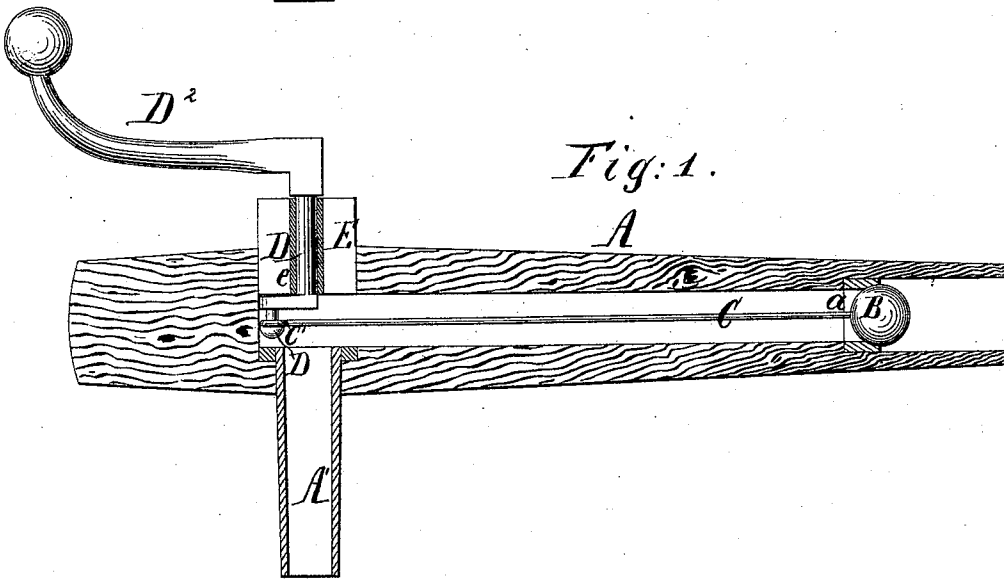
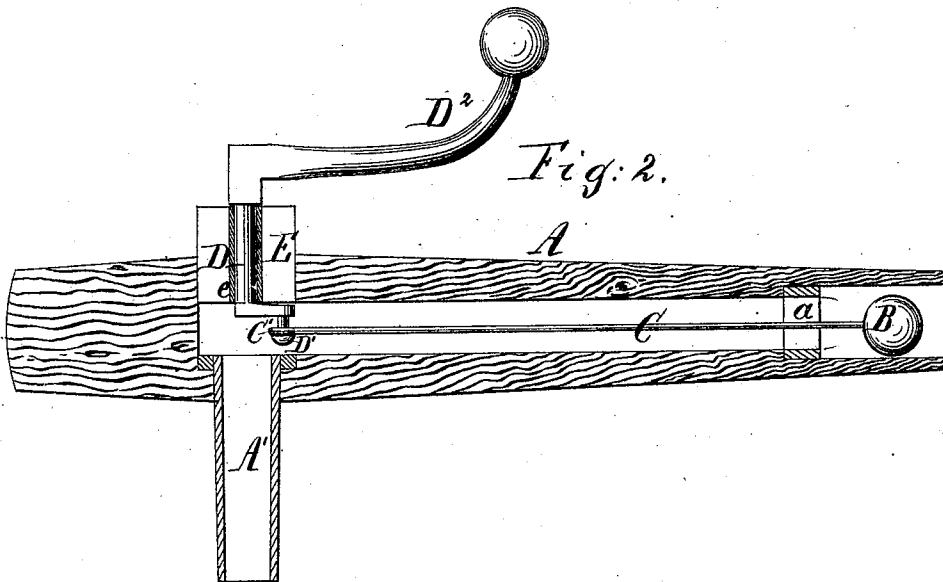


U. BOHREN.
FAUCET.

No. 171,646.

Patented Jan. 4, 1876.



Witnesses:

J. Henry Gentry

Chas. C. Stetson

Inventor:

Ulrich Bohren

his attorney

J. L. Stetson

UNITED STATES PATENT OFFICE.

ULRICH BOHREN, OF NEW YORK, N. Y.

IMPROVEMENT IN FAUCETS.

Specification forming part of Letters Patent No. **171,646**, dated January 4, 1876; application filed August 25, 1875.

To all whom it may concern:

Be it known that I, ULRICH BOHREN, of New York city, in the State of New York, have invented certain new and useful Improvements in Stop-Cocks, of which the following is a specification:

My improved stop-cock is intended more particularly for use in lager-beer kegs, striking the end of the cock with a hammer or mallet in the ordinary manner; but it may be useful in many other situations. The stopping is effected by the pressure of a button or valve upon a ring of india-rubber or analogous soft material. The force of the beer or other fluid tends to urge the valve down upon its seat. It is opened by the action of a crank-shaft, through the intervention of a rod.

The accompanying drawings form a part of this specification.

Figure 1 is a central section showing the valve closed, and Fig. 2 is a corresponding section showing the valve open.

Similar letters of reference indicate like parts in both the figures.

A is the body of the stop-cock, which may be of hard wood. A' is a branch, of wood or other suitable material, extending downward therefrom, to direct the discharge; and *a* is a ring of vulcanized india-rubber, firmly set in the interior. It may be conveniently supported by a shoulder, as represented. B is a ball, of glass, adapted to serve as a valve. A straight wire, C, is set therein, and terminates at the opposite end in an eye, C', which embraces a crank-pin, D¹, carried on a crank-arm from the shaft D. This crank-arm is of such length that the turning of the shaft D in one direction closes the valve tightly, and turning it a little less than half round in the other direction opens it widely. D² is a handle or external arm, by which the shaft D may be operated.

I make the shaft D of sufficient length, and mount it in a bearing of sufficient length to properly support it in position. The bearing may be made much longer than is here represented; but I believe that a very little more

than is here represented will be sufficient in all ordinary cases.

In order to get the crank into position in the stop-cock, I bore out a large hole in the side of the body A, and close it by two half-cylinders, of wood, preferably the same kind of wood as the body A. These parts are marked E E.

There is no pressure on the fluid to induce it to flow upward around the shaft D, even if there is liberty there for such escape. I prefer to make it as tight as may be at that point, but do not esteem it necessary that it shall be absolutely tight. I fit a sleeve of sheet metal around the shaft D, as indicated by *e*. This metal receives all the wear, and maintains a tight condition around the shaft for an indefinite period.

My improved stop-cock is cheap and durable. The operator can easily feel the resistance, so as to ascertain the degree of force with which the valve is drawn upon its seat, and the lever D² always indicates the position of the parts in the interior.

The cock may be driven in the ordinary manner, by striking on the end, with impunity. The valve will stand wide open; but if ever carelessly shut, the pressure of the fluid on the valve, acting through the rod C on the crank-arm, throws the shaft D around and closes it tightly.

The openings are of such size that the air enters freely and allows all the liquid to pass out after each use. This is better than retaining a quantity to become spoiled.

I believe that this stop-cock will remain a long time in perfect order, as the strain is very slight on it.

I esteem it essential to the usefulness of my device that the valve be sunk within the end of the body, as otherwise the cock cannot be used in lager-beer kegs. It is also essential that the crank-pin D¹ be small, and that the crank and its shaft be mounted in the removable cheeks E, and pushed in the sleeve *e*, as otherwise the work cannot be so cheaply constructed, nor so simply and easily taken apart for repairs.

I claim as my invention—

1. The removable cheeks E and sleeve e, in combination with the crank-shaft D, rod C, and a suitable valve and body, as herein specified.

2. The within-described stop-cock, having the body A, adapted to receive and transmit blows, as described, and having the sunk valve B, of a spherical form, the rod C, crank-

shaft D D¹, sleeve e, and cheeks E, combined and operating together as herein specified.

In testimony whereof I have hereunto set my hand.

ULRICH BOHREN.

Witnesses:

HENRY GENTNER,
C. C. STETSON.