

# THE NEW YORK AIR BRAKE

## (PART 2)

### EXAMINATION QUESTIONS

- (1) How would you test to locate a sticky triple? ART. 7.
- (2) What would be the effect if the leakage groove in a brake cylinder becomes stopped up? ART. 13.
- (3) What will be the effect of a badly worn packing ring in a plain triple? ART. 10.
- (4) If a blow occurs at the exhaust port of a triple, how can you tell whether it is due to a leaky exhaust valve or a leaky graduating valve, without taking the triple down? ART. 8.
- (5) What precautions should be taken to prevent triples freezing in cold weather? ARTS. 8 and 10.
- (6) If you wished to remove valve 138 in the triple, to clean it, how would you proceed? ART. 8.
- (7) What precaution should be observed, if brake is set, in removing check-valve 117 from the triple? ART. 8.
- (8) What will be the effect on the action of the brake if the gasket 15 (freight equipment) between the triple valve and the auxiliary reservoir leaks? ART. 13.
- (9) In using retainer valves on grades, when should they be turned up? Explain. ART. 17.
- (10) How large is the feed-groove in a triple valve made? ART. 1.
- (11) Explain, in detail, how a triple valve should be cleaned. ART. 11.
- (12) If a triple valve on a car released properly, but the brakes remained set and the piston stayed out, where would you look for the cause of the trouble? ART. 13.
- (13) Where are plain triple valves used? ART. 9.
- (14) If an auxiliary charges too slowly, to what would you attribute the cause? ART. 2.
- (15) State the causes of trouble in the freight equipment, and give the effects of each cause. ART. 13.

(16) Suppose that a brake on a certain car will not set when service reduction is made, but when an emergency application is made it will set and then release; suppose, also, that the triple valve is all right, where would you look for the cause of the trouble? ART. 13.

(17) What effect will leaks in the train pipe have on the triple valves? ART. 4.

(18) Explain how a brake cylinder should be cleaned and oiled. ART. 14.

(19) What will be the effect if an auxiliary reservoir or its connections leak? ART. 5.

(20) How would you test a retaining valve? ART. 16.

(21) What will be the effect if the strainer in a triple valve is partly stopped up? ARTS. 3 and 7.

(22) State the advantages to be gained by the use of retainers. ART. 18.

(23) Where would you look for a leak from an auxiliary reservoir? ART. 5.

(24) If, while on the road, a blow occurs from the two square ports in the back of the quick-action triple, how would you try to remedy the trouble? ART. 8.

(25) Give the causes of trouble in the retaining valve; also, their effects. ART. 19.

(26) How will a leaky graduating valve affect the operation of the brake? ART. 7.

(27) If a retainer is broken from its pipe, will the brake apply and release properly? Explain clearly.

ANSWER.—Yes. The brake will apply and release the same as though no retainer was used.

(28) If a retainer is broken from its pipe, should the pipe be plugged? Give reasons.

ANSWER.—No. The air will be prevented from escaping from the cylinder, and the brake will remain set.

(29) Explain how a "sticky" triple will cause trouble. ART. 7.

(30) Where does the water come from that collects in the triple-valve drain cups? ART. 8.

(31) If a blow occurs at the exhaust port of a quick-action triple, where would you look for the cause? ART. 8.