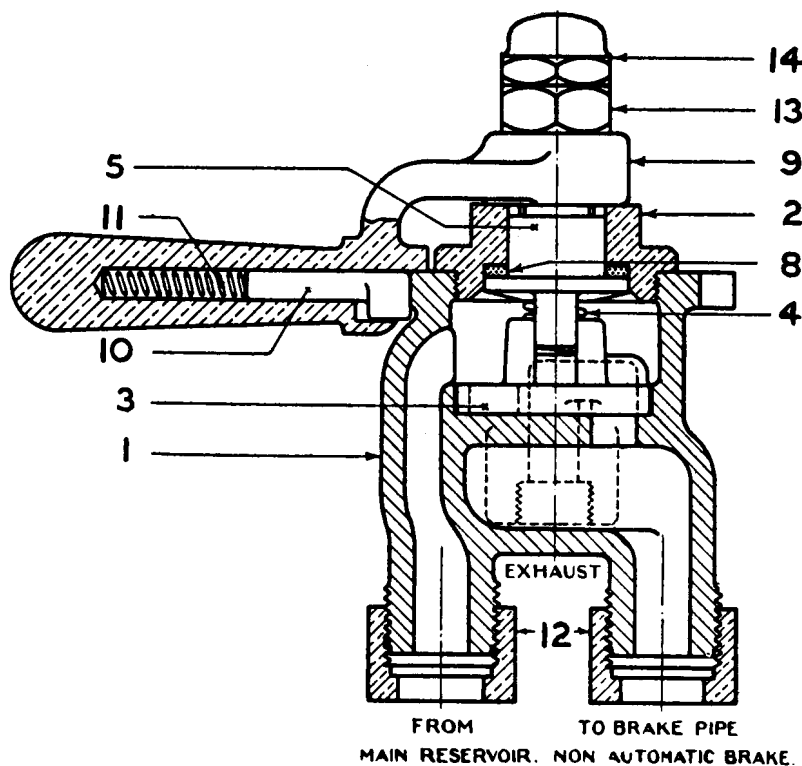




DRIVER'S BRAKE VALVE. No. 9

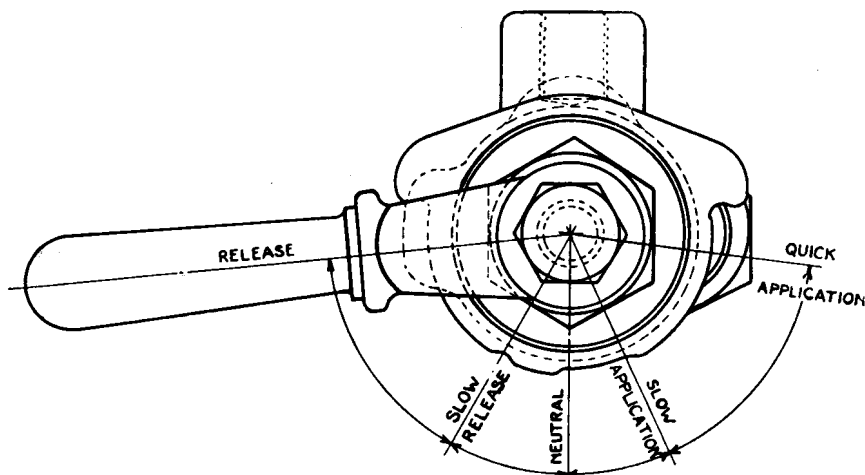


This valve is of simple design, and the positions of its operating handle are as follows:—

- I. **RELEASE**, in which the brake pipe is open to the atmosphere through a large port.
- II. **SLOW RELEASE**, in which the brake pipe is open to the atmosphere through a restricted port.
- III. **NEUTRAL**, in which all ports are on lap.
- IV. **SLOW APPLICATION**, in which air from the main reservoir is free to flow to the brake cylinder through a restricted port; the exhaust port being of course cut off.
- V. **QUICK APPLICATION**, in which air from the main reservoir is free to flow to the brake cylinder through a large port; the exhaust port being of course cut off.

By moving the handle either to one side or the other of the "Neutral" position, the brake may be graduated on or off at will.

The illustration shows a valve with fixed handle. In the case of a vehicle having two driving positions, brake valves with a removable handle are used. The handle is removable only in "Neutral" position, and one handle is used for the two valves.



MAINTENANCE INSTRUCTIONS

The only parts that need attention are the rotary valve 3, its seat, and the spindle gasket 8 renewed when necessary.

The faces of the rotary valve should be kept perfectly clean and free from gummed oil or grease, and be *very lightly* smeared with a good grade of oil or pure tallow.

The spindle 5 and cap 2 will require occasional lubrication on their bearing surfaces; and slight adjustment of the spindle will be required as gasket 8 compresses, this adjustment being carried out by means of nuts 13 and 14.

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