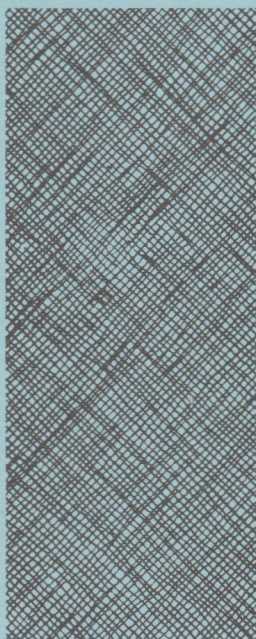


**EMPLOYEES' GUIDE TO
BY-PASS SYSTEM
SERIES 6000 CARS
NORTH-SOUTH ROUTE**



BY-PASS SYSTEM

A new system of by-passes is being installed on Series 6000 cars that are in service on the North-South route.

The new by-pass system is housed in a panel mounted at eye level forward of the Motorman's cab-side window. It consists of the following color-coded push-buttons and associated indicating lights:

STEM (SIDE TRIP EMERGENCY BY-PASS) BUTTON AND LIGHT - YELLOW

Stem by-pass is used to by-pass emergency circuit defects.

DOOR BUTTON AND LIGHT - GREEN

Door by-pass is used to by-pass door interlock trouble which cannot be corrected by resetting or cutting out a door.

ATC (CAB SIGNAL) BUTTON AND LIGHT - RED

ATC by-pass is used to by-pass cab signal equipment defects which would otherwise unreasonably delay service.

BY-PASS KEY SWITCH

The by-pass key switch is located near the top of the panel. When an MUDC key is inserted and turned clockwise, it becomes captive in the switch and

- it activates the three by-pass buttons which are otherwise inoperative, and
- it illuminates a red light on the by-pass panel facing the windshield and a red light on the rear of the cab bulkhead facing into the car body.

NOTE: If MUDC key is not removed from the by-pass key switch, the motorman's cab cannot be made up for passenger use.



BY-PASS PANEL

BY-PASS PROCEDURE

If, in the course of trouble shooting a train for defects, the trouble shooting procedures specify the use of a by-pass, take the following actions:

1. Notify the Line Supervisor and ask for permission to use the appropriate by-pass.

NOTE: You must not use a by-pass unless permission has been obtained from Line Supervisor or other Supervisory employee in authority.

2. After permission is obtained to use by-pass,
 - a. Insert MUDC key in keyhole mounting of by-pass panel.
 - b. Push in key and turn clockwise. (This makes the by-passes operative, illuminates the red light on the by-pass panel facing the windshield, and illuminates the red light on the rear of the cab bulkhead, thereby alerting persons outside and inside the train that by-passes are operative.)
 - c. Depress appropriate by-pass. (Indicating light next to by-pass will illuminate.)

NOTE: When door by-pass is used, you must operate using buzzer signals.

- d. Reset brakes. When the parking brake signal light goes out, by-pass button may be released. Proceed with caution at speeds appropriate to operating conditions, always prepared to stop within vision.

NOTE 1: The by-pass buttons incorporate a magnetic hold-down feature which releases whenever the parking brake signal light comes on. To resume operation on the by-pass, the button must again be depressed and held until the parking brake signal light goes out.

NOTE 2: If the magnetic hold-down feature does not work, depress and hold the appropriate by-pass to operate.

- e. Upon arrival at the terminal, deactivate by-passes by removing MUDC key. This will turn off the red light on the by-pass panel facing the windshield and the red light on the rear of the cab bulkhead. Fill out a Delay and Defect Report.