

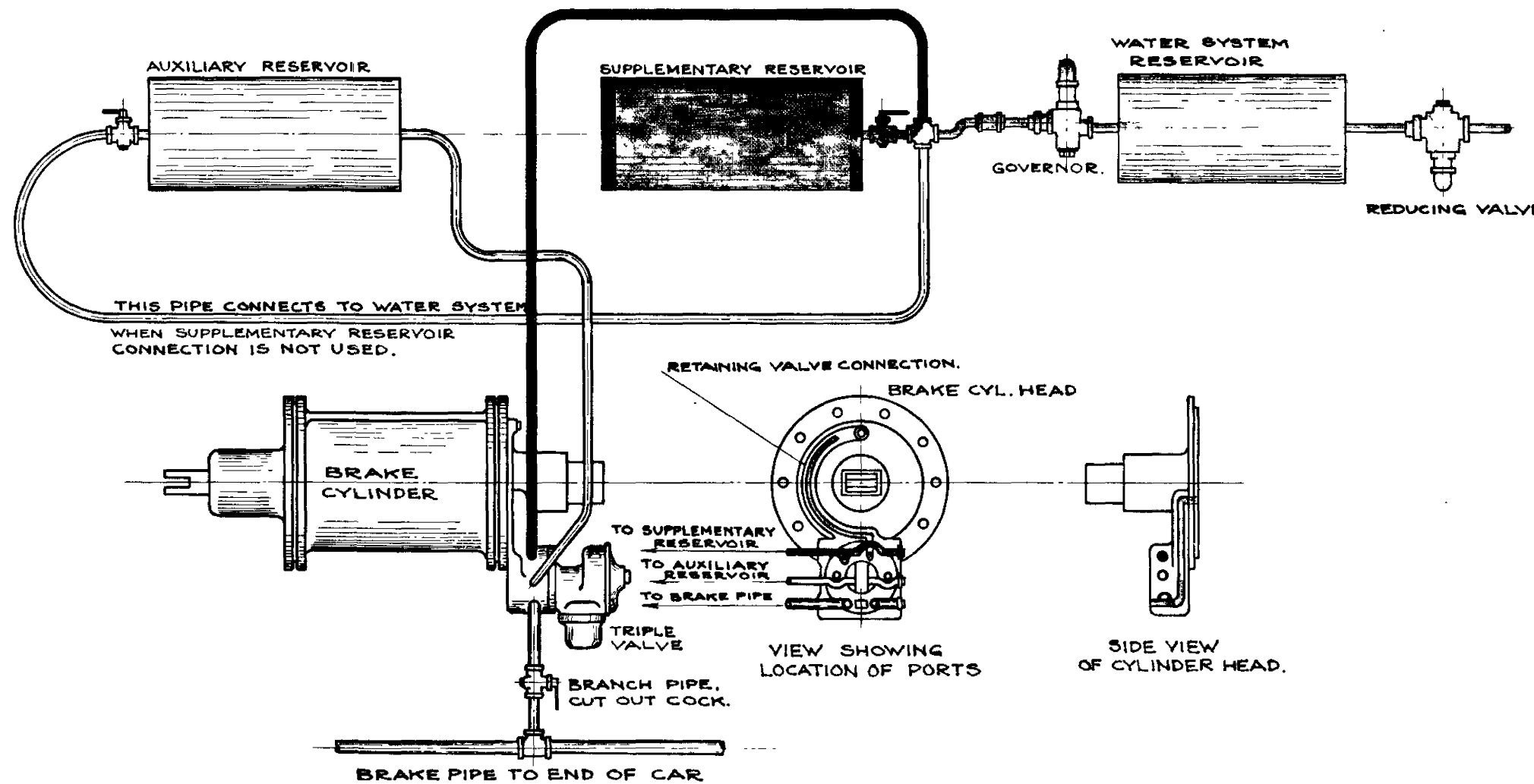
USED ON PASSENGER CARS.

WATER DISTRIBUTION.

WHEN AIR PRESSURE IS USED FOR WATER DISTRIBUTION IN PASSENGER CARS, THE AIR SUPPLY IS TAKEN FROM THE SUPPLEMENTARY OR EMERGENCY RESERVOIR, THIS INSTALLATION IS COMMON TO SYSTEM AND PULLMAN CARS. WHERE NO SUPPLEMENTARY OR EMERGENCY RESERVOIR IS USED, THE AIR SUPPLY IS TAKEN FROM THE AUXILIARY RESERVOIR, BUT A SPECIAL GOVERNOR VALVE, ADJUSTED AT 60 POUNDS, PREVENTS ANY AIR FROM PASSING TO THE WATER SYSTEM UNTIL THE RESERVOIR HAS BEEN CHARGED ABOVE 60 POUNDS. THIS GOVERNOR HAS A VALVE WHICH SEATS TO PREVENT BACK FLOW FROM THE WATER SYSTEM PRESSURE RESERVOIR TO THE SUPPLEMENTARY WHENEVER THE PRESSURE IN THE LATTER BECOMES LESS THAN THAT IN THE FORMER.

THE REDUCING VALVE IS INSTALLED IN THE PIPE LEADING FROM THE WATER SYSTEM AIR RESERVOIR TO THE WATER TANKS AND SERVES TO REDUCE THE PRESSURE TO 20 POUNDS, THE AMOUNT DESIRED IN THE WATER TANKS.

FAILURE TO SUPPLY WATER WHEN THE BRAKE IS CUT IN AND FULLY CHARGED, MAY INDICATE AN OBSTRUCTED AIR PIPE, GOVERNOR VALVE OR REDUCING VALVE, THE LATTER SET TOO LOW OR A GOVERNOR VALVE SET TO HIGH. ALSO AFTER FILLING THE WATER TANK IT IS SOMETIMES IMPOSSIBLE TO GET WATER IN THE CAR. THIS IS USUALLY DUE TO A DEFECTIVE FIVE WAY VALVE. ATTEMPT SHOULD BE MADE TO RAISE THE LEVER ON THE WATER TANK JUST AS HIGH AS POSSIBLE AND TO BLOCK IT UP IF NECESSARY, WHICH NEARLY ALWAYS MOVES THE FIVE WAY VALVE ENOUGH FOR THE AIR TO PASS TO THE WATER TANK. SUCH CARS SHOULD BE REPORTED FOR REPAIR AT A LAYOVER TERMINAL.



LOS ANGELES & SALT LAKE R.R.  
WATER RAISING SYSTEM.  
AIR CONNECTIONS.

LOS ANGELES, CAL. OCT. 31. 1924.

DRAWING B-1504.

REVISIONS	

CORRECT H. C. Weaver  
MECH'L. ENGR.

APPROVED J. Flouge  
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