

# THE NEW YORK AIR BRAKE

## (PART 4)

### EXAMINATION QUESTIONS

- (1) Explain how the car discharge valve operates. ART. 5.
- (2) How much pressure is carried in the signal line? ART. 1.
- (3) What is the air signal for? ART. 1.
- (4) Explain, fully, the operation of the special triple valve shown in Fig. 9 in making two service reductions. ART. 27.
- (5) Explain the operation of the special triple in making an emergency application. ART. 29.
- (6) What code of air signals are in use on your road for signaling the engineer? Explain fully.
- (7) If the signal line fails to charge, where would you look for the cause? ART. 10.
- (8) What pressure is used in the train pipe with this high-pressure apparatus for the control of heavily loaded cars on grades? ART. 23.
- (9) Should dirt get on the seat of the car discharge valve (which would be indicated by a constant blow at exhaust port of the valve), how would you remove it? ART. 15.
- (10) Explain how a terminal test of the air-signal apparatus should be made. ART. 16.
- (11) Should a car discharge valve become disabled, how and where would you cut it out? ART. 16.
- (12) On your road, does the conductor signal the engineer by hand or by air signal, when starting? If the latter, what is the code?
- (13) How many blasts of the whistle are given when it is desired that the engineer shall stop at a flag station?
- (14) Explain, fully, the most successful method of operating the air signal from the cars. ART. 8.
- (15) What time should elapse between reductions in transmitting a signal? ART. 8.

(16) From the tests made by the New York Air Brake Company, what time, in seconds, does it require for a reduction to travel from the 1st to the 50th car: (a) in a service application? (b) in an emergency application? (a) and (b) ART. 31.

(17) In what districts is the Sweeney compressor and water brake mostly used? ARTS. 34 and 38.

(18) If the exhaust from the car discharge valve is weak when the valve is opened, where would you look for the cause? ART. 11.