

Length of Stringers, 20 ft.; length of Bunks, 10 ft.; center to center of Bunks, 11 ft.

TRUCKS.

TRUCK BOLSTERS—To be made of 9x11 in. timber, trussed with two 1¼ 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 four ¾ in. bolts, each with nut locks under nuts. Cast iron side bearings, fastened by two ⅝ 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 12 in. x 20½ lb. steel channels.

ARCH BARS—Top arch bar to be 4x1½ in.; bottom arch bar to be 4x1 in.; tie bar to be 4x⅝ in.

WHEELS—To be M. C. B. 33 in. chilled tread and flange, double plate.

AXLES—To be of best hammered scrap or steel, with 4¼x8 in. journals, accurately turned to M. C. B. 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 M. C. B. standard cast iron for 4¼x8 in. journals, fitted with cast iron wedges, 4¼x8 in. brasses, Hewitt box lids and dust guards, and fastened to arch bars by 1 in. bolts, with nut locks under heads and nuts.

COLUMNS—To be made of cast iron, fastened to arch bars by 1½ in. bolts with nut locks under heads and nuts, and to spring planks by ¾ in. bolts.

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

BODY.

DRAFT SILLS—To be of 8x10 in. timbers, having draft rigging at each end with carry irons top and bottom of 3x¾ in. iron, fastened by four ⅞ 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 12x14 in. timbers with friction plate of 3½x½ 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 3½x½ 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 two ⅝ in. bolts with cast iron bevel washers under heads and nut locks under nuts, 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 four ¾ 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 4x1 in. iron, secured to couplers with gibs on ends and two 1½ in. rivets; follower plates to be of 6x1½x9 in. iron; cheek plates of cast iron fastened to draft sills by lug cast on cheek plates and three ⅞ in. bolts with nut locks under nuts; follower plate straps of 2½x½ in. iron fastened to cheek plates by ¾ in. bolts with nut locks under heads and nuts.

DRAFT SPRING—To be of spring steel 6¼x8 in., double coil.

KING BOLTS—To be 1¾ 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.