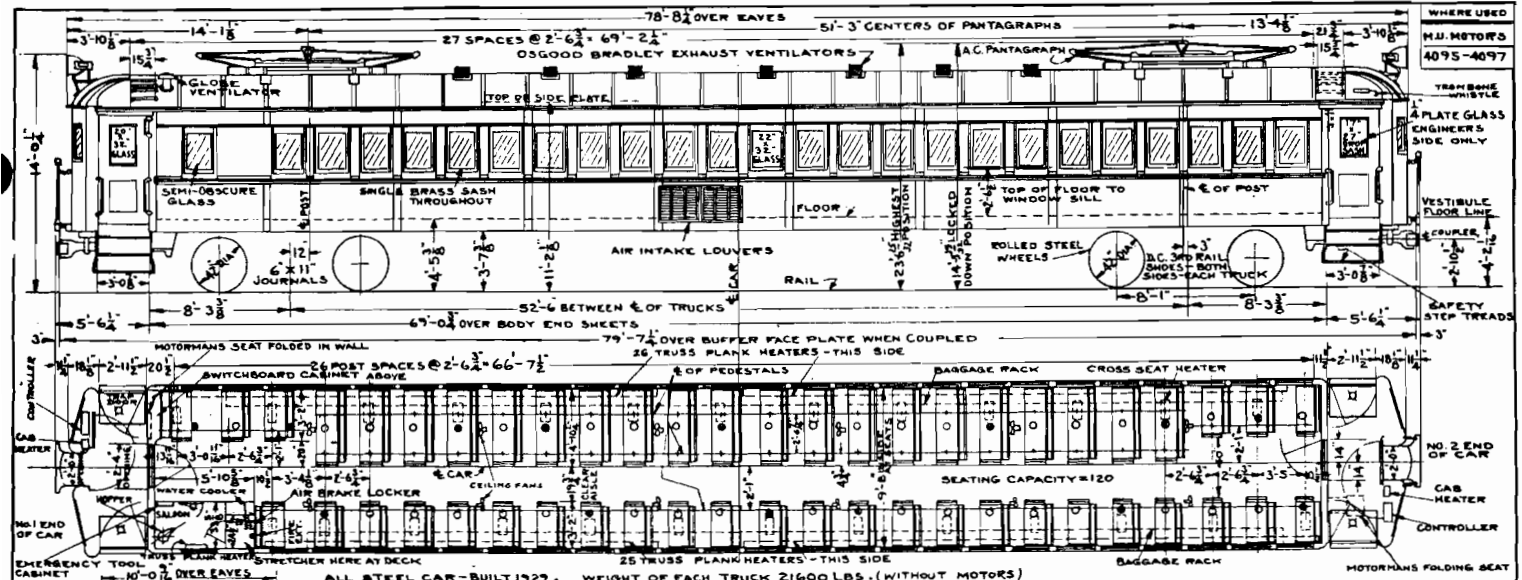
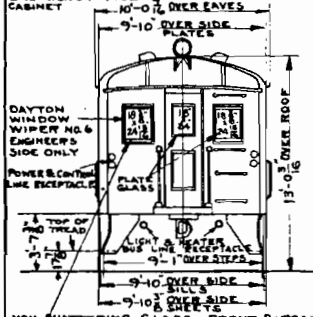


WHERE USED
M.U. MOTORS
4095-4097



NON-SHATTERING GLASS - FRONT & REAR, ENGINEER'S SIDE ONLY.

ALL STEEL CAR - BUILT 1929. WEIGHT OF EACH TRUCK 21600 LBS. (WITHOUT MOTORS)
BUILDER - OSGOOD BRADLEY CAR CO. ELECTRICAL EQUIPMENT APPLIED AT VAN NEST.
WEIGHT OF CAR BODY 78900 LBS. WEIGHT OF MOTORS & CONTROL EQUIPMENT 56800 LBS.
MOTORS - WESTINGHOUSE 421-B5. WEIGHT OF CAR COMPLETE 178900 LBS.
BUFFER - MINER B-10 WITH A-5"A FRICTION & CAR SHOWN WITH 5X5 CAST STEEL QUAD. SHEAR COUPLER.
HOPPER - DRY. SEATS - HEYWOOD BROS & WAKEFIELD CO. SEATING CAPACITY 120.
HEADLIGHTS - ELECTRIC SERVICE SUPPLY CO. WITH GOLDEN GLOW REFLECTORS.
HEATERS - CAB 2, CONSOLIDATED CAR HEATING CO'S. R-3312 C4. — THERMOSTATIC CONTROL.
HEATERS - TRUSS PLANK 52 C.C.H. CO'S 1618-T, CROSS SEAT 26 C.C.H. CO'S 1112 JT2.
LAMPS - 36 TYPE A-21, 36 WATTS, 110 VOLTS. 14 - TYPE A-19, 25 WATTS, 32 VOLTS.
LAMPS - 4 VESTIBULE, TYPE A-19, 25 WATTS - 32 VOLTS. GAUGE - 2, NUMBER - 2, TYPE A-17, 15 WATTS - 32 VOLTS.
LAMPS - HEADLIGHT 2 - TYPE P-25, 250 WATTS, 32 VOLTS.
TRUCKS - 6'X11" WITH CLASP BRAKES & HYATT ROLLER BEARINGS. BUILT BY STD MOTOR TRUCK CO.
AIR BRAKES - WESTINGHOUSE, SCHEDULE AMUE 2-16X12" - ELECTRO-PNEUMATIC BRAKE.
ALL HEIGHTS SHOWN OVER LIGHT CAR.
CARS EQUIPPED WITH WESTINGHOUSE DOUBLE END CONTROL EQUIPMENT.
□ VESTIBULE FLUSH LAMP - BATTERY CIRCUIT - 32 VOLTS
○ BODY CEILING LAMP - 600 VOLT CIRCUIT - BUS LINE
● BODY CEILING LAMP - BATTERY CIRCUIT - 32 VOLTS
CARS EQUIPPED WITH CARD ADVERTISING RACKS AND TROMBONE WHISTLES.
SEATS COVERED WITH PANTASOTE.
TRUCKS EQUIPPED WITH BOLSTER SAFETY LOCKING CENTER PIN.
CARS EQUIPPED WITH 12 G.E. 603, 10" AIR CIRCULATING FANS.

POWER RATING - A.C:
TRACTIVE EFFORT - CONTINUOUS @ 40 M.P.H. 7880
TRACTIVE EFFORT - ONE HOUR @ 35 M.P.H. 10600
TRACTIVE EFFORT - MOMENTARY (MAX.) 23000

DR.	TR.	CK.	IN
	CC	G^2	

	ER	ANC	TO SHOW AIR CIRCULATING FANS AND ADDITIONAL LIGHT FIXTURES	4-3-50	D
AT	CFH	LH	MOTOR NO. WAS 409-0, HEIGHT OVER ROOF WAS 12'-10⅞"	5-30-44	C
	M	HF	HEIGHT OVER ROOF WAS 13'-0⅜", HEIGHT OVER POST LOCKING PIN WAS 13'-4", LOCKED DOWN POSITION OF POST WAS 14'-2"	3-23-43	B
AT	G^2	CC	FULL LENGTH SEATING DIAGRAM	12-17-31	A
IN.	CK.	BY	WHY REISSUED	DATE	LETTER

N. Y., N. H. & H. R. R.

NEW HAVEN — DEC. 17, 1931

DIAGRAM
AC-DC M.U. MOTOR CAR
4095 - 4097

CORRECT — APPROVED

D

C.D. — 23408 — ASST. M.E.