

SLPS PCC 1743 Progress Report

STL PS 1743 Progress Report 9/23-10/1/15 UPDATE

1. Paul moved the streetcar so that the front trucks were over the pit at 9:15 this morning.
2. The track brakes measure 3.2 ohms each but are not connected to anything.
3. The drum brakes are not connected and have only one coil connection measuring 15.7 ohms. Both actuators have switches for the brake indicators. These are not the standard GE MK 15 brake actuators and we have no information on them. I have sent the first photo to Ed Lindstrom and Walt Stoner to see if they can identify the actuators and have any information on them. San Diego MUNI 1170 has the standard MK 15 actuators with 2 coils.
4. Traction motor wires AA1, A2, FF1 and FF2 were identified and tagged using the drawing Ed Lindstrom sent me. Traction Motor #1 shows some arcing on the motor connector. At least one of the field connectors is loose on the field connection.
5. The studs in the center of the motor and field connectors need to have the threads chased. The castellated nuts should be easy to screw on. When the cables are attached to the motor and field connections the nut must be tight and a cotter pin installed.
6. The cable connection box was opened but a sheet of transite inside the box makes it impossible to see the wires.

-----**UPDATE**-----

7. Bob Leight told me this morning that the new trucks were bare when received. Bob and others installed the traction motors, gear cases, track brakes and drum brake actuators on the new trucks. The drum brake were adjusted and tested after installation. I suspect that they drum brake actuators may have been changed in San Francisco. In addition PCC 2740 and the Chicago Elevated car have the same drum brake actuators.
8. The actuators were operated with a jumper from the batteries and measured 2.3 amps at 34 volts. The batteries were charged when the voltage dropped to 23.9 volts. The batteries measured 41.5 volts when the charger timed out.
9. Copied documents and drawing from PCC Specification book found in filing cabinet with more information on Septa voltage regulator and multiple drawings related to Auxiliary Circuits, Operators Desk, traction motors and Arrangement of Motor Leads for Truck B-2.
10. Reviewed new Septa voltage regulator drawings with Al Weber to determine which direction to move 100 ohm resistor slider to reduce voltage to 37.5 volts for 32 volt batteries.
11. Reviewed 8 volt batteries on line and received a verbal quote from Glenn at STABB Battery Company in Hazelwood, MO for \$107.10 each for 4 batteries. Glenn said that he was a frequent visitor to the MOT and wanted to help us out. \$107.10 each is less than normal retail and Glenn will waive the \$18.00 core charge. I will review the detailed specifications and get a formal quote. I think this battery will meet our requirements at a very reasonable price.