

SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 1/12 to 1/14/16

Did not report on last week's Progress Report that Relay S4 coil was burned out. The SE-2A drum brake actuators could not have operated. The mechanical drum brake release must have been used to operate the car in 1991 and 1992.

1/12/16

1. Met with Steve Binning to discuss new wiring of drum brake actuators using relay S3 only.
2. Removed relay S1 and associated wiring. (see attached photo)
3. Wired drum brake fuses (wire E1) to S3 contact and B2+ to other side of contact.
4. Wired 2D and ground to S3 coil.
5. Wired drum brake actuator limit switch wires 2B and 2L to 2A and 2K to connect to the brake indicators at operator's station.
6. Jumpered Track Switch toggle wires together. (see attached schematic)
7. Steve Binning replaced wire 2D from BC 5 to LOR relay which was too short to allow LOR relay to be removed.
8. Steve Binning got white lenses for the drum and track brake indicator at the operator's station.

1/14/16

1. Steve and I cleaned, epoxied, primed and painted the brake indicator pane received from Ed Lindstrom after the indicators were removed. (see attached photo)
2. The indicator lamps and housings were thoroughly cleaned. Existing wiring was removed and new wiring installed. The new lenses were installed. Red filters will be added at a later date.
3. When the battery and MG switches were closed all 4 drum brake actuators operated correctly. Relay S3 did not show excessive arcing when the contacts opened. The limit switches will be tested (and adjusted if necessary) when the indicator wiring is completed.
4. When the track brake toggle switch was closed the track brake magnets operated correctly. One track brake magnet needs a slight spring adjustment.
5. Steve reinstalled the LOR relay.
6. A hole was cut in the laminate at the operator's station matching the hole in the metal underneath it.
7. Wiring from the refurbished indicator panel was passed through the hole. The drum brake indicators were connected to the existing wiring from the resistors in the forward fuse panel. The common wire was not terminated at this time because wire B6 could not be found before the maintenance building was closed at 3:30 PM.

Plans for next week

1. Complete brake indicator wiring.
2. Clean up remaining wiring around relay S3
3. Test drum brake limit switches.
4. Calibrate ABR relay.
5. Complete sequence test.