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## QUESTIONS AND ANSWERS; FIREMEN S FIRST YEAR EXAMINATION. SECOND YEAR EXAMINATION. THIRD YEAR EXAMINATION. ENGINEER S RE-EXAMINATION ON AIR BRAKES



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Rarebooksclub.com, United States, 2013. 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 usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1917 edition. Excerpt: .and supplying air for air devices. Q. 15-. How is the air pump governor adjusted? A. 15. (Page 38.) The pump governor is adjusted by tightening on spring to increase and loosening up on spring to reduce pressure. Q. 16. Why is the duplex governor provided, and what pressure does it control? (432.) A. 16. Is provided to save the work the pump has to do, at the same time give high excess pressure when needed. Q. 17. Where does the air come from that controls the minimum head? The maximum head? (433.) A. 17. Minimum head, from main reservoir through the supply port of the brake valve. Maximum head, from the main reservoir direct. Q. 18. Describe the manner in which the excess pressure head of the governor used with the E. T. equipment is controlled. (434.) A. 18. Air from the feed valve is admitted to the top of excess head where there is an excess spring set for 20 pounds. Air from main reservoir is admitted below the diaphrams so that when the main reservoir pressure exceeds the feed valve and 20 pound spring it raises the diaphrams and passes the pin valve to force the steam piston of governor down. When engineers brake valve is placed on lap, service or emergency main reservoir air is admitted to top of excess governor head is made inoperative. Q. 19. Will similar causes of trouble...

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