

SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 4/8 to 4/14/16

Tuesday, 4/8

1. Tried again to run sequence. Sequence runs once and will not repeat without cycling the power. This has been the problem for a long time.
2. I added a normally open contact in relay B3 coil power to see if that would open B3 at the end of the sequence when the PC pedal was let up.
3. Relays B1, B2, C2 and FS1 closed when the car was powered up (battery on, MG switch on and deadman down). Steve pressed slowly on the PC pedal and I manually closed C1 when LB1 picked up. The sequence ran correctly. When Steve released the PC pedal I released C1. Relays B1, B2, C2 and FS1 closed and ended the sequence. We repeated the sequence 5 more times without cycling the power.
4. I realize that this is not the way the car was designed. It was the only way I could think of to open relay B3 at the end of the sequence and allow B1, B2, C2 and FS1 to close.
5. Jeff Hackner replied and I sent him the attached message.
6. I revised the Electrical Sequence test to R5 to test the sequence on Thursday morning. I incorporated Jeff's text into the test document.
7. I send photos and other documents describing the ABR shunt coil to Steve Siegerist. Steve will send the information to Harry Nickols in Fort Worth. If Harry has one and sends to us that will save a trip.

Thursday 4/14

1. The car was run first forward then backward using the controls in the front of the car. It traveled forward then backward, forward and backward again. The sequence did not run correctly and the car only got up to 3 mph. The KM. R6 and R7 resistors got hot during the run but the car did move.
2. The car drew 60 and 75 amps measured at the shunt when it was running.
3. The shunt in the shop power supply cabinet was found to be 1000 A to 50 mA. The meter is scaled to 1500 amps so the meter reading is 1.5 times the actual amps drawn. I will draw a scale around the meter to indicate the actual amps.

Plans for next week and the near future.

1. Re-install the substitute C1 relay and correct whatever is keeping the sequence from repeating.
2. Continue testing the car in the shop until it sequences and runs correctly.
3. Fix the deadman brake pedal interlock.
4. Test fit access covers under the car so it will cool properly and protect the controls when run on the MOT loop.
5. Correct any auxiliary wiring problems.
6. Complete the controls and commission the car for passenger service at the MOT
7. Find and correct auxiliary wiring problems and complete tracing wiring on door motors and interlocks.
8. Try to find an ABR shunt coil with the correct resistance, a track brake buzzer, chime and other spare parts.
9. 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.