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De koppeling, hoe werkt het?

Understanding Anti-lock Braking

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Explained Simply :: Service,
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This equip ment employs as the major components a 26-C Brake Valve, a 26-F

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26~C . BRAKE VALVE . The 26-C
brake valve is a self-lapping.

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automatic brake valve. arranged for use with the 26-L brake equipment suitable for application to switcher type loco motives. The brake valve, arranged with a pipe bracket. consists of two (2) main portions --the automatic portion designed for regulating the brake

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pipe pressure

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This equip ment employs as the major components a 26-C Brake Valve, a 26-F

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26 TYPE BRAKE EQUIPMENTS
Rubber Repair Kits APRIL, 1959

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(Ref: TOP: 48. 128) The widespread acceptance of 26 Type Brake Equipments for switcher and road locomotives, as well as for railroad passenger cars, has brought about the innovation of "Rubber Item Repair Kits" that contain rubber items required

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during periodic cleaning periods of specific valves.

service bulletin 26 TYPE BRAKE EQUIPMENTS

The 26 was known as the "Mickey Mouse" brake valve. It was claimed that the recharge time

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wasn't as great as with the 24, along with a myriad of other shortcomings. It got to the point that the roundhouse foremen got tired of listening to the complaints, so a SD-9 was placed on the point whenever possible.

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Air brakes: 24RL vs 26 L
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arrangement of modern standard air brake devices resulting in simple, but flexible brake equipment for Switching and Road Locomotive service. As the designation 26-NL implies, the basic equipment utilizes the 26-C Brake Valve as the cab

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26-L Brake Equipment: 74:

NYABCo: June 1964: REB reprint:

26 Type Locomotive Brake

Equipment: 5071-6: WABCo:

March 1961: original: Air Flow

Description for Schedule 26L

Locomotive Air Brake Equipment

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Arranged for Multiple Operation :

REB? original: AB. Title #

Company Date Comments; The AB
Freight Brake Equipment ...

Rail Swap: Tech Info

26-L Brake Valve; 26-L Brake

Valve. by M3Rex105, May 2016.

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Click to Rate "Hated It" Click to Rate "Didn't Like It" ... This position is always available. This position is also used to reset the locomotive brake equipment following an emergency brake application. Standard Air Pressures E-10/E-15/DE/DM.

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Main Reservoir Pressure. E10/E15
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