

TABULATION OF AUXILIARY EQUIPMENT APPEARING UNDER ELECTROLINER TRAINS The following tables show the principal items of equipment mounted be-low car floor-level on the various sections, starting from the head end of the A section and thence to rear, ending with end of A-1 section.

Control switch group

Relay valve

SIDE SHOWN IN DRAWING

Motor truck

SECTION A Trip cock (under center of car) Motor truck

Air strainer and intake Line switches Main resistor (Steps) Control valve

slotor truck

Refrigerator compressor

AC Motor generator set

SECTION C Main resistors (Steps) Main reservoirs behind Control reservoir Trailer truck Control valve Auxiliary & Displacement Res'r.
Auxiliary contactor & fuse group
Air-cond. compr'r. (center of car)

SECTION B Battery voltage regulator Air-conditioning compr'r (center of car

DC Motor generator
Auxiliary contactor & fuse group AC Generator starting resistance AC Generator regulator AC Motor generator 'set

Trailer truck Relay valve Supply (main) reservoir Battery voltage regulator DC Motor generator

SECTION A-1 Motor truck
Relay valve
Control reservoir
(Steps) Main reservoirs behind Main resistors

Motor truck Control valve (Steps) Main resistor Line switches Prolley/third rail changeover Air compressor Air strainer and intake

Motor truck

A retractable emergency drawbar is concealed behind trap doors on the pilot at each end. A single tone air horn is concealed under one of the grills adjacent to each headlight, that over the cab; the other is a dummy.

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these numbers being above the windows just to the rear (toward the center) from each entry vestibule. First train, A Sect. #801; A-1 Sect. #802. Second train, A Sect. #803; A-1 Sect. #804.

Numbering of Trains: The A and A-1 sections of

each train bear numbers, the only location of

Seating capacity of train: CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD COMPANY



ARTICULATED STREAMLINED INTERURBAN TRAINS

Two Four-Section Eight Motor 600 Volt DC Electric Passenger Coach Trains Completed in January 1941 by the St. Louis Car Company Placed in Regular Service on February 9, 1941

Engineer in Charge of Design - H. A. Otis, CNS&M R.R. Drawing based on construction plans of St. Louis Car Company Plus- detailed measurements on the cars.

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