

**DOOR FASTENERS.** As shown on drawings, with hooks, pins and chains for the same. Centre fasteners on side and end doors to be secured by two  $\frac{1}{2}$ " rivets in each fastener, as shown on detail drawing.

**STEPS AND HANDLES.** Each end of car to be furnished with five wrought-iron steps, secured on one end to end-door stop, and on other end to ladder post by  $2\frac{1}{2}$ " x  $\frac{1}{2}$ " coach screws. Ladder post to be secured to corner post by three  $\frac{1}{2}$ " coach screws  $4\frac{1}{2}$ " long. The bottom step to have an offset of three inches, and to be placed as shown in drawing, corners of car at steps to be furnished with wrought-iron handles  $1\frac{1}{2}$ " from centre to centre of holes. Distance from bottom of sill to centre of handle  $2' 5\frac{1}{2}"$ .

**SLATS.** White Oak Slats, 5" wide, placed according to drawing and fastened to post with three  $2\frac{1}{2}$ " No. 7 barbed wire nails in each piece at each post, nails to be placed diagonally across same.

**TRUCKS.** Trucks are of the four-wheeled lateral-motion type, with swing bolster having the "master car builders' standard" (M.C.B.S.), axle-box and bearing.

**WHEELS and AXLES.** The wheels supplied with these cars are to comply with all the requirements of the separate drawings and standard wheel-specification under which all car wheels are now being supplied to this Company; the date to be properly cut on each wheel and axle when the car is complete and ready to be turned out of the shop. The axles are to be the Master Car Builders' Standard, and to be sound, clear forgings of approved metal and manufacture, carefully turned, so that it will require a hydraulic pressure of not less than thirty-five tons, or more than fifty tons, to force them into the wheels. Each pair of wheels must be of exactly the same circumference, and each must be of equal distance from the edge of its nearest journal, so as to give each wheel flange  $\frac{3}{8}$ " clearance from the inner edge of rail head when it is running on the track. The bars in the side frame to be carefully bent to gauge, and all holes drilled to gauge, so that when put together the various holes will be perfectly in line and the whole interchangeable. The ends of bent and straight bars to be neatly finished flush with each other. In addition to the double nuts on the axle-box bolts, they are further secured by a  $\frac{3}{8}$ " round split pin passing through below the nuts. The thread screwing on bolt is not to run more than  $\frac{1}{8}$ " up into the lower bar of side-frame. Before truck staples and axle-box nuts are put on, a piece of sheet iron will be put on bolts long and wide enough to turn up on side of nuts to secure them against working off.

	No.	Size.
Distance of wheel centres apart.....		4' 10"
Top bars for side frames, of wrought-iron.....	4	$1\frac{1}{2}" \times 3" \times 5' 11"$
Second " " " " ".....	4	$\frac{3}{8}" \times 3" \times 5' 11"$
Third " " " " ".....	1	$1" \times 3" \times 5' 11"$
Fourth " " " " ".....	4	$\frac{3}{8}" \times 3" \times 5' 9\frac{3}{4}"$
Extreme length when bent with ends flush.....		$5' 9\frac{3}{4}"$
No., diameter and tread of cast-iron wheel.....	8	$33" \times 4"$
Axles of wrought-iron, size of journals $7" \times 3\frac{3}{4}" \times 6' 3"$ centres.....		M.C.B.S.
Wheel-seat, middle diameter and total length.....		M.C.B.S.
Axle-box wedges and covers, of cast-iron.....		See drawing.