GRAHAM-WHITE SANDERS

(With E Automatic Valve for Booster Engines and Electrics)

OPERATION AND UPKEEP

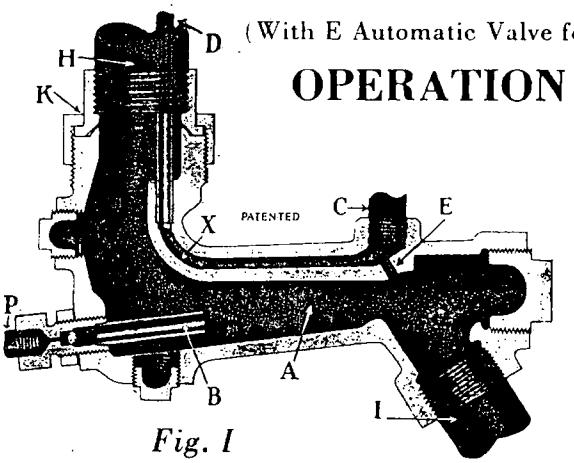


Fig. I

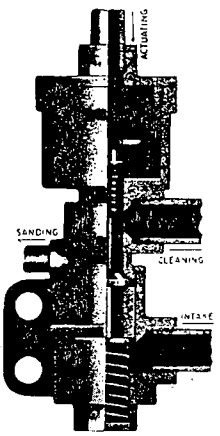


Fig. II

INSTALLATION

WHEN PROPERLY INSTALLED, the sanding (¼") port of the valve (Fig. II) is connected by the pipes "P" (Fig. I) with the nozzles "B" in the pair of sanders this valve controls. The cleaning (½") port of the valve is connected with the cleaning ports in the same pair of sanders by the pipes "C." Each valve is connected in this manner with the sanders it controls.

The ½" intake port of the valve (Fig. II) is connected with the main reservoir and the ⅜" actuating port at the top of the valve is piped to receive its actuating air from the source controlled by the operator. In the sanding of electrics and gas electrics, both single and multiple unit, this control is often accomplished by means of an electric switch in the operating station used to operate a solenoid, or magnet valve which in turn admits air from the main reservoir to the actuating port of the valve (See Layouts Page 14). The valve may also be actuated by our type SF or SH valves where remote control is desired. This arrangement is used for automatic sanding with emergency braking (See Page 13, Layout No. 10).

For sanding booster drivers the actuating port in the valve is connected with the actuating air line of the booster engine. The sanders then operate automatically when the booster cuts in. A cut out cock should be provided in the actuating line so that the sanders may be cut out at will by the operator.

UP-KEEP OF SANDERS

KEEP ALL PIPES SECURELY BRACED to deliver sand squarely on the rail and directly under tread of wheel. KEEP ALL JOINTS AND UNIONS WATER TIGHT.

ADJUST THE FLOW OF SAND to the quantity desired and lock it with the nozzle jam nut (Fig. I). If a greater quantity of sand is desired, back out the nozzle and tighten the jam nut. If a less quantity is desired, back off jam nut and insert the nozzle deeper into the trap.

DO NOT, UNDER ANY CIRCUMSTANCES, enlarge the nozzle holes, or drill extra nozzle holes, or cut off nozzle tube. Should nozzle become clogged with scale or gum from air pipes, disconnect air pipe "P" at trap and blow out scale, etc., from pipe. Also, with pin or small wire, clean out the small port in the nozzle. In order to clean the nozzle it is not necessary to remove it from the trap. If for any reason it becomes necessary to remove the nozzle from the trap, waste must first be inserted through the plugged opening above the nozzle to cut off the sand flow and all sand drained from trap through plug opening below the nozzle. The nozzle must be re-inserted before sand is allowed to flow into the trap.

CAUTION: If for any reason the ball and spring are removed from the nozzle be sure that the ball is put back first and that the small end of the spring is put next to the ball.

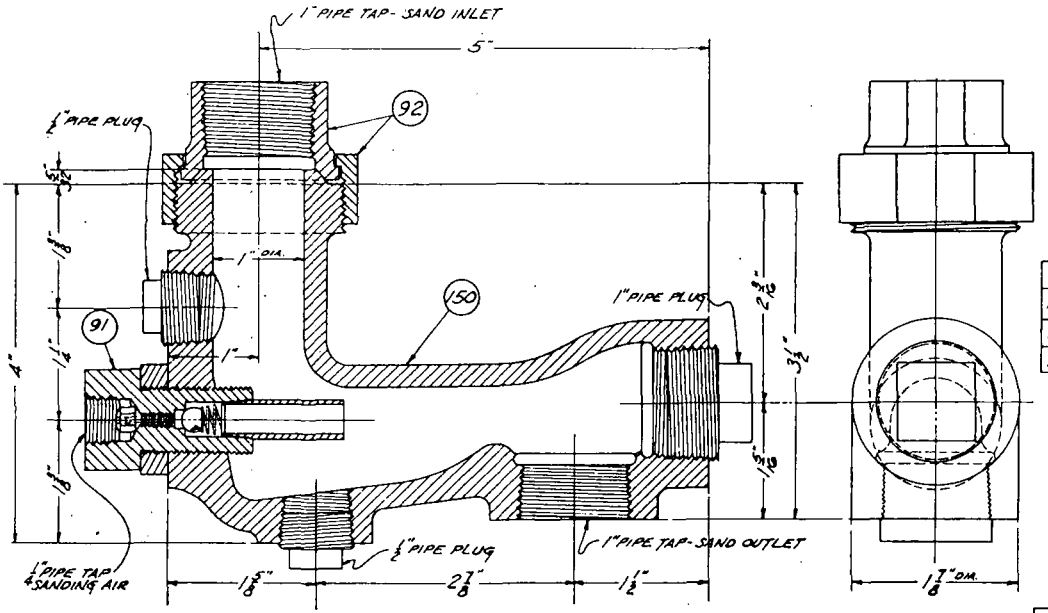
UP-KEEP OF AUTOMATIC VALVE

The automatic valve (Fig. II) should not be dismantled unless it becomes inoperative. Its failure to operate properly would be indicated either by a constant blow of the cleaning blast during the entire sanding operation or failure to deliver sanding air to the traps. In either case remove the top or actuating cap of the valve. Clean the cylinder and composition cup thoroughly. The valve should then work freely.

At the bottom outer edge of the large or actuating cylinder there is a 5/64" port to the atmosphere. This is on the back side of the valve just above the bracket. Be certain this port is open. It is not necessary to remove the piston to open it. A small wire or pin may be used to punch this port open from the outside.

GRAHAM-WHITE SANDER CORPORATION

ROANOKE, VIRGINIA



PARTS LIST	
150	TRAP BODY
91	NOZZLE ASSEMBLY
92	UNION FITTING

U.S. PATENT NO. 1,864,057

TYPE "KA" SAND TRAP.

GRAHAM-WHITE SANDER CORP.
ROANOKE, VA.

DRAWN BY	H.C.C.
TRACED BY	H.C.C.
CHECKED BY	V.F.
DATE	JAN. 7, 1937
APPROVED	
REVISED	2/26/40

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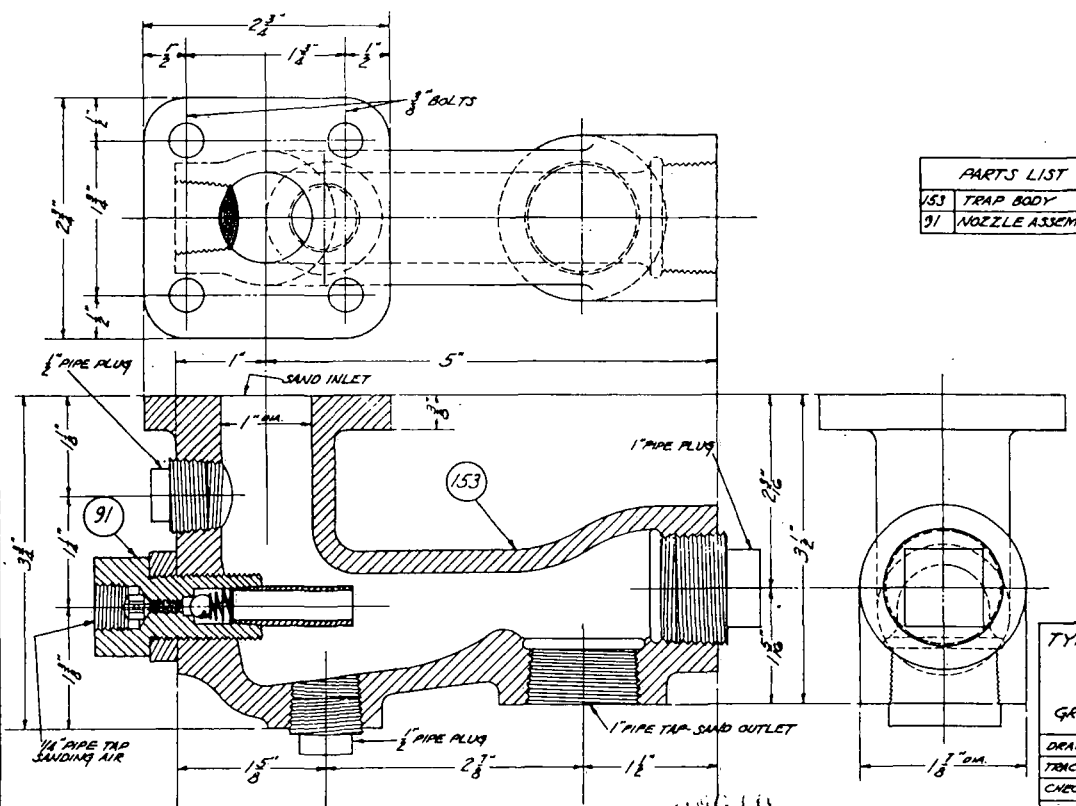

PARTS LIST	
153	TRAP BODY
91	NOZZLE ASSEMBLY

U.S. PATENT NO. 1,864,057.

TYPE "K" SAND TRAP.

GRAHAM-WHITE SANDER CORP.
ROANOKE, VA.

DRAWN BY	H.C.C.
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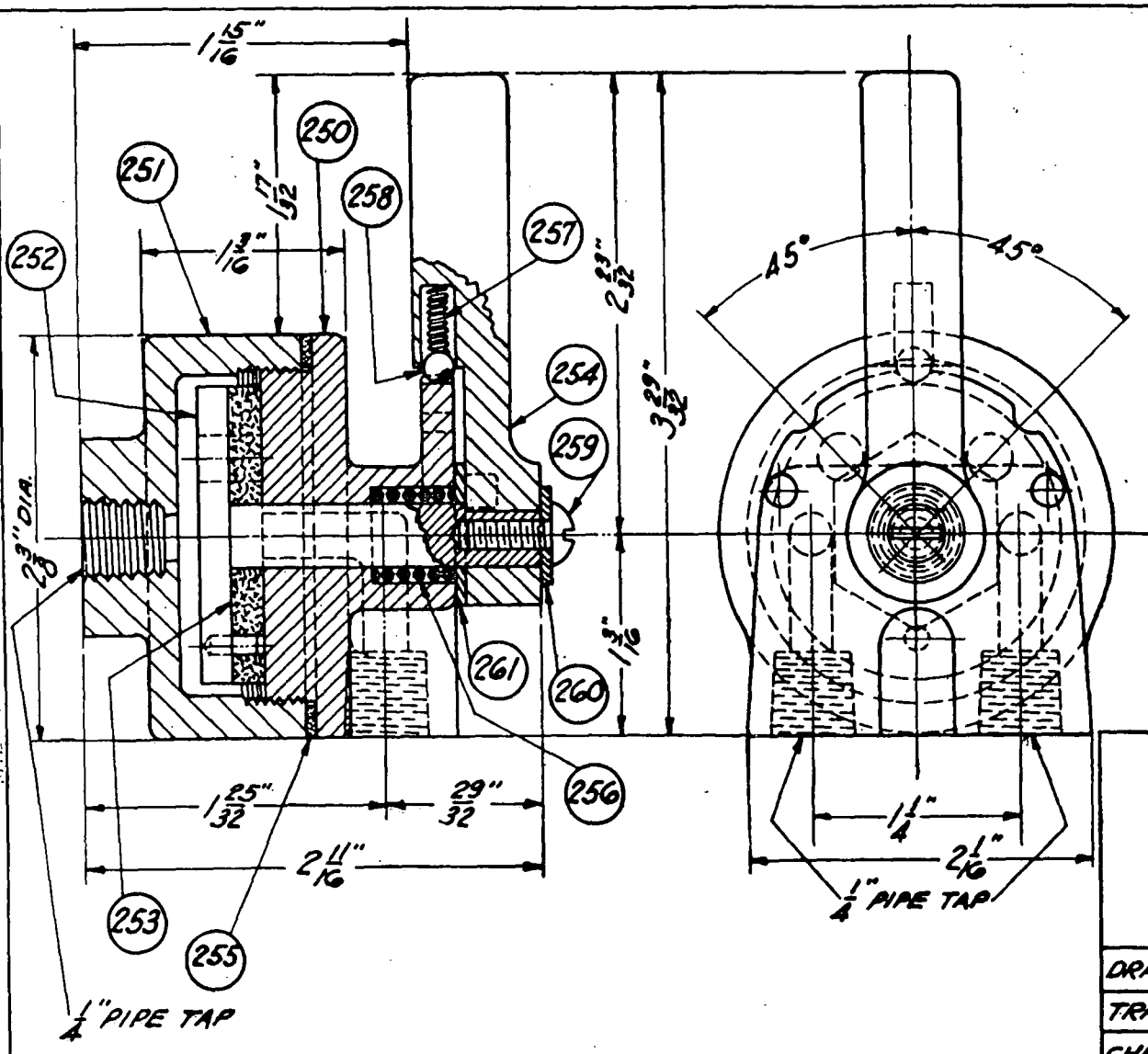

PARTS LIST	
250	VALVE BODY
251	VALVE CAP
252	VALVE STEM & DISC
253	VALVE DISC SEAT
254	HANDLE
255	GASKET
256	VALVE SPRING
257	HANDLE SPRING
258	HANDLE PLUNGER
259	HANDLE SCREW
260	HANDLE WASHER-OUTSIDE
261	HANDLE WASHER-INSIDE

PATENTS PENDING

TYPE "R" DUPLEX OPERATING VALVE

GRAHAM-WHITE SANDER
The Prime Manufacturing Co.
Milwaukee, Wisconsin

DRAWN BY	H.C.C.
TRACED BY	H.C.C.
CHECKED BY	V.F.
APPROVED BY	
DATE	MARCH 12, 1937
REVISED	1/4/40, 1/26/40

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