

AN IMPROVED AIR BRAKE

IT HAS BEEN DEvised BY J. R. RICHARDSON.

Appliance Has Been Tested on the Delaware and Hudson and Delaware, Lackawanna and Western Railroads—Patent Has Been Granted for the United States and Applications for Patents for Other Countries Are Now Pending—Way in Which the New Differs from Old Devices.

J. R. Richardson, of 1521 Van Storch avenue, who is known among his friends as "the patentee," has perfected an air brake appliance for controlling the head end of a railroad train in case of a break in the train line, which is an almost daily occurrence, and his genius will undoubtedly be recognized and rewarded, if a sale of the patent is consummated as expected.

The appliance has been tested on the Delaware and Hudson, and Delaware, Lackawanna and Western railroad and has proven eminently satisfactory, and those who are familiar with the present Westinghouse air-brake system assert that the system is not complete without the Richardson appliance.

A patent was granted on the application on November 6, for the United States and other patents are now pending in foreign countries. A New York syndicate has an option on the patent for \$30,000, the Westinghouse company is also interested in it and has asked for a demonstration of its usefulness.

Mr. Richardson has already received over twenty letters from superintendents of motive power on western railroads, all of whom approve of the appliance, and it at the expiration of the present option, it is not sold, the patent will be disposed of to another company interested. John F. Thomas, baggage master at the Lackawanna avenue station of the Delaware and Hudson company, is the only person interested in the patent with Mr. Richardson.

EMPLOYED IN MINE. The patentee was formerly in the employ of the Delaware and Hudson company as a fire boss and mine foreman. In 1885 he began experimenting and perfected a slate picker or coal separator, which was patented in 1895-96, and afterwards purchased by the Emery Slatepicker company, of Green Ridge, and is now in general use all through the coal regions.

At present he is engaged in perfecting an appliance for separating the dirt from fine coal or culm as it is commonly called, and thus do away with the washing process now in use, and retaining both the coal and the culm. If this is successfully accomplished it will prove a wonderful invention. He also has an improvement on the Emery slatepicker, simplifying the original for which a patent was granted on August 7, 1900.

The Westinghouse airbrake system works from the engine through the train line, and when a stop is necessary the "engineer's valve" is opened, creating a reduction in the pressure which operates the brakes. If the train line is broken, permitting the air to escape, the brakes on the entire train and engine are applied. The engine and train are brought to sudden stop and a gap is left between the two sections.

When the train is thus separated and the air pressure cut off, a rear end collision is unavoidable. In order to reconnect the train it is necessary for the train men to go to the back end of the front section of the train and close the angle cock. The engineer pumps up ninety pounds of air to release the brakes before the train can be moved.

RICHARDSON'S APPLIANCE.

The Richardson appliance gives the engineer the power to control his train and avoid a collision. The object of the invention is to provide means whereby should a train part the brakes of the rear section of the train will be automatically applied by the escape of air through the disconnected or broken air tubes, while the brakes on the front section of the train will not be materially affected.

The forward brakes are thus left under the control of the engineer, so as to avoid a rear-end collision, which would invariably occur should the brakes be applied to the front section, and the said section comes to a stop before the rear section. This novel appliance also provides a construction of parts whereby the engineer will receive a signal that his train is broken in two.

The appliance provides a connection between the air cock of the air pipe of one car and the adjacent car, so that if the train parts the air cock at the rear end of the last car of the forward section of the train will be turned off a short interval after the breaking of the air tubes, thus preventing the entire application of the brakes on the cars of the forward section.

The air in the train line of the rear section of the parted train will escape at the forward cock, and affect the application of the brakes to that section, thus bringing the rear section to a stop, while the brakes of the forward section are left under the complete control of the engineer.

METHOD OF SIGNALING.

To effect a signaling to the engineer that the train is parted, Mr. Richardson makes the connection between the front end of one car and the cock at the rear end of a following car of a greater length than the distance between the said cars, so as to normally hang slack, whereby when the cars part the air brake coupling will be disconnected and allow of a small escape of air from a partial reduction of pressure in the train pipe of the forward section of the train, before the said connection tightens and closes the valve at the rear end of the last car of the front section and cuts off the escape of air.

The engineer is thus notified that his train is parted, in order that he may look to the safety of the forward section thereof. In carrying his invention into practice, Mr. Richardson provides each cock with an arm, extending at right angles to and preferably formed integrally with the handles now in use, so as to project laterally and at right angles to the car when the handle is turned to open the cock, and in a direction longitudinally of the car when the handle is turned inward to close the cock.

This arm is formed at its outer end with a head or knob and with a stop shoulder of greater diameter than the

knob, this construction causing the formation of a groove between the knob and shoulder. The knob is oval or elliptical in form, with its major axis lying in a direction transversely of the arm, and one of its ends beveled, so as to provide for the effective holding and release of the operating connections.

WAY IT IS FASTENED.

To the end of each car is bolted or otherwise secured a bracket provided with a hook and a pivoted clip, to which clip is connected one end of a chain provided at its opposite or free end with a swiveled link, to which is also pivoted a lever arm formed at its free end with an oval or elliptical-shaped ring or eye, having its greatest length extended longitudinally thereof. This ring is adapted to be slipped over the knob on the arm and lie in the groove, formed by said knob and the shoulder, and be prevented from sliding longitudinally along the arm by the stop. The object of employing the arm is to obviate the necessity of connecting the chain to the handle, which would require a reversal of the accustomed movements of the handle in opening and closing the cocks, and would be liable to cause confusion and accidents.

It will be seen that the invention is simple of construction and permits of its manufacture at a small cost, and that it is exceedingly well adapted for the purpose for which it is designed.

Various changes in the form, proportion and details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

INDUSTRIAL.

D., L. & W. Board for Today.

Following is the make-up of the Delaware, Lackawanna and Western board for today:

Friday, Nov. 16.
8:30 p. m.—T. Fitzpatrick.
11:30 p. m.—A. Bush.

Saturday, Nov. 17.

WILD CATS EAST.
12:30 a. m.—D. Wallace.
3 a. m.—J. Swartz.
5 a. m.—J. Hennigan.
8 a. m.—W. Hullett.
9 a. m.—J. Gintley.
10:30 p. m.—F. Nauman.
1:30 p. m.—H. Gilligan.
2:30 p. m.—W. Boyles.
3:45 p. m.—C. Kinsey.
4:45 p. m.—A. J. McDowell.

SUMMITS.
6 a. m., south—G. Froumoller.
8 a. m., south—H. Nichols.
10 a. m., south—Carrie.
7 p. m., from Cayuga—McLane.
7 p. m., from Erie—Duffy.
6 a. m., south—E. McAllister.

PULLER.

10 a. m.—Singer.

PUSHERS.

6 a. m., south—A. Rowe.
11:30 a. m., south—Moran.
7 p. m., south—Murphy.
9 p. m., south—Buc.

PASSENGER ENGINEER.

7 a. m.—Gaffney.
5:30 p. m.—Stanton.
7 p. m.—Magovern.

WILD CATS WEST.

5 a. m.—Baxter, with Mullen's men.
8 a. m.—Laffar.
8 a. m.—G. Hill.
10 a. m.—Wall.
12 noon—M. Finnelly.
1:30 p. m.—S. Carmody.
2:30 p. m.—A. R. Hommitt.
4:30 p. m.—Masters.
6 p. m.—Barber.

Reports of Accidents.

Lackawanna conductors and agents have been notified that reports of accidents are not reaching Superintendent Rine's office quickly enough. Hereafter they have been instructed to see that all cases of accidents to trains, personal injury, stock killed, fires, etc., are sent to the acting superintendent promptly by wire.

Agents will instruct operators that all accident reports received by them must be transmitted promptly by wire to superintendent's office, showing initials of sending operators, when filed, time sent, etc.

PILOT LAMP DE BOAT.

De win' blow soft from de heavenly alo',
Pilot lan' de boat,
On' backs soon carry de loads no mo',
Pilot lan' de boat,
De lan' on deck an' dey all done zwine
To hit de bank wid de long tow line,
De an' rans' d'light all rise an' shine,
Pilot lan' de boat.

De moeste stan' in' 'roun' de long stage plank,
Pilot lan' de boat,
Soon gwine to launch 'er to de Zion bank,
Pilot lan' de boat,
De bright sho' crowded wid de angel lan',
Cane down de de levee fo' to see us lan',
De' tell us 'howdy' wid a welcome lan',
Pilot lan' de boat.

She's headed down wid de pow' lan' sleep,
Pilot lan' de boat,
De current's swif' an' de water's deep,
Pilot lan' de boat,
De wheels pound' hard on de rivul's breast,
De sun shines down in de day West,
We's men' de pe' of eternal rest,
Pilot lan' de boat.

We's all dead weary, fo' de trip was long,
Pilot lan' de boat,
De deck lan' singin' de lundin' song,
Pilot lan' de boat,
De flag done lowered from de jactast mast,
We climb de levee an' we make her fast,
Pilot lan' de boat.

De steam shut off an' she's roun' in' to,
Pilot lan' de boat,
De captain singin' wid de coal-black crew,
Pilot lan' de boat,
We hea' de tinkle de engine bell,
De waves wash de lantern' from de ol' boat's
swell,
Pilot lan' de boat,
Pilot lan' de boat, bid you' long n'well,
Pilot lan' de boat.

WINTER RESORT.

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SCRANTON IS A BONANZA

(Continued from Page 7.)

peered darkly over the head of his visitor, who turned uneasily but saw nothing. "Yes," continued the seer, "it is Grandmother Blank (giving the visitor's proper name), and behind her stands a peculiar figure, a guardian spirit, which out of a large book reads these words: 'Here he threw in a little Hebrew,' and then said, 'This spirit will watch over you, and your life is destined to be one of success.'"

SAW A BLONDE.

At this moment he riveted his gaze on a corner of the room, and remarked absent, "I see a blonde." The Tribune man looked hurriedly at the corner, muttered disappointedly, "I don't," and the doctor continued, "You know a blonde?" By a stretch of the imagination the visitor remembered that he did know a dame with golden hair and in awe-stricken tones murmured that he did. "Ah, ha!" triumphantly exclaimed the clairvoyant, "she will exert a great influence on your life, but beware! You will be a great favorite with the fair sex, even though you are personally averse to them. And now, is there anything else I could do for you?"

The guest suggested that he would like to hear something about the past, whereat the palmist's strong features resolved themselves into an iron-like cast, and he remarked sternly, "All such questions, prompted merely by idle curiosity, are ignored by me."

Early in the seance he had requested that the name of his visitor's enemy be written down, or a question permitted regarding the true state of relations toward him of some dubious party. This was done, but it evidently slipped his memory, and therefore the Tribune man, who was really anxious to know whether or not there are any persons about the city who spend nights laying for him, anxiously queried, "And how about my enemy?"

"You have an enemy," replied gloomily. "You have an enemy, and he is a man." Further information was not vouchsafed. He next gave the startling news that his hapless guest would be unfortunate in speculation, while fortune and success, and then, raising himself from his catatonic state long enough to take the bill tendered him by his guest, escorted him courteously to the door.

TOLD THEIR EXPERIENCES.

Two women, who emerged from seances, told the Tribune man odd tales of their experiences. They were both apparently intelligent and sensible persons, and seemed thoroughly disgusted with what was returned them for their money. The one, a middle-aged woman, was requested to write down her name upon a card, and after studying her hand for awhile, Dr. Lord managed to discover her name. She is afflicted with deafness, and after being several times requested by her to speak louder he informed her that she was a victim of ear trouble, brought on by a shock and catarrh. "However," he added, "graciously, coming out of the clairvoyant condition, for the time being, "I would be pleased to give you medical treatment and cure your disease."

The other lady, who was well on in years, was not requested to write down her name. However, after a close examination of her hand, the palmist asked mysteriously, "Why is Mary?" On hearing this rather uncommon name, the visitor answered, "I've a daughter by that name."

"Of course," smiled the palmist, "and poor Mary is very unfortunate." "Oh, no sir," was his response, "she's been a very successful girl." "And what's more," said the clairvoyant cheerfully, "she always will be. I was referring to the other Mary."

One of the kindest things which can be said about Kent Lord is—he is not a seventh son of a seventh son. However, he is getting vast sums of money from persons who can poorly afford to be deprived of it in this way.

If he was taking the money merely of those who had their fortunes told or pastime in fortune telling, the evil would not be great, but unfortunately the great majority of his patrons are credulous persons, who need the money he takes from them and who ought to be saved from the nonsensical notions he fills their heads with.

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For Women 50c a garment—White and natural color, ribbed merino vests and pants. Medium weight. 75c a garment—Heavy weight ribbed vests and pants in white or grey, two-thirds wool, one-third cotton. \$1.00 a garment—Of heavy, ribbed merino, white or grey, vests in high neck with short or long sleeves, full length drawers, also light and medium weights at same price. FOR CHILDREN—Ecru, heavy ribbed cotton vests and pants, fleeced lined, all properly cut and finished in all sizes for ages from two to twelve years. Price 25c. Natural wool vests, pants and boys' drawers in medium and heavy weight. All sizes from 16 to 34, for ages from one year to 16 years. Prices range from 25c up, according to size. Union suits for men, women and children in all grades and weights, and styles, at our well known low prices.

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