

# SLPS PCC 1743 Progress Report

## STL PS 1743 Progress Report 9/10-9/17/15

1. Replaced fluorescent tubes in West pit light under streetcar, it lights now.
2. Cleaned pit sump pump hole. It was full of dirt squeegeed in when pit was flooded.
3. Bob and Karl shortened bolts holding front pole to streetcar. Clearance is greater than ½”.
4. Tested traction motor wiring to reverser drum. Trucks appear to be wired but there was no continuity to reverser drum contacts.
5. Tested track brakes to 32 VDC fuses. Both measured 3.8 Ω. The “PCC 1947” Auxiliary Circuits drawing shows the track brakes 3.72 Ω each. This could indicate that only one track brake is connected or the Auxiliary drawing is wrong. Drawing LL-8831510 shows wire numbers B2A for TB1 and TB2. Wire number on top of fuse is W2. Drawing shows wire numbers B2B for TB3 and TB4. Wire number on top of fuse is W3.
6. Tested drum brakes to 32 VDC fuses. Wire number on top of fuse holders are E2 and E3 and match drawing. There was no continuity.
7. Wire numbers on top of 600 VDC drum brake fuses are C1 and C3. Drum brakes are connected to contacts on contactors S1 and S3. Continuity to contactor contacts was not performed.
8. Brake lights will be tested again with jumper on MG contactor to supply batter power to front fuse box.
9. Al Weber said that the drum brake indicators were located above the operator’s switches on the left side and were removed from the operator’s panel because they were not installed in St. Louis cars according to a volunteer many years ago. This may account for the wires not connected at the operators switch panel.