

PENNSYLVANIA RAILROAD SYSTEM

Locomotive Maintenance Instructions No. L-25-B.

ISSUED ALTOONA, PA.
NOVEMBER 29, 1924.

MOUNTING OF AIR BRAKE, AIR SIGNAL AND STEAM HEAT HOSE

(Superseding Locomotive Maintenance Instructions No. L-25-A, dated September 20, 1920.)

1. New air brake, air signal and steam heat hose and coupling gaskets must be inspected and tested in accordance with standard specifications before being mounted on their respective fittings in accordance with tracings D-64736, D-64737 and D-64889.
2. All air brake, air signal and steam heat hose returned to shop must be inspected, and if no visible defect is found, the hose and fittings should be tested with soap suds under pressure of 140 pounds, before being condemned. If the hose and fittings pass this test without showing any signs of leakage, they should be placed in stock for use on pool equipment.
3. All air brake, air signal and steam heat hose which fail to pass the above inspection or test, should have the clamps removed and the coupling and nipple pulled out of the hose. The air and signal hose couplings must be gauged and adjusted when necessary in accordance with tracings E-61709 and E-65417. The guard armpin in air brake and air signal hose couplings must be carefully examined, and if found deteriorated to any extent due to rust, it must be renewed. In every case the pin must be properly secured in the coupling. The lock on steam hose coupler when defective must be repaired or renewed. The gasket grooves should be thoroughly cleaned out, so as to know it to be a good fit for new gaskets. The nipples should be examined and, if necessary, re-threaded. The sleeve end of both couplings and nipples which enters into the hose, must be examined and any sharp edges or rough raised portions must be made smooth, without defacing the contour of that part of the casting.
4. All air brake, air signal and steam heat hose must be mounted by hand. In mounting the hose on the fittings, rubber cement should be used as a lubricant and applied to fittings and sparingly, to the inner tube of the hose. Couplings should be so mounted that the back of the coupling is on a line with the center of the hose label. Both couplings and nipples should be forced into the hose up to the shoulder on the couplings and nipples. In applying the hose clamp on an air brake and signal hose, care should be exercised to place the clamp about midway between the raised portion on the fitting and the end of the hose. Before applying the clamps on steam heat hose they must be examined to know that they have the same contour as the hose to which they are applied. The clamps should then be drawn into position, care being exercised to avoid damaging the hose. After the hose clamps have been placed in position the bolt should be inserted and the nut drawn up to a secure and uniform degree of tightness as will warrant the fitting from not pulling out of the hose while in service. In performing this entire operation, care must be exercised not to damage the hose.

5. All air brake hose, air signal hose and coupling gaskets, after being mounted, must be tested with soap suds under pressure of 140 pounds, without developing any leaks or defects.

6. All steam heat hose after being mounted, must be tested under air pressure of 140 pounds, without developing any leaks or defects.

7. The steam hose coupler gasket may be tested at the same time and, if the leakage past the gasket is excessive, the gasket must be tested under a steam pressure of 10 pounds.

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