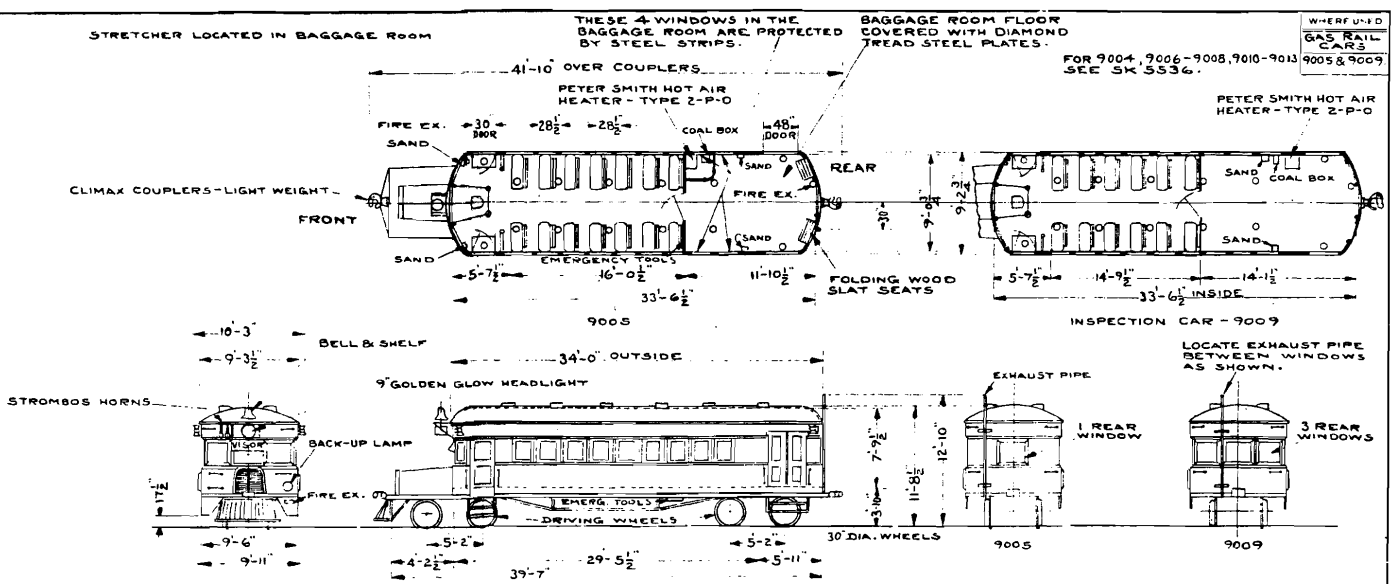

STERLING ENGINE (SEA GULL) 6 CYLINDERS, 4 11/16" BORE, 6" STROKE, 120 HP AT 1600 R.P.M.
BATTERY & MAGNETO IGNITION.
STARTING MOTOR ON FLY-WHEEL.
FUEL SUPPLY:- VACUUM TANK & AUTOPULSE.
NO. OF SPEEDS:- 6 FORWARD & 2 REVERSE.
GEAR DRIVE THROUGH AUTOMOBILE TRANSMISSION TO TRANSFER CASE TO TRUCK AXLES.
DIFFERENT SPEED FORWARD THAN REVERSE

CONTROL:- AUTOMOBILE TYPE - INSTRUMENTS ON DASH IN FRONT OF OPERATOR.
NAGEL GASOLINE GAUGE ON DASH.

AIR BRAKE EQUIPMENT:- STRAIGHT AIR - 10"x12" BRAKE CYL.
HAND BRAKE:- PEACOCK STAFFLESS.

JOURNALS:- TIMKEN ROLLER BEARING.

EXIDE BATTERY, 16 CELL, 32 VOLT.

WEIGHT OF LIGHT CAR INCLUDING GAS & WATER 41520 LBS.
WEIGHT ON FRONT TRUCK - LIGHT 20980 LBS.
WEIGHT ON REAR TRUCK - LIGHT 20540 LBS.
WEIGHT OF LOADED CAR 50570 LBS.
WEIGHT ON FRONT TRUCK - LOADED 24500 LBS.
WEIGHT ON REAR TRUCK - LOADED 26070 LBS.
WEIGHT OF FRONT TRUCK 6680 LBS.
WEIGHT OF REAR TRUCK 6480 LBS.
WEIGHT OF PASSENGERS (9005) 5450 LBS.
WEIGHT OF BAGGAGE (9005) 3600 LBS.
WEIGHT OF GASOLINE 320 LBS. CAP. 40 GAL'S.
WEIGHT OF COOLING WATER 120 LBS. CAP. 15 GAL'S.
NO. OF PASSENGERS (9005) 35
NO. OF PASSENGERS (9009) 50

FOR ORIGINAL LAYOUT OF SEATING PLAN SEE SK. 5536.
ON 9005 THE BAGGAGE ROOM LENGTH WAS CHANGED FROM 7'-1½" TO 11'-10½" AND FLOOR COVERED WITH STEEL PLATES.
9009 WAS CHANGED TO AN INSPECTION CAR BY INCREASING LENGTH OF BAGGAGE COMPARTMENT TO 14'-1½", FILLING SAME WITH WICKER CHAIRS AND ADDING 2 MORE WINDOWS AT REAR.

SPECIFICATION 221 DATE PURCHASED 1924 & 1925

IN.	CK.	BY	WHY REISSUED	DATE	LETTER

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

NEW HAVEN NOV. 24, 1931

GAS RAIL CARS PASSENGER & INSPECTION

CORRECT: B. K. Jones, C.D.

APPROVED: [signature], ASST. M.E.

SK8096

DR	TR	CK	IN
CE	CE	CE	