

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

TRUCKS.

TRUCK BOLSTERS—To be made of 7x10 in. timber, trussed with two 1 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 $\frac{5}{8}$ 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 3x11 in. timber.

ARCH BARS—Top arch bar to be 3x1 in.; bottom arch bar to be 3x1 in.; and tie bar to be 3x $\frac{1}{2}$ in.

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

AXLES—To be of best hammered scrap or steel, with 3 $\frac{3}{4}$ x7 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 cast iron for 3 $\frac{3}{4}$ x7 in. journals, fitted with 3 $\frac{3}{4}$ x7 in. brasses, Hewitt box lids, and dust guards, 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 $\frac{7}{8}$ 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 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 3x $\frac{1}{2}$ in. iron, fastened by four $\frac{7}{8}$ 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 $\frac{3}{4}$ in. bolts with washers under heads and nut locks under nuts.

BUNKS—To be made of 10x12 in. timbers with friction plate of 3x $\frac{1}{2}$ 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 and 3x $\frac{1}{2}$ in. iron straps, each fastened at one end to draft sills by one $\frac{3}{4}$ in. bolt with nut lock under nut, to 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 $\frac{3}{4}$ in. bolts with washers under nuts, and to sub-sills and draft sills by two $\frac{5}{8}$ in. bolts with nut locks under nuts. Center plates fastened to bunks by two $\frac{5}{8}$ in. bolts with washers under heads. Side bearings fastened to bunks by two $\frac{5}{8}$ 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 4x $\frac{5}{8}$ in. iron, secured to couplers with gibs on ends and two 1 in. rivets; follower plates to be of 6x1 $\frac{1}{4}$ 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.