

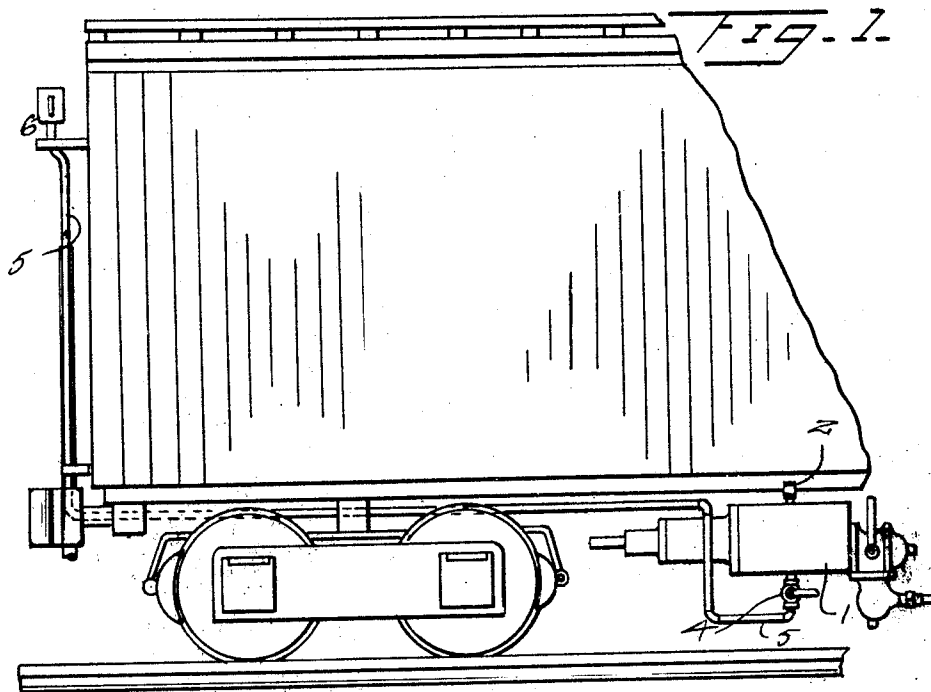
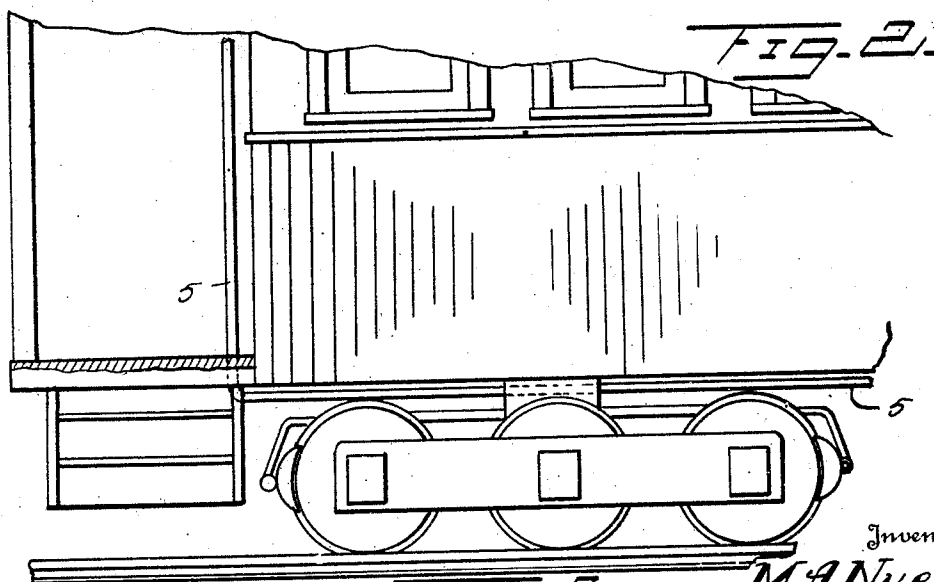
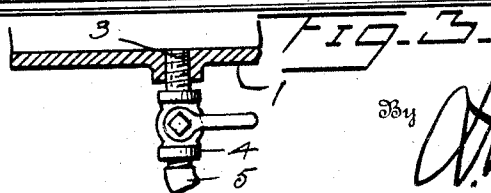
June 16, 1925.

1,542,634

M. A. NYE
BRAKE RELEASE

Filed Jan. 2, 1923

2 Sheets-Sheet 1



Inventor

M. A. Nye

By

A. Randolph, Jr. Attorney

June 16, 1925.

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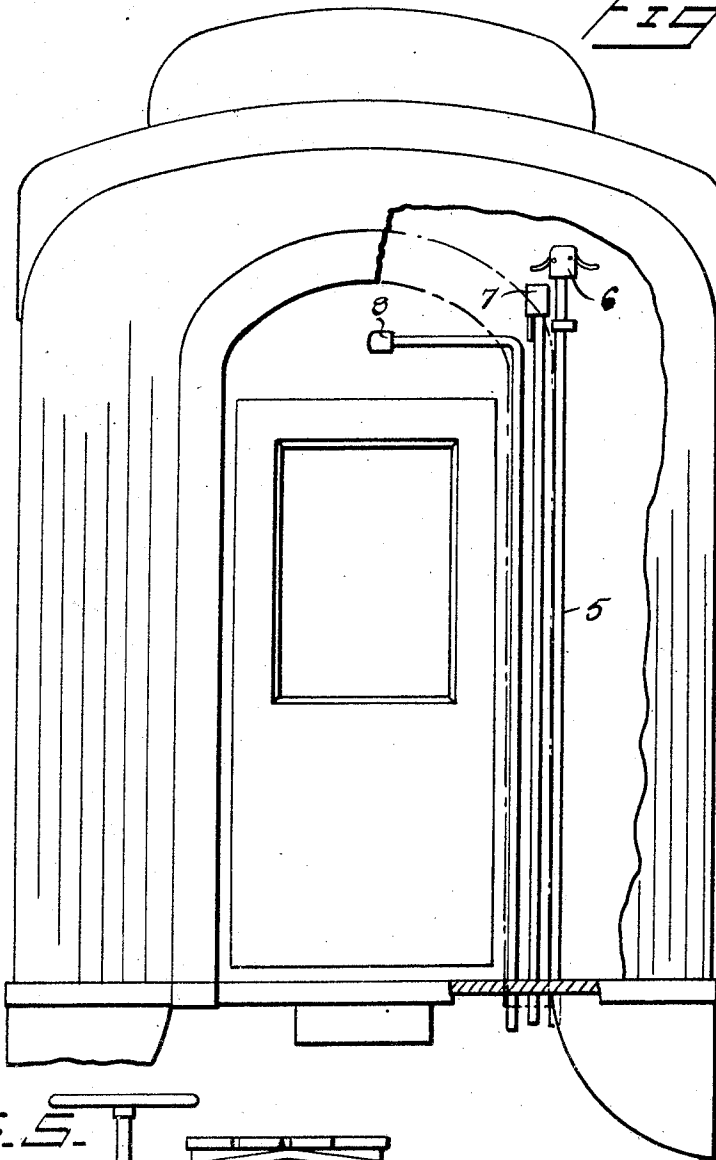
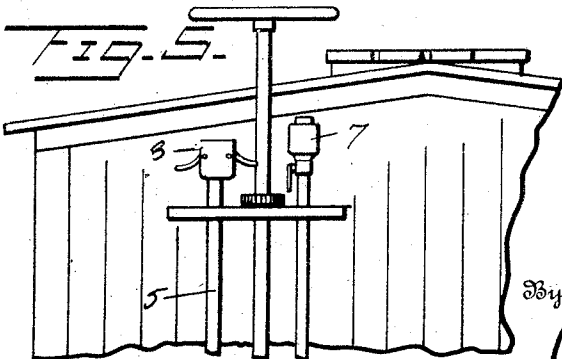
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2 Sheets-Sheet 2

FIG. 4.



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UNITED STATES PATENT OFFICE.

MARION A. NYE, OF ERIE, PENNSYLVANIA.

BRAKE RELEASE.

Application filed January 2, 1923: Serial No. 610,370.

To all whom it may concern:

Be it known that I, MARION A. NYE, a citizen of the United States, residing at Erie, in the county of Erie and State of Pennsylvania, have invented certain new and useful Improvements in Brake Releases; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Air brake systems for railway cars usually embody an auxiliary reservoir to which is fitted a release valve and a plug, the latter for the most part being disposed opposite the release valve. In the event of a brake becoming stuck or failing to release, it is necessary for the train to be brought to a standstill and a trainman to open the release valve from the ground. This entails a loss of time, an unnecessary consumption of fuel and wear and tear on the rolling stock. It frequently happens that to save time the train proceeds and the locked wheel failing to rotate slides and is flattened on the tread, heats and frequently becomes broken besides entailing a drag which increases the load on the engine and requires a greater consumption of fuel, besides increasing the wear and tear on the rails and rolling stock.

In accordance with the present invention, a release pipe is connected with the auxiliary reservoir, preferably by removing the plug and fitting a valve to the plug opening and coupling the release pipe to said valve and extending said pipe to a convenient point and providing the discharge end with a release valve, whereby in the event of the brake becoming set, said release valve may be opened whereby to relieve the pressure and admit of the release of the valve without necessitating the stopping of the train.

Other objects and advantages will be apparent and suggest themselves as the nature of the invention is understood.

While the drawings illustrate an embodiment of the invention it is to be understood that in adapting the same to meet different conditions and requirements, various changes in the form, proportion and minor details of construction may be resorted to without departing from the nature of the invention.

Referring to the accompanying drawings 55 forming a part of the application,

Figure 1 is a side view of portion of a freight car illustrating the application of the invention,

Figure 2 is a side view of portion of a passenger coach showing the application of the invention thereto,

Figure 3 is a sectional detail of the auxiliary air reservoir and the angle cock applied thereto,

Figure 4 is an end view of a vestibuled coach showing the application of the invention, and

Figure 5 is an end view of the upper portion of a freight car equipped with the invention.

Corresponding and like parts are referred to in the following description and designated in the several views of the drawings by like reference characters.

The numeral 1 designates the auxiliary reservoir of an air brake system such as generally provided for railway cars. The numeral 2 designates the release valve applied to a side of the auxiliary reservoir and 3 the opening which is normally closed by means of a plug which in the present instance has been removed and in which opening an angle cock 4 has been fitted. A release pipe 5 is coupled to the valve 4 and extends to a convenient reach point which, in the case of freight cars, is the top, as indicated in Figures 1 and 5, and in the case of a coach, is the vestibule, as shown in Figure 4. However, the release pipe 5 may extend to any preferred point within or without the car for convenience of operation of the release valve 6 applied to the delivery end so that in the event of a brake becoming stuck, the release valve 6 may be opened without stopping the train, thereby bleeding or reducing the pressure in the auxiliary reservoir, whereby the brake releases. The release pipe 5 extends from the auxiliary reservoir 1 beneath the floor of the car, thence upwardly along an end thereof and may terminate at the top or within the vestibule, as herein indicated. The valve 4 provides means for closing the opening 3 in the event of the release pipe 5 becoming broken or any of the joints opening so that the auxiliary reservoir may operate in the accustomed way. The numeral 7 designates the

usual retainer valve and the numeral 8 the train signal.

What is claimed is:

In combination with the plug opening of
5 an auxiliary reservoir of an air brake system, an attachment consisting of a normally open cut-off valve applied to said opening, a release pipe extending from said valve, and said release pipe extending upwardly
10 and adjacent its upper end having a release

valve, said valve constituting the sole valve in said pipe whereby the pipe intermediate said valves is unrestricted.

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

MARION A. NYE.

Witnesses:

WM. HEISLER,
RICHARD F. RUHLING.