

SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 4/1 to 4/7/16

Saturday, 4/1

1. The 4 wires used to test motors 1 and 2 on truck #1 were moved to FF3, FF4, AA3 and the meter shunt. Terminals D2 and FF3 were isolated at the reverser so the motor 3 cables could be tested independently. The car was moved forward so the rear truck would be over the pit on Tuesday.

Tuesday, 4/5

1. All day was spent testing with a drawing that showed incorrect wiring on motors 3 and 4. Ed Lindstrom revised the drawing to show the correct wiring. All of this was due to my reversing motors 3 and 4 on the connection diagram. The connection drawing has been revised to Rev 4.2 with this change.

Thursday 4/7

1. Before Steve arrived I lubricated the deadman interlock with the brake pedal with WD40. The interlock was manipulated until the interlock worked correctly. When the brake pedal is locked the deadman can be depressed but will not release. When the brake pedal is unlocked the deadman releases. Neil sat in the motorman's seat and said the interlock works the same as the other 2 PCC cars. It was later found that the deadman was not fully depressed when interlocked with the brake pedal and had to be pressed all the way down for all of the contacts to operate correctly. The deadman was c clamped to the power pedal. The interlock will be corrected later.
2. Motor cable testing began with the corrected wiring diagram and was successful. The following ohm reading were obtained:
 - Cable AA3 on motor 3 measured 0.3 ohms to the ABR.
 - Cable FF3 on motor 3 measured 0.2 ohms to the reverser.
 - Cable A4 on motor 4 measured 0.4 ohms to the meter shunt.
 - Cable FF4 on motor 4 measured 0.5 ohms to the reverser.
3. The last time the sequence test was run manually LB1 and B3 did not release at the end. We ran the test today manually closing C1 and the result was the same. Substitute C1 relay was installed with the power side wired to B6 and the ground side wired to 5A instead of ground. The sequence test ran successfully with B3, C1 and LB1 opening and the coasting contactors closing when the power pedal was released. We tried to repeat the test but it would not run until the power was cycled off and on. We expect to find the problem next week.

Plans for next week and the near future.

1. Repeat the sequence test until the fault that prevents the sequence from repeating is found.
2. Run the car in forward and reverse in the shop.
3. Fix the deadman brake pedal interlock.
4. Find and correct auxiliary wiring problems and complete tracing wiring on door motors and interlocks.
5. Trial fit the access covers under the car.
6. Go to Fort Worth and try to find an ABR coil with the correct resistance, a track brake buzzer, chime and other spare parts.
7. Complete the auxiliary drawings and as-build the connection diagram when the car is finally running on the MOT loop and has been completely checked out.