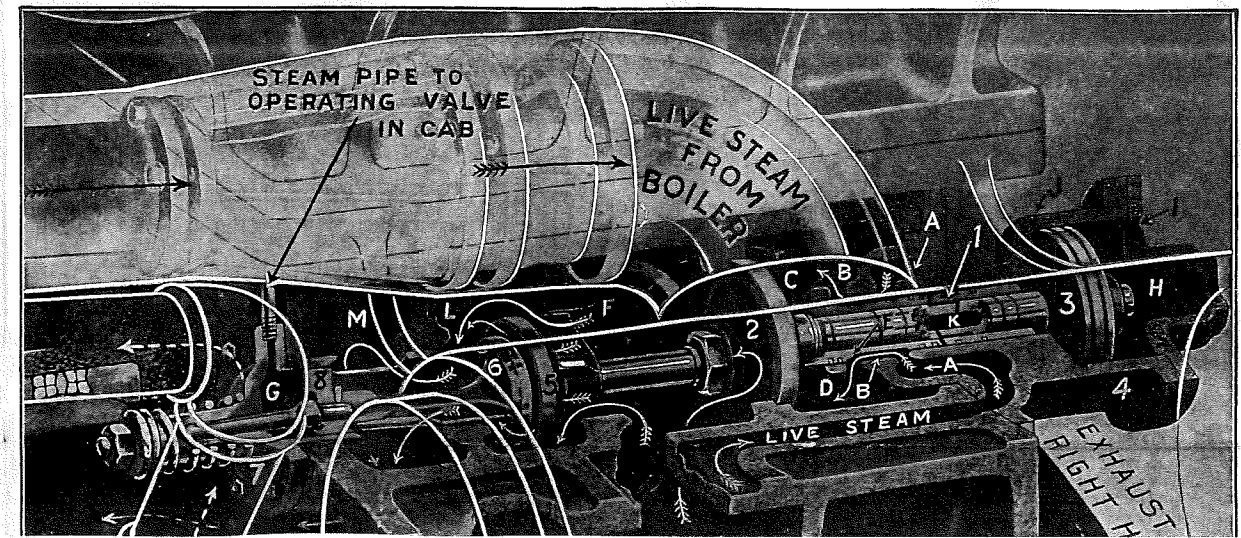
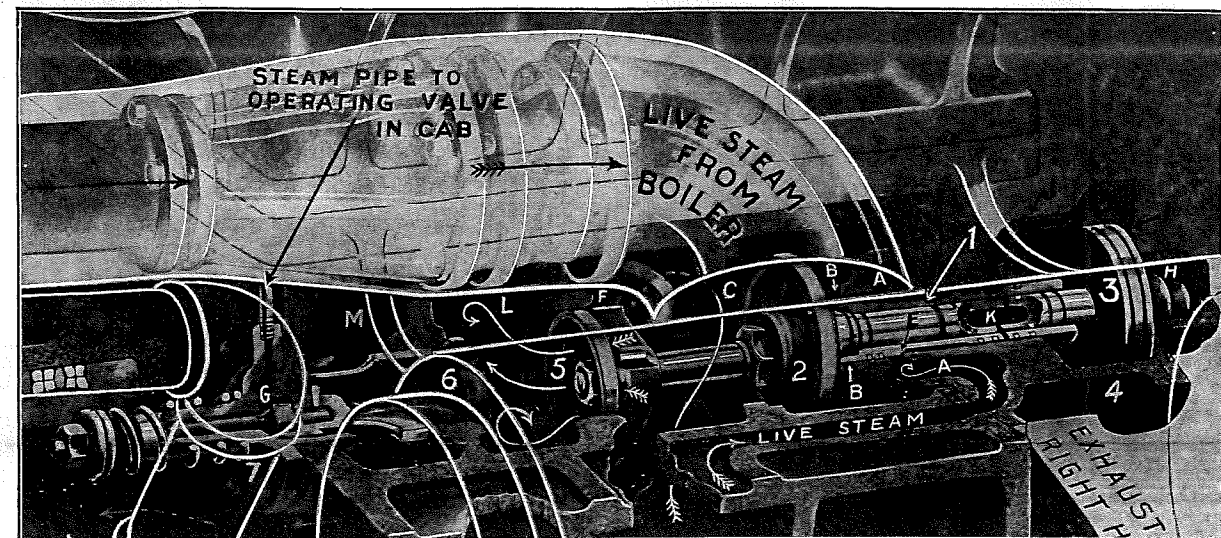
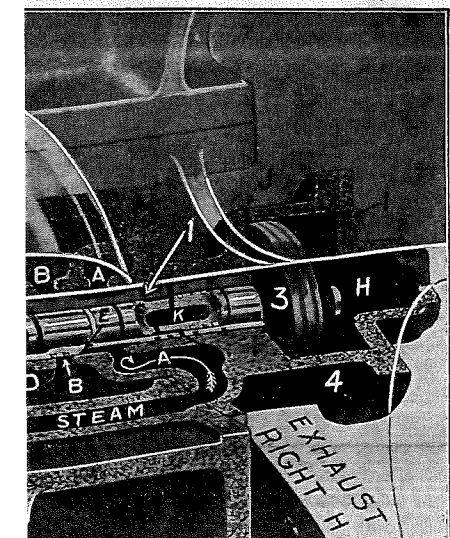
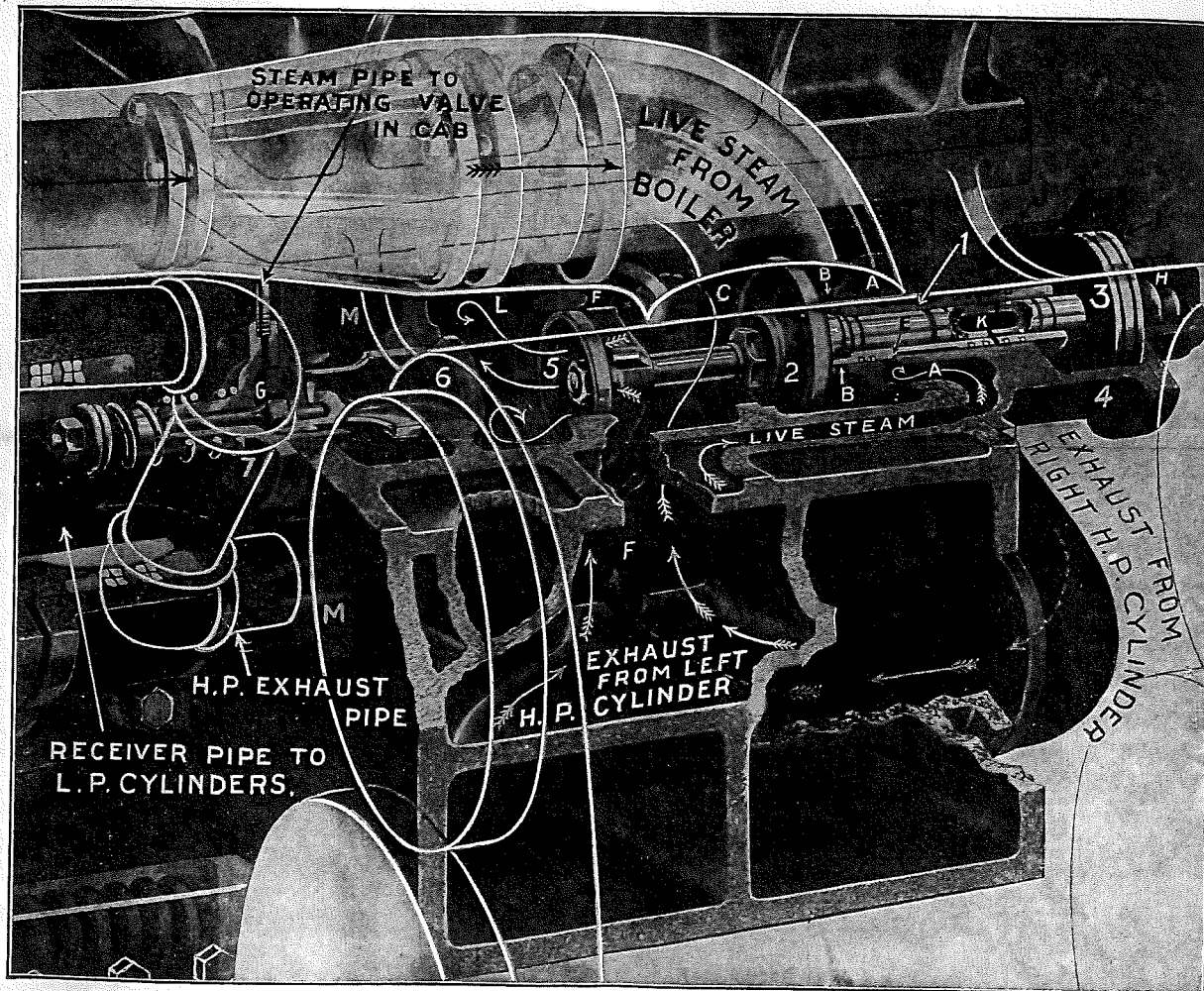


SMALL DETAIL OF HALF PLAN SECTION THROUGH LEFT HIGH PRESSURE STEAM CHEST, VALVE AND INTERCEPTING VALVE

No. 1. POSITION OF THE INTERCEPTING VALVE THE MOMENT AFTER THE THROTTLE IS OPEN WHEN THE LOCOMOTIVE IS STARTED IN ORDINARY WAY
 Reducing Valve (1) is open, Intercepting Valve (2) and Emergency Valve (6) are closed. Live steam is admitted to all four cylinders and the high pressure pistons start free from back pressure



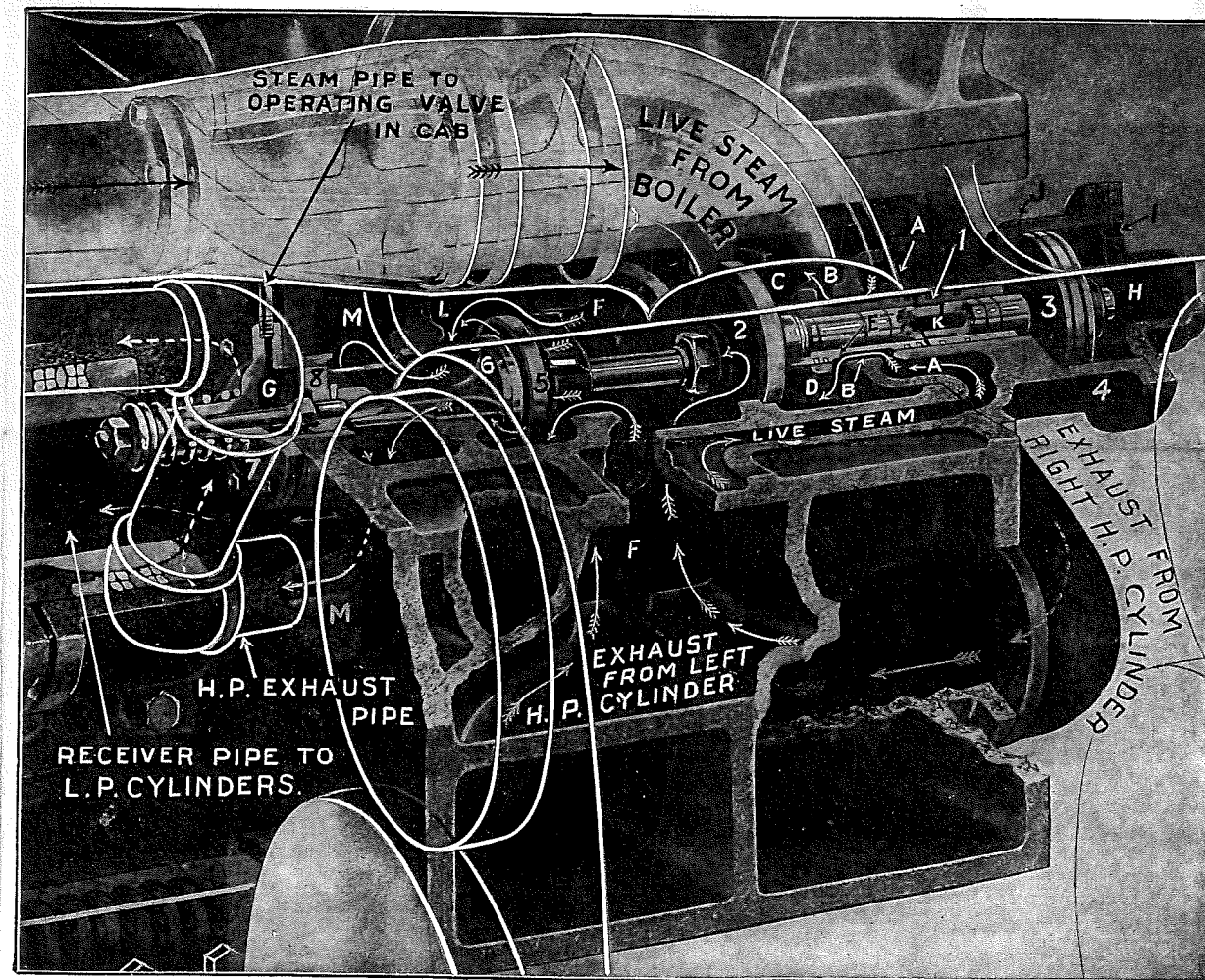
ON THE INTERCEPTING VALVE THE MOMENT AFTER THE THROTTLE IS OPEN WHEN THE LOCOMOTIVE IS STARTED IN ORDINARY WAY
Intercepting Valve (2) and Emergency Valve (6) are closed. Live steam is admitted to all four cylinders and the high pressure pistons start free from back pressure



No. 3. INTERCEPTING VALVE IN COMPOUND POSITION

Intercepting Valve (2) is open, Reducing Valve (1) and Emergency Valve (6) are closed. Live steam is cut off from the receiver pipe and exhaust steam from the high pressure cylinders is admitted

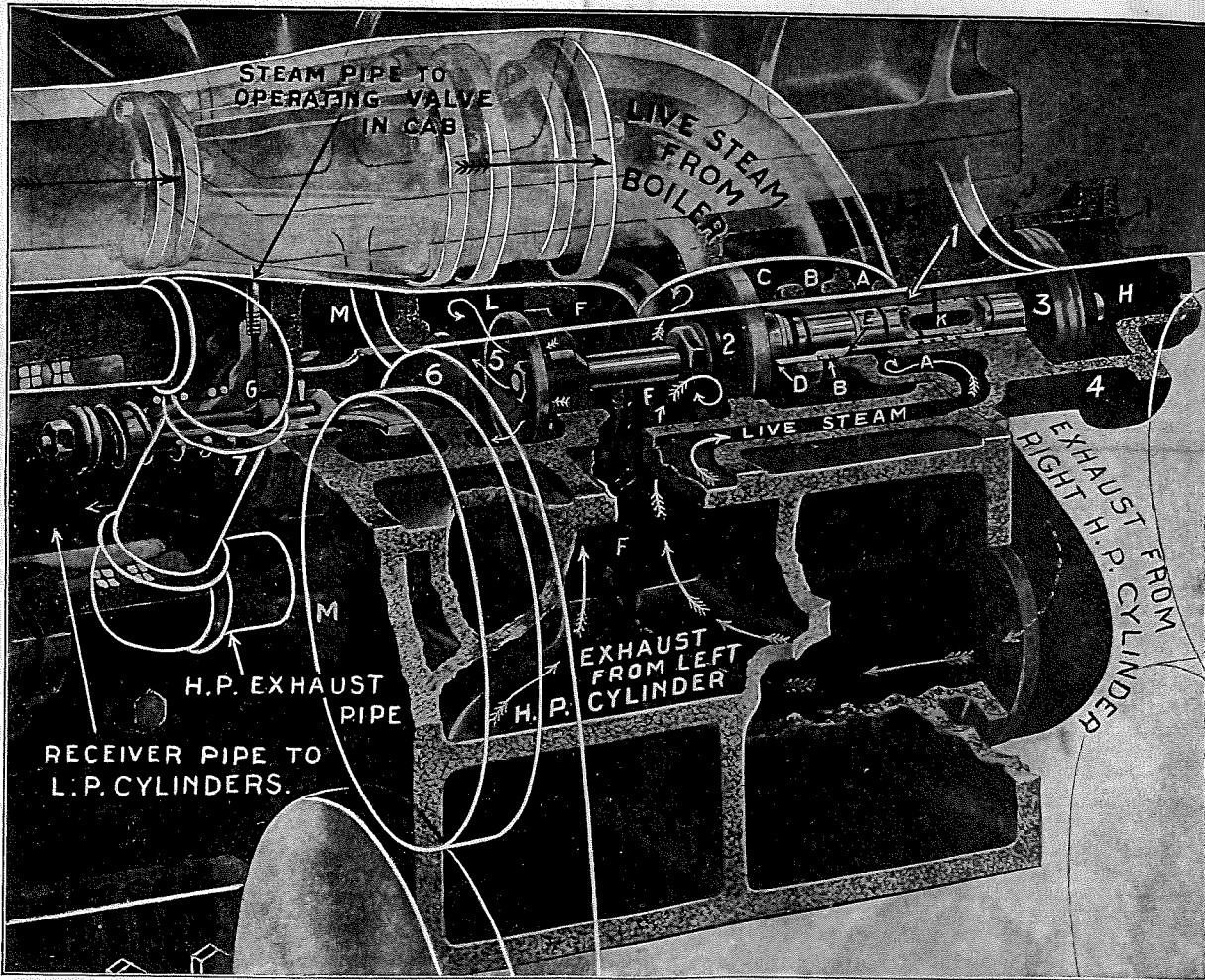
Fig. 5. INTERCEPTING VALVE OF THE AMERICAN ARTICULATED COMPOUND LOCOMOTIVE



No. 4. INTERCEPTING VALVE IN SIMPLE POSITION

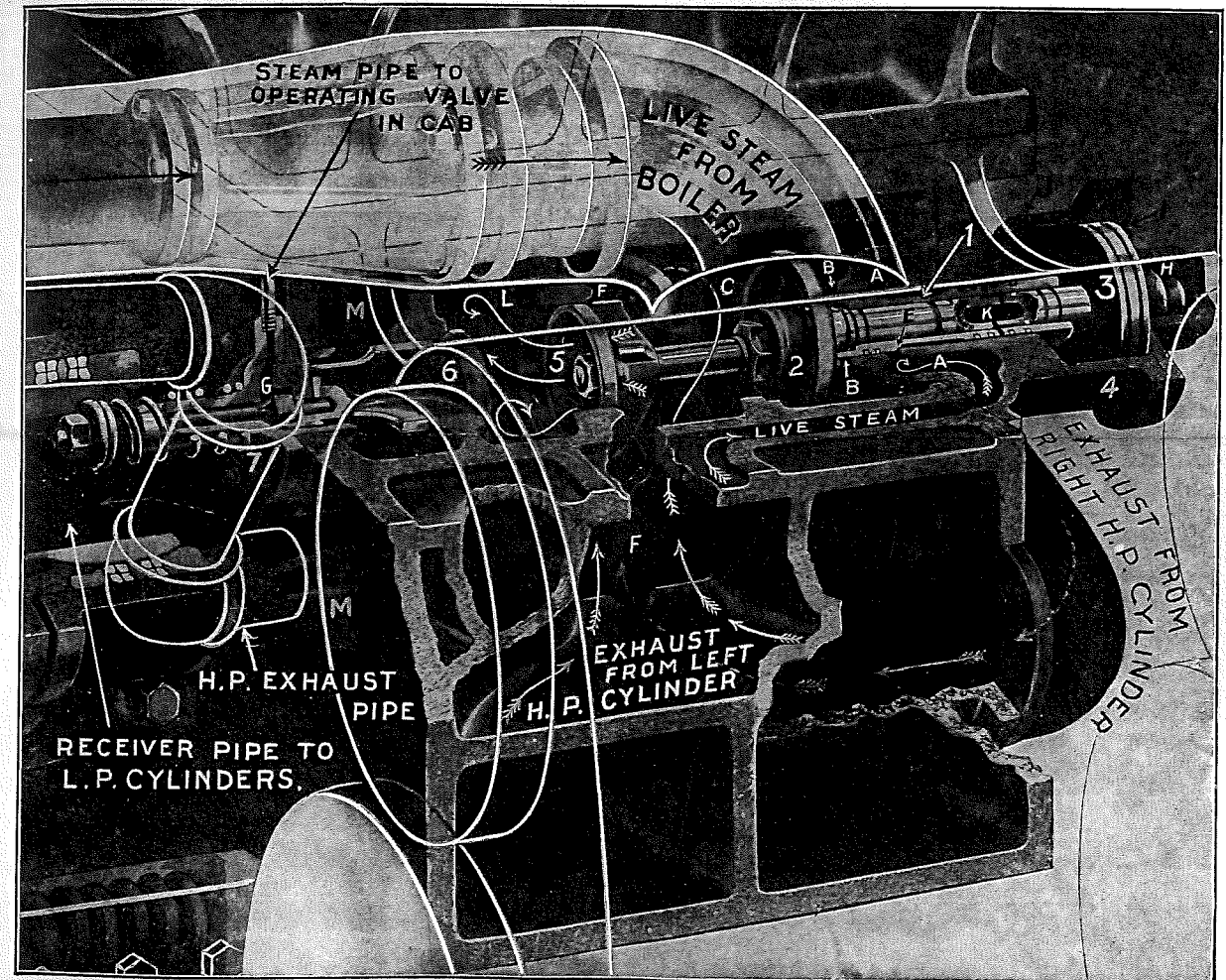
Emergency Valve (6) and Reducing Valve (1) are open and Intercepting Valve (2) is closed. The exhaust from the high pressure cylinders is released to the atmosphere, the high pressure cylinders are relieved of receiver pressure and live steam is admitted to all cylinders, giving 20% increase in tractive power

No. 1. POSITION OF THE INTERCEPTING VALVE THE MOMENT AFTER THE THROTTLE IS OPEN WHEN THE LOCOMOTIVE IS STARTED
Reducing Valve (1) is open, Intercepting Valve (2) and Emergency Valve (6) are closed. Live steam is admitted to all four cylinders and the high pressure pistons



No. 2. POSITION OF THE INTERCEPTING VALVE WHEN THE PREDETERMINED MAXIMUM PRESSURE IN THE RECEIVER PIPE HAS BEEN EXCEEDED

Reducing Valve or Sleeve (1) is closed; the other parts remain the same as in No. 1. Live steam is cut off from the receiver until the pressure is reduced to the proper amount

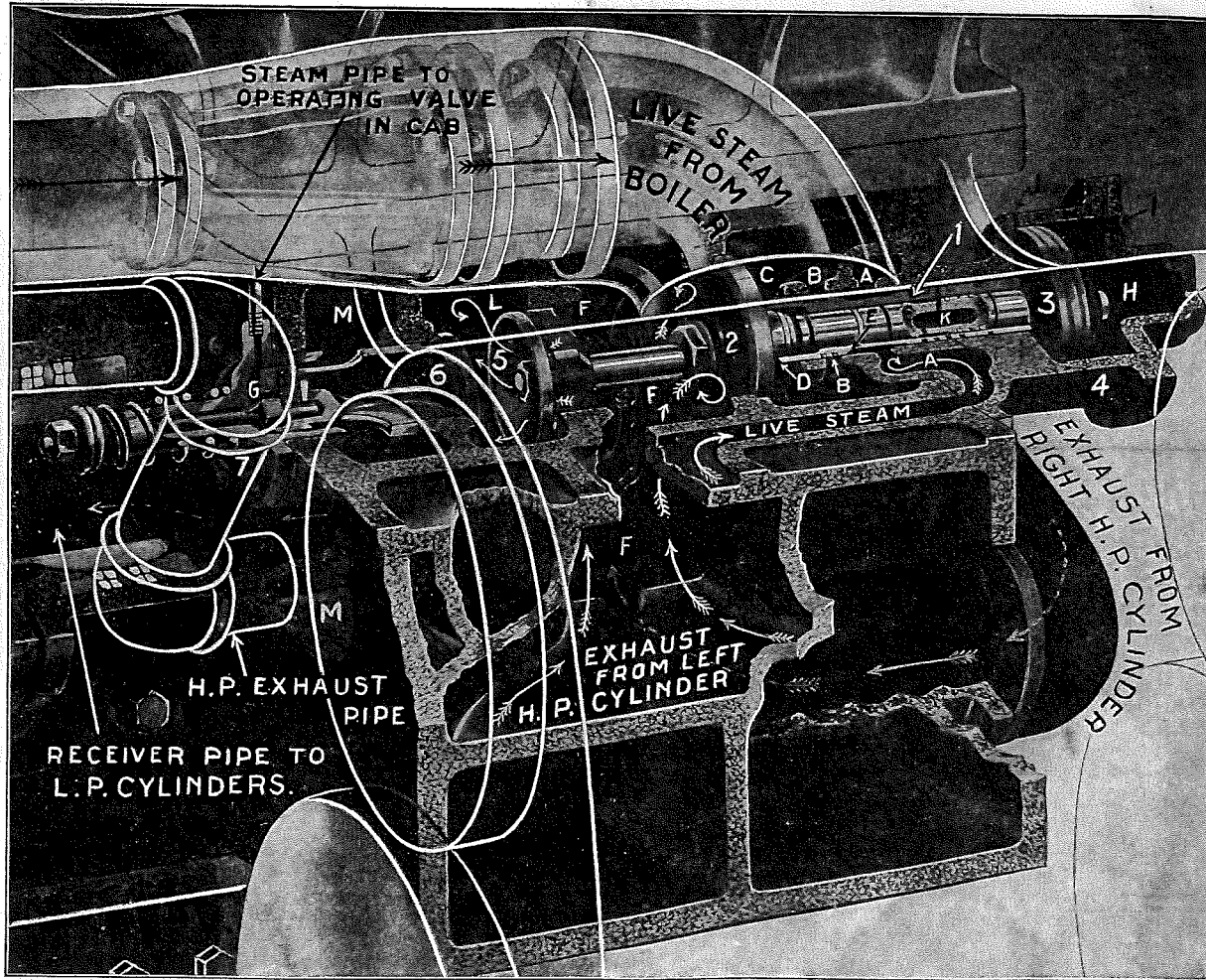


No. 3. INTERCEPTING VALVE IN COMPOUND POSITION

Intercepting Valve (2) is open, Reducing Valve (1) and Emergency Valve (6) are closed. Live steam is cut off from the receiver pipe and exhaust steam from the high pressure cylinders is admitted

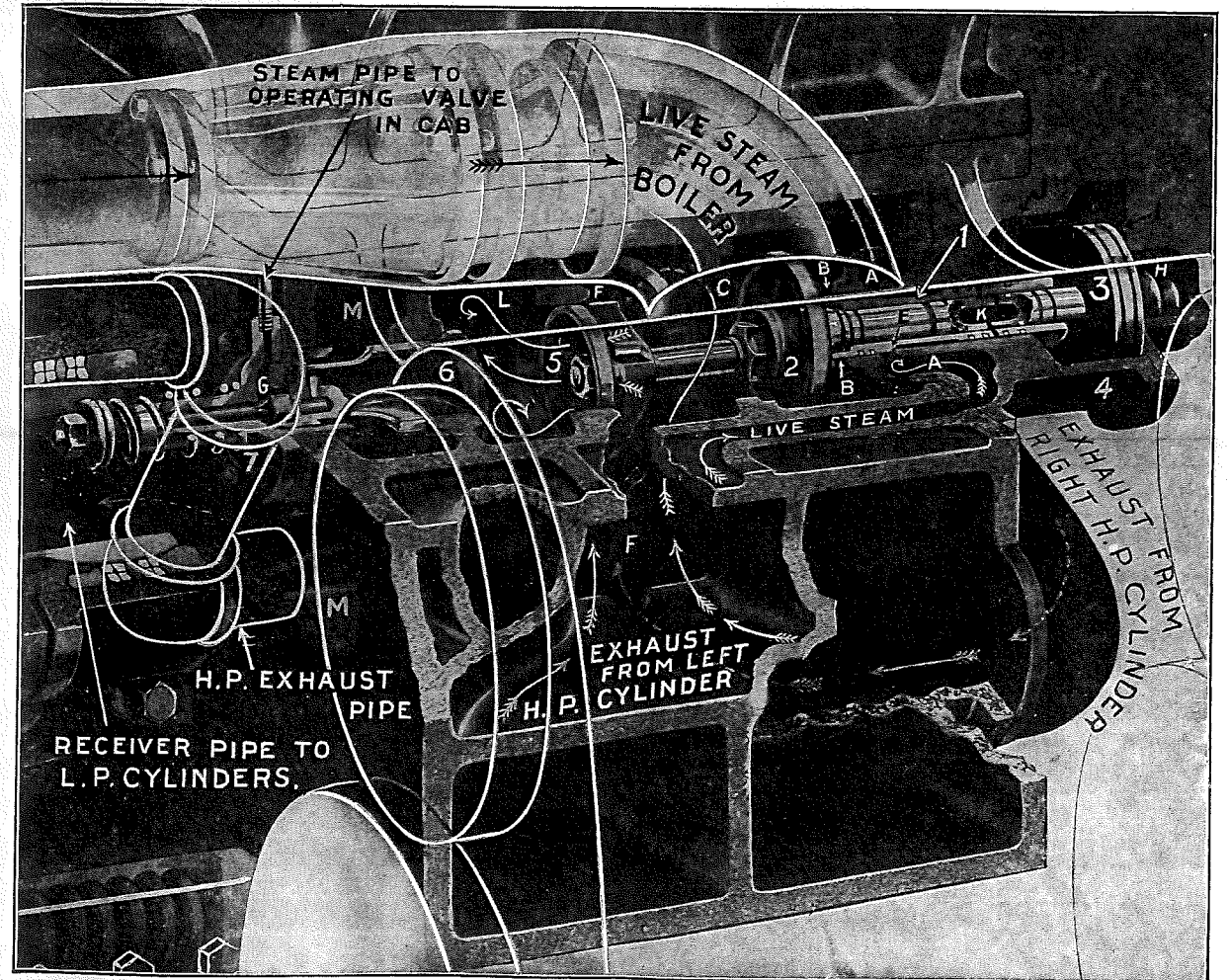
Fig. 5. INTERCEPTING VALVE OF THE AMERICAN ARTICULATED COMPOUND LOCOMOTIVE

No. 1. POSITION OF THE INTERCEPTING VALVE THE MOMENT AFTER THE THROTTLE IS OPEN WHEN THE LOCOMOTIVE IS START
Reducing Valve (1) is open, Intercepting Valve (2) and Emergency Valve (6) are closed. Live steam is admitted to all four cylinders and the high pressure pistons



No. 2. POSITION OF THE INTERCEPTING VALVE WHEN THE PREDETERMINED MAXIMUM PRESSURE IN THE RECEIVER PIPE HAS BEEN EXCEEDED

Reducing Valve or Sleeve (1) is closed; the other parts remain the same as in No. 1. Live steam is cut off from the receiver until the pressure is reduced to the proper amount

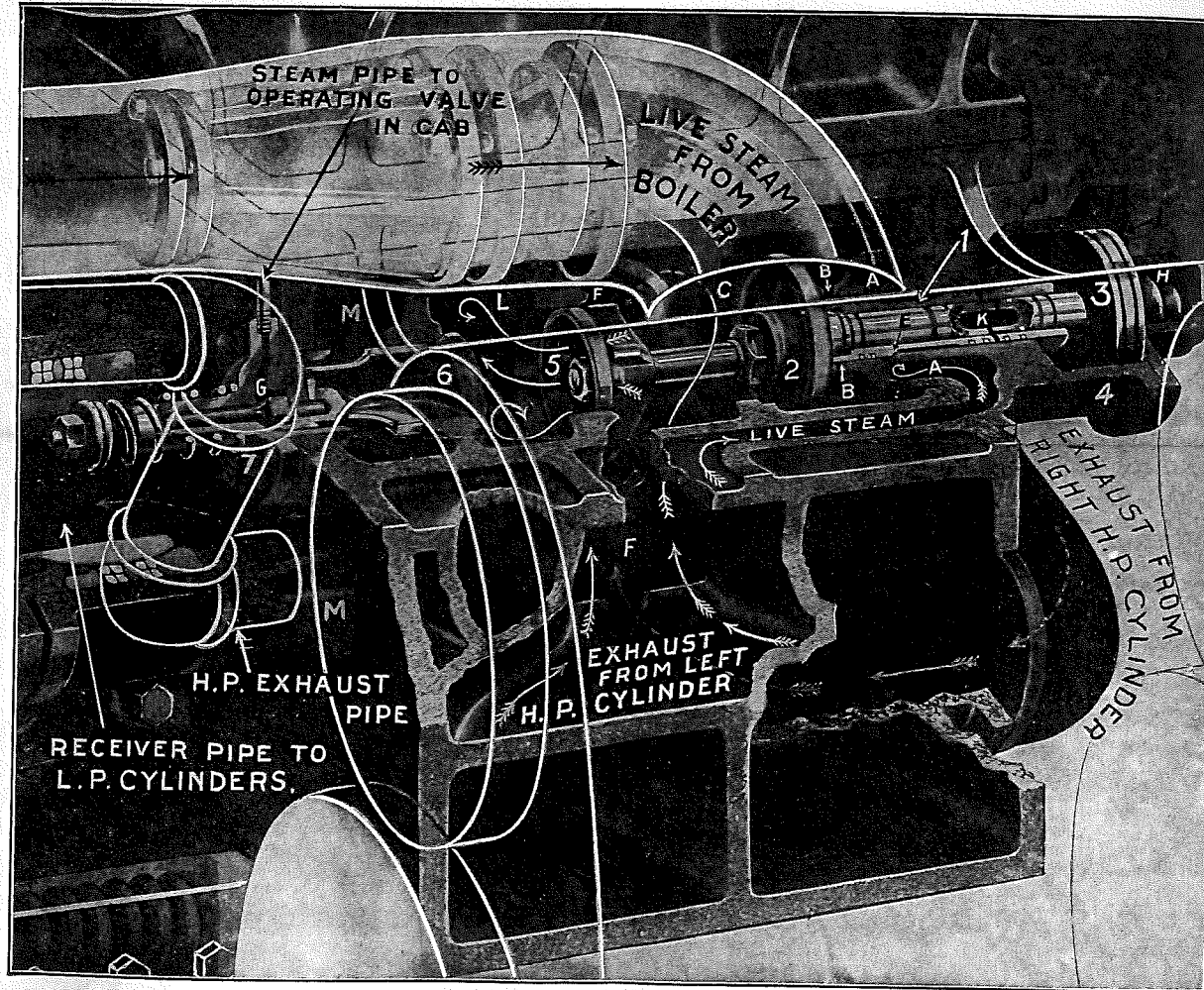


No. 3. INTERCEPTING VALVE IN COMPOUND POSITION

Intercepting Valve (2) is open, Reducing Valve (1) and Emergency Valve (6) are closed. Live steam is cut off from the receiver pipe and exhaust steam from the high pressure cylinders is admitted

Fig. 5. INTERCEPTING VALVE OF THE AMERICAN ARTICULATED COMPOUND LOCOMOTIVE

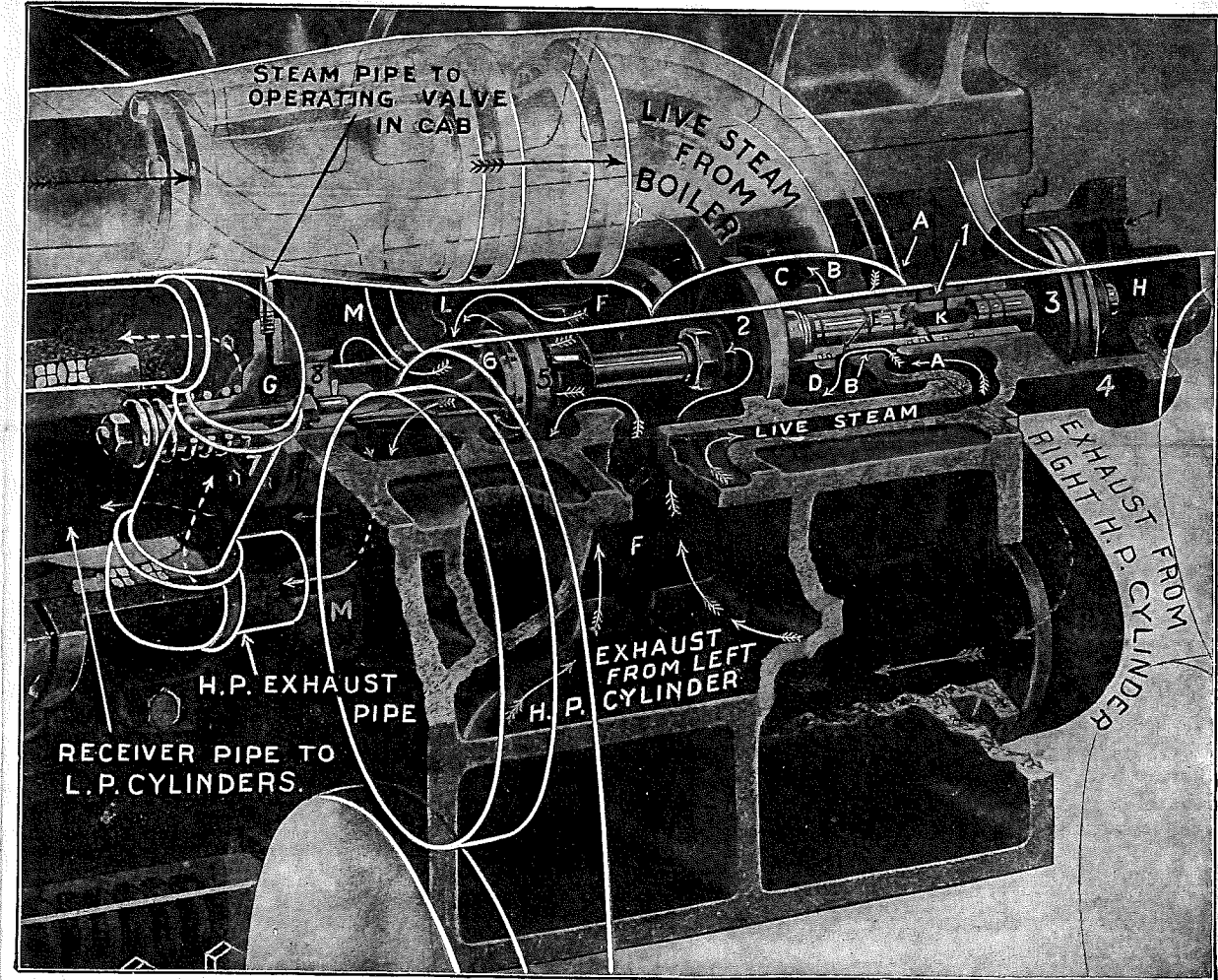
THE INTERCEPTING VALVE THE MOMENT AFTER THE THROTTLE IS OPEN WHEN THE LOCOMOTIVE IS STARTED IN ORDINARY WAY
Intercepting Valve (2) and Emergency Valve (6) are closed. Live steam is admitted to all four cylinders and the high pressure pistons start free from back pressure



No. 3. INTERCEPTING VALVE IN COMPOUND POSITION

Intercepting Valve (2) is open, Reducing Valve (1) and Emergency Valve (6) are closed. Live steam is cut off from the receiver pipe and exhaust steam from the high pressure cylinders is admitted

Fig. 5. INTERCEPTING VALVE OF THE AMERICAN ARTICULATED COMPOUND LOCOMOTIVE



No. 4. INTERCEPTING VALVE IN SIMPLE POSITION

Emergency Valve (6) and Reducing Valve (1) are open and Intercepting Valve (2) is closed. The exhaust from the high pressure cylinders is released to the atmosphere, the high pressure cylinders are relieved of back pressure and live steam is admitted to all cylinders, giving 20% increase in tractive power