

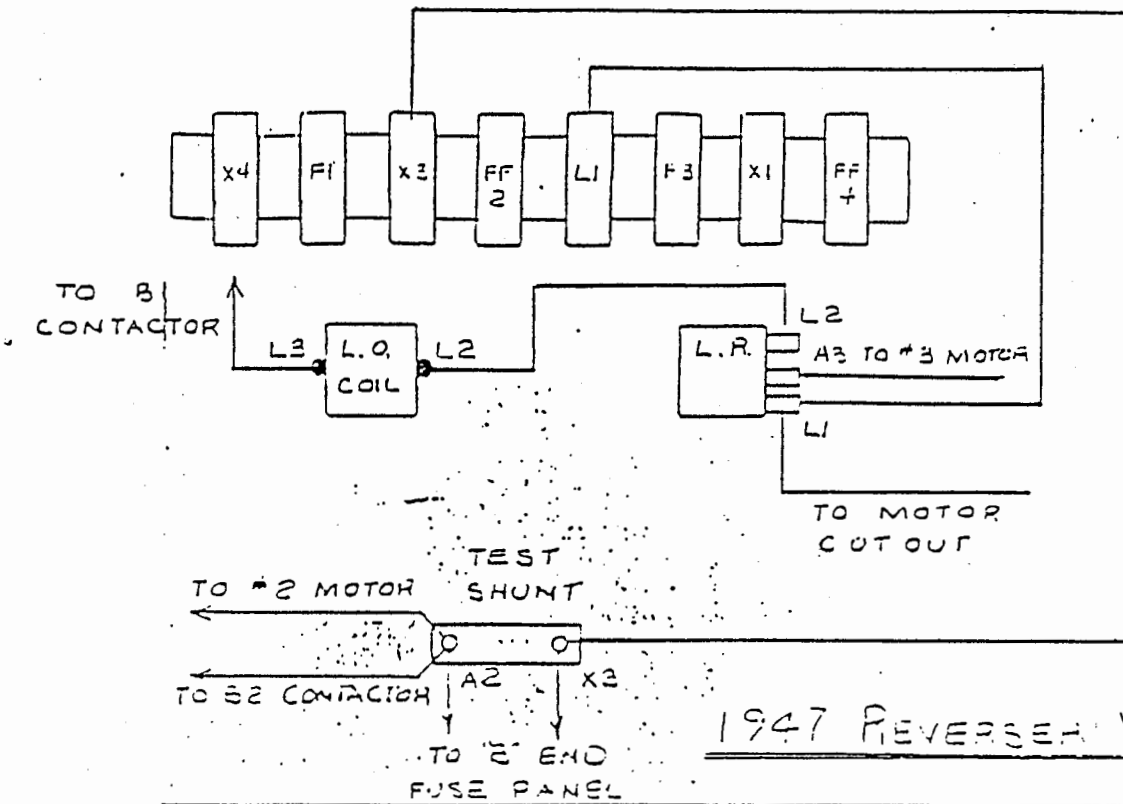
Luzerne Car Numbers

2701-2721 W.H. 1947

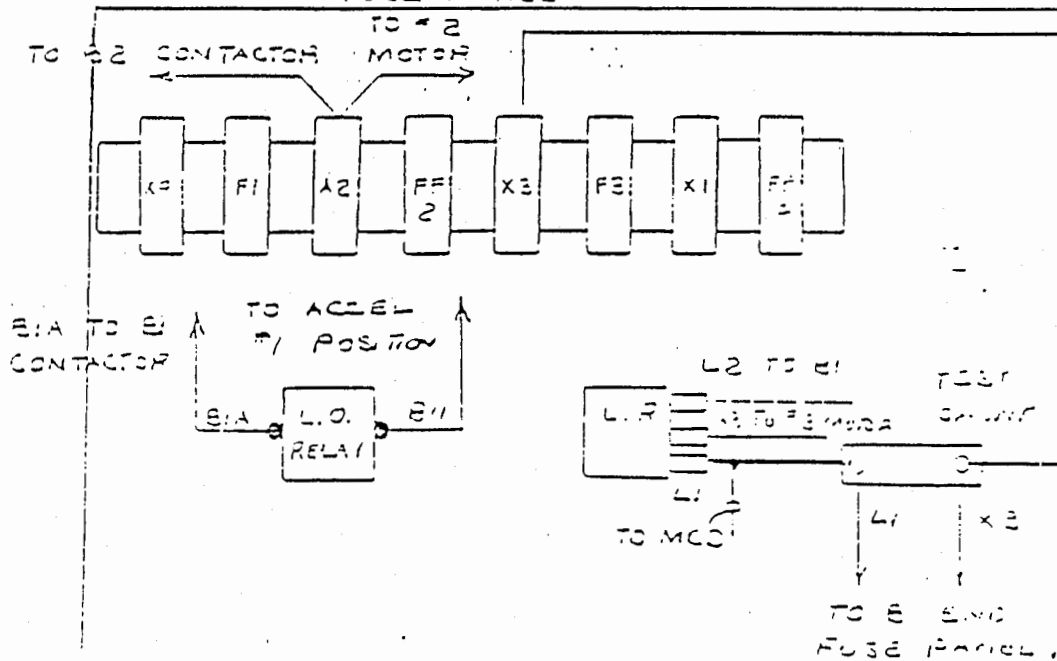
2092-2138 W.H. 1948

2726-2799 G.E. 1947

2141-2197 G.E. 1948

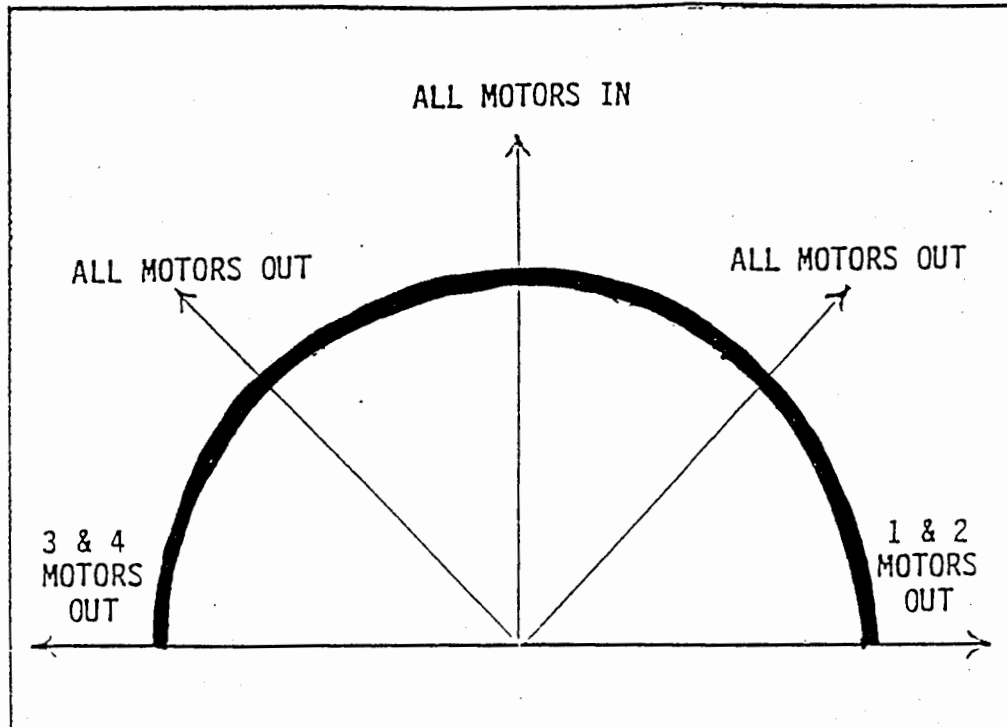


1947 REVERSER WIRE IDENTIFICATION

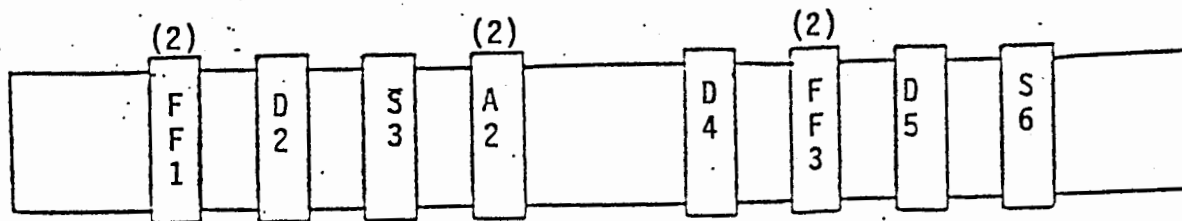


1948 REVERSER WIRE IDENTIFICATION

WESTINGHOUSE MOTOR CUT-OUT SWITCH

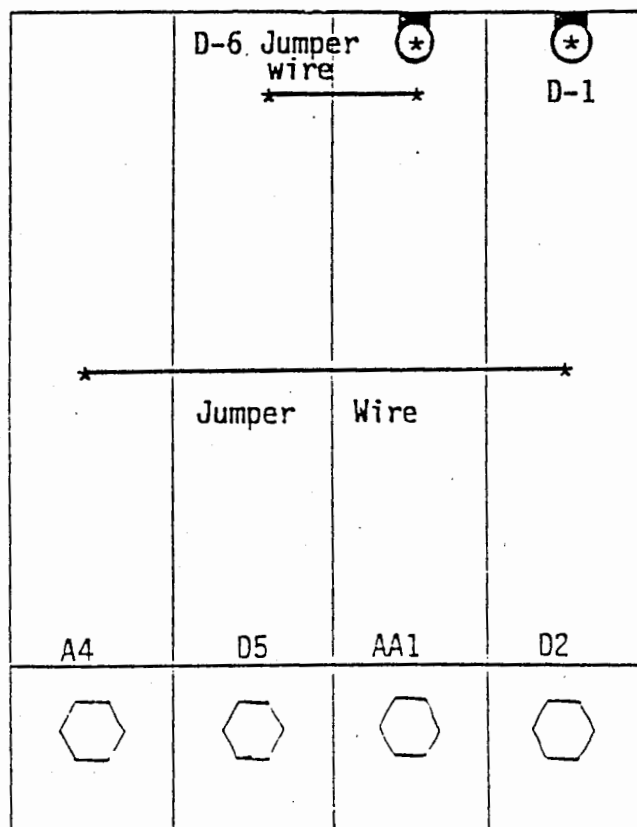


The motor cut-out switch is located underneath the second seat in front of the rear exit doors on the passenger side of the trolley.



XMA-352 Master and brake controller (GE Reverser contacts)

GE motor cut-out switch terminal connection

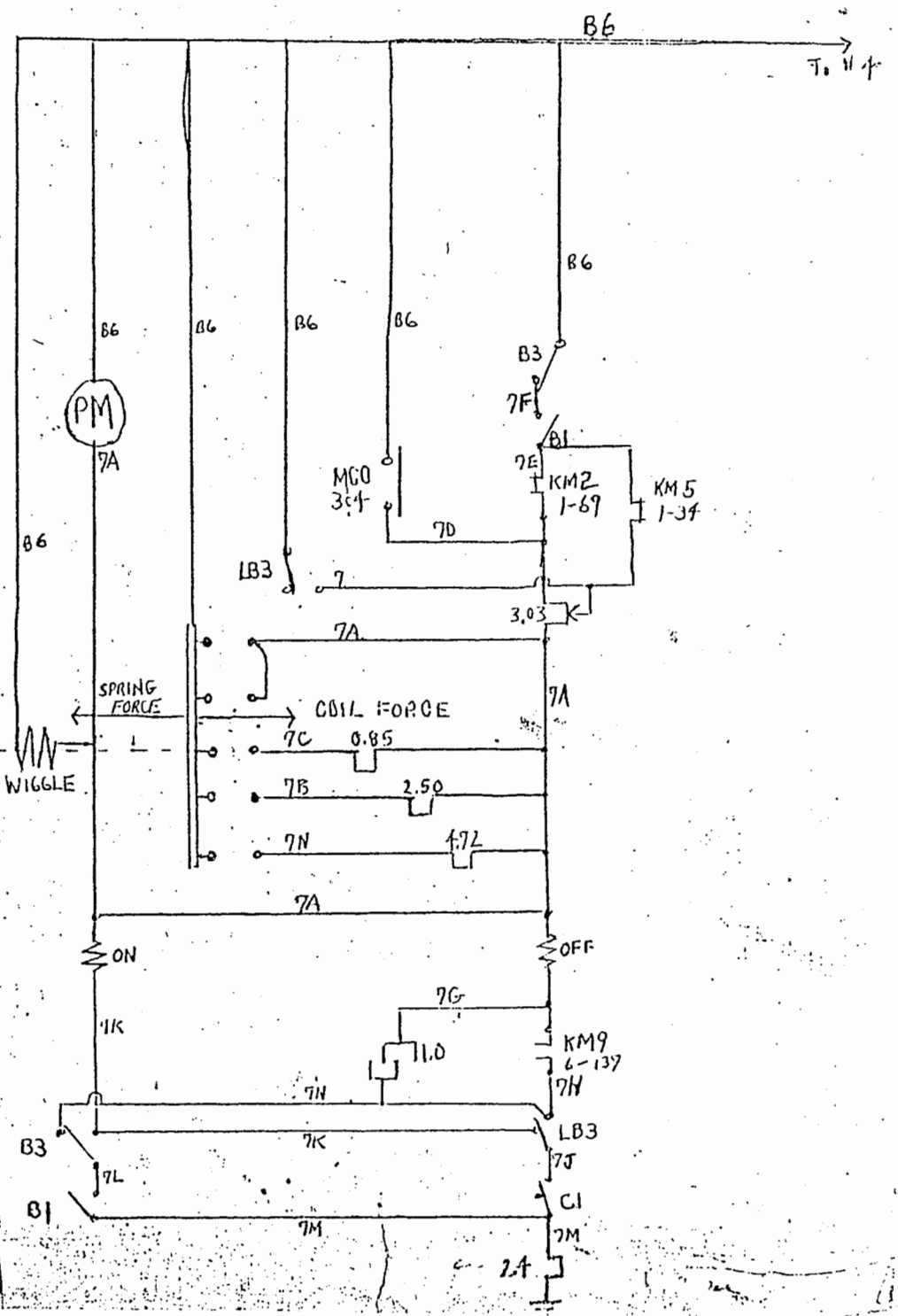
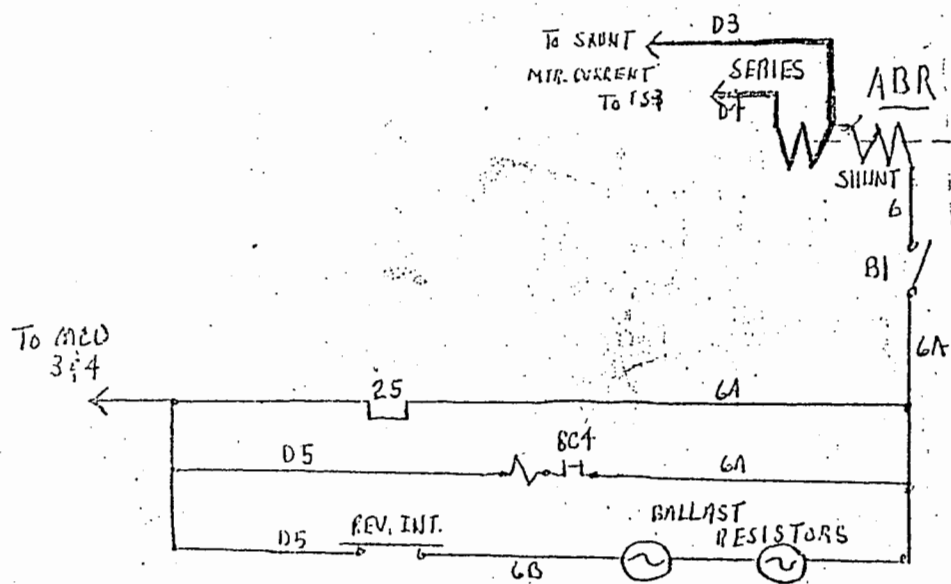


Westinghouse PCC Car Limit Relay Adjustment

1. Check all other possibilities such as motor brushes, hung up relays, stuck accelerator finger.
2. Check air gap. It should not need to be reset, but should be blown out with clean, dry air.
3. Adjust movable contact to rear contact using gauge setting. This should be a $91\frac{1}{2}^{\circ}$ angle.
4. Adjust front contact to movable one using a $\frac{3}{32}$ inch feeler gauge.
5. Adjust auxiliary contact to rear contact using a $\frac{1}{32}$ inch gauge.
6. If spring was replaced, insert one collar 6 turns from the front, the other 18 turns from the rear.
7. Set spring tension both cams in the off position.
8. Check rates:

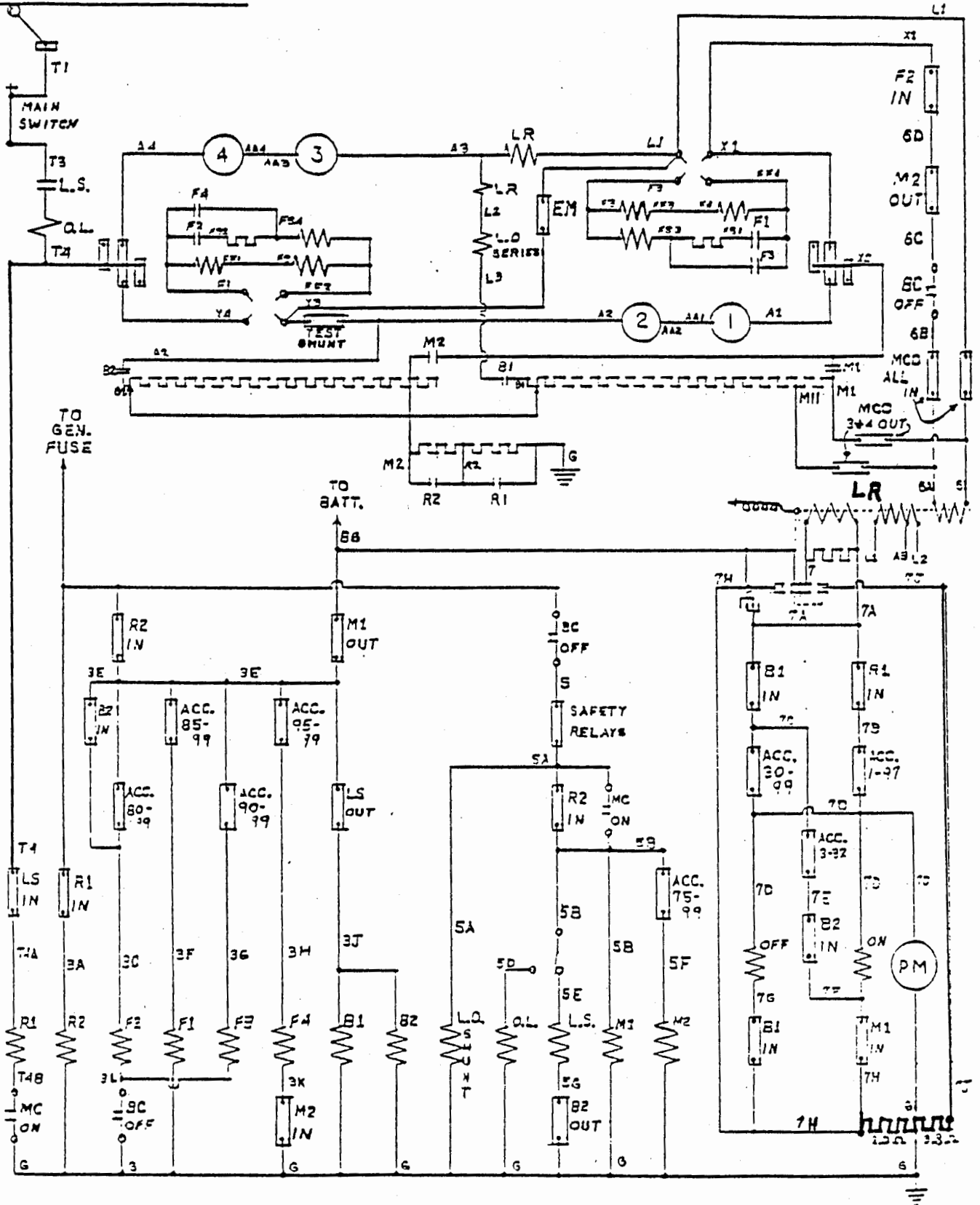
Acceleration	240 ± 10 amps	(250 amps)
Braking	165 ± 5 amps	(180 amps)
Coasting	20 ± 10 amps	(25-30 amps)
9. If both rates are too low, adjust rear screw to make it longer.
10. If both rates are too high, adjust rear screw to make it shorter.
11. If an increase in acceleration only is needed, shorten rear screw, adjust coasting tension, loosen front locknut, turn long screw CCW.
12. If a decrease is desired, lengthen rear screw, adjust coast tension, loosen front locknut, turn long screw CW.

PILOT MTR. CONTROL
GENERAL ELECTRIC

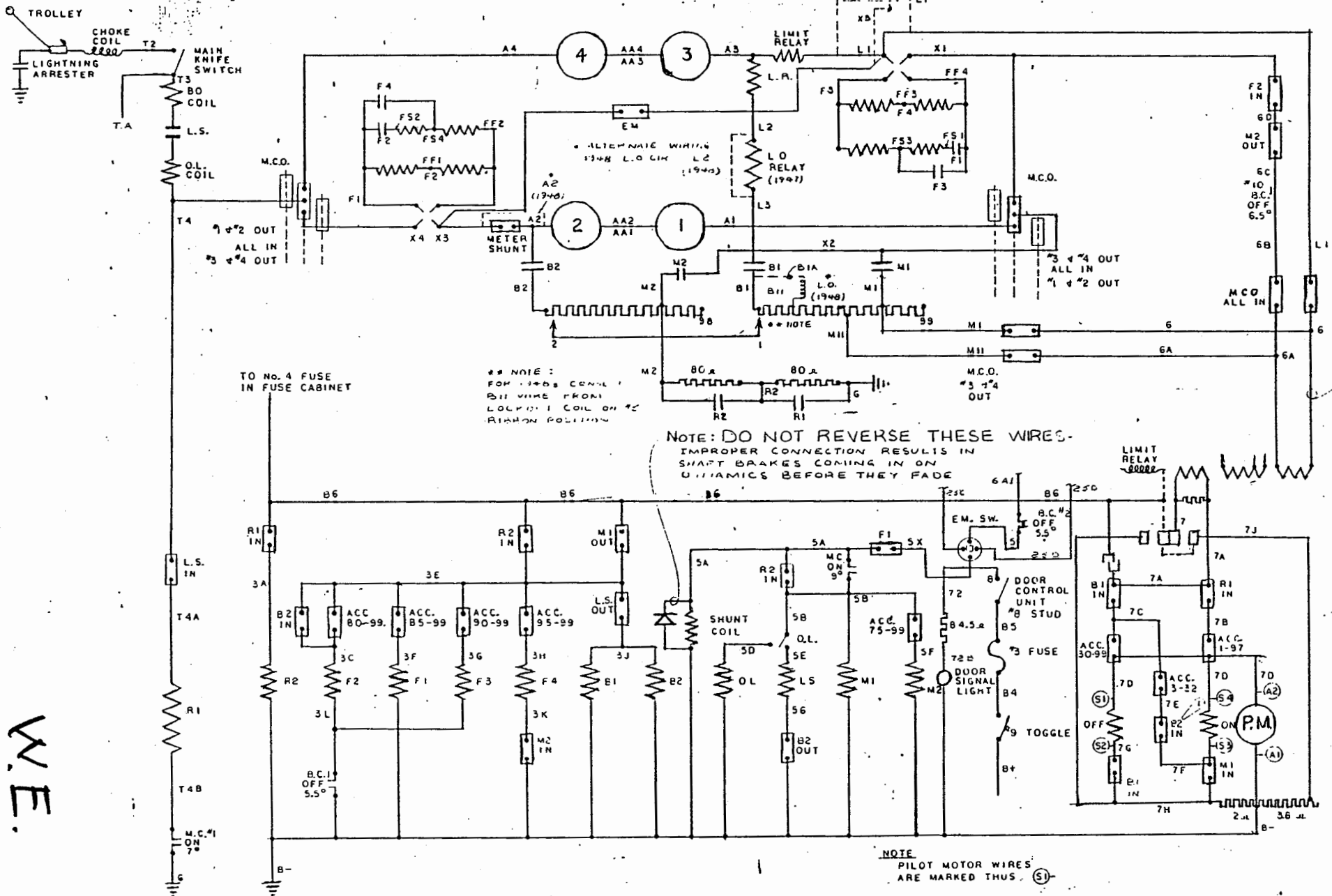


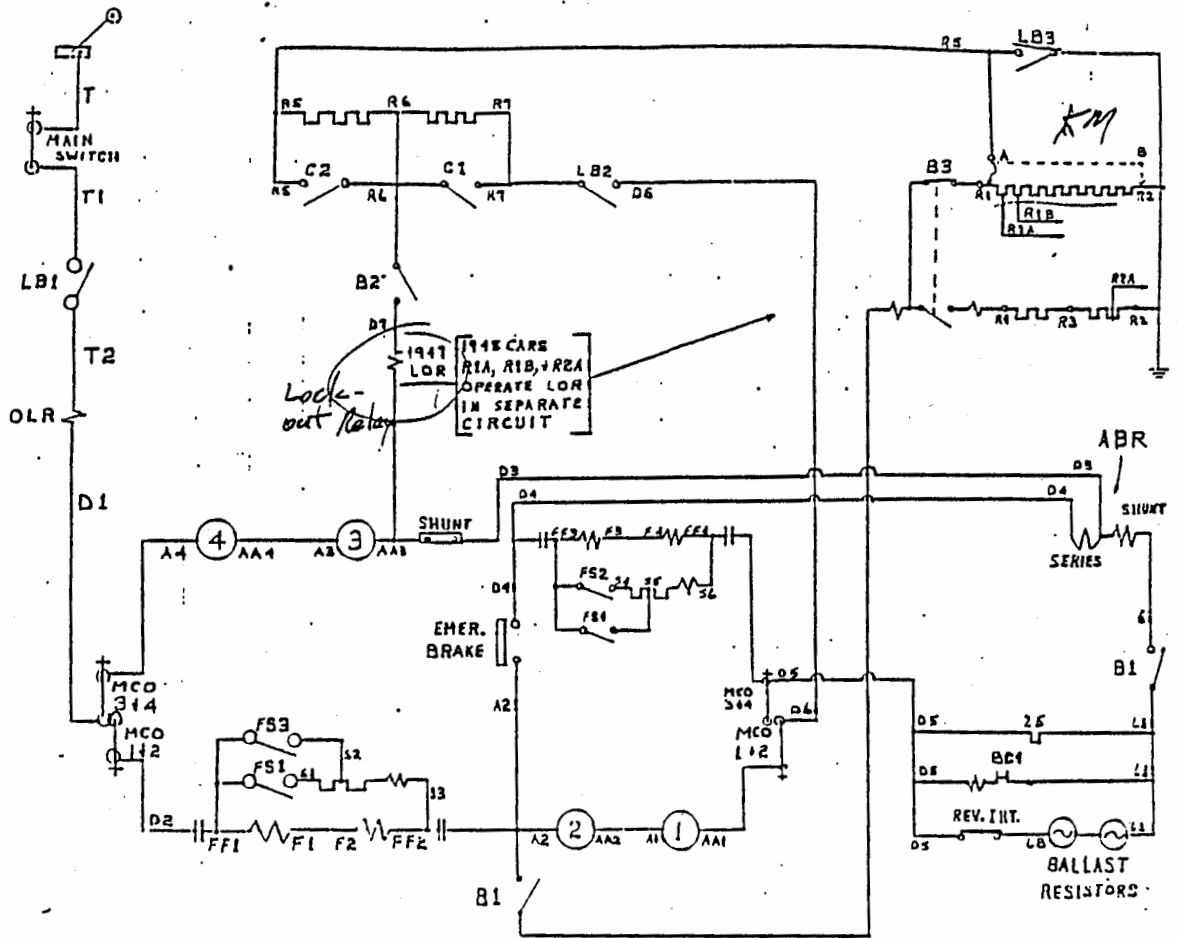
1947-48 WESTINGHOUSE CONTROL CIRCUITS

600 VOLT TROLLEY

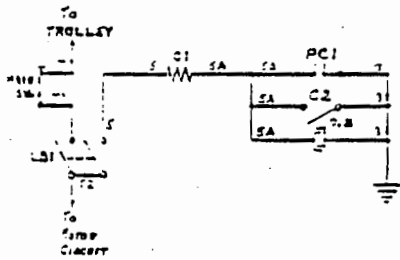


W.E.

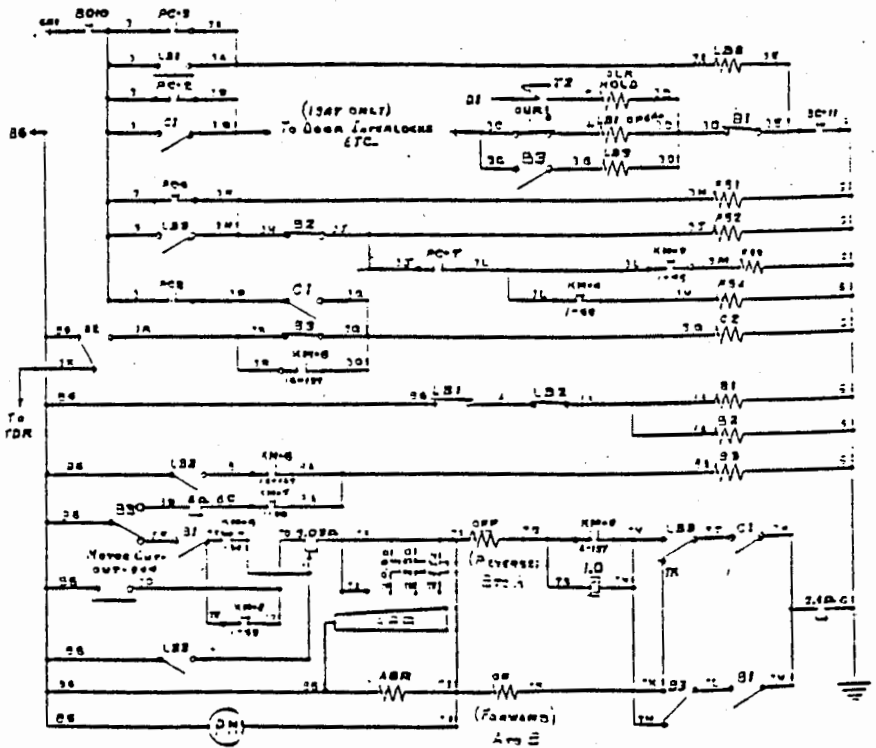
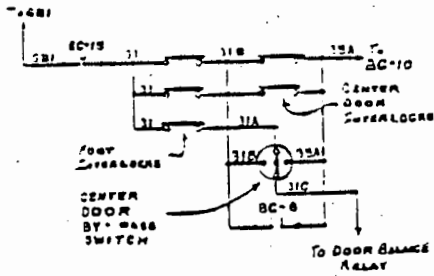




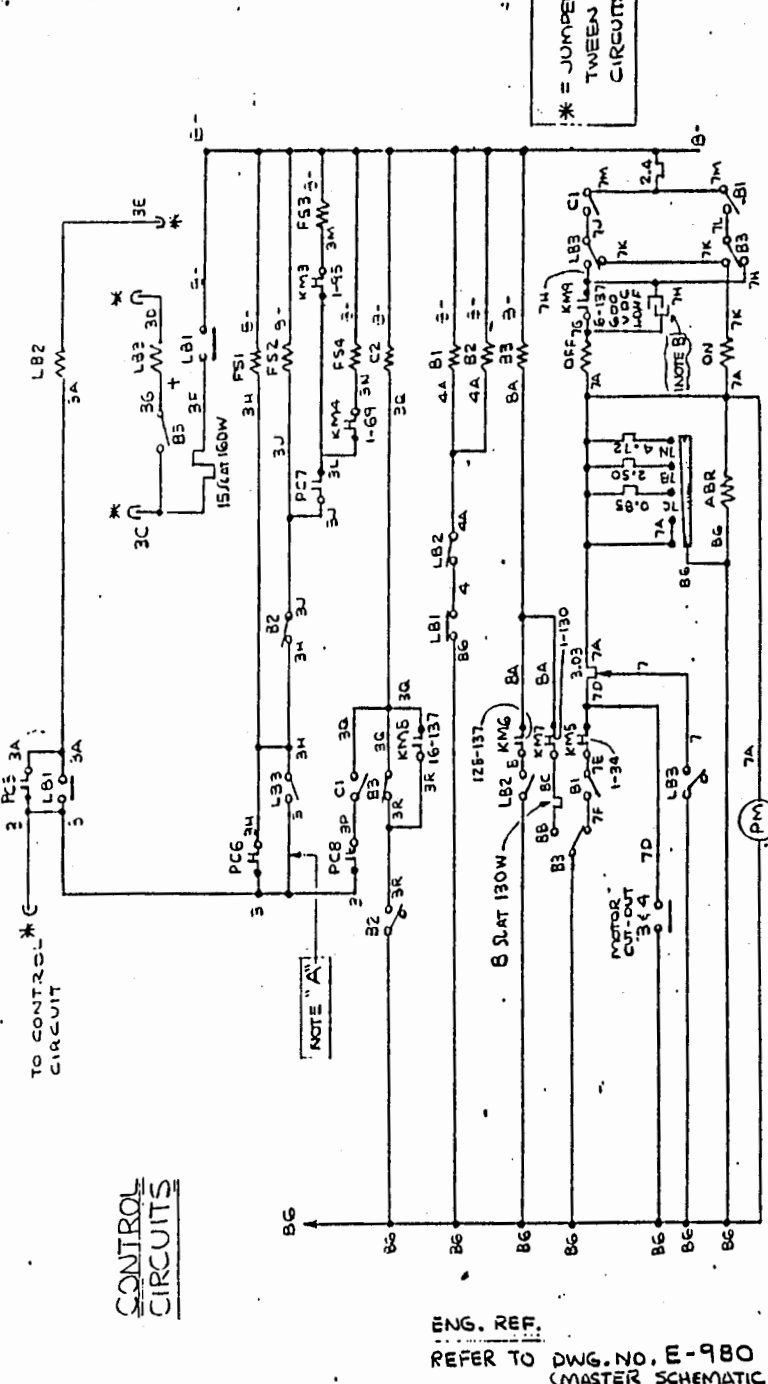
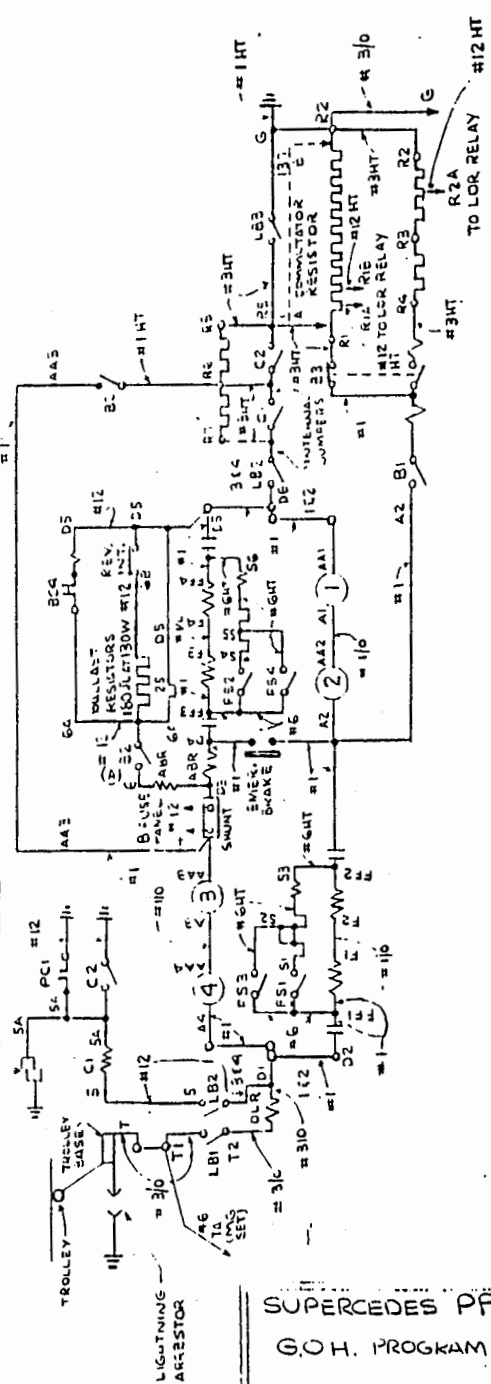
1947-48 GE CONTROL CIRCUITS



1946 G.E.
Connect 3B To 3C



1500VAC-0.5MF
SEE NOTE-D



NOTE "A" - FULL FIELD OPERATION MAY BE OBTAINED BY DISCONNECTING WIRE 3 AT LB3 INTERLOCK.
 "B" - IMPROVED CAPACITOR, CATALOG NO. 28E5370 (G.E.)

ENG. REF.
 REFER TO DWG. NO. E-980
 (MASTER SCHEMATIC)

NAME
 G.V. STRAWINSKY
 11-3-82

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
 RAIL EQUIPMENT DEPARTMENT
 PHILADELPHIA PENN. 19104

TITLE
 PCO
 "CONNED
 FLOATING
 WITH EX
 BRAKIN
 CIRCUIT

WIRE 15 - WIRE 6 / ILLUMINATE GROUND
 GENERAL REVISION
 SWITCH 12 WAS 31

DATE
 1/10/82

Henry C. Ovi... 1-5-82
 1/10/82
 GF

TOLERANCES
 OTHERWISE 31
 FRACTIONAL
 .XX
 .XXX