

Bills for wheel and axle work must make specific mention of each wheel and axle removed or applied:

Bills which do not embody all the information called for by the headings of the columns, may be declined until made to conform to the requirements of the rule. If no marks are found on wheels or axles removed, a notation to that effect must be made on face of bill.

**RULE 14**—In noting on bills the cause of removal of wheels and axles, the following terms shall be used:

Wheels and axles, terms to be used in rendering bills.

**Worn Flat**—Flat spots exceeding  $2\frac{1}{4}$  inches in length or diameter. Care must be taken to distinguish this defect from "slid flat."

**Worn Flange**—Flanges less than 1 inch thick, or having flat vertical surface extending more than  $\frac{7}{8}$  inches from the tread.

**Cracked Plate**—Cracks in plate when not extending through hub to axle. Length of crack must be stated.

**Cracked Hub**—Cracks extending from axle outwardly through hub. Length of crack must be stated.

**Cracked Brackets**—Bills should state the number of brackets cracked.

**Broken in pieces**—

**Shelled Out**—Wheels with treads defective on account of circular pieces shelling out, leaving round flat spots, deepest at the edge, with a raised centre. Wheels must not be condemned from this cause, unless the spots are over  $2\frac{1}{4}$  inches in length or diameter, or are so numerous as to endanger the safety of the wheel.

**Loose Wheel**—

**Out of Gauge**—Bills should state the variation from limits prescribed in Rule 3.

**Small Journal**—Journal smaller than prescribed by Rule 3. Diameter of journal must be stated.

#### REPAIRING AND SETTLING FOR FOREIGN CARS.

**RULE 15**—Foreign cars if damaged shall be promptly repaired by the Company causing the damage; such repairs shall be

Foreign cars damaged, repairing.