

A full and exact description of the mode and manner of failure, name of manufacturer, the date cast and all shop marks as found on such wheel or axle removed, as well as the owner, number, class and line of cars from under which they were taken, with date and name of station at which they are removed. They shall mark on the inside hub of the wheel substituted the date of its application. Bills may be declined until the above information is fully furnished. If no marks or date are found on wheels or axles removed, a notation to that effect must be stated on bill.

The following terms shall be used on the bills for wheels and axles in noting the defects of wheels that have failed under fair usage :

Worn Flat.—Where the flat spot or spots exceed $2\frac{1}{2}$ inches in length or diameter, care must taken to distinguish this defect from "slid flat."

Worn Flange.—Where the flange is less than one inch thick or has flat vertical surfaces extending more than $\frac{7}{8}$ inch from the tread of the wheels.

Cracked Plate.—This term is to be used in reporting all cracks that may occur in the plate other than those extending from the wheel-fit toward the rim, caused by bursting. In the report the length of the crack must be given.