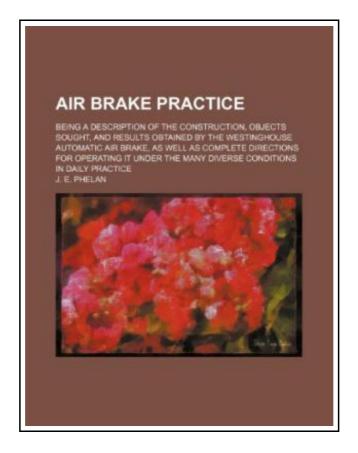
## Air Brake Practice; Being a Description of the Construction, Objects Sought, and Results Obtained by the Westinghouse Automatic Air Brake, as Well as Complete Directions for Operating It Under the Many Diverse Conditions



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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*. This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1890 Excerpt: . value. For leading engine, handling air, the valve is all right. For the assisting or helper engine there is need of care and discretion to avoid interfering with pressure of leading engine. The simple remedy, no doubt, has been to let the engine next the train do the braking, but such practice often proves disastrous. As some engines have been equipped, the pump governor connects directly with main air pipe that Jeads forward to pilot for double heading purpose, economy in piping apparently being main object in view. Main reservoir pressure is connected to full pressure indicator of air gauge--as it should be. The train pipe indicator of air gauge connects with chamber and auxiliary of engineer s valve. When engineer s brake and equalizing discharge valve is blanked or on lap, the rotary valve closes all ports, and air from main reservoir flows in on top of rotary valve and there stops, awaiting an outlet. It follows that while in this position the chamber and small reservoir of engineer s brake and equalizing discharge valve are cut off from main reservoir and train pipe as well, and pressure in chamber lies dormant, and naturally less than that existing in either train pipe or main reservoir so long as valve is blanked in double heading. You will notice in doubleheading with valve in blanked position, when pump governor is connected to the train pipe, your main reservoir pressure on helper engine indicates what the pump...

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