<table>
<thead>
<tr>
<th>Sheet No.</th>
<th>Railroad</th>
<th>Rail Motor Cars</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Boston &amp; Maine</td>
<td>1121-1124 incl.</td>
<td>Cars Sold</td>
</tr>
<tr>
<td>2</td>
<td>Boston &amp; Maine</td>
<td>1185-1186 incl.</td>
<td>Obsolete</td>
</tr>
<tr>
<td>3</td>
<td>Boston &amp; Maine</td>
<td>1140</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Boston &amp; Maine</td>
<td>1141</td>
<td>Obsolete</td>
</tr>
<tr>
<td>5</td>
<td>Boston &amp; Maine</td>
<td>1150-1151 incl.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Boston &amp; Maine</td>
<td>1152</td>
<td>Sold</td>
</tr>
<tr>
<td>7</td>
<td>Boston &amp; Maine</td>
<td>1170</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Boston &amp; Maine</td>
<td>1171</td>
<td>Sold</td>
</tr>
<tr>
<td>9</td>
<td>Boston &amp; Maine</td>
<td>1180-1183 incl.</td>
<td>1185 and 1187</td>
</tr>
<tr>
<td>10</td>
<td>Boston &amp; Maine</td>
<td>1184</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Boston &amp; Maine</td>
<td>1186</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Boston &amp; Maine</td>
<td>1190</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Boston &amp; Maine</td>
<td>1195-1196 incl.</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Boston &amp; Maine</td>
<td>6000</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Boston &amp; Maine</td>
<td>Weight Distribution 6000</td>
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</tr>
<tr>
<td>16</td>
<td>Maine Central</td>
<td>901</td>
<td></td>
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</table>

Billerica Shop:
September 24, 1935
RFD 2, MCM
BOSTON AND MAINE RAILROAD
MECHANICAL DEPARTMENT
BOSTON & MAINE RAILROAD HISTORICAL SOCIETY
ARCHIVES

DIAGRAM

BUILDER'S NO. 1573
DATE BUILT: AUG. 1935
DATE REBUILT: MAY 1951

RAIL MOTOR CARS
LINE/DATE
DEISEL ELECTRIC

FRONT TRUCK (DRIVE)
MAKE: GEN. STL. CASTG. CORP. G WHEEL
WHEELS: 36 DIA. ROLLED STEEL
JOURNALS: TIMKEN G X 11/2
TRACTION MOTORS: TWO G.E. 721-B

REAR TRUCK (DRIVE)
MAKE: GEN. STL. CASTG. CORP. 4 WHEEL
WHEELS: 36 DIA. ROLLED STEEL
JOURNALS: TIMKEN G X 11/2
TRACTION MOTORS: TWO G.E. 721-B

POWER PLANT
ENGINE: EMD 8-567 B - 800 HP
GENERATOR, MAIN: EMD D-15C
GENERATOR, AUX.: EMD A-8102 - 18 KW

CONTROL EQUIPMENT
SINGLE END EMD TYPE

AIR COMPRESSOR: GARDNER DENVER ABO
CYLINDER SIZE: TWO 14"X12"

STEAM GENERATOR: VAPOR® DRK-451G

FUEL TANK CAPACITIES
ENGINE AND STEAM GENERATOR: 600 GAL.
WATER
ENGINE: 276 GAL.
BOILER TANK: 840 GAL.

LUBRICATING OIL
ENGINE: 135 GAL.

BATTERIES
EXIDE MV-25D 32 CELLS.

WEIGHTS (WORKING ORDER)
AT FRONT TRUCK: 136,350 LBS.
AT REAR TRUCK: 88,410 LBS.
TOTAL 224,760 LBS.

WEIGHT ON DRIVERS: 180,500 LBS.
BAGGAGE ROOM CAPACITY: 22,000 LBS.
BOSTON AND MAINE RAILROAD
MECHANICAL DEPARTMENT
BOSTON

DIAGRAM

FRONT TRUCK (DRIVE)
MAKE: ELECTRIC MOTIVE DESIGNATED
WHEELS: 33 IN. DOUBLE STEEL
JOURNEYS: ALUM. ALUM.
TRACTION PLOW: #3 EF 1:24 EF 1:24

REAR TRUCK (TRAILER)
MAKE: ELECTRIC MOTIVE DESIGNATED
WHEELS: 33 IN. DOUBLE STEEL
JOURNEYS: ALUM. ALUM.

POWER PLANT (CARRIAGE)
ENGINE: WAMTON 100 HP - 200 HP
GENERATOR: GE-750-6.4 PLANTS - 600 HP
EXITER: GE-750-6.4 BOVERS 2.5 KW

CONTROL EQUIPMENT
SINGLE END WITH 1-K 32-A CONTROLLER

AIR BRAKE
MAKE: WEST. A/B E.C.
SPECIAL: A/P
COMPRESSION: 1 CF/TA 20 CF/FT
CYL. SIZE: 12 X 12
MAIN BRASS: 3/4" UNF
MAST: STAINLESS
PUMP: STAINLESS
ARMS: 6 FT (115 K ONLY)
FUEL TANK CAP. 150 GALLS.

SEATING CAPACITY
PASSANGER 44
LUGGAGE COMPARTMENT: TOTAL 50

LUGGAGE CAP. 440 POUNDS
WEIGHTS (WORKING ORDER)
CT. FRONT TRUCK: 3750 CB. FT.
CT. REAR TRUCK: 3150 CB. FT.
Diagram of a railway car:

- **Front Truck (Drive):**
  - Make: Brill 47-468-3
  - Wheels: 8 8/16 x 30 steel
  - Journals: 5/8 x 5/8 A.A.R.
  - Traction motors: 2 x 140 HP

- **Rear Truck (Trailer):**
  - Make: Brill 47-468-3
  - Wheels: 8 8/16 x 30 steel
  - Journals: 4 16/16 x 30 A.A.R.
  - Power Plant:
    - Engine: Brill West, 2.50 HP
    - Generator: West, 600 volts, 160 kW
    - Exciter: West, 50 volts, 2.5 kW

- **Control Equipment:** Westinghouse, double end-electro-pneumatic

- **Air Brake:**
  - Make: West A.B. Co.
  - Schedule: A.M.L.
  - Compressor: 20 cubic ft, 10 x 12

- **Heater:**
  - Peter Smith, O.C.-Z

- **Fuel Tank Cap.:** 150 Gals.

- **Seating Capacity:**
  - Passenger: 42
  - Baggage: 7
  - Total: 49

- **Baggage Cap.:** 10000 lbs.

- **Weights (Working Order):**
  - Front Truck: 60100 lbs.
  - Rear Truck: 40100 lbs.
  - Total: 100200 lbs.

Additional notes:

- **Dr. Tr. Kna Ch.**
- **FIRE EST. 1140 A.M.**
**Body Reactions:**

<table>
<thead>
<tr>
<th></th>
<th>Truck #1</th>
<th>Truck #2</th>
<th>Truck #3</th>
<th>Truck #4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dead Load, Dry</strong></td>
<td>6,571.2</td>
<td>7,1627</td>
<td>15,309</td>
<td>17,684</td>
</tr>
<tr>
<td><strong>Normal Max. Live Load</strong></td>
<td>5,223</td>
<td>7,313</td>
<td>5,880</td>
<td>3784</td>
</tr>
<tr>
<td><strong>Normal Max. Gross Load</strong></td>
<td>7,4935</td>
<td>8,0850</td>
<td>22,622</td>
<td>2,3564</td>
</tr>
<tr>
<td><strong>Center Plate Reactions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Dead Load, Dry</strong></td>
<td>6,571.2</td>
<td>7,1627</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Supplies</strong></td>
<td>4,543</td>
<td>4,533</td>
<td>1,555</td>
<td>313</td>
</tr>
<tr>
<td><strong>Ready-To-Run Load</strong></td>
<td>9,223</td>
<td>7,6170</td>
<td>13193</td>
<td>3789</td>
</tr>
<tr>
<td><strong>Normal Max. Live Load</strong></td>
<td>7,4935</td>
<td>8,0850</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Normal Max. Gross Load</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Track Reactions**

<table>
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<tr>
<th></th>
<th>Truck #1</th>
<th>Truck #2</th>
<th>Truck #3</th>
<th>Truck #4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Train Weight</strong></td>
<td>10,500</td>
<td>18,700</td>
<td>13,500</td>
<td>10,600</td>
</tr>
<tr>
<td><strong>Dead Load Dry Gross</strong></td>
<td>4,542</td>
<td>9,8427</td>
<td>4,0673</td>
<td>2,1737</td>
</tr>
<tr>
<td><strong>Ready-To-Run Load</strong></td>
<td>9,223</td>
<td>10,6780</td>
<td>51,286</td>
<td>28196</td>
</tr>
</tbody>
</table>

**Summary**

- **Weight of Empty Bodies**: 14,356.7
- **Truck Weight**: 6,430.0
- **Total Dead Weight of Train**: 26,486.7
- **Live Load**: 2,184.0
- **Baggage**: 400.0
- **Engine Supplies**: 515.0
- **General Supplies**: 3683.0
- **Ready-To-Run Train Weight at Rail**: 22,881.7
- **Normal Max. Gross Weight of Train**: 24,478.4

**Height of center of gravity at engine approx. 54", remainder of train 52" above rail.**

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*No additional annotations on the image.*
TRUCKS: SYKES
WHEELS: 30 DIAM ROLLED STEEL
JOURNALS: ROLLER BEARINGS (HYATT)
BRAKE BEAMS: SYKES

UNDERFRAME: STEEL
BODY BOLSTER: STEEL
PLATFORM: STEEL
BODY: STEEL

AIR BRAKE: W.R.B.CO.
STYLE: A.M.M
CYL. SIZE: 8 x 12
HAND BRAKES: DAYTON

DRAFT GEAR: SPRING
BUFFING GEAR: SPRING
COUPLER: VAN DORN 2,155 DWG. 1910

VENTILATORS: "GARLAND"
HEATER: PETER SMITH 2.C

LIGHTING: E.M.T.
WATER COOLER: DAYTON

HOPPER: DRY

TRAP DOORS

SEATING CAP. 52
WEIGHT: BODY 30,800 LBS
TRUCKS 2,000
TOTAL 32,800
WEIGHTS

BODY - 39,000 LBS.
TRUCKS - 8,000 "
TOTAL - 47,000

TRUCKS - B&M, IRON & WOOD
WHEELS - 36" DIA, STEEL
JOURNALS - 4 x 6

BRAKE BEAMS:

UNDERFRAME - STEEL
BODY BOLSTER - STEEL
PLATFORM - STEEL
BODY - STEEL

AIR BRAKE - W & B, CO.
STYLE - PM-1
CYLINDER SIZE - 10" X 12"
HAND BRAKE - BLACKALL

DRAFT GEAR - B&M
BUFFING GEAR - B&M
COUPLER - TOWER 5" X 5"

VENTILATORS - GLOBE
HEATER - ARCOLA B & H

LIGHTING - EMT
BATTERIES - NONE

WATER COOLER - B&M
HOPPER - DRY
TRAP DOORS -

SEATING CAP. PASS. 34
" BAGG. 3
TOTAL 37

BAGG. CAPACITY 7400"
TRUCKS. BRILL 27-MCB2
WHEELS. 33" DIA.
JOURNALS. 4"x8
BRAKE BEAMS. BRILL.

UNDERFRAME. STEEL
BODY BOLSTER. STEEL
PLATFORM. STEEL
BODY. STEEL

AIR BRAKE. WABCO
STYLE. ATM
CYLINDER. 10x12
HAND BRAKES. DAYTON DASH HANDEL. 25

DRAFT GEAR. SPRING
BUFFING GEAR. SPRING
COUPLERS. N.M.&SC.CO. 1910-60

VENTILATORS. BRILL
HEATER. PETER SMITH, O.C.Z.A

LIGHTING. EMT. 17-25 WATT
WATER COOLER. GIESEL-BRILL
HOPPER. DAY

TRAP DOORS. O. M. EDWARDS 3V

SEATING CAP. 74
WEIGHT. BODY. 33,400 LBS.
" TRUCKS. 14,200
" TOTAL. 47,600
TRUCKS - DRILL 27 MCB 2
PANELS - 32 DIA. WRO'T STEEL
JOURNALS - 7 1/8
BRAKE BEAMS - DRILL

UNDERFRAME - STEEL
BODY BOLSTER - STEEL
PLATFORM - STEEL
BODY - STEEL

AIR BRAKE - W.A.B.CO.
STYLE - L.M
CYL. SIZE - 10 x 12
HANDBRAKES - DRYTON DROP HANDLE - 35
MAIL END - VENT. WHEEL

DRAFT GEAR - SPRING
BUFFING GEAR - SPRING
COUPLER - N.M.&S.CO. ¾ 19705 - BRACE

VENTILATORS - GLOBE
HEATER - PETER SMITH 0G 2A
BATTERIES - EXIDE MVAH - 13 (225AM)
LIGHTING - EMT
WATER COOLER - PASS. GIessel
MAIL - GIessel
HOPPER - PASS. DRY
MAIL - DUNER
TRAP DOORS - O.M. EDWARDS - 3 Y

SEATING CAP. 49
WEIGHT BODY - 36,500 LBS
TRUCKS - 142.00
TOTAL - 597.00

TRAILER 7-681
1-7-35
TRAILER #1080
1-8-12-35

TRUCKS: BRILL 27 MCB2
WHEELS: 35" DIAM., WROG STEEL JOINTS, 42x8
BRAKE BEAMS: BRILL

UNDERFRAME: STEEL
BODY BOLSTER: STEEL
PLATFORM: STEEL
BODY: STEEL

AIR BRAKE: W. A. B. CO.
STYLE: A T M
CYL. SIZE: 10x12
WIND BRAKES: DAYTON DROP HINGE 35

DRAFT GEARS: SPRING
DIFFING GEARS: SPRING
COUPLER: H.M.E. S. C.C. #9 19105-5 SPCC

VENTILATORS: GLOBE
HEATER: PETER SMITH, O.C.A.
LIGHTING: EMT
WATER COOLER: GIESSEL-BRILL

DEWATER DRY

TRAP DOORS: O.M. EDWARDS 3V

SEATING CAP. 93
WEIGHT BODY 36700 LBS.
TRUCKS 14,100
TOTAL 52,800