

SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 5/13 to 5/19/16

Tuesday 5/17/16,

1. I connected the hose from the submersible pump to the pipe that PVC pipe that runs out at the west end of the maintenance building.
2. I removed the cover under the contactors and used insulated butt splices to remove the excess length of wires 7A and 7K where the braking relays used to be.
3. When Steve arrived we tried several settings on the BC until the backup controller would run the car in reverse with the brake pedal in park. The final setting was with BC2 (control power) and BC5 (drum brake) almost ready to open at the end of the off region.
4. The deadman still fails to lock every time the brake pedal is in park. I drilled out the hole that holds the curved attachment on the brake pedal that lifts the rod that holds the deadman and moved it so it lifts the rod higher. That did not work and I returned it to the position it was in. I sprayed the interlock with WD 40 while Steve repeatedly put the brake in lock and pressed the deadman. My conclusion is that the interlock mechanism is worn out and will not work without a rebuild or replacement.
5. If the brake pedal is pressed all the way down and the deadman is held down while the brake pedal is released to the park position the deadman stays down. This procedure worked every time.
6. If we can find a 1700 car in Fort Worth with the same deadman interlock as 1743 I will cut the entire floor section out with both pedals and the interlock and replace the assembly in St Louis.
7. Steve found some errors in my physical drawing of the contactor wiring and marked it up. I will change the connection diagram to match.
8. We reinstalled the cover under the contactors. I replaced the spring hook on the rear outside clamp.
9. The covers for the controllers and deadman need to be installed on Thursday. Some of the spring hooks that hold the deadman cover are missing and will have to be replaced. The area around the brake pedal needs to be vacuumed to remove the drill shavings.

Wednesday 5/18/16

1. I sent the latest revisions to the connection to Steve Binning and Teresa Militello in Vision and JPEG format. When the Control Sequence is completed the drawing will be issued Rev 0, As-Built.

Thursday 5/19/16

1. I assisted Bob Keeler along with Rich Velten and Cal to install new steel members to tow/push plate on the back of the car. The installation was nearly complete when it was time to move the car to the trolley loop. The car was backed up fast enough to get it out of the back door of the maintenance building. The Boeing switching diesel was moved in front of the car and pushed/pulled it to the trolley loop. The car was run on the loop for ~45 minutes of testing and then parked in the Abbot shed with the rest of the streetcars.
2. Throughout the day everyone worked on cleaning the car and touching up the paint. Five large 1743 transfers were applied to the car to restore the car to the original signage.
3. Neil said that the backup controller procedure will be revised to include the sequence for setting the deadman that was determined Tuesday.
4. When the car was out of the maintenance building I cleaned the primer on the pit steel applied last week and started the finish coat of light grey polyurethane enamel.

Plans for Friday, next week and the future.

1. Commission SLPS PCC 1743 for passenger service for the 50th Anniversary the last streetcar run in St Louis of on Saturday, May 21st.
2. Complete all as-built drawings and documents.

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3. Make a trip to Fort Worth, TX to see if we can recover an ABR relay, Chime, track brake buzzer and a replacement interlock between the brake and deadman.