

flow to the pump. When the automatic brake valve is in lap, service or emergency position, the flow of air from the main reservoir to the excess pressure side of the governor is cut off, and the maximum pressure head of the governor will control the pump.

Ques. 1: (a) What might prevent governor from shutting off the steam when the maximum pressure is obtained? (b) What should be done with the broken air pipes on the governors?

Ans.: (a) There may be too much tension in the regulating spring; the steam valve may be held off its seat by dirt; the drip pipe may be frozen or stopped up; the pin-valve may be held on its seat by the spring box or if the pin-valve spring is missing the pin-valve will not be raised with the diaphragm, or the diaphragm may be cracked. (b) If the feed valve pipe branch to the excess pressure cock of the governor is broken off, would plug the broken pipe toward the feed valve pipe and put a blind gasket in a union in the pipe from the automatic valve to the excess pressure of the governor and allow the high-pressure top of the governor to control the pump. If the main reservoir pipe on the automatic brake valve to the excess pressure governor top were broken, would plug the broken pipe toward the brake valve and allow the high pressure governor top to control the pump. If the main reservoir air pipe to the high pressure governor top were broken off, would plug the broken pipe toward the main reservoir. The excess pressure governor top would still control the pump with the brake valve in release, running or holding positions, but