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How to Inspect a Jordan

The best way to do it is under air pressure. If "shop" air is not available, a portable compressor — 100 to 125 cfm — will do.

Here's what to do:

- Ask the Mechanical Department for its opinion of trucks, couplers, air and hand brakes. It is important to have journal boxes properly packed and lubricated. Don't forget to lubricate the truck center plates, center pin, and side bearings.
- While you untie the JORDAN and fill reservoir with air, check reservoir manhole gasket, make sure you have hose connection to the locomotive reservoir — 1" diameter hose, or larger, without restrictions is best. Check condition of tie rod — safety chains on plow wings, all pins for plow and stationary post pin racks.
- Open cut-out cocks to manifolds. Operate each valve. Work freely? Any leaks in valves, piping or fittings? All handles secured? Foot pedals and springs OK? Replace if worn, broken or missing.
- Check the control room windows and doors. Replace broken glass. Test heating device, whistle and whistle cord. Lay in supply of lubricating oil, cup grease, and fuel for heater. Check flooring, decking, stairs, and handrails.
- Observe operation of each cylinder. Cylinder head gaskets leak? Packing glands OK? Check piston rods for rust or corrosive pitting. An inexpensive packing or piston rod will stop you cold.
- How are the air lines? — particularly hose and fittings. Replace cracked or weather-worn hose assemblies.
- With wings extended, inspect each telescopic brace. Pinion gears and lock blocks OK? Locking cylinders leaking? All pins sound? Cotter keys in place? Any broken gear racks — or separations from inner tube? Be sure you fully open wings to check performance of "stop-guide" plates on inner tubes. **Don't lubricate gear rack teeth!** But do pour a small amount of melted grease in plug hole at end of outer tube. Check all swivels and universal connections.
- How are the pivot hinge butts and circular guides? (Ditcher models only). Main wing hinges and hinge bolts assemblies OK? Did the wing move freely inward, outward and diagonal direction? Be sure to check diagonal brace members—the operating and locking cylinders.
- Most important! Inspect all cutting blades and wear bars on main wings, bank sloper wings, and front plow. For best results—and preventative maintenance—they should be renewed if signs of wear are present. Frozen material can have more abrasive action, causing unnecessary wear to unprotected parts.
- On stationary and slide posts, inspect inside and outside rollers on Standard and Road Master Type units. Look carefully at brass bushings on top and bottom of slide posts on "A" models. Posts and columns in good alignment?
- Inspect front plow for worn cables and clevises. Any broken sheaves or sheave holders? How is crosshead? Cylinder rod pins or nut secured? Should springs on plow small end wings be replaced? Do they hold wings tight? On "A" models do extension wings open freely for directional plowing? Do you have extension braces?
- If you have "high snow plow" attachment, is it properly secured? All bracing in place?
- Is your Ice Cutter Attachment ready? Do you have all cutter teeth? Enough keys for teeth?
- Do you have all parts of "Coupler hole cover plate"? Don't apply until ready for use as "Vee" plow. Coupling in front will dent it inward.
- Check your tool box. Do you have all necessary tools for field maintenance?
- Be a good "housekeeper." Avoid a "cluttered control room and deck. It may prevent accidents.
- Don't forget your adjustable ballast section braces! In snow spreading the sections are usually lowered to their extreme down positions. Braces must be applied to avoid damage to the sections and main wings.

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