

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 5x10 in. timber, trussed with two  $\frac{3}{4}$  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  $2\frac{1}{2}$  in. x 11 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 $\frac{3}{8}$  in.

**WHEELS**—To be 20 in., chilled tread and flange, single plate.

**AXLES**—To be of best hammered scrap or steel, with  $2\frac{1}{2}$  in. x 5 in. journals, accurately turned to dimensions. Wheel seats turned true and of proper size to insure wheel fit of not less than 12 tons nor over 15 tons pressure.

**OIL BOXES**—To be cast iron for  $2\frac{1}{2}$ x5 in. journals, fitted with  $2\frac{1}{2}$ x5 in. brasses, Hewitt box lids, and fastened to arch bars by  $\frac{5}{8}$  in. bolts, with nut locks under heads and nuts.

**COLUMNS**—To be made of cast iron, fastened to arch bars with  $\frac{3}{4}$  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 5x7 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  $\frac{5}{8}$  in. bolts, with nut locks under heads and nuts.

**BUNKS**—To be made of 8x8 in. timbers, with friction plate of 2x $\frac{3}{8}$  in. iron on top, fastened by  $\frac{1}{2}$  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 on each side and  $2\frac{1}{2}$ x $\frac{1}{2}$  in. iron straps, each fastened at each end to draft sills by one  $\frac{5}{8}$  in. bolt with nut lock under nut, to each filler block by one  $\frac{5}{8}$ x6 in. lag screw and one  $\frac{5}{8}$  in. bolt with cast iron bevel washer under head and nut lock under nut, to bunks by two  $\frac{5}{8}$  in. bolts with washers under nuts. 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 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  $1\frac{1}{4}$  in. iron, provided with key and keyring; follower plates to be of 5x1x9 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  $\frac{5}{8}$  in. bolts with nut locks under heads and nuts.

**DRAFT SPRINGS**—To be of spring steel, 4x5 in. single coil.

**KING BOLTS**—To be  $1\frac{1}{2}$  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.