

THE PENNSYLVANIA RAILROAD

DIESEL-ELECTRIC ROAD LOCOMOTIVES

FIRE EXTINGUISHER OPERATING INSTRUCTIONS

M. P. 279
IM 9x6" 8-15-51

Carbon-Dioxide system should be used on all fires inside or outside; will not harm apparatus. Water should be used only as last resort and then preferably with fog nozzles. Carbon-Dioxide in addition to its extreme cooling effect and fire extinguishing ability, can be used to drive back smoke, permitting access to the fire. Fire departments should be governed by these instructions.

1. To operate—open a pull box and pull handle hard; next throw lever of valve at hose rack to be used up and over to the **left** (counter-clockwise). Pull boxes are located **inside** units near hose connections and **outside** at sill near each end of unit. Take hose discharge horn as close as possible to fire. Hose racks are located near doors and ends of units.
2. Direct horn at **base** of flames, squeeze horn control valve to release carbon-dioxide gas as necessary to dissipate heat and extinguish fire.
3. Operation No. 1 will discharge two (2) of the four (4) cylinders in the diesel unit; to obtain gas from other cylinders, pull additional handles until obtained.
4. To obtain gas from cylinders in adjoining unit, lever of valve above door in end of **adjoining** unit must be thrown up and over to **left** (counter-clockwise); then operate pull boxes, in this unit, as heretofore described. Repeat for other units if necessary.
5. After any fire has been extinguished, turn all valve levers (clockwise) to closed position; bleed hose line of gas by squeezing valve at horn.

Note: Classes BP-60T & BH-50 locomotives do not have valves between units. On some locomotives the main electrical cabinet is connected to carbon-dioxide system. In case of fire in these cabinets, operate pull boxes as heretofore described and throw valve lever at cabinet up and over to **left** (counter-clockwise).

Dry Powder Extinguisher—Primarily for fires on outside. Not to be used inside unless fire is not extinguished by carbon-dioxide system.

Each unit has two (2) dry powder extinguishers—"A" units have one in engineman's cab and one in engine room—"B" units have two in engine room.

Remove extinguisher from holder. Remove ringpin from lever and push lever down hard. Take extinguisher as close as possible to fire and direct nozzle at **base** of flames, squeeze nozzle handle. Release extinguishing agent as necessary.

Report fire and use of extinguishing equipment on Form MP-62 DE.