

thoroughly made, and the work shall conform in detail to the original construction (provided it can be determined from the car itself), and with the same quality of material originally used; new standard parts may, however, be used if agreed to.

Precautions  
in mounting  
wheels.

**RULE 16**—Wheels on the same axle must be of the same circumference.

New Wheels must not be mated with second-hand wheels.

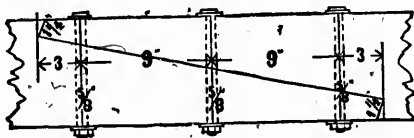
Prick-punching or shimming the wheel fit must not be allowed.

Wheels applied must be marked on inside with date of application.

The wheel seats of foreign axles must not be reduced to fit wheels, but the wheels must be bored to fit axles.

Spliced  
sills.

**RULE 17**—The sills other than centre sills to which draw timbers are attached, may be spliced once and held by three  $\frac{5}{8}$ -inch bolts, as shown below.



The splice may be located either side of body bolster, but the nearest point of any splice must not be within 12 inches of same.

Repairing  
cars with  
wrong  
material.

**RULE 18**—Any Company repairing foreign cars with wrong material, and not in compliance with Rules 15, 16 and 17, shall be liable for the cost of changing such car to the original standard, or to the requirements of Rule 17.

Repairing  
cars with  
wrong  
materials,  
defect cards

**RULE 19**—A Company using wrong materials in such repairs, shall place upon the car, at the time and place that the work is done, a defect card, which defect card shall pass the car back to the owning road.

Foreign  
cars  
destroyed,  
repairing,  
etc.

**RULE 20**—When either the bodies or trucks of cars are destroyed on a foreign road, the owners must be notified immediately.