ARGENTINE DIESEL FACILITIES — Part II

Speedy Locomotive Servicing

Three-track layout gives production-line handling to engines through sequence of sanding, fueling, washing, and cleaning operations.

December 6, 1954 RAILWAY AGE

LAYOUT of servicing facilities includes three tracks. The two main road engines converge into a single track through the wash platform, while a third track, bypassing the washes, is used primarily by switch engines.

PUMPING and washing are performed at the next position, high-pressure fluid and water sprays are utilized to give one-step system.

LUBRICATING OIL is supplied from containerized units or tank cars along washing and fueling platform. These tanks have their own electrically operated mechanisms.

CLEANING of the inside, as well as cleaning of all external structures, is accomplished by hand using rack cars.

Locomotive continuing from cleaning section and bypassing wash platform is handled at this elevated steel platform.

Complete servicing of these diesel locomotives, with a minimum number of movements — this was the Santa Fe’s goal in designing the overhaul servicing facilities — was accomplished by a group of engineers and other personnel.

After cleaning operations in these servicing tracks, one has no doubt that this goal was reached. The entire service area is oriented to move engines through the entire servicing line in as short a time as possible and with only the least number of handling operations. This is accomplished by planning and installing of the space available at full capacity. More units, the tracks are laid so that they are available in one-handled or adjacent to the field shop for further attention when required.

Service of the engines includes filling with fuel, oil, water, and other materials in addition to cleaning. In addition to track and wash washing facilities, there is also a wash bay for cleaning the engines. The engine is then moved to the cleaning section where it is washed and cleansed of all foreign materials. This is followed by the sanding section where the engine is sand-blasted and cleaned of all foreign materials. The engine is then moved to the fueling section where it is filled with fuel and lubricant. Finally, the engine is moved to the electrical testing section where it is checked and repaired if necessary.

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SANDING UNIT for one track, with automatic platform which permits easy access to the engine for inspection and repair work.

Three units in 30 min.

1. SANDING UNIT or manual track, with automatic platform which permits easy access to the engine for inspection and repair work.

2. POWER UNIT for one track, with automatic platform which permits easy access to the engine for inspection and repair work.

3. WASHING UNIT for one track, with automatic platform which permits easy access to the engine for inspection and repair work.

4. LUBRICATION UNIT for one track, with automatic platform which permits easy access to the engine for inspection and repair work.

5. CLEANING UNIT for one track, with automatic platform which permits easy access to the engine for inspection and repair work.

6. LOCOMOTIVE is delivered from cleaning section and bypassing wash platform is passed through engine service line in about 30 min with only two stops. Movement of engine 1 s from east (right of drawing) to west (left of drawing).

More on next page...