

Length of Stringers, 20 ft.; length of Bunks, 9 ft.; center to center of Bunks, 11 ft.

TRUCKS.

TRUCK BOLSTERS—Each built up of 6 in. x 12¼ lb. x 7 ft. 6 in. steel I-beams with four cast iron separators riveted between and with one top plate 12x¼ in x 7 ft. 6 in., and one bottom plate 12x¼ in. x 7 ft. 6 in. riveted to I-beams. Bolsters equipped with wrought iron column guides and with malleable iron center plates and side bearings of patterns insuring perfect motion around curves.

SPRING PLANKS—To be made of 12 in. x 20½ lb. steel channels.

ARCH BARS—Top arch bar to be 3x1 in.; bottom arch bar to be 3x1 in.; tie bar to be 3x½ in.

WHEELS—To be 24 in. chilled tread and flange, double plate.

AXLES—To be of best hammered scrap or steel, with 3¾x7 in. journals, accurately turned to dimensions. Wheel seats turned true and of proper size to insure wheel fit of not less than 35 tons nor over 45 tons pressure.

OIL BOXES—To be malleable iron for 3¾x7 in. journals, fitted with 3¾x7 in. brasses, and dust guards, and fastened to arch bars by ¾ in. bolts with nut locks under heads and nuts.

COLUMNS—To be made of malleable iron, fastened to arch bars by ¾ in. bolts with nut locks under heads and nuts, and to spring planks by ¾ in. rivets.

SPRINGS—Four nests of four coils of spring steel, each coil 5x5x1 in., fitted with pressed steel seats on top and bottom.

BODY.

DRAFT SILLS—To be of 6x8 in. timbers, having draft rigging at each end with carry irons top and bottom of 3x½ in. iron, fastened by four ¾ in. bolts with nut locks under heads and nuts. The space between bunks to be filled with two sub-sills of 6x8 in. timbers to act as

stiffeners, same to be fastened to draft sills by ¾ in. bolts with washers under heads and nut locks under nuts.

BUNKS—To be made of 10x12 in. timbers with friction plate of 3x½ in. iron on top, fastened by ½ in. bolts with nut locks under nuts and by cone-head bolt at each end with washer under nut. To be braced by triangular wood filler blocks and 3x½ in. iron straps, each fastened at one end to draft sills by one ¾ in. bolt with nut lock under nut, to filler block by one ⅝x6 in. lag screw and one ⅝ in. bolt with cast iron bevel washer under head and nut lock under nut, to bunks by two ¾ in. bolts with washers under nuts, and to sub-sills and draft sills by two ⅝ in. bolts with nut locks under nuts. Center plates fastened to bunks by two ⅝ in. bolts with washers under heads. Side bearings fastened to bunks by two ⅝ in. bolts with washers under heads. Center plates and side bearings of patterns to match those on truck bolsters and insure perfect motion around curves.

COUPLERS—To be of cast iron, link-and-pin type, equipped with wrought iron link and pin. Yokes to be made of 4x⅝ in. iron, secured to couplers with gibs on ends and two 1 in. rivets; follower plates to be of 6x1¼x9 in. iron; cheek plates of cast iron fastened to draft sills by lug cast on cheek plates and two ¾ in. bolts with nut locks under nuts; follower plate straps of 2x¾ in. iron fastened to cheek plates by ¾ in. bolts with nut locks under heads and nuts.

DRAFT SPRINGS—To be of spring steel, 5½x6 in., double coil.

KING BOLTS—To be 1½ in. with countersunk heads and to extend from friction plates into truck bolsters.

PAINTING—All woodwork to receive two coats and all exposed iron work, except wheels and axles, one coat of standard car paint.

STENCILING AND NUMBERING—Each car to be stenciled with the capacity, builder's name, and lettered and numbered to suit purchaser.