

- h) **At initial terminal locations** where train equipment is delivered to the customer station by a yard or pin-up crew, the aforementioned inspection procedures must be performed by these crews at the primary equipment servicing location rather than at the station, unless otherwise specified by the Division, to avoid delay to the train. In such cases, the yard or pin-up Conductor must communicate to the road Conductor the results of the inspection and the operating condition of the trainlined doors.
- i) **When inspecting train lined door operation on bi-level equipment**, such inspections may be made from the ground or station platform.
- j) **Trainlined door inspections on equipment under blue signal protection** must not be made under any circumstances unless permission has been received from the person in charge of the workers.

H. Side Door Operating Procedure for Acela Trainsets

Operate Acela side doors using only the standard operating procedure exactly as described in this section. Parts 2 and 3 detail normal, in-service side door operations. Parts 4 and 5 covers local door operations using the crew key switch and are advisable for crew boarding, stores loading, or single door operation. Number 6 explains how to reset the side doors.

1. General Guidelines

- a) **Acela side doors must only be operated using the Door Control Station (DCS) or the Exterior Crew Key switch and the proper Door Operating Procedures.** Acela Side Door Operation Procedures are to be strictly adhered to by all persons authorized to operate Acela side doors. Deviations from the Acela Side Door Operation Procedures will result in door faults and train delays, and are, therefore, not permitted.
- b) **NEVER close a local door by toggling any of the micro switches located in the side door panel.** This action will close the local door, and provide a "healthy" indication on the Door Control Station; However, when a micro switch is toggled to close a local door, that door will be rendered inoperable (will not open) and the user will not receive any indications that the door is in fault. Never toggle the micro switches.
- c) **Emergency handles are only authorized for use in emergency situations** or when all other methods of opening the door have failed. NEVER use the emergency handle to open a side door for a non-emergency activity (e.g., when yard switching, station activity or when maintenance is being performed). The emergency door handle release is not designed to withstand use as a regular means of opening a side door.
- d) **All door faults and failures must be recorded in the eMAP21A app.**

2. Trainline Open Sequence

- a) **After the Trainset comes to a complete stop, insert an Amtrak coach key into the Door Control Station (DCS) keyhole.** (Only one DCS can be active at any time on one side of the train. Multiple DCS activations will cause a door fault.)
- b) **Turn the key to the ON position.**
- c) **Ensure that the green "DCS Active" LED is illuminated.** The DCS Active light indicates that this DCS is now the master, or controlling DCS from which the side doors on one side of the train may be controlled.
- d) **Depress the local OPEN button one time and hold for two full seconds then release.** Once the local door is fully open, train-line the desired doors open. Select the door open direction(s) (forward and/or rearward) and depress the train-line OPEN button(s) **one time** and **hold for two full seconds**. The requested doors will open.
- e) **If one or two side doors fail to open after a few seconds, another train-line command may be issued.** If those doors still remain closed, allow those doors to stay closed until a member of the crew can open them locally (*Refer to step 4 "Local Door Open Sequence"*) or perform step 6 "*Side Door Reset Procedure*".
- f) **Once the desired doors are observed to be fully open, the Amtrak coach key may be rotated to the OFF position and removed from the DCS. *If the key is removed before the desired doors are fully open, the doors may respond by either remaining closed or by closing rapidly and without warning.*** Once closed, each affected door will enter a fault state and require the step 6 "*Side Door Reset Procedure*" to be performed in order to restore operability.

3. Trainline Close Sequence

- a) **Insert an Amtrak coach key into the Door Control Station (DCS) keyhole.** (Only one DCS can be active at anytime on one side of the train. Multiple DCS activations will cause a door fault.)

- b) Turn the key to the ON position.
- c) Ensure that the green "DCS Active" LED is illuminated.
- d) Depress the train-line CLOSE button(s) for the desired direction(s) (forward and/or rearward) **one time and hold for two full seconds**. A verbal warning announcing the closure of doors will sound prior to the doors closing. Forward and rearward doors must be closed before the local door.
- e) **Verify that all train-line doors have closed, and that each red external "Door Open Indicator" lamp is extinguished at each door location**. If a door remains open, or reopens continuously, instruct a member of the crew to close the door locally or perform step 6 "Side Door Reset Procedure".
- f) **Once all doors are observed to be closed and the platform is clear**, you may close the local door bypressing the local CLOSE button.
- g) **After the local door is fully closed**, turn the DCS to the OFF position and remove the coach key.

4. Local Door Open Sequence

- a) Insert an Amtrak coach key into CREW keyhole.
- b) Turn the key to OPEN position.
- c) Return the key to neutral position.
- d) The local door will OPEN. There will be no audio announcement.

5. Local Door Close Sequence

- a) Insert an Amtrak coach key into CREW keyhole.
- b) Turn the key to CLOSE position.
- c) Return the key to neutral position.
- d) The local door will CLOSE. There will be no verbal announcement, however, a tone will sound and the red, interior and exterior door indication lights will flash for the local door.

6. Side Door Reset Procedure

- a) Insert an Amtrak coach key into the DCS Keyhole.
- b) Rotate the key clockwise to the "ISOL" (ISOLATED) position.
- c) Depress the Lamp Test Pushbutton.
- d) Rotate the door key clockwise back to "OFF".
- e) Insert the Door Key into the CREW keyhole and rotate clockwise to the "CLOSE" position, then counterclockwise back to center. Door will close or functionality should be restored.
- f) If the door remains inoperable, refer to the "En Route Troubleshooting Guide" for door lock-out procedure.

I. Side Door Operating Procedure for Amfleet I Equipment

It is extremely important that only ONE crew member "KEY" the doors open and closed each time this function is performed to prevent system confusion from multiple signals.

1. General

- a) Make sure the door control switches, located inside the electrical locker are turned to NORMAL to allow for automatic operation using a key inserted in the door controller by each side door.
- b) All doors, or one individual door, on either side of a consist can be opened and closed using a standard coach key at the master door controller, which is located next to each side door in each vestibule.
- c) All end doors and side doors must operate safely as intended. If a door is out of service, it must have a notice displayed directly on the defective door, indicating that the door is defective. All cars must have at least one operative and accessible door available on each side of the car, or the car must be taken out of service.

2. Opening Procedures - High Platform

- a) Insert key into the master door controller on the platform side of the train. Turn key to activate controller.
- b) Press the OPEN button(s) for the zone(s) of the doors to be opened. Arrow symbol indicates the direction or zone of doors being opened.
- c) Press THIS DOOR ONLY button to open local door only. All other doors should remain closed.
- d) Press the CLOSE button(s) for zone(s) of doors to be closed.

- e) **If the blue light(s) (blue light on the panel indicates doors are closed in each zone) on the panel does not come on**, check for **RED** outside signal light along the side of the consist. A **RED** light signifies the location of an open door.
- f) **When all doors except the local door are known to be closed**, then close the local door by pressing **THIS DOOR ONLY** button.

3. Closing Procedures - High Platform

After customers are boarded, station work is complete and signals have been passed between train crew members, proceed as follows:

- a) **Train crew members stationed near the opposite ends of the train will be responsible for** observing the automatic side doors have “trainlined” closed before the signal is given to move the train.
- b) **The person “keying” the doors to close will look to see if the RED lights above the other door ways have extinguished.**
- c) **The person near the opposite end of the consist, with automatic door operation features; will listen for** the bell sound associated with the opening or closing of the side doors. (This indicates the door closed signal has traveled through the intermediate cars.)
- d) **The person near the opposite end of the consist, with automatic door operation features; will look to see** that the **RED** lights above the other open doorways have extinguished.
- e) **Once assured that these functions are working properly**, members of the train crew will signal each other that it is clear to proceed before communicating that message to the engineer.
- f) **If there is any indication that a door has not closed**, it must be investigated before the train is signaled to proceed.

4. Emergency Opening of Vestibule Side Doors

- a) **The vestibule side door can be opened manually from inside the car by** pulling down on the **RED** emergency handle that is accessible through the hand-hole in the side door motor cover, located above each side door.
- b) **When the emergency handle is all the way down**, the door mechanism will disengage, allowing the door to be opened manually.
- c) **After using the emergency handle**, push up firmly to engage the door mechanism and close the door.
- d) **If the RED light on either door controller panel is lit**, one of the vestibule side doors is not fully closed, and must be secured before the train is authorized to proceed.

5. Emergency Closing of Vestibule Side Doors

- a) **If a vestibule side door does not close electrically**, it may be necessary to disable it by manually locking the door closed.
- b) **Manually lock the side entrance doors as follows.**
 - Manually close the door.
 - Open the overhead door motor access panel.
 - The manual lock lever is located near the (usually RED) emergency door release handle.
 - Move the manual lock against the door leaf holding it closed.

6. Door Seals

- a) **Some vestibule side doors are equipped with air seals**, which inflate with air and seal the side doors to prevent against outside elements.
- b) **Both doors in the vestibule must be** fully closed before the seals will inflate.
- c) **Proper door seal operation** is contingent upon the emergency handle being properly seated.
- d) **It may be necessary to reseal the emergency handle by** fully extending the handle downward and then exerting an upward force so that it fully engages.
- e) **If you still hear main reservoir air pumping to the door seal**, make sure the handle is fully seated.

J. Body End Doors

1. Normal Operation

- a) **Most cars have automatic sliding body end doors at each end.**
- b) **The doors are operated by touch plates** on either side of the door for hand or foot actuation.
- c) **Doors normally remain open for approximately 15 seconds.**
- d) **If an obstruction is encountered while the door is closing**, the leading edge sensor strip is designed to re-open the door. When this occurs, the door opening cycle will restart.