(No Model.)

T. KENNEDY.

VALVE.

No. 250,667. Patented Dec. 13, 1881.

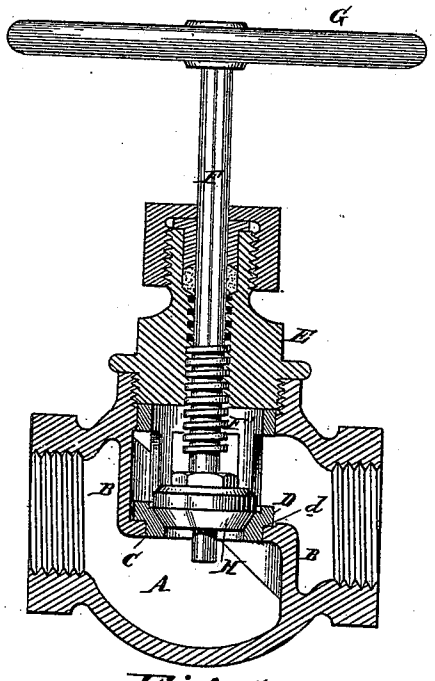


Fig. 1

Attest:
Jno. W. Frances
F. H. McCool.

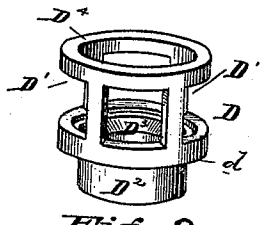


Fig. 2

Inventor
Thomas Kennedy

N. PETERS. Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

THOMAS KENNEDY, OF PHILADELPHIA, PENNSYLVANIA.

VALVE.

SPECIFICATION forming part of Letters Patent No. 250,667, dated December 13, 1881.

Application filed September 20, 1881. (No model.)

To all whom it may concern:

Be it known that I, THOMAS KENNEDY, of the city and county of Philadelphia, and State of Pennsylvania, have invented a new and useful Improvement in Valves for Steam-Pipes and other Purposes, of which the following is a specification.

The object of my invention is to provide for the removal and replacing of the valve-seat without disturbing the valve-shell in whatever fixed position it may be, in steam or other connections. My mode of doing this is quite simple, and will be easily understood by the accompanying drawings, which form a part of this specification.

Figure 1 is a transverse vertical section of an ordinary globe-valve containing my invention. Fig. 2 shows in perspective the removable structure I have provided with the valve-seat for the object I have hereinbefore named.

A is the valve-shell. B is the middle wall between the inlet and the outlet ports of the valve-shell. C is the aperture through the middle wall of the shell in which the removable structure D, with the valve-seat, is fitted. D is the removable structure containing the valve-seat; D′, the open ports in the same; D^2, the stem fitted to the aperture C in the wall of the valve-shell. D^3 is the valve-seat; D^4, the top of the structure with the valve-seat accurately fitted to the valve-shell. This whole structure is fitted so as to drop in easily into the valve-shell, and to be held in place to some extent by E, which is the valve-cap. F is the valve-stem; G, the manual-wheel by which the valve is operated. H is the valve. *d* shows the point of junction between the valve-seat structure and the middle wall of the valve-shell.

Obviously, when the cap E is taken off my valve-seat structure D can be lifted up out of the valve-shell, in which it is loosely fitted, and another like structure dropped in in its place at pleasure, and as the valve-seat commonly gives out sooner than any other part, it will pay to furnish valves with these removable structures with seats and to duplicate them; but it will often be found that when the seat structure is taken out the seat can be easily refaced and the whole returned again to its place in the valve-shell.

I claim—

In combination with the valve-shell, the removable structure D, consisting of a cylindrical skeleton-frame extending from the cap of the valve-shell to the place of the valve-seat in the shell, and containing within itself a valve-seat, to which the valve is guided by the said cylindrical skeleton-frame.

THOMAS KENNEDY.

Witnesses:
JNO. W. FRANCIS,
T. H. MCCOOL.