SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 4/29 to 5/6/16

Saturday, 4/30

1. Harry Kelly touched up the black paint on the pedals and hung them up to dry. They were still a little sticky when we installed them.
2. I found a scrap piece of 2" by 1/8" steel in the shop and cut the length so it would fit under the holes and not block the pedals. I put blue painters tape on it, clamped it to the edge of the pedal holes and marked the screw holes with a sharpie marker.
3. Carl Horn drilled and tapped the holes for 5/16" x 24 screws. We installed the brake pedal first and left the screws a little loose so we could adjust the plate when installing the power pedal. In the process of installing the power pedal I broke the spring that holds the deadman pedal up. Thursday Bob suggested that I drive a thin piece of steel into the spring with a hole in the center to anchor a new rod to attach to the deadman linkage
4. It took some time to get the screws lined up with the holes but Carl and I were finally able to get the power pedal screws tightened. Bob Leight got under the car and held the lock washer and nut for the back screws while Carl and I tightened the screws from the top.
5. I got under the car and connected the linkages. The deadman interlock did hold the deadman all the way down. I will adjust it on Tuesday.
6. While I was working on the linkage Bob installed new rubber casketing on the covers for the MG set and resistors. Bob and Carl had some difficulty installed the covers but succeeded,

Tuesday, 5/3

1. I spent half the day trying to get the deadman pedal to interlock with the brake pedal. I removed the power pedal and bent the interlock plate so it is closer to the locking pin. Bob was able to get the spring to hook on the bracket in front of the power pedal. I increased the spring tension to the maximum and adjusting the link between the deadman pedal and switch. When you press the deadman down it locks most of the time. The interlock is very sloppy and needs work or replacement. Unfortunately it is on the front of the plate and cannot be seen from under the car.
2. Steve and I tested the sequence to make sure it was still working correctly. It failed a first because the brake pedal was still locked down. As soon as the brake pedal was released it worked correctly.
3. The back seat was reinstalled in the car along with the center cushion covering the backup controller.
4. Coby plans to move the car to the loop on Wednesday morning for testing on Thursday.
5. I will remove the c-channel cross member between the sides of the pit while the car is out on the loop Thursday morning.

Thursday, 5/5

1. I removed the tack welds holding the c channel track brace across the pit. Thursday Bob got a piece of angle iron and chained the C channel to it. I removed the 4 bolts holding the C channel to the welded supports and we lifted it out of the pit. I used a cutting torch to remove most of the side supports.
2. Steve Siegerist was the motorman and told me that the gong would not work.
3. The number 2 motor started forward but then reversed and started rotating backward. This did not happen when the car was tested in the shop most likely because the shop rails are clean and have better traction.
4. Steve saw that the track brake cable was stretching as the car started around the left loop. The car was stopped and backed up.
5. The backup controller was tested and did not work although it had worked in the shop.
6. The car was towed back to the shop for repairs.

Friday 5/6

1. The gong was fixed by replacing fuse 2.

2. The jumper cables previously made to test the wiring on the rear truck was installed on FF1, AA1, FF2 and A2 at the reverser. The armature cables were reversed yesterday and testing proved they needed to be returned to the original terminals. The field cables tested were labeled correctly but reversed. Now they are on the correct field terminals.
3. The track brake cable had some slack in the junction box and was extended by an inch.
4. The car was tested forward and backwards in the shop and motor #2 ran in the correct direction.
5. When the backup controller was tested the car would not move. The cause of the problem was not identified.
6. The wiring on the reverse interlock auxiliary contact is good but the switch is broken. Ed Lindstrom assured me that this would not prevent the backup controller from operating. I jumpered the contact wiring. Ed may have a used interlock contact in his spare parts.
7. The car was moved to the trolley loop and successfully tested in forward and reverse from the motorman's position in the front of the car.
8. The car will be moved back to the shop next week and the backup controller wiring will be checked to find out what the problem is and correct it.

Plans for next week and the near future.

1. Fix the back up controller.
2. Clean up loose wiring under the car and install the three remaining covers.
3. Test forward and reverse acceleration and braking on the complete loop Thursday until everyone is satisfied.
4. Finish cleaning the inside and outside of the car until it sparkles.
5. Commission the car for passenger service before the SLPS PCC 1743 50th Anniversary of on Saturday, May 21st.
6. Complete the as-built drawings.