SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 8/28-9/10/15

1. Tested new wire tracer from Al Weber on wire no. 5 on LB1 and it worked for the first 6 inches of the wire in the bundle.
2. Al Weber said that PCC 1743 had been run for nearly 2 years with the original trucks and without contactors C1 and C2. He said that acceleration and breaking were jerky but that it did run. Al further said that the traction motors and brakes on the new trucks may not be connected.
3. Wire 33 from BC cam 1 to the brake lights is one of the bare wires hanging out of the wire bundle under the contactors. Both brake lights have ground connections. No continuity was found for the power conductor on either of the brake lights. Battery power and the MG switch was turned on, the brake pedal depressed, the stop lights did not come on. The white marker lights at the front of the car and the light in the fuse box lighted but the headlight did not when the switch was set.
4. Neil and others believed that the brake lights did work and requested that the pole be raised and 600 volts applied to the car. The operators handle was set to the park position and the motor contacts were isolated from the reverser drum with strips from the back of a note pad.
5. As soon as the power was turned on the power panel circuit breaker tripped. Investigation revealed that one of the bolts holding the front pole was too long and contacted the top of the car. All of the bolts will be replaced with shorter ones to allow at least ½" clearance to the top of the car. It is not known when the test will be repeated.
6. The operator switch panel was lowered and photos were taken. The MG switch contacts show wear. There was a small bundle of wires at the top right that were not connected. It is not known at this time what the wires are for.
7. Wire 28JJ from BC cam 4, added when the backup controller was installed is also hanging bare below the contactors. It was not investigated at this time.