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1. Field of the Invention The present invention relates to a gate valve with a safety device for preventing any accidental gas leakage in the event of a malfunction, such as a break in the pipe. More specifically, the present invention relates to a gate valve with a safety device for preventing gas leakage from a regulator or tank during an emergency, such as the loss of power.

2. Description of the Related Art In the past, gas valves of this type have suffered from a serious drawback in that the valve body would remain open when the power supply is lost so that a large volume of gas would escape at the valve. While this is undesirable in that it could create an explosion or even harm humans, it is also wasteful of the gas which would otherwise be available for use. Some valves employ a spring-loaded ball valve, which is spring biased to a closed position. These valves have a limit in that if the power supply is lost, the valve will not fully shut and a portion of the flow will continue until the ball valve is able to close. Other valves use a magnet to hold the valve body closed. When the power is lost, the valve is no longer held closed by the magnet, and the valve opens. Another type of valve holds the valve body closed with the help of a locking pin extending from a stem of the valve. The stem rotates about an axis, normally extending through the valve body, to release the locking pin and hold the valve closed. However, the locking pin must be manually reset to allow the valve to open.

This invention relates to vehicle skid control systems which are operative to reduce or eliminate the possibility of skidding of the vehicle. In general, it relates to such systems in which a skid control apparatus is connected in the electrical drive train of the vehicle. It particularly relates to such systems which use an electrical supply to operate the skid control apparatus, and is especially applicable to such systems which include a pedal controlled switch. Various forms of electrically operated vehicle skid control systems are known, and such systems are generally employed to prevent a vehicle such as a truck, tractor or the like, from skidding. Such skid control systems in general operate to operate an electrically operated brake and also to operate a gearshift of the vehicle transmission. The operation of the skid control

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