

BOSTON AND MAINE RAILROAD  
MAINE CENTRAL RAILROAD

November 1, 1937.

INSTRUCTIONS FOR EMERGENCY HANDLING OF STREAMLINE TRAIN 6000  
This supersedes instructions issued September 1, 1937.

Attached are copies of:-

- (a) Instructions for truck removal.
- (b) Instructions for Car Body handling.
- (c) Blueprint B&M SK-4843-A-37 (Adapter).
- (d) " " SK-4843-A-38 (Emerg. Truck).
- (e) " Edw. C. Budd Mfg. Co. 99-0137 (King Pin).
- (f) " Electro-Motive Corp. SK-Y-877 (Clearance Sketch).

1. In case of derailment not involving any evident damage, the power truck can be rerailed in the usual manner by applying the emergency coupler, located in the Baggage Room, at either end of the unit.

Raising skirts and tying up or removal will help make trucks and wheels more accessible.

Particular attention should be given as to the condition of the traction gear casings. If the gear casings are damaged the car should be removed only far enough to get into clear.

2. If the power truck is seemingly damaged beyond immediate repair, remove the truck as outlined in the paragraph titled "MOTOR TRUCK" of the accompanying instructions.

An S-1-b tender truck with center plate adapter is on hand at Boston for use as an emergency truck for towing the unit. Application of this truck should be made as per B&M SK-4843-A-38. The center plate adapter is shown on B&M SK-4843-A-37.

The train must be towed without a center pin when using this emergency truck. Therefore the speed of towing must be restricted to not over 25 M.P.H. and extra caution used in passing over crossovers and switches.

- 3 - If no derailment occurs but the power truck becomes inoperative due to broken axle or wheel, broken motor armature shaft, damaged gears, or damaged trucks remove the truck and apply emergency truck as outlined above.
4. If one of the articulated trucks or trailer trucks are derailed fairly close to the rail they may be rerailed by pulling on in the usual manner by use of the emergency coupler.

Removal of the truck pants will assist in the handling of the trucks.

5. If major derailment occurs where the truck or trucks are off of the road bed it may be necessary to separate the body units and handle as covered under paragraph entitled "ARTICULATED TRUCKS" and "RECOMMENDATIONS FOR CAR BODY HANDLING" in the accompanying instruction sheets.

November 1, 1937.

INSTRUCTIONS FOR REMOVAL OF TRUCKS ON STAINLESS STEEL

ARTICULATED TYPE TRAIN 6000 WHEN DROP PITS NOT PROVIDED  
This supersedes instructions issued September 1, 1937

MOTOR TRUCK

1. Remove pilot struts and braces and pilot.
2. Remove body flare sheet (side fairing) and skirt over truck.
3. Remove steam heat and train line air connections.
4. Remove king pin by the following method: See Budd Mfg. Drwg. 99-0137.
  - a. Remove cotter and nut on king pin center bolt.
  - b. Raise this bolt at least 1-1/4", revolve 90° in either direction.
  - c. Bolt will then fall down and out.
  - d. Remove two halves of pin separately.
5. Disconnect sand hose, hand brake chain and air brake cylinder hose, also traction motor leads.
6. Block elliptic springs between bolster and bolster safety strap.
7. Place jacks under jacking pads which are located on center line of bolster and lift at least 10-1/4" measuring at the center plate - See Electro-Motive Corp. blueprint SK-Y-877. Do not jack more than 14".
8. Roll motor truck forward on track.
9. Apply blocking under car loaded at the side bearings and remove jacks.
10. Cover air ducts on the traction motors.

ARTICULATED TRUCKS

1. Disconnect inside and outside diaphragms.
2. Disconnect all connections between cars - air, water, steam, electrical apparatus and safety chains.

To disconnect "Freon" lines close the two suction line valves, one on "A" car and one on "B" car. Then remove hexagon caps which cover the pressure valves and close these valves by means of socket wrenches carried in the engine tool box located in the engineroom. There are two pressure valves, one on "A" car and one on "B" car. The hose connections should be taken apart above the valves on "A" car.

Do not attempt to connect these "Freon" lines unless under the direction of proper supervision.
3. Remove truck pants.
4. Remove king pin by the following method:
  - a. Remove cotter and nut on king pin.
  - b. Unscrew cap in walkway over king pin and remove wooden plug over head of king pin. Remove semi-circular walkway plate to prevent damage.
  - c. Pull pin out through top from opening in walkway.

5. Lift the car with the extension center sill by overhead crane. Place chains under side bearing extensions.
6. Roll lifted car clear from truck and set on blocks.
7. Block elliptic springs between top of bolster and bolster safety strap.
8. Lift the adjoining car free from trucks, roll clear of trucks and set on blocks.
9. Lift truck from tracks, placing the crane chain at the four corners of truck.

#### TRAILER TRUCK

1. Remove truck pants and other center brackets.
2. Remove king pin using same method as for removing motor truck king pin.
3. Disconnect air brake cylinder hose.
4. Block elliptic springs between bolster and bolster safety strap.
5. Lift car with crane, placing hooks under jacking pads. The lift is about 6" and do not go over 10".
6. Remove truck from the side, placing truck on skids, rolling out from under car at right angles to the track.

November 1, 1937.

INSTRUCTIONS FOR CAR BODY HANDLING ON STAINLESS

STEEL ARTICULATED TYPE TRAIN 6000

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For normal shop purposes, four jacking pads have been provided at each articulated end of this car. This is primarily for the purpose of using a trestle in conjunction with the jack. At the #4 truck, four pads have also been provided somewhat closer together.

At the #1 truck, a single jacking pad is provided of sufficient length to handle a jack and a trestle simultaneously. This jacking pad is covered by the front truck skirt which must be opened to make the pad available.

The jacking pads at the other ends are in the open immediately below the skid rail. Instructions explaining that the middle car must be jacked first are stamped on small signs attached to the truck shrouds. For emergency purposes, the car may be lifted at several other points.

It must be remembered that the thin stainless sections are relatively fragile and will crush easily unless the jack or sling is properly located. Jacks or slings may be applied so as to bear on any of the heavy steel portions, namely, the articulation castings and side bearings, the rear bolster beam and heavy center sill portion, the needle beam and the engine bed.

Some judgment must be exercised in connection with jacking on the engine bed, taking care that the load be applied against the more solid members of this.

The bolster beam and the main engine bed longitudinal beams are satisfactory. It is preferable not to jack forward of the engine compartment door but this may be done in the case of an emergency.

In the case of wreck, a bar may be passed thru the windows for lifting purposes, provided that it be firmly secured in the corner of the window as at these points reinforcements are present to prevent crushing. If this bar should get as much as 8" or 10" from the window post, serious damage will result to a fundamental structural member.

Where no other method is available, a flexible sling made possibly from a sheet of 1/8" x 24" wide steel may be passed under the undersheathing of the car body and the car lifted thereby. This will cause some superficial damage to members of little structural significance.

In all cases, blocks should be provided to distribute the load as well as possible to points where the side frame posts are connected to the longitudinal sills. Every effort should always be made to apply jacking loads to metal 3/8" thick or greater.