

SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 12/19 to 12/22/15

12/19/25

1. The streetcar was moved back so that the front truck was over the pit.
2. Steve installed the motor and field connector clamps on truck 1.
2. The streetcar was moved forward so that the control section was over the pit.

12/22/15

1. Steve and I reviewed the sequence test sent by Ed Lindstrom and Jeff Hackner. We decided to try Jeff's sequence test first.
2. The battery charger was connected to the batteries and the battery switch was turned on. The door bypass switch was turned on then the MB gang switch. The LOR relay was not monitored.
3. B1 & B2 energized because LB2 and LB2 were de-energized. FS1 energized because PC-7 was closed.
4. The PC pedal was pressed down a little to enter the switching range B1, B2 and FS2 de-energized, LB1, LB2 and FS2 energized
5. C1 was manually closed and the KM went to the B position.
6. C1 was momentarily closed and it started moving from B to A. As momentary closing continued the following was recorded
 - a. C2 energized ,
 - b. FS2 de-energized,
 - c. B3 and LB3 energized
7. Since C1 was manually operated the ABR relay was not tested to see if it slowed the movement of the KM motor.
8. The only contactors that were not observed to energize were FS3 and FS4.
9. The test with PC fully depressed and C1 manually closed will have to be repeated to observe FS3 and FS4 energize. The KM arm moves so fast it is difficult to observe contactors energizing or de-energizing while it is moving. That is why C1 was being operated momentarily.
10. It is unlikely that Steve or I will return to the MOT until 1/5/16.