

INCOMING TRUNK FRAME ALARM ROUTINE NO. 1 CROSSBAR OFFICES

1. GENERAL

1.01 This section describes the procedure to be followed in response to the incoming trunk frame alarms.

1.02 This section is reissued to improve the method to be followed in response to the incoming trunk D relay cross alarm.

1.03 The alarms described are as follows:

(A) Line Busy and Overflow Interrupter Ground Alarm

(B) Incoming Trunk D Relay Cross Alarm

1.04 The line busy and overflow interrupter ground alarm is for the purpose of indicating a trouble ground on the LB or OF interrupter multiple.

1.05 The incoming trunk D relay cross alarm is to guard against possible crosses on the contacts of the D relay.

2. APPARATUS

2.01 One No. 716E (or No. 528) Receiver attached to a W2AB Cord equipped with No. 360A Tools (2W21A cord) and one KS-6278 Tool and one No. 411A Tool.

3. METHOD

(A) Line Busy and Overflow Interrupter Ground Alarm

3.01 If, in response to a major audible alarm a lighted TG lamp on the incoming trunk frame is found, operate the TG key and while holding it operated observe the TG lamp.

(a) If the TG lamp is extinguished and remains so it may indicate that the trouble is intermittent or no longer exists. It may be due to a cross in one or more of the 100 incoming trunk circuits on the frame reporting trouble. A record of the incoming frame shall be taken and a careful watch for repeated troubles shall be made. If repeated troubles are experienced inspect the associated interrupter springs and the LB and OF "A" leads on all of the incoming trunk circuits on the frame in trouble for possible trouble crosses and grounds.

(b) If the TG lamp lights steadily this may indicate a false ground on the front contacts of the LB or OF interrupters.

(c) If the TG lamp flickers this may indicate a short circuit of the LB or OF interrupter back contact with the armature, or back contact with the front contact or front contact with the armature.

(d) If the TG lamp flashes this indicates a false ground on the armature of the LB or OF interrupters.

Note: The speed of flashing of the TG lamp may give an indication as to whether the false ground is on the LB or OF interrupter.

3.02 If the trouble is traced to a false ground on the armature of the LB or OF interrupter and is such that it cannot be cleared at once, the incoming trunks associated with this interrupter shall be taken out of service until the trouble has been cleared.

3.03 After the trouble has been cleared operate the TG key restoring the alarm circuit to normal.

(B) Incoming Trunk D Relay Cross Alarm

3.04 If, in response to a major audible alarm a lighted DX lamp on the incoming trunk frame is found, operate the DX key for at least 5 seconds and, while holding it operated, observe the DX lamp.

3.05 If the DX lamp is extinguished and remains so, it may be an indication that the trouble is intermittent or no longer exists. A record of the incoming trunk frame shall be taken and a careful watch for repeated troubles shall be made. If repeated troubles are experienced, inspect the wiring and contacts of all the incoming trunk D relays on the frame in trouble for possible battery crosses.

(a) If the battery cross still exists on any of the "A" leads, the DX lamp will either remain lighted or may be lighted again within four seconds depending upon the interrupter. If a called subscriber has not disconnected after the subscriber who called him has disconnected at the

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time the DX key is operated, the battery cross may be shunted out for approximately 2 minutes. Under this condition the alarm will probably come in again at the end of the interrupter period.

(b) Block non-operated the first timing circuit A relay associated with the incoming trunk frame which has operated the alarm. If the timing circuit A relays are found to be operated wait until they release before blocking.

(c) Insulate the 3T contact of this A relay and test for false battery on the 2T contact spring. If false battery is not tested remove the blocking tool and manually operate the A relay. The A relay will lock operated if there is ground on the A lead from the associated group of trunks. In this case await its release and then repeat the test for false battery.

3.06 Proceed in accordance with 3.05, (b) and (c) until the timing circuit A relay on the incoming trunk frame whose armature is found to have a false battery on it is located. Thus the particular unit on the incoming trunk frame which was probably responsible for the alarm has been located.

3.07 The incoming trunks associated with this unit shall be taken out of service until the trouble has been removed.

3.08 After the trouble has been cleared operate the DX key restoring the alarm circuit to normal.

4. REPORTS

4.01 The required record of these alarms should be entered on the proper form.