

SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 3/25 to 3/31/16

3/25/16

1. The Connection Diagram is now revision E. Information is added or revised when something new is found or to correct information on the drawing.
2. The Auxiliary Circuits drawing is now revision B. It is based on the 1600 series drawing found in the fuse cabinet door pocket. It includes the toggle switches, the fuse cabinet in the cab, the fuse panel under the stepwell, wiring details on the deadman switch, the door motor schematic and details of the drum brake wiring. Additional drawings are in process of the motor wiring and other items that need more documentation.

3/29/16

1. The remainder of the toggle switch wiring has been labeled and some of door 1 and 2 opener.
2. Steve found the wires 7K and 7L were reversed on contactor LB3.
3. The sequence test was run with C1 manually closed and completed successfully. When run a second time it would not repeat. The power was cycled and the sequence ran again. Something is still wrong because the sequence should have repeated without requiring a power reset.

3/31/19

1. The deadman interlock with the brake pedal is stuck. The floor under the pedals will have to be removed to access the interlock and fix it. While working on the interlock it was found the 4 of the 8 hooks required to hold the front access cover are missing.
2. Four, 18' jumpers were attached to FF1, FF2, A2 and AA1. The car was moved back manually until the front truck was over the pit. The armature, field and jumper clamps and connectors were removed. All motor and cable terminals were clean and the coating of Conducto Lube was distributed evenly on the terminals.
3. Each wire was tested for continuity to the reverser or the other end of the jumper connector. All cables tested good for continuity. The armature connectors on motor 2 were found to be reversed and corrected. The cable clamps were reinstalled and tightened. This explains why the motors on the front truck did not move the car last Thursday.

Plans for next week and the near future.

1. Repeat the tests above on the rear truck see if any of the cables are on the wrong terminal.
2. Repeat the 32 volt sequence test until the fault that prevents the sequence from repeating is found.
3. Run the car in forward and reverse in the shop.
4. Fix the deadman brake pedal interlock.
5. Find and correct secondary wiring problems and complete tracing wiring to door motors and door interlocks.
6. Make temporary wiring permanent and trial fit the access covers under the car.
7. Go to Fort Worth and try to find an ABR coil with the correct resistance, a track brake buzzer and chime.
8. Continue work on the auxiliary circuits' drawings. As-Build the all drawing when the car is finally running on the MOT loop and has been completely checked out.