

SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 1/5 to 1/7/16

1/5/16

1. Drum brake contactors S2 and S4 and interconnecting wiring were removed.
2. Relay S4 was fed directly from B+. This is wrong. It should be fed from B2+ from B6 through dead man switch.
3. Could not find B2+ in relay S4 area.

1/7/16

1. Clamp was removed from dead man switch on heel of accelerator pedal.
2. Bottom of fuse 4 in front fuse box was traced to dead man switch 4. Jumper cable was attached to open terminal on other side of dead man switch 4. This is where wire B2+ begins.
3. Removed LOR relay. B2+ was traced to LOR contact and Track Switch toggle on operator's console.
4. B2+ was finally found friction taped in area of contactor B4. The friction tape was old and had to be cut to be removed. It is believed that this was done a long time ago.
5. Bob Leight told me that the WE2 drum brake were on Chicago Transit replacement trucks under PCC 1743 and drum brakes linkage had to be modified to fit.
6. GE drum brake actuators were on original trucks with resilient wheels. The original trucks were removed because the wheels were too narrow for standard 4' 8 1/2" train track and switches.

Plans for next week

1. Steve Binning will come in on Tuesday and Thursday.
2. Splice track switch wires together.
3. Remove wire from B+ to relay S4.
4. Splice wire B2+ to wire E1 which feeds fuses powering drum brake actuators.
5. Insulate wire B2+ and replace wire from BC5 to other contact on LOR relay. Reinstall LOR relay.
6. Complete installation of wiring on B1 and B3.
7. Test drum brakes and track brakes.
8. Possibly complete sequence test and calibrate ABR relay.