


# **TELL-TALE LIGHTS ON RAPID TRANSIT ALL-ELECTRIC CARS**



**METROPOLITAN**

**TRANSIT**



**CHICAGO TRANSIT AUTHORITY**

**TRAINING AND ACCIDENT PREVENTION DEPARTMENT**



The tell-tale lights on Rapid Transit all-electric cars and their functions are as follows:

EQUIPMENT SERIES	LIGHT COLOR	OPERATION	LOCATION
2000	Yellow	Light "on" indicates that one or more parking brakes on the train are applied; light "off" indicates that all parking brakes are released.	On cab signal aspect panel to right of Cineston.
	Green	Light "on" indicates that all doors on the train are closed; light "off" indicates that one or more doors are open.	
	White	Light "on" indicates converter of that unit is delivering output; light "off" indicates converter is not delivering output. (Light indicates only for converter of the unit in which it is located, not for converters in other units.) NOTE: Lamp will wink out when going through section gaps and when converter circuitry cuts if off. Trouble is indicated if light is "off" for sustained period.	On switch panel to left of Cineston.
2200	Yellow	Light "on" indicates that one or more parking brakes on the train are applied; light "off" indicates that all parking brakes are released.	On trouble indicator panel to right of Controller.
	Green	Light "on" indicates that all doors on the train are closed; light "off" indicates that one or more doors are open or that Power Control Relay By-pass is in the by-pass position.	
	White	Light "on" indicates that the converter, the air comfort system or the interior lights on one or more cars of the train has failed; light "off" indicates these systems are functioning normally.	
	Blue	Light "on" indicates that one or more traction motor line breakers has blown or that there has been a dynamic brake failure or a traction motor control failure; light "off" indicates these systems are functioning normally. NOTE: An audible alarm sounds when this light comes "on."	
6000 and 1-54	Yellow	Light "on" indicates that one or more parking brakes on the train are applied; light "off" indicates that all parking brakes are released.	On switch panel to left of Cineston.
	Green	Light "on" indicates that all doors on the train are closed; light "off" indicates that one or more doors are open.	
	White	Light "on" indicates that generator on one or more cars of train is not charging; light "off" indicates that all generators are charging properly. NOTE: On cars 51, 52 and 53, white light comes "on" momentarily when crossing gaps. This does not indicate trouble.	



## **GENERAL REGULATIONS ON OBSERVING ALL TELL-TALE LIGHTS**

Tell-tale lights must be scanned at intervals of not more than 2 to 3 minutes, regardless of the circumstances. If any abnormal indications exist, the appropriate trouble shooting action must be taken.

## **SPECIFIC REGULATIONS ON OBSERVING TELL-TALE LIGHTS**

### **YELLOW LIGHT**

1. The yellow light must be observed as soon as possible after the controller handle is placed in a braking position. If the yellow light comes on at speeds above 5 MPH, the appropriate trouble shooting action must be taken.
2. The yellow panel light must be observed as soon as the brakes are released or reset (whether train is standing or moving). If the yellow light does not go out, the appropriate trouble shooting action must be taken.

### **GREEN LIGHT**

1. The green light must be observed after a stop is made and before placing the controller handle in a power position for automatic starting.
2. The green light must be observed immediately if power is lost while train is running. If light is "off," an immediate service stop must be made and the tracks must be checked before resuming operation.

### **WHITE LIGHT**

The white light must always be observed before leaving a terminal, particularly with a unit which has just been cut from a longer train.