

Specifications No. 75—Car illustrated on page 18.

Length of Stringers, 20 ft.; length of Bunks, 8 ft. 6 in.; center to center of Bunks, 11 ft.

TRUCKS.

TRUCK BOLSTERS—To be made of 6x8 in. timber, trussed with two $\frac{7}{8}$ in. truss rods passing through wrought iron washer at ends and under wrought iron seat at center on bottom of bolster. Cast iron center plates fastened by two $\frac{5}{8}$ in. bolts each, with nut locks under nuts. Cast iron side bearings fastened by two $\frac{5}{8}$ in. bolts each, with nut locks under nuts. Center plates and side bearings of patterns insuring perfect motion around curves.

SPRING PLANKS—To be made of $2\frac{1}{2}$ x9 in. timber.

ARCH BARS—Top arch bar to be $2\frac{1}{2}$ x $\frac{7}{8}$ in.; bottom arch bar to be $2\frac{1}{2}$ x $\frac{3}{4}$ in.; tie bar to be $2\frac{1}{2}$ x $\frac{1}{2}$ in.

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

AXLES—To be of best hammered scrap or steel, with 3x5 $\frac{1}{2}$ in. journals, accurately turned to dimensions. Wheel seats turned true and of proper size to insure wheel fit of not less than 15 tons nor over 25 tons pressure.

OIL BOXES—To be cast iron for 3x5 $\frac{1}{2}$ in. journals, fitted with 3x5 $\frac{1}{2}$ in. brasses, Hewitt box lids, and fastened to arch bars by $\frac{3}{4}$ in. bolts, with nut locks under heads and nuts.

COLUMNS—To be made of cast iron, fastened to arch bars by $\frac{3}{4}$ in. bolts with nut locks under heads and nuts, and to spring planks by $\frac{5}{8}$ in. bolts.

SPRINGS—Four nests of four coils of spring steel, each coil 3x4x $\frac{3}{4}$ in., fitted with cast iron seats on top and bottom.

BODY.

DRAFT SILLS—To be of 5 $\frac{1}{2}$ x7 $\frac{1}{2}$ in. timbers, having draft rigging at each end, with carry irons top and bottom of

2 $\frac{1}{2}$ x $\frac{1}{2}$ in. iron, fastened by four $\frac{3}{4}$ in. bolts, with nut locks under heads and nuts.

BUNKS—To be made of 10x10 in. timbers, with friction plate of 2 $\frac{1}{2}$ x $\frac{1}{2}$ in. iron on top, fastened by $\frac{5}{8}$ in. bolts and by cone-head bolt at each end with washer under nut. To be braced by 2 $\frac{1}{2}$ x $\frac{1}{2}$ in. iron straps, each fastened at each end to draft sills by two $\frac{3}{4}$ in. bolts with nut locks under nuts, and to bunks by one $\frac{3}{4}$ in. bolt with washer under nut. Center plates fastened to bunks by two $\frac{5}{8}$ in. bolts. Side bearings fastened to bunks by two $\frac{5}{8}$ in. bolts. Center plates and side bearings of patterns to match those on truck bolsters, and to insure perfect motion around curves.

COUPLERS—To be of cast iron, link-and-pin type, equipped with wrought iron link and pin. Tail pins to be made of 1 $\frac{1}{2}$ in. iron, provided with key and keyrings; follower plates to be of 5x1 $\frac{1}{4}$ x9 in. iron; cheek plates of cast iron, fastened to draft sills by lug cast on cheek plates and two $\frac{3}{4}$ in. bolts with nut locks under nuts; follower plate straps of 2x $\frac{3}{8}$ in. iron, fastened to cheek plates by $\frac{3}{4}$ in. bolts with nut locks under heads and nuts.

DRAFT SPRINGS—To be of spring steel, 5 $\frac{1}{2}$ x6 in., double coil.

KING BOLTS—To be 1 $\frac{1}{2}$ 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.