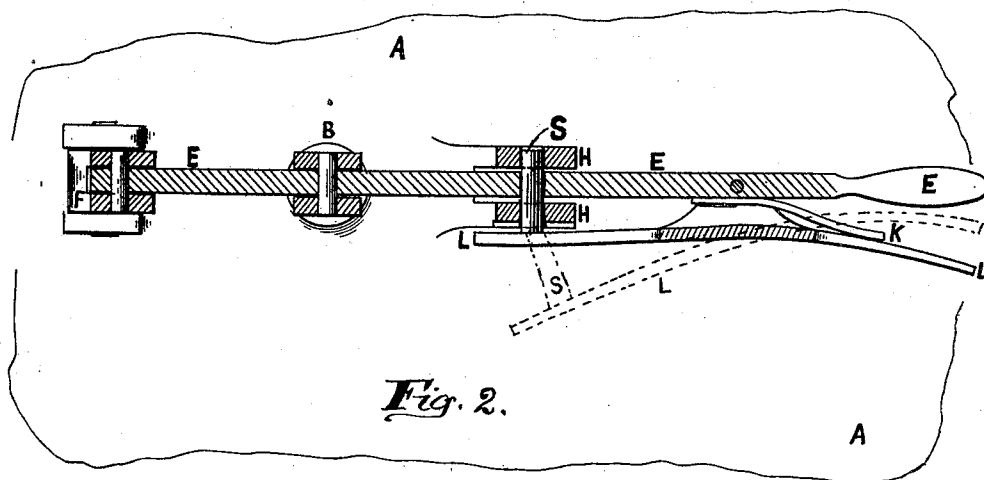
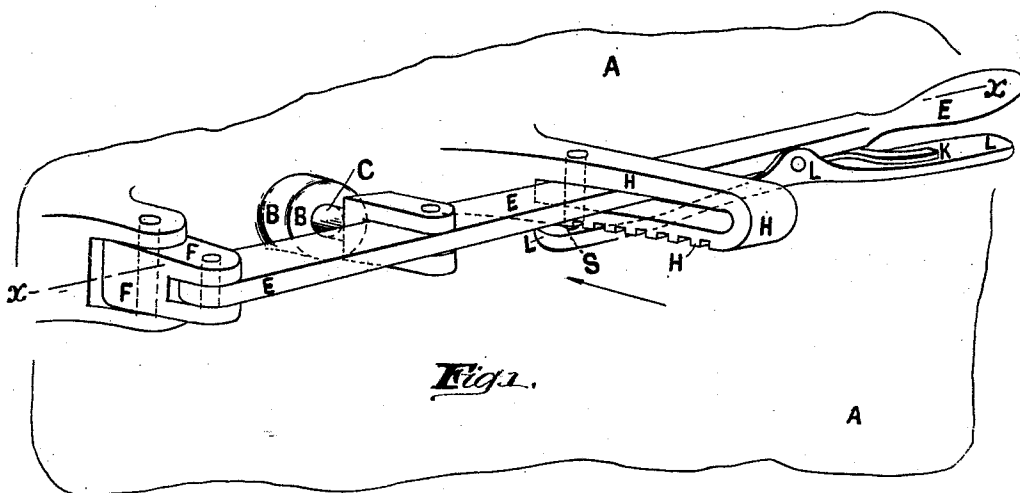


(No Model.)

G. E. MESSER.
STOP FOR THROTTLE VALVE LEVERS.

No. 484,938.

Patented Oct. 25, 1892.



Witnesses:

William H. Parry
E. F. Emanuel

Inventor.

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Attorney

By

UNITED STATES PATENT OFFICE.

GEORGE E. MESSER, OF CONCORD, MASSACHUSETTS.

STOP FOR THROTTLE-VALVE LEVERS.

SPECIFICATION forming part of Letters Patent No. 484,938, dated October 25, 1892.

Application filed July 30, 1892. Serial No. 441,705. (No model.)

To all whom it may concern:

Be it known that I, GEORGE E. MESSER, of Concord, in the county of Middlesex and State of Massachusetts, have invented an Improvement in Automatic Safety-Stops for Throttle-Valve Levers of Locomotives, of which the following is a specification.

The object of my invention is to provide a cheap, simple, convenient, and efficient automatic fastening device to secure the throttle hand-lever of a locomotive, so as to hold the throttle-valve closed in a secure manner when the locomotive is left unattended standing upon the track with steam up, so as to prevent the locomotive from running away through the accidental movement of the throttle and lever from the pressure of steam or any other cause; and it consists in the construction, combination, and arrangement of the automatic safety-stop or holding device hereinafter more fully described, and specifically set forth in the claim.

This invention has special reference to and is an improvement upon the safety-stop patented by me, and shown and described in Letters Patent No. 334,261, dated January 12, 1886.

Reference being had to the annexed drawings, which form a part of this specification, Figure 1 represents a perspective view of a throttle-lever with my invention connected therewith. Fig. 2 represents a vertical longitudinal section through the safety-stop mechanism attached to the boiler.

A represents a portion of a locomotive-boiler head or end provided with a stuffing-box B, through which the throttle-valve stem C is operated by the throttle hand-lever E, pivoted thereto and its short end pivoted to the outward end of the short pivoted bar F, the opposite end of which is pivoted to the said head A, as shown, the said throttle-lever E passing between the curved, toothed, or notched rack-bars H and having pivoted thereto and near the handle or opposite end

of the said lever the actuating hand-lever L, provided with a spring K, and having its opposite end bent or turned upward, so as to engage with the notches formed upon the under side of the projecting rack-bar H, which is provided with a hole to receive the bent or upward-projecting end S of the said actuating spring hand-lever L, as shown in Figs. 1 and 2. Now it will be seen and understood that when the said throttle-lever E is moved inwardly toward the boiler-head, so as to completely close the said valve or throttle-valve by forcing inwardly the said stem C by the engineer or attendant before leaving the locomotive, the upward-bent end or vertical pin or projection S is forced upward into the hole provided in the said curved rack-bar H by the action of the said spring K. The throttle-lever is thereby securely held in position to insure the safety of the locomotive when thus left unattended without any extra labor or special effort of the engineer or person in charge before leaving the engine.

Having thus described my invention, I claim—

An automatic safety-stop for throttle-valves, consisting of the boiler A, having a stuffing-box B, through which the valve-stem C is operated by means of the pivoted hand-lever E, the rack-bar H, provided with notches, and the actuating hand-lever L, pivoted to the said lever E and having a spring K, its opposite end being bent upward and adapted to engage with said notches and enter a hole provided in the said bar H, whereby the throttle is held in a closed position, substantially as described, as and for the purposes set forth.

In witness whereof I hereunto set my hand, in presence of two witnesses, this 20th day of July, 1890.

GEORGE E. MESSER.

Witnesses:

SYLVENUS WALKER,
WILLIAM H. PARRY.