

## **SPECIFICATIONS**

CAR BUILT BY THE AMERICAN CAR CO.

## DIMENSIONS

Length over bumpers	45 ft. 0 in.
Truck centers	
Truck wheel base	5 ft. 1½ in.
Rail to step	
Step to platform	
Seating capacity	
Width of seat	
Width of aisle	
Seat spacing	
Wheel diameter	
WEIGHTS	
Car body alone. Trucks, per pair. Motors and control equipment. Air brake equipment.	9,300 lb. 7,100 lb.
Тотац	31,530 lb.
EQUIPMENT	
Motors and type. H.P. per motor. Gear ratio. Control.	
Air brakes	. GE straight air with emergency
ADDRESS OF THE STREET OF THE S	feature and CP-27B compressor

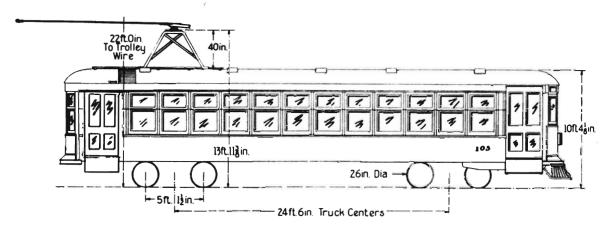
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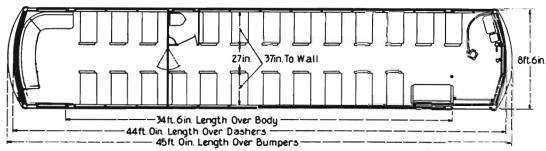


BULLETIN OF THE

CENTRAL ELECTRIC RAHLFANS' ASSOCIATION CHICAGO, ILLINOIS

BULLETIN 10 f 63





## SERVICE CONDITIONS:

The Texas Interurban Railway began operation between Dallas and Terrell, 29 miles, single track, in January, 1923 and between Dallas and Denton, 38.7 miles, single track, in October, 1924. The latter division consisted of electrified track of the Missouri-Kansas-Texas Railroad for 33.4 miles and track built by the railway in and near the terminal cities. Joint operation of steam and electric trains was conducted under the supervision of the Eaty dispatcher, and the photo at the bottom of this page shows trains meeting along the line. Hourly passenger service ran over both divisions and in addition the Electric Express and Baggage Company ran two express cars, of a light-weight type resembling the passenger cars, in each direction daily.

## ADDITIONAL INFORMATION:

Overhead system..... Catanary Line voltage........... 600 v. DC Substations....300 kw. Automatic, with supervisory control operated from Dallas.

There were 5 of these substations in addition to manual stations in Dallas. Track construction....66 lb. rail on MKT RR., 70 lb. rail on Interurban Co.

Number of cars: Terrell division - 5 passenger and 2 express

Denton division - 6 passenger and 1 express

Train operation: Passenger trains, steam or electric - First Class

Express trains, electric - Second Class Freight trains, steam - Third class

Schedule speed: 27 - 28 mph. Max. Speed: 37 mph.

The operation of both divisions of this railroad was discontinued in 1931 and the cars were converted for city service in Dallas.

CERA Data Sheet January 15, 1940

