

# **RAPID TRANSIT CARS (SERIES 4001-4455)**

## **MOTORMAN'S TROUBLE SHOOTING GUIDE FOR**

# **Brake Trouble**

The purpose of this guide is to aid Motormen in correcting brake trouble quickly, thereby minimizing delays in service.

**NOTE:** Notify Radio Dispatcher or other supervisory personnel at first opportunity when trouble develops. Proper notification must be given to all concerned personnel when leaving a train on which brakes have been cut out or are defective in any way.

**THERE ARE 3 SECTIONS TO THE GUIDE**

### **Section 1 "Quick Check" to Correct Brake Trouble.**

Listed are the "Quick Checks" that must be made to correct brake trouble.

If the "Quick Check" fails to correct the trouble, Motorman must follow the instructions under Section 2.

### **Section 2 - Procedure to Cut Out Defective Car in Train**

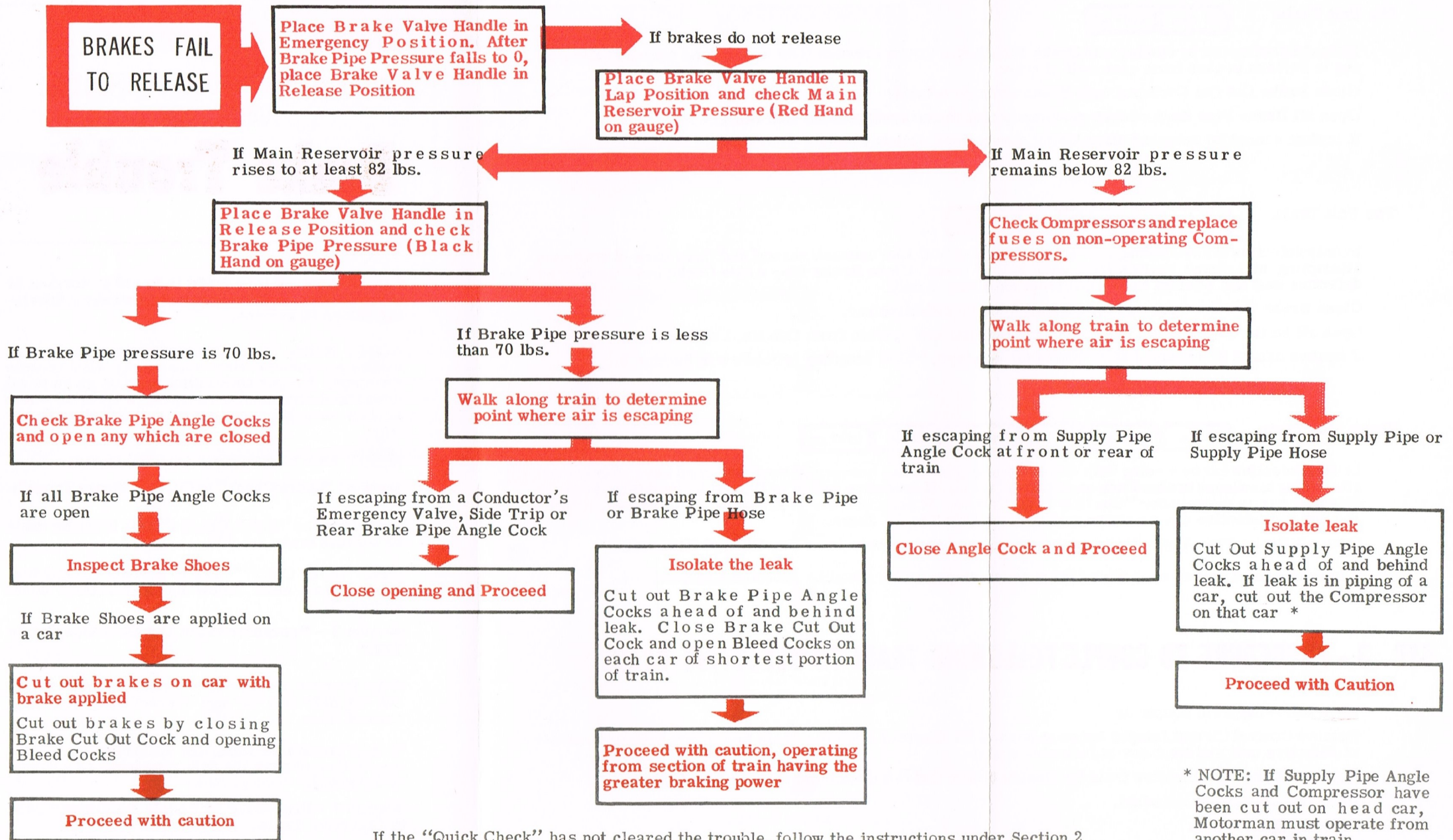
If the Trouble on a defective car cannot be corrected, cut out defective car and operate with remaining cars of train.

If this procedure fails, the following train must couple on and push the defective train as outlined in Section 3.

### **Section 3 - Procedure to Couple Following Train to Defective Train.**

# SECTION 1 - "QUICK CHECK" TO CORRECT BRAKE TROUBLE

WHEN TROUBLE OCCURS FOLLOW THE "QUICK CHECK" AS INDICATED BY ARROWS UNTIL THE TROUBLE IS CLEARED



If the "Quick Check" has not cleared the trouble, follow the instructions under Section 2

\* NOTE: If Supply Pipe Angle Cocks and Compressor have been cut out on head car, Motorman must operate from another car in train.

## SECTION 2 - PROCEDURE TO CUT OUT PART OF A TRAIN

If the trouble on a defective car cannot be corrected, cut out defective car and operate as outlined below:

### One Unit Train



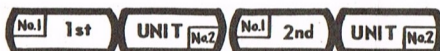
Isolate defective car by closing both Brake Pipe Angle Cocks between first and second cars and attempt to release brakes from each half of train.

Close Brake Cut Out Cock and open Bleed Cock on defective car.

Open all Brake Pipe Angle Cocks previously closed and operate from Cab No. 1 of unit.

If brakes cannot be released after taking above steps, follow coupling procedure in Section 3.

### Two Unit Train



Isolate defective car by closing both Brake Pipe Angle Cocks between second and third cars of train and attempting to release brakes from each half of train. Close Brake Pipe Angle Cocks between cars of defective unit and attempt to release from each car of unit.

Close Brake Cut Out Cock and open Bleed Cock on defective car.

Open all Brake Pipe Angle Cocks previously closed and operate from Cab No. 1 of first unit.

If brakes cannot be released after taking above steps, follow coupling procedure in Section 3.

### Three Unit Train



Isolate defective car by closing both Brake Pipe Angle Cocks between second and third cars of train and attempting to release brakes from each part of train. If defective car is in first unit, isolate and cut out defective car as shown under "One Unit Train" above. If defective car is in second or third unit, isolate and cut out defective car as shown under "Two Unit Train" above.

Open all Brake Pipe Angle Cocks previously closed and operate from Cab No. 1 of first unit.

If brakes cannot be released after taking above steps, follow coupling procedure in Section 3.

## SEC. 3 - PROCEDURE TO COUPLE FOLLOWING TRAIN TO DEFECTIVE TRAIN

Have following train couple on

Remove Control Circuit Jumper between cars of first unit of defective train and insert between last car of defective unit and first car of following train.

Release brakes on defective train by closing Brake Cut Out Cocks and opening Bleed Cocks.

Have train pushed to terminal.

Operate with caution.