

No. 800,349.

PATENTED SEPT. 26, 1905.

O. L. WRIGHT.
TRIPLE VALVE CLAMP.
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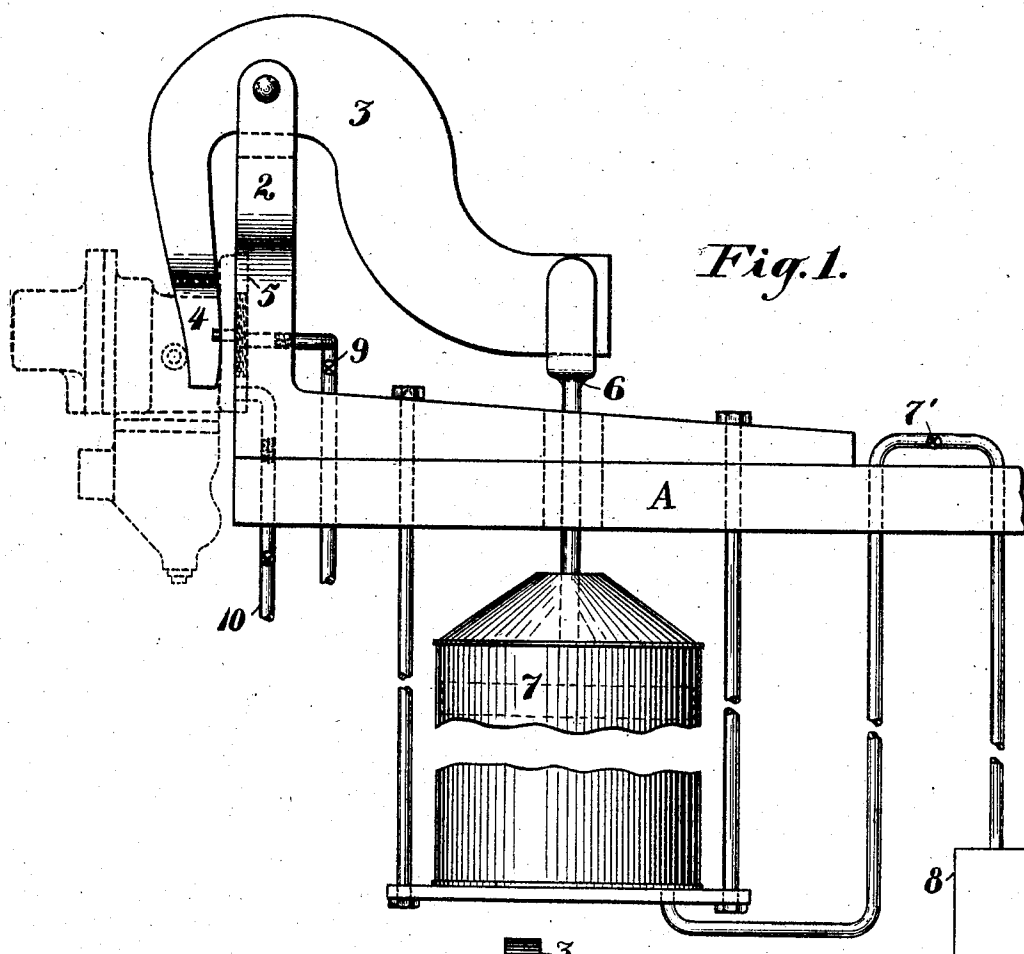
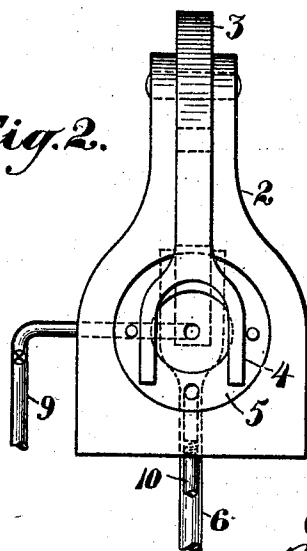


Fig. 1.

Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

OVID L. WRIGHT, OF RICHMOND, CALIFORNIA.

TRIPLE-VALVE CLAMP.

No. 800,349.

Specification of Letters Patent.

Patented Sept. 26, 1905.

Application filed March 15, 1905. Serial No. 250,157.

To all whom it may concern:

Be it known that I, OVID L. WRIGHT, a citizen of the United States, residing at Richmond, in the county of Contra Costa and State of California, have invented new and useful Improvements in Triple-Valve Clamps, of which the following is a specification.

My invention relates to a device which is especially designed for holding the triple valve of an air-brake mechanism in place upon the inspecting and repair table.

It consists in a combination of mechanism and in details of construction which will be more fully explained by reference to the accompanying drawings, in which—

Figure 1 is a side elevation of my apparatus. Fig. 2 is an end view of the clamping device shown in Fig. 1.

For the purpose of inspection and repair of the intricate mechanism of triple valves of air-brake mechanism it is found expedient to remove the casing containing these valves from its operative position upon the car and to place it upon a table or support where it can be fixed so that it can be taken apart, inspected, and reassembled. For the purpose of holding such valves various clamps with screws operated by hand have been used. My invention is designed to provide a rapid, convenient, and secure holder for these peculiarly-shaped valve-casings while the inspection or repairs are going on.

As shown in the drawings, A represents a work bench or table of any suitable description having upon one side an upwardly-projecting standard 2. To this standard is fulcrumed a lever 3, having a forked or other suitably-formed end, as at 4, adapted to fit a part of the valve-casing and to hold it against the standard 2. This standard has certain openings made through it to coincide with the working openings of the valve-casing, and a washer or gasket, as at 5, is fitted at this point, so that when the face of the valve-casing is placed against this washer it may, under compression, form a tight joint. In order to operate this lever, I have shown a plunger-rod or connections 6 from the plunger or piston of a cylinder 7, which is suitably located, preferably beneath the bench, so that the plunger-rod may extend up through an opening in the bench and connect with the longer arm of the

lever 3, as shown. The cylinder 7 is connected by a pipe with a reservoir containing air under pressure, as at 8, and a suitable controlling-valve 7' is so disposed that by moving of the valve air is admitted into the cylinder 7, and the pressure thus acting upon the piston or plunger in the cylinder will force the plunger-rod 6 upward, so that, acting upon the lever 3, it will cause the end 4 to firmly clamp the valve-casing against the gasket 5, thus making a tight joint and holding the device in position while the necessary inspection and testing goes on.

In order to test the working of the valve, the pipe, as at 9, connects with an auxiliary cylinder, and another pipe, as at 10, connects with the brake-cylinder, these parts being located with regard to the testing-bench and to the valve when in place so that all the operations of these parts may be carried out in the same manner that they would be when in working position upon the train, and the inspector can readily determine the efficacy of the valve.

By means of this simple air-pressure clamp I am enabled to rapidly place the valve-casing in position and hold it firmly with relation to the connections through which the testing is to be done without any mechanically-operated clamps. By this means a great deal of time is saved in bolting or otherwise fastening the parts in place.

The plug-cock serves to retain the air in the reservoir when the valve is cut off.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A testing-machine comprising a work bench or table having upon one side an upwardly-projecting standard, said standard having a gasket against which a removed valve-casing is fitted and having openings for pipe connections, a bent lever fulcrumed to the table-standard, having one end forked to straddle the valve-casing and having the opposite end extended over the table, and an air-cylinder and piston for operating the lever.

2. A triple-valve-testing stand having a standard fixed thereon, pipe connections from a brake-cylinder and auxiliary air-pressure reservoir through the face of said standard, said connections coinciding with similar passages, of a triple-valve casing, a gasket fixed

upon the face of the standard, a bent lever
fulcrumed to the standard having one end
formed to fit the valve-casing, a cylinder hav-
ing connections with the auxiliary reservoir,
5 and a controlling-valve, a piston movable in
the cylinder and a rod connecting the piston
with the opposite end of the clamping-lever.

In testimony whereof I have hereunto set
my hand in presence of two subscribing wit-
nesses.

OVID L. WRIGHT.

Witnesses:

WM. DORNAN,
V. T. GRAHAM.