

# SLPS PCC 1743 Progress Report

## STL PS 1743 Progress Report 4/14 to 4/21/16

Friday, 4/15

1. After issuing the last Progress Report I received replies from Jeff Hackner and Ed Lindstrom with suggestions on how to find the wiring problem.

Saturday, 4/16

1. Steve worked on the problem but did not find the solution

Monday, 4/18

1. After working on the problem for several hours Steve found that wires found that wires 7H and 7K were reversed on LB3 due to the fact that the normally closed contact on the left side of the interlock is opposite on the right side of the interlock block. This is true for all of the form C contacts on the left and right of center on all of the interlocks.
2. Steve ran the Sequence Test closing C1 manually to prove that it worked correctly. When he pushed the PC pedal to the floor (full on) the pilot motor moved the KM arm from A to B and back to A with B3 energized when the KM arm reached A. When he released the PC pedal up the sequence repeated with B3 de-energized on the swing from A to B. The Sequence Test document is attached (with Jeff Hackner's narrative).
3. I revised my contact arrangement drawing to show the correction. (Attached).

Tuesday, 4/19

1. We installed the 32 volt substitute C1 relay paralleling the 3 normally open contacts on C1 and wired the + side of the coil to wired to 3A/3B on PC1 and the – side of the coil wired to 5A on BC3.
2. The Sequence Test was run 5 times to be sure that the timing was correct and ran correctly.
3. Substitute C1 was removed in preparation for running the test and moving the car with 600 volts on Thursday.

Thursday, 4/21

1. Steve and I waited until Neil and Harry arrived to be spotters and turned on the maintenance building 600 volt overhead line. Wheel chocks were removed and Steve raised the pole. I monitored the shunt current during the test.
2. Steve ran the car forward, set the brake, and shifted the drum to reverse. Steve pulled the control handle out and moved to the back of the car. Steve put the rod into the backup controller and moved the car to the back off the building. The moves were repeated and the car was backed up till the controls were over the pit. The motor current was between 170 and 180 amps during the test and the car accelerated up to 8 mph.
3. The test was a complete success. The car was shut down and the pole was lowered.
4. Steve and I started removing the power and brake pedals to access the deadman interlock. One bolt broke and 3 were removed when Steve had to leave. The remaining 4 bolts were drilled out to save time. The linkages below the pedals were disconnected and the brake and power pedal assemblies were removed. See the attached photos.
5. The access covers were removed from the shelf and we have all of them.

Plans for next week and the near future.

1. Fix the deadman - brake pedal interlock. Install new pins to remove slop in the pedals and linkages.
2. Test fit access covers under the car so it will cool properly and protect the controls when run on the MOT loop.
3. Install ABR shunt coil with the correct resistance, track brake buzzer and chime. Clean up control wiring under the car.
4. Commission the car for passenger service at the MOT
5. Complete the auxiliary drawings and as-build the connection diagram.