

INSTRUCTIONS FOR REPAIRING AND
TESTING DECELOSTATS AND ROLOKRON



Car Folio 502

SEPT. 28, 1951

Date of Revision

ANTI-SLIDE DEVICES - PASSENGER CARS:

Decelostats and Rolokrons are to be tested and known to be in operating condition before leaving originating terminal, and when found inoperative, should be removed and a device that has been repaired and tested, applied. All air hose and piping to Decelostats should be inspected and known to be in good condition and securely clamped. The Rolokron wiring and conduits should be in good condition and securely clamped.

METHOD FOR TESTING DECELOSTATS ON CARS:

With the brakes applied, remove the external exhaust cap nuts, Ref. 90, on the outside face of the Decelostat, insert a finger in the opening and turn the inertia wheel until an exhaust occurs, then remove the finger. Note that a complete cycle of the brake equipment occurs as follows: A blow of air from the Decelostat exhaust occurs, which is immediately followed by a heavy discharge of brake cylinder air at the Decelostat valve and brakes released. When the heavy discharge of brake cylinder air stops, the brakes should re-apply immediately. Check the operation of the equipment for reverse operation in the same manner by turning the inertia wheel in an opposite direction. To test the protection feature of the Decelostat equipment insert finger into the exhaust cap opening as described above, but in this case after the inertia wheel is turned in either direction to cause an exhaust and held in exhaust position, it should be noted that a complete cycle Decelostat operation takes place as described above, except there is a brief time interval until the re-application occurs and a slight blow continues at the Decelostat exhaust opening after the brakes have re-applied. When the finger is removed the exhaust of air at the Decelostat stops. Thus, the Decelostat equipment is tested for operation for either direction of car travel.

METHOD FOR TESTING BUDD ROLOKRON ANTI-WHEEL
SLIDEQUIPMENT ON CARS:

The Budd Rolokron anti-wheel slide equipment should be tested on the car as follows:

Conduct the following test with air set and brakes applied (as determined by observation of the brake shoes on each truck.)

Test both Rolokron and control box (the Rolokron system as a whole) by the following operation: Remove the pipe plug from bottom of Rolokron housing. If more than two tablespoons of oil drain out, replace the Rolokron with a new or repaired unit, returning the defective one to the shop for repairs.

Turn the rotor by hand against its stop in each direction. (The rotor may be turned most conveniently by hand through the pipe plug hole.) It may also be turned by removing the front cover and pressing against the leaf spring bracket. In either case, use a finger. Do not use tools. The rotor should turn approximately 10 deg. in each direction

If the drive fork is properly engaged with the axle drive stud. If the rotor can be turned in excess of this amount, remove the Rolokron and inspect the drive fork and axle drive stud. If both are in good condition, improper engagement is indicated. Accordingly, in re-installing the Rolokron make sure the drive fork is properly engaged with the axle drive stud and retest. If the drive fork is found to be bent or broken, replace Rolokron with a new or repaired unit, and return damaged one for repairs. (Note: Bent or broken drive forks are caused by careless handling and improper installation.)

If the drive axle stud is bent or broken, install a new one. In installing the axle drive stud, the amount projecting from the axle must be gaged to insure the necessary clearance between end of the drive stud and the Rolokron housing. After re-installing, re-test the Rolokron as above outlined. To test the protective relay circuit, hold the rotor against its stop. This will close the signal circuit. Energize the release relay and release the brakes. Continue to hold the rotor against the stop until completion of protective relay time cycle (approximately 9 seconds). Observe then the re-application of the brakes.

To test the release relay circuit with the rotor moving against its stop, observe the release of the brake shoe. If the brakes release, allow the rotor to return to its normal position. Observe the re-application of the brakes after a delay of approximately one second. Perform the same test procedure by moving rotor in opposite direction.

If the indicated results are not obtained, a defect exists in the Rolokron system.

In order to determine whether the defect is in the Rolokron or in the control box, test the control box. Remove the threaded cap from the test plug at the side of control box. Close the signal circuit by bridging the contact points now exposed. With the circuit thus closed, check the brakes for release. Now, open the test circuit and check for reapplication of brakes in approximately one second. If the brakes do not release or do not reapply properly, remove the control box cover and check for loose connection, blown fuse, faulty wiring or a defective release valve.

If it is desired to cut out the protective relay while testing for shorts or grounds, open the protective relay coil circuit.

If the brakes do release and re-apply properly when bridging the test plug contact points, but do not release and re-apply properly when rotating the Rolokron rotor, the defect will be found either in the Rolokron or in the wiring between the Rolokron and control box. If the defect is found to be in the Rolokron, remove the defective Rolokron and re-apply a new or repaired unit.

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Car Folio

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The P-3 Decelostat and B-3 Decelostat valves should be thoroughly overhauled and tested annually, as per Westinghouse Instruction Leaflet No. 2612-1, and Test Specifications T-1517-0, Test Specifications T-1584-0 and Test Specifications No. 1583-0 and tag applied showing date and station where work was performed. X

The Budd Rolokron anti-wheel slide equipment should be thoroughly overhauled and tested annually, as per Budd Company's Instruction Manual 1945, and tag applied showing date and station where work was performed.

The repair work on Decelostats, and Decelostat valves, also Rolokrons, will be taken care of at Chicago and Los Angeles. All points on the line will send these devices to the nearest repair point to be repaired and tested.