

OPERATING MANUAL

CENTURY SERIES

420 & 424

R Paul



ALCO PRODUCTS, INC.

OPERATING MANUAL

CENTURY 420

CENTURY 424

FROM THE COLLECTION OF

TOM GARDNER

FROM

RR-FALLENFLAGS.ORG

WEB SITE

This manual covers basic operating instructions to assist the engineman in the efficient handling of the four motor "Century Series" road switching locomotives as per specifications DL-640A (2400 HP) and DL-721A (2000 HP).

Descriptive information pertaining to the most commonly used "specialties" is contained herein and defined with the phrase (if used). The manual is written so as to be complete for locomotives with or without the specialty equipment.

The information furnished is based on construction as of date material was compiled.



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Fig. 1 - Part 1
LOCATION OF APPARATUS
CENTURY 420

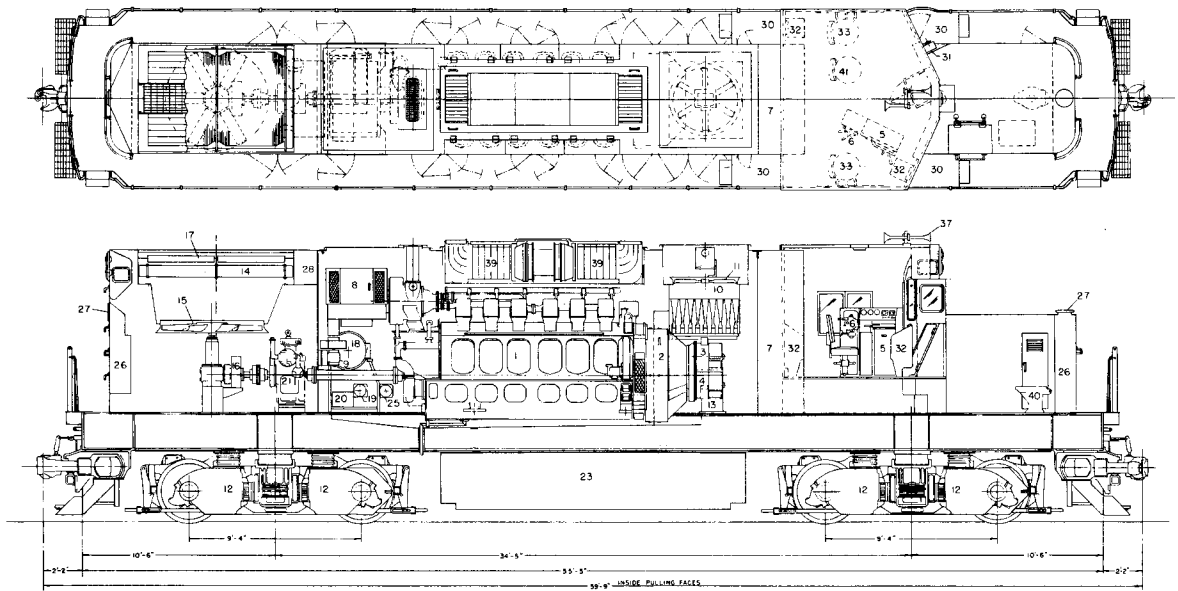
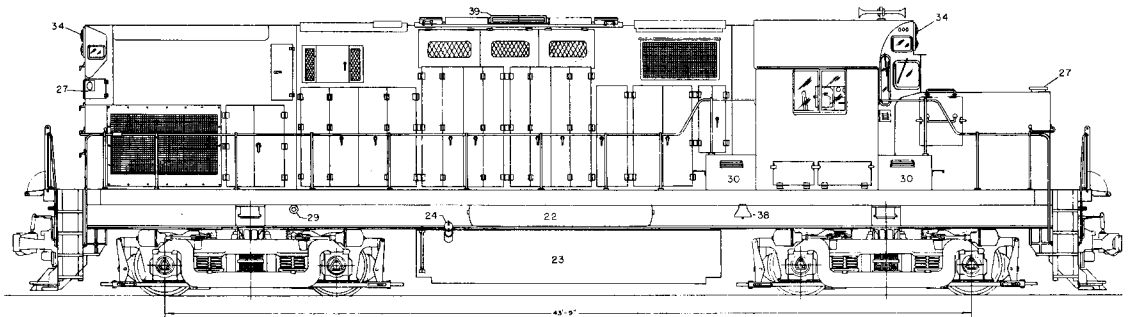


Fig. 1 - Part 2
LOCATION OF APPARATUS
CENTURY 420



- | | | |
|--|----------------------------------|---------------------------------|
| 1. Engine | 14. Radiator | 28. Engine Water Expansion Tank |
| 2. Main Generator | 15. Radiator Fan | 29. Engine Water Fill and Drain |
| 3. Exciter | 16. Radiator Fan Clutch | 30. Batteries |
| 4. Auxiliary Generator | 17. Radiator Shutter | 31. Hand Brake |
| 5. Control Stand | 18. Lubricating Oil Filter | 32. Cab Heater |
| 6. Brake Valves | 19. Lubricating Oil Strainer | 33. Cab Seat |
| 7. Control Compartment | 20. Lubricating Oil Cooler | 34. Headlight |
| 8. Mechanical Air Cleaner (Engine Air) | 21. Air Compressor | 35. Classification Light |
| 9. Air Cleaner Exhauster | 22. Main Air Reservoir | 36. Number Light |
| 10. Mechanical Air Cleaner (Gen. Compartment Air Filtering System) | 23. Fuel Tank | 37. Horn |
| 11. Fan (Gen. Compartment Air Filtering System) | 24. Fuel Tank Filling Connection | 38. Bell |
| 12. Traction Motor | 25. Fuel Oil Filter | 39. Dynamic Brake Resistors |
| 13. Radiator | 26. Sand Box | 40. Toilet) Modifications |
| | 27. Sand Box Fill | 41. Cab Seat) |

Fig. 2 - Part 1
LOCATION OF APPARATUS
CENTURY 424

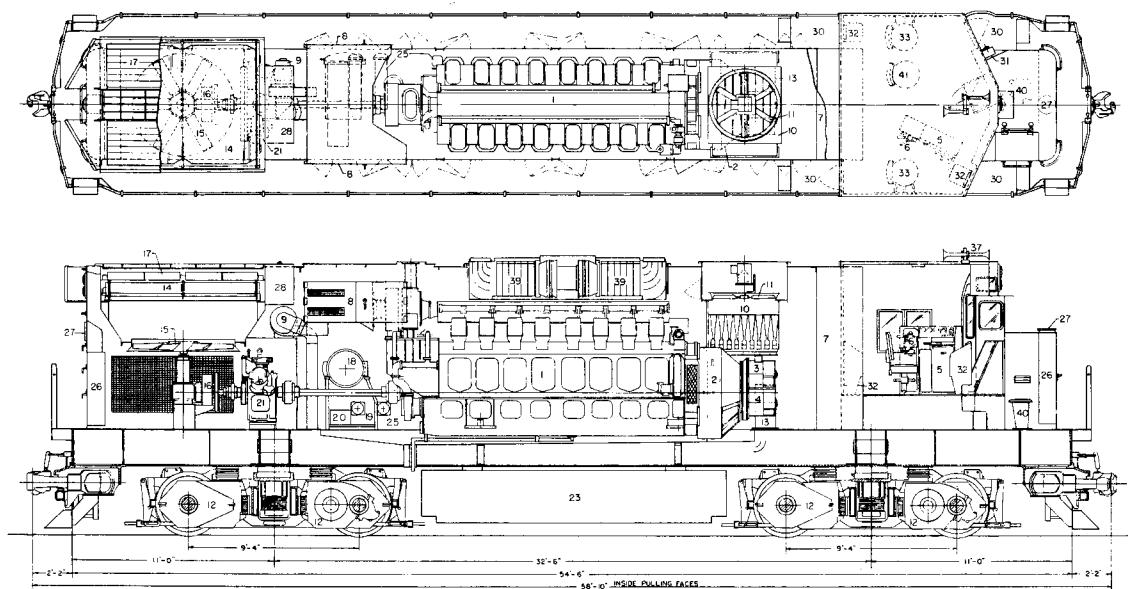
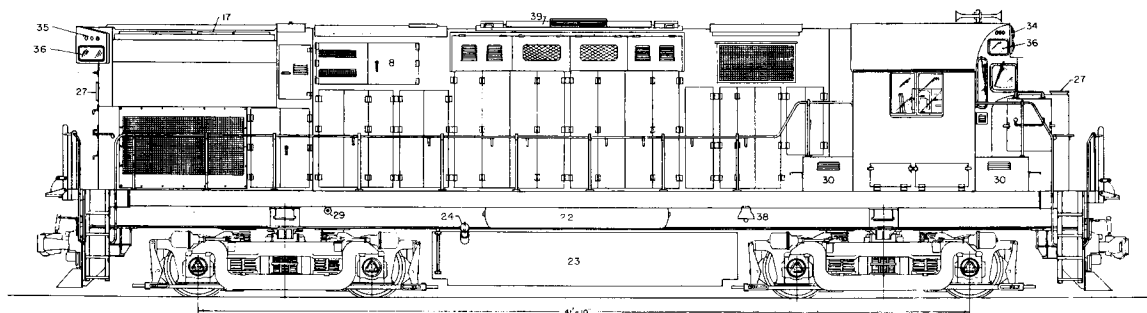


Fig. 2 - Part 2
LOCATION OF APPARATUS
CENTURY 424



- | | | |
|---|----------------------------------|---------------------------------|
| 1. Engine | 14. Radiator | 28. Engine Water Expansion Tank |
| 2. Main Generator | 15. Radiator Fan | 29. Engine Water Fill and Drain |
| 3. Exciter | 16. Radiator Fan Clutch | 30. Batteries |
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| 12. Traction Motor | 25. Fuel Oil Filter | 39. Dynamic Brake Resistors) |
| 13. Radiator | 26. Sand Box | 40. Toilet) Modifications |
| | 27. Sand Box Fill | 41. Cab Seat) |

GENERAL DATA

Century Series	420	424
Class - AAR	B-B	B-B
Wheel Diameter (In.)	40	40
Journal Size (In.)	6-1/2	6-1/2
Track Gauge (Ft.-In.)	4-8-1/2	4-8-1/2
Engine Data		
Speed (RPM)	1025	1025
Horsepower (HP)	2000	2400
Bore (In.)	9	9
Stroke (In.)	10-1/2	10-1/2
Cylinders	12	16
Capacities		
Fuel Oil Tank (Gal.)	1200	2000
Lubricating Oil (Gal.)	200	250
Governor Oil System (Qts.)	4	4
Air Compressor Oil (Gal.)	12	12
Sand (Cu.Ft.)	28	28
Cooling Water (Gal.)	250	320
Air Brake Equipment	26 L	26 L
Principal Dimensions	Fig. 1	Fig. 2
Track Curvature (Max.)		
MU Operation	30°	30°
Single Unit Without Train	39°	39°
Weight		
On Drivers (Lbs.)	240,000	256,000
Total Locomotive (Lbs.)	240,000	256,000

INTRODUCTION

The four motor road switching locomotive is designed for high speed freight service. Controls are applied for multiple unit operation with all units controlled from one cab.

DIESEL ENGINE

Each locomotive unit is powered by a V type 9" x 10-1/2", single acting, turbosupercharged, Model 251, diesel engine of four stroke cycle having an open combustion chamber with solid fuel injection. The engine speed is 400 rpm idle to 1025 rpm full speed and is governed by an electro-hydraulic governor.

The diesel engine has an all welded steel frame. Full pressure lubrication of all parts is provided. A pressurized cooling system is used; the cooling water flows successively through the engine, the radiators and the lubricating oil cooler and is circulated by an engine driven centrifugal pump. Lubricating oil is cooled by the water in the heat exchanger and the water by fan cooled radiators.

Thermostatically controlled radiator shutters and fan maintain desired engine temperature automatically.

TRACTION AND AUXILIARY GENERATORS

The traction generator is direct-connected to the diesel engine crankshaft while the auxiliary generator, exciter and traction motor blower are gear driven from the generator shaft. The traction generator produces direct current for the operation of the traction motors and the exciter supplies power to the excitation system. The auxiliary generator furnishes current for battery charging,

and low voltage circuits for lighting, control, and auxiliary motors.

TRACTION MOTORS

Four traction motors are used. Each motor is supported by axle suspension bearings and a resilient support mounted on the truck transoms.

Shrunk onto the motor armature shaft is a pinion gear which meshes with a drive gear pressed onto the wheel axle. The gear ratio between the pinion and drive gear is expressed by two figures "74/18". The first number indicates the number of teeth on the driven gear and the second number indicates the number of teeth on the pinion.

"Transition" is the changing of traction motor connections and is controlled automatically.

The motor connections take place in reverse order when locomotive is decelerating with power on.

The forward and reverse movement of the locomotive is controlled by the positioning of the reverser which, when moved from forward to reverse position, by the reverse handle at the engineman's position, changes the direction of the current through the traction motor fields.

TRACTION MOTOR BLOWER

The traction motor blower supplies ventilating air for the traction motors on both trucks. The blower is gear driven from the main generator.

AUXILIARY EQUIPMENT

On road switching locomotives, the diesel engine drives the radiator fan through an eddy current clutch.

Connections between the engine, air compressor and eddy current clutch are through flexible couplings.

DYNAMIC BRAKING (If Used)

The dynamic brake is a means by which the traction motors are used to produce braking instead of pulling effort. The motors are reconnected as generators and the power produced by them is dissipated as heat by fan blown resistors. This brake is used principally on grades, though it may be used to very good advantage for slow-downs. The resistor assembly is mounted under the engine hood above the diesel engine.

CONTROLLER OPERATING HANDLES

THROTTLE HANDLE

Has an "Idle" or "O" position and eight running notches. Its position is shown by an indicator above the handle.

1. Advance throttle handle completely into each succeeding notch. Do not leave it halfway between notches.
2. The throttle handle can be returned to "Idle" as rapidly as desired.

SELECTOR HANDLE

Has an "Off" or "O" position with four motoring positions to the left and a braking range to the right. Its position is shown by an indicator at top of the controller.

1. Handle in "Off" position disconnects traction motors, power and braking circuits.

2. Handle in motoring position No.1 sets up motoring circuits. Transition will take place automatically both accelerating and decelerating.
3. When in MU with units equipped for non-supervisory* automatic transition the selector handle in the lead unit should remain in the No.1 transition position.
4. When in MU with units equipped for supervisory** automatic transition, the selector handle on lead unit should be placed in selector position No.4.
5. When in MU with units equipped for manual transition, selector handle should be moved from position No.1 up through position No.2, 3, and 4 according to operating instructions on the locomotive equipped with manual transition.
6. Handle in braking range provides control of dynamic braking. If locomotive is not equipped with dynamic braking, a stop on the controller prevents movement of the handle into the braking range.

REVERSE HANDLE

Has three positions, "Forward", "Off" and "Reverse" for selecting the desired direction of locomotive movement. Move handle in same direction as desired for locomotive movement. Center position is "Off".

HUMP CONTROL HANDLE (If Used)

Has an "Off" position and a hump control range when moved downward.

* No manual control of transition with selector handle.

** Manual control of transition with selector handle.

MECHANICAL INTERLOCKING BETWEEN HANDLES

THROTTLE HANDLE

Can be moved from "Idle" position only with selector handle in 1, 2, 3, or 4 and reverse handle installed.

SELECTOR HANDLE

1. Can be moved from "Off" to the No.1 position regardless of reverse handle position.
2. Can be moved to position No.2, 3, or 4 only when reverse handle is "Forward" or "Reverse".
3. On units equipped with dynamic braking the selector handle can be moved into the braking range only when reverse handle is "Forward" or "Reverse" and throttle handle is in "Idle".

REVERSE HANDLE

1. Can be moved only when throttle handle is in "Idle", and with selector handle in "Off" or in No.1 position.
2. Can be installed or removed only when in "Off" position.

HUMP CONTROL HANDLE

Can be moved regardless of position of the above handles.

PREPARING FOR OPERATION

BEFORE BOARDING

1. Check fuel supply.
2. Check proper positioning of angle cocks and shut-

off valves, also for liquids leaking from external piping.

3. Check for loose or dragging parts.
4. Drain condensate from main reservoirs.
5. Check connection of air hoses and jumper cables. If used in multiple unit operation - see "Dynamic Brake Unit Selector Switch", "MU Operation" and "Coupling Units Equipped with 26-L Brake".

IN ENGINE COMPARTMENT

1. Inspect to see that no rags, tools, lanterns, etc., are near shafts, other moving parts, or electrical apparatus. Never use waste on the locomotive.
2. Lubricating oil drain valves must be closed.
3. Check the diesel engine lubricating oil level. Bayonet gauge should show oil between the high and low marks.
4. Cooling water drain valve must be closed.
5. Check the quantity of water in the cooling water system. The liquidometer attached to the water expansion tank should show water at all times.
6. The engine governor operates under hydraulic oil pressure. The reservoir of oil in the governor base is equipped with two sight glasses. The oil level should not be below line on lower sightglass and not above line on top sightglass.
7. The emergency fuel cutoff switches must be closed. Depress emergency fuel reset push button in operating cab.
8. Radiator shutters and fan are automatically controlled. See "Engine Water Temperature Control".
9. Check to be sure control air, air compressor governor and unloader cutout cocks are open.
10. The engine overspeed trip handle must be in the vertical position which indicates the overspeed

trip is set. See "Diesel Engine Overspeed" for reset instructions.

11. Check the air compressor oil level. Maintain the oil level at the full mark on the bayonet gauge or dial gauge with the engine shut down.

STARTING DIESEL ENGINE

1. Close battery switch. This switch is located in the lower right corner of control compartment.
2. See that all circuit breakers on the control compartment panel are closed.
3. Toggle switches on engineman's control stand and compartment will operate lights.
4. Move throttle to "Idle".
5. Move reverse and selector handles to "Off".
6. The groundrelay cutout switch must be closed and the ground relay indicating pointer must not be over the red dot. If tripped, see "Ground Relay Instructions".
7. The traction motor cutout switch (if used) should indicate "All In". If in any other position, see "Traction Motor Cutout Switch Instructions".
8. Turn engine control switch to "Idle".
9. Close the control and fuel pump breakers. Reset MU stop-run button and emergency fuel cut-off button. These controls are at engineman's control stand.
10. Starting indicating light located directly over start button will light until engine is started and oil pressure closes the pressure switch. The engine control switch, start button, and starting indicator light are mounted on the front side of the control compartment.
NOTE: If the engine control switch is in "Run" position when the fuel pump breaker is closed, the alarm bell will ring and the low oil indicating light will light in addition to the starting indicator light.

The no battery charge indicating light will also be "On" if the engine is stopped and the engine control switch is in "Run" position.

11. Push start button to crank engine. Hold in while cranking the engine until the starting indicating light goes out.
WARNING: Releasing the start button before the light goes out will stop the engine.
12. Do not discharge battery be repeated attempts to crank. If the first two or three attempts are not successful, recheck complete starting preparation.
13. Open crankcase exhaustor circuit breaker located on control compartment panel. Crankcase exhaustor light will be "On".
14. Check engine lubricating oil level. Keep level between the high and low marks on the bayonet gauge with the engine idling, crankcase exhaustor shut off and the locomotive on a level track.
15. Close crankcase exhaustor circuit breaker.
16. Make sure crankcase exhaustor light on control compartment panel is "Off".
17. Move engine control switch to "Run" position.

BEFORE MOVING A TRAIN

1. Install brake valve handles and reverse lever.
2. Check main reservoir air pressure.
3. Check control air pressure - normal 70 psi.
4. Move the brake pipe cutoff valve to "Frt" or "Pass" position depending upon the intended use of the locomotive.
5. Place the MU-2 valve in "Lead" position.
6. Make brake application, release hand brake.
7. The dead engine cock must be in "Live" position.
8. Test sanders.
9. Make air brake test.
10. Have at least 120°F water temperature, if possible, before notching up.

COUPLING UNITS EQUIPPED WITH 26-L BRAKE EQUIPMENT

ON LEADING UNIT

1. Position all switches, breakers and cutout cocks the same as for single unit operation.
2. Place MU-2 valve in "Lead" position.

ON TRAILING UNITS

1. See that all circuit breakers on control compartment panel are closed.
2. Make sure that the control, fuel pump and generator field circuit breakers located on the engine-man's control panel are "Off".
3. Throttle handle must be in "Idle".
4. Selector handle must be in "Off".
5. Reverse handle must be in "Off" and removed.
6. Place the MU-2 valve in "Trail-26" position.
7. Place automatic brake valve handle in "Handle-Off" position and independent brake valve handle in "Release" position and remove both handles.
8. Position brake valve cutoff valve in "Cut-out" position.

ON ALL UNITS

1. Engage couplers.
2. Connect air hoses and multiple-unit jumpers between units.
3. Open air line cocks.

OPERATING PROCEDURE

MOVING A TRAIN

1. Close generator field switch on engineman's control stand.

2. Move reverse handle to "Forward" or "Reverse" position depending on direction desired.
3. Move selector handle to Position 1. See "Selector Handle".
4. For positioning hump control handle, see "Hump Control".
5. Depress safety control pedal (if used).
6. Release brakes.
7. Open throttle.

STOPPING A TRAIN

Move throttle handle to "Idle" and apply air brakes. If leaving engineman's position, move selector and reverse handles to "Off".

REVERSING LOCOMOTIVE

1. Bring locomotive to full stop.
2. Move selector handle to No. 1 position.
3. Move reverse handle to opposite direction.
4. Release brakes.
5. Open throttle.

SHUTTING DOWN DIESEL ENGINE

1. Open generator field switch located at engineman's control stand.
2. Move engine control switch to "Idle" position.
3. Press and hold stop button located near start button on the control compartment until starting light lights.
4. Apply hand brake and release air brakes.
5. Open all other switches and circuit breakers at engineman's control stand.
6. Open battery switch.

NOTE: Engine stop button on engineman's control stand to be used for emergency stop only.

MU OPERATION

When operating a single unit, or a consist of these units in MU, loss of rail adhesion at lower speeds tends to protect the traction equipment against overload and no minimum speed need be observed.

When operating units with different minimum continuous speeds, the engineman must not operate the units below the minimum continuous speed of any one unit in multiple. On some units a "power matching feature" is provided.

POWER MATCHING FEATURE (If Used)

When operating in multiple with units of different minimum continuous speeds (lower horsepower), the power matching switch should be in "On" position. An automatically controlled reduction of power of these units is thus obtained; therefore, their continuous tractive effort per motor will match that of lower powered units. Under these conditions, the minimum continuous speed of the lower powered unit in the consist may be observed.

NOTE: The power matching switch must be in the "On" position in all of these units in a consist with lower powered units prior to operation.

LEAD UNIT POWER REDUCTION (If Used)

When operating under conditions where the adhesion available to the lead unit is less than that available to trailing units, the lead unit power may be reduced the equivalent of one throttle notch (without affecting trailing units). This is accomplished by turning the power reduction switch to "On" position. Wheel slip equipment will operate less frequently, promoting smoother train handling and reducing sand consumption.

After adhesion conditions improve, the power reduction switch should be returned to the "Off" position for normal, full power operation.

AUTOMATIC TRANSITION

These units are equipped with automatic transition. Placing the selector handle in position No.1 permits automatic transition to take place at predetermined locomotive speeds during acceleration and deceleration.

Transition events are as follows:

Starting-----Motors connected in series parallel.

1st Event-----Motor fields shunted.

NOTE: On Type 424, 15 steps of field shunting are provided in series parallel. The shunt controller responds to generator current.

2nd Event ----Motors connected in parallel.

3rd Event-----Motor fields shunted.

NOTE: On Type 424, 7 steps of field shunting are provided in parallel. The shunt controller responds to generator current.

THROTTLE HANDLING

An inherent feature of these locomotives provides throttle control of tractive effort. This offers two advantages. First, it affords the engineman the ability to control, by throttle notch position, the amount of tractive effort to be developed. Second, it provides a positive protection against excessive load current on the traction motors and generator.

The proper use of this feature offers much in improved train handling as well as protection to the electrical

equipment. It is important therefore that the engineman thoroughly understands its proper use, since it does require slightly different throttle handling than for other types of locomotives not so equipped.

HOW IT WORKS

For each throttle position a definite maximum load current and corresponding tractive effort may be developed. The increase, as the throttle is advanced from one position to the next, is made immediately but smoothly. Since, however, the total tractive effort of the locomotive is divided into eight steps available on the eight throttle notches, it is necessary to advance all the way into the 8th notch in order to develop full tractive effort. Further, since maximum current is controlled, it is perfectly safe so far as electrical or mechanical equipment is concerned to advance the throttle rapidly into the 8th notch; in fact this is not only desirable but necessary under certain starting conditions.

HOW IT IS USED

It is well understood that the worst treatment that can be given a traction motor is to allow it to stand at "Stall" condition for any appreciable length of time with load current applied to it. It is therefore most important, having given due care to insure that the brakes are released and that train slack is out, to:

1. Start the locomotive to move as quickly as possible; and
2. Accelerate to a speed which will bring the load-meter pointer down into the green zone in a minimum time. Therefore, in making a start, it is good practice to advance the throttle promptly to a notch that will start locomotive movement. If after starting, acceleration is too fast or until it

is certain that all slack is out, the throttle may be backed off as required to maintain desired locomotive speed. As soon as the slack is out, the throttle may be advanced as fast as desired to suit operating conditions.

STARTING PASSENGER OR LIGHT TRAINS

For normal starting of passenger and light trains, no appreciable difference in throttle handling will be noted from other types of equipment except the immediate response obtained for each throttle notch advance.

NORMAL STARTING OF HEAVY TRAINS

Normally it is not necessary to "bunch" the slack. If the train is known to be stretched, as soon as the brakes are fully released, throttle should be advanced immediately to whatever notch is required to start movement. Then adjust up or down to suit desired operating conditions bearing in mind desirability of accelerating the train to where the loadmeter registers in the green zone in minimum time. For normal level grade starting, if no movement is obtained when the throttle has reached its 5th or 6th notch, shut off throttle and recheck to insure that the brakes are fully released.

STARTING HEAVY TRAINS ON SEVERE GRADES

It is occasionally necessary to take as much as the 7th or 8th notch to make a start. The engineman must, of course, use due care in handling the train slack and to time his power application to insure that brakes are released. Having assured himself of slack and brake conditions, he should have no hesitancy in advancing the throttle quickly into even the 8th notch to get the train moving. While the load current will be high, the control limits it to a value corresponding to approximately

the maximum short time rating as shown on the loadmeter. The important thing is to get the locomotive moving and thus keep to a minimum the length of time during which heavy load current is applied to the motors before they start to turn.

WHEEL SLIP

ADHESION LOSS DETECTION SYSTEM

1. In the event of a wheel slip while locomotive is in motoring, power is automatically reduced in proportion to the severity of the slip. Power is re-applied as the slip is arrested. This action will be evidenced by oscillation of the loadmeter.
2. When wheel slip control functions for any reason, sand is automatically applied until the slip is arrested.
3. In event of repetitive slips, manual sanding may be used.
4. In the event steps 1 and 2 and 3 fail to automatically correct the slip within a predetermined time (approximately 10 seconds), an audible and visible alarm is given in all cabs. Throttle should be reduced until warning stops.
5. When using locomotive air brakes (with throttle in "Idle") loss of adhesion (sliding) of locomotive wheels results in an immediate audible and visible alarm in all cabs.
6. A continuous wheel slip warning may indicate a locked axle. Check should be made to insure free rotation of all wheels. Locked axle protection is provided on all units coupled in multiple, including isolated units, provided battery switch and main control positive and negative breakers are closed in the isolated units.
7. In dynamic braking (if used), loss of wheel adhesion causes dynamic braking effort to be auto-

matically reduced in the unit affected. Also, an audible and visible alarm occurs immediately in all cabs and persists until proper wheel speed is recovered. In the event of repetitive slip indications in dynamic braking, braking effort should be manually reduced until rail condition (adhesion) improves.

AIR EQUIPMENT

26-L BRAKE EQUIPMENT

The 26-L brake equipment consists primarily of the automatic brake valve, independent brake valve, brake valve cutoff valve, control air valve, control valve, and MU-2 valve (if used). Details of this equipment vary on different railroads to meet the specific operating requirements.

1. The automatic brake valve is a self-lapping valve with six positions, namely: "Release", "Minimum Reduction", "Service", "Suppression", "Handle-Off" and "Emergency".
 - a. "Release" position (extreme left position of brake valve handle) conditions the brake valve to charge the brake pipe at control air valve setting without the liability of overcharge and is used for releasing an automatic brake application.
 - b. "Minimum Reduction" position provides a reduction of approximately 6 to 8 psi pressure in the equalizing reservoir which in turn reduces the brake pipe pressure similarly.
 - c. "Service" position consists of that sector of the handle movement which regulates brake pipe pressure to a pressure lower than "Minimum Reduction". Intensity of the service brake ap-

plication is increased as the handle is moved to the right.

- d. "Suppression" position is used for the purpose of nullifying any safety control, overspeed or train control brake application within the allowable penalty time. If the brake valve handle is placed in "Suppression" position just prior to a penalty application, a penalty brake application may be avoided. However, the brake valve is so designed that whenever the handle is placed in "Suppression" position, a full service brake application will be obtained.
 - e. "Handle Off" position is that sector of the handle movement which reduces the brake pipe pressure to zero and the various valves are positioned to make inoperative the normal operating functions of the brake valve. The brake valve handle can be removed in this position.
 - f. "Emergency" position is the extreme right position of the brake valve handle in which the brake pipe is vented at the fastest possible rate to produce an emergency brake application.
2. The independent brake valve is a self-lapping type with two positions, "Release" and "Application". Leakage is automatically controlled which insures that the brake will not release due to leakage. When the brake valve handle is set in any position of the application zone, the valve will automatically lap when the applied pressure reaches the value corresponding to the position of the handle. Depression of the handle in "Release" position will cause release of any automatic brake application existing on the locomotive.
 3. The brake valve cutoff valve has two or three positions; ("In" and "Out" or "Cutout", "Frt" and "Pass"). In the "Cutout" position, the brake valve is cutout, interrupting the flow of air from

the relay portion to the brake pipe. In this position, a positive measurement of brake pipe leakage can be made. Move the brake valve handle to an appropriate service brake application position and turn cutoff valve to "Cutout" position when the brake pipe exhaust ceases. This will prevent the brake valve from maintaining leakage and a time measurement can be taken. For all normal operations of the locomotive, the cutoff valve must be placed in either "In" or "Freight" or "Passenger" position, depending upon the intended use of the locomotive.

4. The control air valve is operated by a cam on the brake valve handle shaft which regulates development of pressure to the equalizing reservoir charging pipe. Movement of the brake valve handle from the "Release" position to the service sector causes this valve to reduce equalizing reservoir pressure in proportion to handle movement. Adjustment of the equalizing reservoir pressure in "Release" position is made by adjusting the knob on the rear of the regulating valve portion. This valve is self-lapping and will automatically maintain pressure developed by the valve against overcharge and leakage.
5. The control valve is an automatic valve capable of responding to the service rate or emergency rate of change of the brake pipe pressure and thus develop brake cylinder pressure from brake pipe reductions with reference to a control reservoir pressure. The 26-F contains the graduated release cap with two positions; graduated, "GRA," and direct, "DIR". This applies to the automatic release of the locomotive brakes which will be graduated in passenger and light service and direct in heavy freight service.
6. The MU-2 valve (if used) is a three position valve applied to a 26-L equipped locomotive permitting

it to operate with 6, 24 and 26 equipped locomotives. The three positions are marked "Lead" or "Dead", "Trail-6 or 26", and "Trail-24". When the locomotive is operating singly, as a "Lead" unit or hauled "Dead" in a train, the valve must be positioned at "Lead" or "Dead". When operating as a trailing unit behind 6 or 26 equipment, the valve must be positioned at "Trail-6 or 26". When behind 24 type equipment, the valve is positioned at "Trail-24".

7. Safety control pedal (if used) is located on the floor in front of the engineman's seat. The pedal must be depressed at all times except when the locomotive is stopped and 30 pounds or more brake cylinder pressure exists. If the pedal is released during operation, the safety control whistle will sound for two to four seconds during which time the pedal can be depressed preventing brake action. Otherwise a full service application of brakes will be made.
8. Reduction selector valve (if used) with associated devices, provides an automatic split reduction during a penalty application, from overspeed (if used), deadman safety control (if used), or train control (if used), when the freight-passenger cut-out cock is in "Freight" position.
9. Dynamic brake interlock is furnished with dynamic brake equipment and is used to release or prevent an automatic brake application on the locomotive if the dynamic brake is on. Independent application and release of the locomotive brake is available at all times irrespective of dynamic brake operation.
NOTE: Railroads specify conditions that operate the interlock.
10. Pneumatic control switch (if used) is an air operated electric switch. Penalty applications of air brakes such as emergency, safety control, etc.,

will trip this switch returning the diesel engine to "Idle". The switch is reset automatically as soon as the brake pipe is recharged or main reservoir air pressure drops below 40 psi.

NOTE: Railroads specify conditions that operate the switch.

RECOVERY OF BRAKE AFTER PENALTY APPLICATION

1. Place brake valve in "Suppression" position.
2. Close throttle to "Idle".
3. Depress safety control pedal (if used).
4. Allow application pipe to build up to main reservoir pressure. (About 12-14 secs.)
5. Release brakes.

OPERATING 26-L WITH 6-SL OR 24-RL, EQUIPMENT IN MU

When operating locomotives in multiple, those units having 24-RL brake equipment must be ahead of those having 6-SL or 14-EL equipment and the brake piping of the 24-RL equipped unit must be appropriately modified. When operating any one of these brake systems in multiple with 26-L, provisions (if used) are available on the 26-L equipped unit so that it may lead or trail with the other mentioned brake systems.

If the unit is trailing behind a locomotive using 6-SL, place the MU-2 valve in "Trail-6" or if trailing a unit using 24-RL, place the MU-2 valve in "Trail-24" position.

NOTE: When 26-L, 24-RL or 6-SL equipped locomotives are operated in MU, the following hose connections must be made:

HOSE CONNECTIONS

26-L	24-RL	6-SL
Brake Pipe	Brake Pipe	Brake Pipe
Actuating Pipe	Actuating Pipe	Blank
MR Equalizing Pipe	MR Equalizing Pipe	MR Equalizing Pipe
BC Equalizing Pipe	Ind. Application & Release Pipe	BC Equalizing Pipe

BRAKING WITH POWER

1. Gradually apply automatic brake for a light brake pipe reduction.
2. Release locomotive brakes by depressing independent valve handle in the "Release" position.
3. Reduce throttle to maintain loadmeter pointer in green band of motoring scale as train speed decreases. Move throttle to "Idle" before a train comes to a dead stop.
4. On locomotive in MU with manual transition locomotives, move the selector handle into the position corresponding to the speed of the locomotive.

AUXILIARY AIR EQUIPMENT

LOCOMOTIVE BELL VALVE

The bell ringer operating valve is located near the brake valves and controls the air from the main reservoir for operating the pneumatic bell ringer.

HORN VALVE

1. The control valve for the horn is located in the ceiling of the cab and controls main reservoir air pressure to the horn. A pull rope for its operation

is conveniently located at the engineman's position.

2. The shutoff cock for the horn is located above the cab floor and is accessible from inside the cab.

SANDER VALVE

1. The sander valves located at the engineman's position provide forward and reverse sanding on both trucks.
2. The valves have "On" and "Off" positions for forward and reverse sanding.
3. If unit is equipped for MU operation, one sander valve will provide sand to all units for the direction of locomotive movement. This is accomplished electrically through the reverser.

4. A sander cutout cock for each truck is located under the frame over the leading wheels of front truck and trailing wheels of rear truck.

NOTE: On some units an electric switch, mounted at the engineman's position with "Forward", "Neutral" and "Reverse" positions, operates the sanders directly through the magnet valves.

NOTE: On some units a toggle switch located on the gauge panel in front of the engineman provides for operation of all sanders in cases of an emergency such as a "plugging" operation.

WINDSHIELD WIPER VALVES

1. A needle valve located at each of the windshield wipers provides independent control of speed.
2. The shutoff globe valve for air supply to wipers is located under the cab floor and is accessible through the hinged door on the outside of the cab.

CONTROL AIR REDUCING VALVE

Air from the No. 1 main reservoir is reduced to 70 psi through a reducing valve located with the control air pressure gauge on the back wall of contactor compartment. This is then piped to operate the reverser, series and parallel contactors, and dynamic braking switch (if used).

MISCELLANEOUS OPERATING INSTRUCTIONS

CHANGING OPERATING ENDS - 26-L BRAKE EQUIPMENT

ON UNIT BEING CUT OUT

1. Make a 20 lb. brake pipe reduction by moving the automatic brake valve handle to "Service" position.
2. Move independent brake valve handle to "Release" position and observe that the brakes are still applied.
3. Move brake valve cut off valve to cut out position.
4. Move the MU-2 valve to "Trail-6 or 26" when trailing 6 or 26 equipment and to "Trail-24" when trailing 24 equipment.
5. Move automatic brake valve handle to "Handle-Off" position and remove both handles.
6. Place reverser handle in "Off" position and remove. To do this it is necessary that the selector handle be in "Off" position and the throttle in "Idle".
7. At the engineman's control station, open control and generator field breakers leaving the fuel pump breaker closed.

NOTE: On some units equipped to MU with units of other manufacture, the control breaker must be

left closed until control and fuel pump breakers are closed on unit being cut in.

ON UNIT BEING CUT IN

1. Insert reverse handle in controller and leave in "Off" position.
2. Insert automatic and independent brake valve handles.
3. Move the MU-2 valve to "Lead" or "Dead" position.
4. Move the brake valve cut off valve to "Frgt" or "Pass" position depending upon the service intended.
5. Move the independent brake valve handle to "Full Application" position.
6. Move automatic brake valve handle to "Release" position.
7. Close control and fuel pump breakers on engineman's control panel.
8. Open fuel pump breaker on end being cut out.
NOTE: Open control breaker - see note above.
9. Close the generator field breaker on engineman's control panel.
10. Place foot on safety control pedal (if used) and release independent brake.

DYNAMIC BRAKING OPERATION (If Used)

WHEN ALL UNITS ARE EQUIPPED WITH AUTOMATICALLY CONTROLLED DYNAMIC BRAKE

The engineman controls the application of the dynamic brake with the selector handle. After full braking position has been reached, the brake is automatically regulated to develop maximum available braking effort at any speed without manual attention. The selector handle must be advanced slowly through the braking range. If

braking current builds up too rapidly, hesitate advance (do not back off) until current is steady. Any effort to manually reduce the braking current would probably cause a "hunting" condition. When advancing the selector handle into the braking range, the engine speed will increase to 4th throttle notch thereby providing additional cooling for the traction motors. The operation and effect of the dynamic brake on the train is similar to that of the locomotive independent air brake; braking effort is applied to the locomotive only. The same precautions for bunching the slack and preventing slack "run out" are required.

DYNAMIC BRAKING LIMITS

At high speeds, maximum braking must be reduced manually to the yellow dot on the loadmeter. The following table lists the speeds for all gearings.

DYNAMIC BRAKING LIMITS

Gearing	Restrict to Yellow Marker Above
70 MPH	56 MPH
80 MPH	64 MPH
86 MPH	68 MPH

TO APPLY DYNAMIC BRAKING

1. Move throttle to "Idle".
2. Have reverse handle in "Forward" or "Reverse" depending on direction of motion.
3. Move selector handle to "Off" and then to big "D" in the braking range. Loadmeter pointer will show slight movement.
4. Bunch train slack by advancing selector handle cautiously into the braking range. Do not allow

loadmeter pointer to exceed the first white mark on the green scale until all slack is bunched.

5. After slack is bunched advance selector handle slowly into braking range until the desired braking effort is reached. If maximum braking effort is desired move handle to its full "On" position. Make handle movements slowly.
6. The amount of braking effort obtainable varies with the train speed. To obtain maximum braking performance, the selector handle must be moved to its full "On" position.
With the selector handle in its full "On" position, the braking effort will increase as the speed decreases until it reaches maximum value at approximately 25 mph for 70 mph gearing. It will maintain this maximum value for a few mph after which it will gradually fall off to reach 0 at 0 mph.
The speed range of maximum braking effort for other gearing is as follows: 28 mph for 80 mph gearing and 30 mph for 86 mph gearing.
7. It is permissible to start from a standstill on a downgrade with dynamic brake applied.
8. When braking a heavy train on a severe grade, the maximum dynamic braking may not be sufficient to hold the desired train speed. An application of the automatic air brake may be used in addition to the dynamic to maintain desired train speed. The dynamic braking interlock will hold the locomotive brakes released for any position of the automatic brake valve other than emergency. See "Dynamic Brake Interlock and Pneumatic Control Switch".

RELEASE OF DYNAMIC BRAKES WHEN NOT USING AIR BRAKES

1. Reduce braking slowly; pause when the loadmeter pointer indicates at the first white mark on the motoring scale to prevent slack run out.

2. Handle can now be moved to "Off" or into "Motoring".

RELEASE OF DYNAMIC BRAKES DURING AUTOMATIC AIR BRAKE APPLICATION

To maintain desired speed on severe grades, an application of the automatic air brake may be used to supplement the dynamic brake. However no automatic air brake application is possible on the locomotive while using dynamic brakes. Flat wheels may result on the locomotive if independent air brakes are applied while using dynamic brakes. See "Dynamic Brake Interlock and Pneumatic Control Switch".

When releasing the dynamic brake after an automatic air brake application has been made, depress the independent brake valve handle in "Release" position and then move the selector handle to "Off" position. The independent brake valve handle may now be released. After this operation, the independent brake on the locomotive may be applied if desired.

CAUTION: If the dynamic brake is released before depressing the independent brake valve handle, a rapid locomotive brake cylinder pressure build-up will occur possibly resulting in locked axles and flat wheels.

RELEASE OF DYNAMIC BRAKES WITH AN EMERGENCY AIR BRAKE APPLICATION

If specified by railroad, in an emergency air brake application, whether initiated by the brake valve handle or from the train, the dynamic brake will automatically be cut out and an emergency air brake application will be made on the locomotive as well as the train. Under these conditions the engineman should return the selector

handle to "Off" position as promptly as is consistent with operating instructions.

CUTOUT OF DYNAMIC BRAKES WITH ENGINE CONTROL SWITCH

1. If the engine control switch is turned to "Idle", dynamic braking on that unit will be inoperative.
2. Cut out dynamic brake only when selector handle is "Off"; this avoids surges on the equipment or on the train. For the same reasons, dynamic brake must not be cut in, except with selector handle in "Off".

DYNAMIC BRAKING WITH LEAD UNIT IDLING OR SHUT DOWN

The loadmeter will not operate. When lead unit is cut out, keep engine idling if conditions permit. This maintains battery charging, air pressure, engine temperature, etc. For conditions in lead unit see "Operating with Lead Unit Idling or Shut Down".

OPERATING IN MU WITH LOCOMOTIVES HAVING MANUALLY CONTROLLED DYNAMIC BRAKING

Operate in usual manner. If brake warning light operates, it indicates that the braking limit has been exceeded on a trailing unit. The engineman must reduce braking to a point where the light will not operate.

DYNAMIC BRAKE UNIT SELECTOR SWITCH (If Used)

1. When operating all ALCO units in multiple:
 - a. Place unit selector switch on all units in No. 1 position.
 - b. Do not install field loop dynamic braking jumpers between units.

2. When operating ALCO units in multiple with units of other manufacture:
 - a. Place unit selector switch on all trailing units in No. 1 position.
 - b. Place unit selector switch on lead unit to correspond with number of units in consist.
 - c. Install field loop dynamic braking jumpers between all units.

DUAL CONTROL (If Used)

When two operating control stations are applied in the same cab, the fuel pump breaker, control breaker and generator field switch are wired in series. Therefore, where these breakers and switches are referred to in the operating instructions, they must be operated at both control stations in order to obtain the desired function.

HUMP CONTROL (If Used)

This device is a means by which the engineman can obtain precise control of tractive effort. Its use permits close control of low train speeds as in humping service. In general service its use will be very helpful in starting trains under difficult conditions.

A small controller mounted on the control stand is the means by which hump control is obtained. The handle of this controller can be moved from an "Off" or maximum tractive effort position through a decreasing range to the full "On" or "Minimum" tractive effort position. By moving the handle down from the "Off" position, the tractive effort will be reduced below the tractive effort setting of the throttle. The farther the handle is moved downward the greater the tractive effort reduction.

FOR HUMPING SERVICE

1. Have handle of hump controller in "Off" position.
2. Start train in the normal manner.
3. Advance throttle only to the notch required to move train at proper humping speed and leave in this position.
4. As train becomes lighter, gradually move hump controller downward to hold proper speed.
5. When hump controller reaches full "On" position, reduce throttle one notch and move hump controller toward "Off" to hold proper speed.
6. Observe loadmeter for short time overloads.

FOR HEAVY DUTY SERVICE

Following are two methods of using hump control in heavy duty service. Because of the variations in this type of service, it is difficult to predict the best method to use. Therefore, it is suggested that the engineman select the one best suited for his particular case.

First Method:

1. With throttle handle in notch 1, move the hump controller handle to full "On".
2. Advance throttle handle fairly rapidly until 8th notch is reached unless experience indicates that a lower notch is sufficient.
3. Move hump controller handle toward the "Off" position until the train begins to move. Train speed can be further increased or controlled by handle movements.
4. When train is started, the hump controller handle should be moved to "Off" position unless control of tractive effort is necessary to get traction without wheel slip.

Second Method:

1. Start train by advancing throttle in normal manner.
2. If wheel slip occurs in any notch, leave throttle in that notch and reduce tractive effort by moving hump controller down from the "Off" position.
3. After wheel slip stops, move hump controller toward "Off" position to obtain the tractive effort that can be applied without slip.
4. As train picks up speed, move hump controller to "Off" position and operate normally.

FASTER AIR PUMPING

1. Generator field switch located on engineman's control stand must be "Off".
2. Reverse handle must be in "Off" position.
3. Selector handle must be in position 1.
4. Open throttle as desired up to Notch 5. If the compressor governor cuts out after a short interval of pumping it is indicative that a higher engine rpm is being used than is necessary for the air being consumed.

EMERGENCY ENGINE SHUT DOWN

A stop-run switch is located on the engineman's control stand. When the red "Stop" button is pushed, it will shut down the engine of the unit and simultaneously all other engines of a multiple unit locomotive. It is provided for "emergency" use only. Normal shut downs should be made with the engine stop button located on the control compartment near the engine control switch.

To restart engines of a single or multiple unit locomotive after shut down by emergency stop-run switch:

1. Reset switch by pushing in black "Run" button.

2. Start engine on any unit in the normal manner after first turning the engine control switch to the "Idle" position.

Hold start button until starting indicator light goes out. The low lube oil pressure light and alarm bell will continue as long as the engine control switch is in the "Run" position on any shut down unit. If the engine control switch is returned to "Idle" on all units the low oil light will not light and alarm bell will not ring.

NOTE: On some older models an electrical interlocking circuit prevents operation of the engine governor on any unit until engine control switches on all units are turned to "Off" position.

EMERGENCY FUEL CUT OFF

Three fuel cut off switches connected in series with the fuel pump contactor are provided. Two switches are located, one on each side of the locomotive, near the fuel tank, and one in the cab. Momentarily pressing any one of the switch buttons will stop the fuel pump and shut down the engine.

A reset switch is provided in the operating cab and should be pushed to reset before the engine is restarted.

OPERATING THROUGH WATER

Do not exceed 2 or 3 mph if there is water above the railhead. Do not pass through water over 4 inches above railhead.

PASSING OVER RAILROAD CROSSINGS

The severe mechanical shocks received by traction motors when passing over railroad crossings at high speed may cause the brushes to bounce and flash-over

the traction motors. At high speeds, reduce throttle to 5th notch or below while all units pass over the crossing. This is not necessary at low speeds. It is also desirable to reduce dynamic braking at high speeds over crossings for the same reason.

TAKING DIESEL ENGINE "OFF THE LINE" IN MU OPERATION

Turn the engine control switch to "Idle" position. If it becomes necessary to stop the engine, press stop button on control compartment and open the fuel pump and exhauster breakers on the control compartment panel.

PUTTING DIESEL ENGINE "ON THE LINE" IN MU OPERATION

If the engine has been shut down, start in usual manner. If necessary to start engine of lead unit while train is under way, move throttle to "Idle", throttle may be advanced as soon as start button is released.

It is desirable to allow engine which has been shut down to attain at least 120°F water temperature before applying load. When engine is warmed up, turn engine control switch to "Run" position.

TOWING DEAD LOCOMOTIVE

In freezing weather, drain engine water system. Brake equipment on one or more "dead" units which are in multiple with a "live" leading unit should be set up the same as "live" trailing units. It is recommended that brake equipment on each unit of a "dead" multiple unit locomotive which is not in multiple with a "live" unit should be set up as a single "dead" unit as follows:

1. Drain all air from main reservoirs and air brake system.
2. Move brake pipe cut off valve to "Cutout" position and MU-2 valve to "Dead" position.
3. Place automatic brake valve handle in "Handle-Off" position and independent brake valve handle in "Release" position.
4. Place throttle in "Idle", selector and reverse handles in "Off" position. Remove reverse handle.
5. Place dead engine cock in "Dead" (Open) position.
6. Release cap on control valve should be in "Direct Release" position.
7. Connect brake pipe hose only.

OPERATING WITH LEAD UNIT IDLING OR SHUT DOWN

To operate with lead unit idling, turn engine control switch to "Idle". Operate in usual manner, however, loadmeter will be inoperative. To operate with lead unit shut down:

1. Turn engine control switch on lead unit to "Idle".
2. Close battery switch on lead unit.
3. Close main control negative and battery breakers on the lead unit control compartment panel and close lighting breakers only as required.
4. Open all other circuit breakers on lead unit control compartment panel.
5. Close control breaker, fuel pump breaker and generator field switch on lead unit engineman's control stand.
6. Dynamic braking will be inoperative on lead unit. See "Dynamic Braking With Lead Unit Down".
NOTE: With engine dead, battery charging generator ceases to function. The battery voltage will weaken enough in a few hours to prevent further locomotive operation. In all cases above conditions in trailing units are the same as normal.

OPERATING WITH DEAD BATTERY ON LEAD UNIT

ON LEAD UNIT:

1. Turn engine control switch to "Idle".
2. Open battery switch.
3. Open electric cab heater circuit breaker (if used).
4. Open all circuit breakers on control compartment panel except headlight, cab light and engine room light breakers.
5. Open fuel pump breaker and close generator field switch and control breaker on engineman's control stand.

ON ANY ONE TRAILING UNIT:

1. Close fuel pump and control breakers on engineman's control stand.
2. Make sure all circuit breakers on control compartment are closed.
CAUTION: Do not use more than one headlight, control breaker may trip.

ENGINE WATER TEMPERATURE CONTROL

The engine water temperature is controlled by a single radiator fan and a pair of radiator shutters located at the enginehood end of the locomotive.

The speed of the fan and the positioning of the shutters are automatically controlled by the temperature of the water leaving the diesel engine.

In the event that the shutters fail to operate automatically, they can be operated manually by first closing the cutout cock to the shutter magnet valve. The air is automatically bled from the system allowing free positioning

of the shutter vanes. They may be blocked in any desired position but under no condition should the fan be operated with the shutters closed.

REVERSER EMERGENCY OPERATION

If the reverser fails to operate, turn engine control switch to "Idle" on the unit affected. Try throwing the reverser by pressing the magnet valve buttons. Right magnet valve for movement in direction of the short hood - left magnet valve for movement in direction of the long hood.

If this is not effective, remove manual operating handle from bracket on inside of control compartment. Insert handle in hole provided in operating lever on top of operating shaft and move to the right for movement in direction of the short hood and to the left for reverse movement.

TRACTION MOTOR CUTOFF SWITCH (If Used)

The traction motor cutoff switch is located in the control compartment. It is connected in the control circuits and provides for cutting out any one motor or a pair of motors in either truck. This permits cutting out a bad motor or a truck pair of motors in the event of a traction motor failure.

The throttle must be in "Idle" before operating the motor cut out switch. Power of the unit is automatically restricted when motors are cut out. In the event the ground relay trips, the motor cutoff switch may be used to isolate a truck set of motors to determine location of trouble.

HAND BRAKE OPERATION

To apply the brake, operate the hand lever upward (pumping action) until the brake is set. It is not necessary to manipulate the trip lever in any way while the brake is being applied.

To release the brake, push the hand lever as far back as it will go and leave it there. Do not push against the handle as this retards the releasing action. Pull the trip lever upward and outward holding it only until the chain weight and its rubber snubber comes up against the bottom of the brake housing. If the chain weight and its rubber snubber does return to the bottom of the housing, reset the brake and repeat the releasing procedure.

CAB HEATERS AND DEFROSTERS

1. Located on right and left side of cab.
2. Defroster damper and rheostat switch for controlling heater fan are located on the heater.

CIRCUIT BREAKERS

Circuit breakers are used in all control circuits and will trip and open whenever an overload occurs. Breakers, suitably identified, are located at the engineman's position and on the control compartment panel.

If a circuit breaker should trip, the handle will be approximately midway between "On" and "Off". To reset, move handle to "Off" position and then to "On". In some cases it may be necessary to wait a few minutes before the breaker can be reset.

CLASSIFICATION LIGHTS

CENTURY 420

Classification lights are permanently installed in each of the four corners, front and rear, of the locomotive body. Because of the angle the lenses are visible both from the front and side of the locomotive.

At the rear, two colored lenses, red and green, are arranged so that each in turn may be swung between the light and the clear glass lens to give the desired color indication. The colored lenses, accessible through small doors in hood, are moved by pushing upward on the knob at the bottom of the light assembly and rotating it in increments of 90 degrees to the color indication desired. A switch in the cab turns "On" both classification lights.

At the front, individual lenses and lights for each of three colors are provided. Control switches for each aspect are mounted on the access door in the front wall of the cab.

CENTURY 424

Classification lights with individual lenses for three colors are permanently installed in each of the four corners, front and rear, of the locomotive body. Because of the angle the lenses are visible both from the front and side of the locomotive.

Aspect control switches for the rear lights are on control compartment. The control switches for the front lights are mounted on the access floor in the front wall of the cab.

EMERGENCY BRAKE VALVE

The valve is located in the left forward corner of the operating cab. When the handle is operated the brake pipe is open to atmosphere to produce an emergency brake application.

GAUGES AND INSTRUMENTS

LOADMETER

The loadmeter, is a color band device to be used as a guide in correct locomotive operation.

MOTORING BAND

This pointer position on the color band indicates the relative amount of tractive effort being developed by the locomotive, also the load current on the traction motors. The green zone represents normal operation. In this zone, operating time is unrestricted.

The yellow zone indicates short time capacity of the traction motors. The point at which the color band changes from green to yellow indicates the end of the continuous rating.

SHORT TIME LOAD OPERATION

The overload range has been graduated to show the time in minutes that various loads may be carried. The greater the load, the shorter the time allowed. The maximum time allowed in the yellow zone is as indicated. The other marks in the yellow zone indicate the maximum time allowed when the pointer is at these points. If the pointer remains between any two numbers, the maximum time allowed must be estimated by the operator.

If the load changes, the operator must judge when he has used up the full allowable time in the yellow zone. For example: If only half the time were used at one load before it changed, the allowable time at the new load would be one half of its indicated time.

When the short time load has been used for the full allowable time the load must be reduced until the pointer is at or below the yellow triangle which appears near the upper end of the green band. The load must be held at or below the yellow line for at least 20 minutes before another overload in the yellow zone may be repeated. If this practice is not followed, the traction motors may be seriously damaged.

SPEED INDICATOR

Has a speed scale which indicates locomotive speed in miles per hour.

ENGINE WATER TEMPERATURE GAUGE

A dial indicator is located in the left bank outlet header of diesel engine. The normal operating temperature of the cooling water is 150°F to 180°F.

ENGINE WATER LEVEL GAUGE

A dial indicator is located in the cooling water system expansion tank. The gauge is accessible through a small door in the right side of the engine hood at the radiator end.

AIR GAUGES

1. Located on gauge panel at engineman's position.
2. One gauge indicates brake pipe and brake cylinder pressure.

3. Second gauge indicates main reservoir and equalizing air pressure.

CONTROL AIR PRESSURE GAUGE

1. Mounted on back wall of control compartment.
2. Should indicate 70 psi.
3. Loss of control air pressure prevents operation of the electro-pneumatic contactors and further locomotive movement.

AUTOMATIC ALARMS AND SAFEGUARDS

In single or multiple unit operation, an alarm system is provided for the following:

1. Low lube oil pressure.
2. Hot engine or low water.
3. Ground relay tripped.
4. Wheel slip.
5. No battery charge.

An alarm bell for items 1, 2, 3 and 5 will sound in all cabs and a warning light will operate on the affected unit.

A warning light and buzzer for item 4 will indicate in the lead cab as well as the unit affected.

LOW LUBRICATING OIL PRESSURE

If oil pressure drops to 30 psi or below an oil pressure switch will shut the engine down, sound the alarm bell, light the green low lubricating oil pressure light and starting indicator light on the control compartment.

HOT ENGINE

When the engine cooling water temperature reaches 185°F:

1. The hot engine (red) indicating light, located on the control compartment, will light.
2. The alarm bell will sound.

When the engine cooling water temperature reaches 200°F the engine speed will return to "Idle".

LOW WATER

If the engine cooling water level in the expansion tank drops to a predetermined level:

1. The engine will shut down.
2. The hot engine (red) indicating light will light.
3. The alarm bell will sound.

GROUND RELAY

1. A ground in the power circuit operates the ground relay to return the engine to "Idle", sound the alarm bell and light the white ground indicating light on the control compartment.

The indicator pointer on the ground relay will point to the red dot. The pointer can be seen through the window on the plate covering the relay and is located in the control compartment.

2. To reset ground relay:
 - a. Turn engine control switch to "Idle".
 - b. Push in ground relay reset button.
 - c. Turn engine control switch to "Run".
 - d. If ground relay stays in, continue normal operation.
3. If ground relay continues to trip:

- a. The motor cutout switch (if used) may be used to isolate a faulty motor circuit. For example, reset ground relay as outlined in 2 above - turn motor cutout switch to position "1 - Out" and reapply power. If relay continues to trip, reset and follow same procedure for motors 2, 3, 4 or a truck pair of motors.
- b. Under extreme emergency conditions; reset ground relay as outlined in 2 above, open ground relay cutout switch in control compartment and move locomotive no farther than is necessary observing for smoke or overheating of electrical equipment. If in MU operation, the unit should be taken "off the line".
- c. Repeated ground relay tripping may indicate a traction motor failure. This might result in a locked axle. A check should be made to be sure all wheels turn freely.

DYNAMIC BRAKE WARNING (If Used)

When the dynamic braking limit is exceeded on any trailing unit not equipped with automatically controlled braking, the brake warning light and buzzer will operate. The selector handle must be moved to a point where the light will not operate.

WHEEL SLIP WARNING

When the wheel slip relay operates, the wheel slip light and buzzer will operate, and power will be automatically reduced and reapplied. For further information see "Wheel Slip".

CRANKCASE EXHAUSTER

1. The yellow crankcase exhauster light, located on the control compartment panel, should be "Off"

continuously to indicate that the exhauster is running.

2. If light is "On", see that crankcase exhauster breaker is closed. If breaker is closed, report condition.
3. If exhauster is not running, the engine should be shut down and the trouble corrected.

JOURNAL BOX HEAT INDICATOR

Heat indicators installed in the housing of roller bearing journal boxes emit a pungent odor when journal box temperature reaches 250°F.

DIESEL ENGINE OVERSPEED

If the diesel engine overspeeds, the overspeed mechanism located at the free end of the engine, right side will operate to shut down the engine. A trip lever releases a spring loaded shaft which in turn rotates the fuel pump control shafts to shut off the fuel supply.

To reset, turn the reset handle counterclockwise as indicated by the arrow.

LOCOMOTIVE OVERSPEED (If Used)

Three types of locomotive overspeed devices may be used:

1. An overspeed signal from an axle generator will automatically initiate a service brake application if the speed limit setting is exceeded. An engine-man's warning light will light at 3 mph below maximum locomotive speed.
2. An overspeed signal from a microswitch in the speed recorder will initiate a service brake application if speed limit setting is exceeded.

3. An overspeed signal from the speed governor in the train control system will initiate a service brake application if the locomotive exceeds the maximum speed for the block conditions. All three systems operate through the pcs switch causing the diesel engine to return to "Idle". To recover brake: See "Recovery of Brake After Penalty Application".