a section taken on line 4—4 of Fig. 1.

The car A conventionally shown herein may of course be of any well known construction being provided with the usual coupling head B and a fluid valve C. This fluid valve is provided with a fluid hose 1 which may be connected in any suitable well known manner to any desired form of coupling, not shown whereby adjacent cars of a train can be connected together. This valve is provided with a plug 2 which extends beyond one side of the valve and it is squared as at 3 and has fitted thereto a crank arm 4. A shaft 5 is journaled in bearings 6 at the end of the car and as illustrated this shaft is provided intermediate of its ends and preferably at a point directly above the crank arm 4 with a crank arm 7. A controlling rod 8 is connected at its upper end with the crank arm 7 and at its lower end with the arm 4 whereby motion is imparted to the plug of the valve when the shaft 5 is rocked. The shaft 5 may be rocked from either side of the car and in view thereof the said shaft is provided at each end with a crank handle 9. The handle 9 at the right of the shaft as shown in Fig. 2 is provided with a lug 10. A yieldable ratchet member 11 is secured to the side of the car and disposed concentrically with relation to the shaft 5 and located in such proximity to the handle 9 at the right of the shaft 5 so that the handle will be compelled to travel across the ratchet member in a manner which will effectually cause the lug 10 to engage at the requisite point of the ratchet member to hold the shaft 5 against rotation in either direction. The said ratchet element is constructed from a single piece of spring metal which is provided at desired intervals with instruck portions or depressions for the interchangeable reception of the lever 9.

I claim:—

A valve controlling mechanism for cars comprising, in combination with a car having a valve provided with a rotary plug, a crank arm secured to the plug, a shaft mounted for rocking movement and provided with a crank arm, a rod connecting the first and second named crank arms together, a handle secured to each end of the rocking shaft, a ratchet element of springy material secured at its opposite ends to one side of the car and concentrically disposed with relation to the said rocking shaft and arranged directly in the path of travel of one of the levers of the rocking shaft and provided with radial depressions for the interchangeable reception of the lever, whereby to hold the rocking shaft in its adjusted position.

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

ULCY R. HATFIELD.

Witnesses:

CHARLES A. GLAWSON,

LAURA A. SIRES.