

J. M. GALLOWAY.
SAFETY RAILROAD DEVICE.
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1,029,437.

Patented June 11, 1912.

Fig. 1.

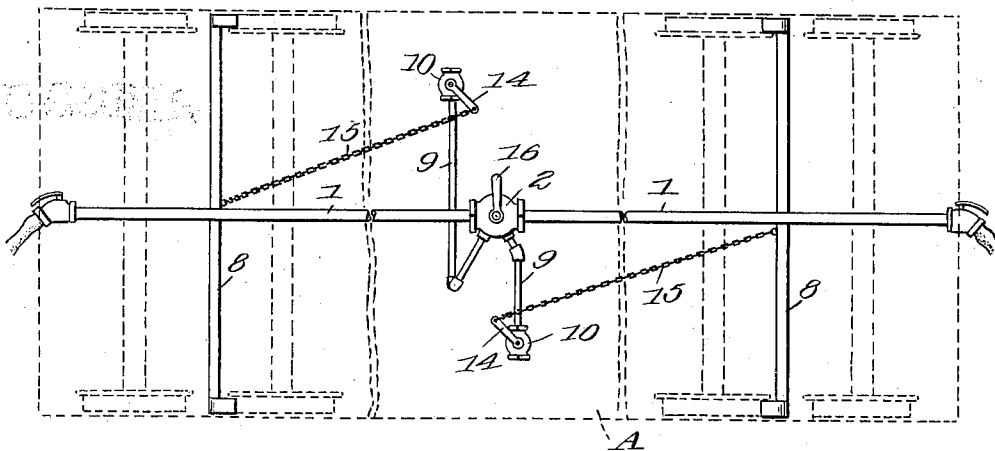


Fig. 2.

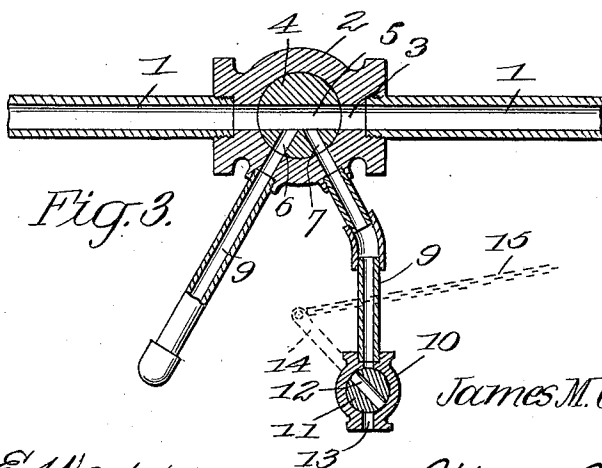
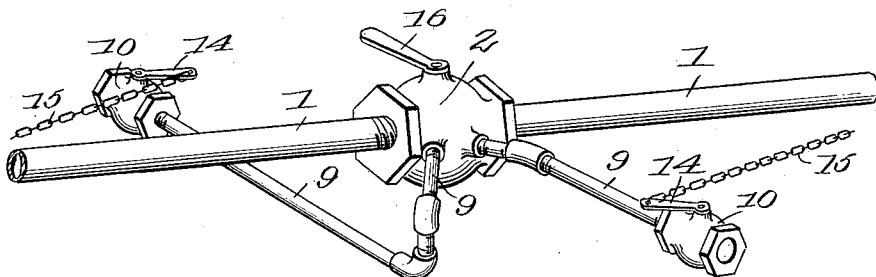


Fig. 3.

Witnesses
Samuel E. Wade.
James Keller

Inventor
James M. Galloway.
By Victor J. Evans
Attorney

UNITED STATES PATENT OFFICE.

JAMES MARTIN GALLOWAY, OF SUNBRIGHT, TENNESSEE.

SAFETY RAILROAD DEVICE.

1,029,437.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JAMES M. GALLOWAY, a citizen of the United States, residing at Sunbright, in the county of Morgan and State of Tennessee, have invented new and useful Improvements in Safety Railroad Devices, of which the following is a specification.

This invention relates to safety appliance for railway cars and has for an object to provide an appliance of this character which may be readily installed in the main train line pipe of an air brake system so as to be automatically operated to bleed the air line on the dropping of the brake beams thereby preventing the accidental derailment of the car.

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 top plan view of the main train line pipe showing the application of the invention thereto and illustrating the connections between the bleeding valves and the brake beams and also illustrating a car conventionally equipped with the brake beams. Fig. 2 is a perspective view of a portion of the train line pipe showing the application of the invention thereto. Fig. 3 is a section through the train line valve and the train line pipe and through one of the bleeding valves.

In carrying the invention into practice I provide a main train line pipe 1 of an air brake system with a valve casing 2 having the alining port way 3 in communication with the train line pipe. In this casing is mounted a valve 4 having a main port way 5 and the branch port ways 6 and 7.

The car A herein shown conventionally is provided with the usual brake beams 8. The valve casing 2 is provided with the oppositely extending conduits 9, each of which having a valve casing 10 in which the bleeding valve 11 is rotatably mounted. The valve 11 is provided with a port way 12

which may be brought into registration with a similar port way 13 in the valve casing so as to establish communication between the outside air and the train line pipe to effect a bleeding of the latter. The port ways 13 in the valves 11 are normally closed to the conduits 9. Handles 14 are mounted on the valves 11 and they are connected by the chains 15 or like suitable actuating devices to the front and rear brake beams of the car.

Now, it is stated that under the normal position of the valve 4 the port way 5 is in registration with the train line pipe while the port ways 6 and 7 are in registration with the respective conduits 9, the valves 11 being closed to the outside air as is understood. When either one of the brake beams of the car falls one of the valves 11 will be operated so as to bleed the train line pressure and effect therethrough the automatic application of the brakes.

The valve 4 is provided with a handle 16 to be actuated manually to close the train line to the conduits 9 so as to prevent the undue loss of air when repairing the car.

I claim:—

In a safety appliance for cars, a car having a train line air pipe and a brake beam, a valve mounted in the train line pipe and provided with a main port way normally open to the train line and branch port ways normally open to the train line, conduits in open communication with the branch port ways, a bleeding valve located in each conduit and normally closed, and connections between the bleeding valve and the brake beam for opening the bleeding valve to the atmosphere on the fall of the beam from the car.

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

JAMES MARTIN GALLOWAY.

Witnesses:

HUGH K. JONES,
JOHN JOHNSON.