

SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 4/22 to 4/28/16

Saturday, 4/24

1. Found description of Westinghouse PCC electrical system in pdf document scanned by Rock Hill Trolley Museum. Converted document to text and copied to MS Word. Descriptive schematic diagrams do not match schematics from other sources. Differences will be resolved later

Tuesday, 4/26

1. The brake and accelerator pedals cleaned to remove the grease and dirt on Saturday.
2. The accelerator pedal was disassembled wire wheeled, grit blasted and primed with Rustoleum red primer.
3. Coby was asked to purchase a cam follower from WW Grainger 1" diameter by 5/8" wide with a 7/16" shaft. The old roller was 1/8" wider than the new cam follower.
4. Trying to figure out how to mount nuts under the 4 screws that are at the front of the pedal mounts. The original screws were drilled out and the nuts will not be accessible with the pedals installed.

Thursday, 4/28

1. Both pedals were disassembled so that Harry Kelly could spray paint them black. They were hung up and a fan was positioned to dry them.
2. Foot pads were removed from accelerator and brake pedals. Existing rubber was removed with a scraper; wire wheeled and then ground smooth. Bob Keeler suggested that they be covered with rubber bed liner. Bob drove home and returned with the bed liner.
3. Spray on contact cement was used on the metal foot pads and the back of the rubber. The rubber cutouts were joined with the foot pads and weighted until the cement had cured. Excess rubber was removed with a belt sander. Screw holes were drilled and they were installed on the pedals.
4. Coby delivered the new cam follower to the shop around 11:00 AM. Carl Horn and I drilled out the linkage hole to 7/16" and fit the cam follower. It was determined that a spacer washer was required to center it under the accelerator pedal. The cam follower was installed with a locking nut and the end of the shaft was cut off so it would not hit the pedal frame. Photos show the accelerator pedal before and completed accelerator and brake pedals after.
5. The back seat was reinstalled along with the center section covering the backup controller.

Plans for next week and the near future.

1. Install the accelerator and brake pedals, connect and adjust the interlock and linkage so the deadman contacts switches snap open and closed.
2. Install covers on MG set and resistors for shakedown run next Thursday. The car will be tested for acceleration and braking until everyone is satisfied or something brakes.
3. Neil ordered and received 10 spring hooks and cups to repair the bottom covers.
4. See if ABR can be adjusted for smooth acceleration and braking or if new ABR shunt coil is required.
5. Clean up loose wiring under the car and install the covers.
6. Commission the car for passenger service at the MOT
7. Complete the as-built drawings.