ITEL CORPORATION
TRANSPORTATION SERVICES GROUP

9-134A060
No.
Date JUL 3 1979
Fee $50.00
ICC Washington, D. C.

June 19, 1979

RECORDATION NO. 10573 Filed 1425

JUL 3 1979 -10 22 AM

INTERSTATE COMMERCE COMMISSION

Honorable H.G. Homme
Secretary
Interstate Commerce Commission
Washington, DC 20423

Dear Sir:

Enclosed for filing with and recording by the Interstate Commerce Commission is the original of a Construction Contract dated as of May 31, 1979 between Itel Corporation, Equipment Management Division, Two Embarcadero Center, San Francisco, California, 94111 and Bertram Kossis, 2335 Marbury Road, Pittsburgh, Pennsylvania, 15221, covering the following railroad equipment:

5, 50'6" used boxcars presently bearing the identifying numbers RBNX 90353, 90344, 90300, 90257, 90307

Also enclosed is our check in the amount of $50., payable to the Interstate Commerce Commission, being the prescribed fee for filing and recording the foregoing document.

Please stamp and return to me the enclosed counterpart of this letter in the pre-addressed envelope attached hereto.

Sincerely,

Paul Willard
Counsel

PMW:jmz

encls.

RECEIVED
JUL 3 10 26 AM '79
I. C. C.
FEE OPERATION BR.

CONSTRUCTION CONTRACT

CONSTRUCTION CONTRACT made as of this 31ST day of May 1979, by and between ITEL CORPORATION, a Delaware corporation acting by and through its Equipment Management Division (hereinafter referred to as "Contractor") and the person(s) named on the execution page of this Agreement ("Owner").

W I T N E S S E T H :

WHEREAS, the Owner has acquired title to certain used 50'6" 70 ton RBL boxcars (hereinafter called "Hulks"), more specifically identified in Schedule "A" annexed; and

WHEREAS, Owner desires to engage Contractor to perform work, labor and services in accordance with standard industry practice and to furnish materials and parts to Owner according to the specifications ("Specifications") annexed as Schedule "B", drawings ("Drawings") which are hereby incorporated by reference, and "Bills of Material (annexed as Schedule "C") so as to convert said Hulks into rebuilt XL boxcars ("Railroad Cars"); and

WHEREAS, Contractor has represented to Owner that it is ready, willing and able to rebuild the Hulks into Railroad Cars pursuant to standard industry practice and to the Specifications, Drawings and Bills of Material;

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereinafter set forth, and intending to be legally bound hereby, the parties hereto agree as follows:

SECTION 1. Definitions.

(a) "Railroad Car(s)". A 50'6" 70 ton XL type railroad boxcar to be rebuilt by Contractor from Owner's Hulks, which rebuilding will be performed pursuant to the terms of the Specifications, Drawings and Bills of Material.

(b) "Hulks". Owner's Hulks are the used 70 ton RBL boxcars which are described at Schedule "A" annexed, which will be used by Contractor and rebuilt into the Railroad Cars.

SECTION 2, Agreement to Rebuild.

(a) Rebuilding of Railroad Cars after Delivery of the Hulks. Owner shall deliver all of the Hulks to Contractor to the facilities of Contractor's subcontractor, Southeastern Specialties Corporation ("Southeastern") in Jacksonville, Florida. Contractor shall perform all the work, labor and services and supply all materials to rebuild the Hulks into Railroad Cars in accordance with the Specifications, Drawings and Bills of Material in accordance with standard industry practice. Contractor shall commece production of the Railroad Cars on the date set forth on Schedule "A". Railroad Cars rebuilt pursuant to this Agreement will incorporate all of the features of the Specifications and Drawings annexed except for significant changes that will be mutually agreed upon in writing between Contractor and Owner. It is the intention of the parties that the Specifications, Drawings and Bills of Material shall include all labor, materials and equipment necessary for the rebuilding of XL Railroad Cars by Contractor. Any discrepancy between the Specifications and Drawings shall be resolved in favor of the Specifications.

(b) Engagement of Subcontractor; Supply of Parts and Materials. Contractor will engage the services of Southeastern as

services in connection with rebuilding the Hulks into Railroad Cars pursuant to the Specifications. Contractor will purchase and supply all parts and materials necessary for rebuilding the Hulks. All work shall be performed by Contractor or its subcontractors at Southeastern's plant facilities in Jacksonville, Florida, or at qualified sub-subcontractor facilities. Contractor shall be obligated to pay for all subcontractors, including Southeatern, and sub-subcontrators who perform services or supply materials or parts in rebuilding the Hulks.

(c) Base Price. For all work, labor and services to be rendered and parts and materials supplied in rebuilding the Railroad Cars, Owner will pay to Contractor the fee set forth in Schedule "A". This amount shall be called the "Base Price" in this Agreement and shall be subject to escalation (as provided in (d) below), in an amount not to exceed the aggregate of $400 per Railroad Car above the Base Price.

(d) Escalation. The escalation per Railroad Car (not to exceed $400 per Car) shall be determined in accordance with the formula described on Schedule "D".

(e) Sales Tax. Owner shall be obligated to pay for all sales or use taxes in connection with rebuilding the Railroad Cars. However, in lieu of payment of sales or use taxes, Owner shall have the right to rely upon any sales or use tax exemption that is available in the State of Florida and will execute and deliver to Itel sales tax exemption certificates or such other documents as may be required to exempt the Railroad Cars from any sales or use taxes.

(f) Owner's Involvement in Construction. Owner, only through its agent who is identified in Schedule "A" (hereinafter

called "Agent"), shall be directly involved in the rebuilding of the Railroad Cars. Accordingly, only Agent on behalf of Owner shall be permitted to (but not required to) do the following during rebuilding of the Railroad Cars:

(i) make changes in the Specifications or Drawings as requested by any shipper who will utilize the Railroad Cars; provided, however, that Owner shall be required to pay to Contractor all additional costs incurred in connection with such modifications, including direct expense, indirect expense and profit, and any such modification which shall effect the delivery schedule of the rebuilt Railroad Cars shall cause the delivery schedule and final delivery date of December 15, 1979 to be extended accordingly;

(ii) assist with the selection of all specialty hardware to be used in the Railroad Cars, if requested by Contractor;

(iii) make paint specifications and other items as permitted in Specifications;

(iv) examine parts as they are being delivered to Contractor or Southeastern;

(v) consult from time to time with construction personnel regarding the Specifications and Drawings and review construction of the Railroad Cars as they are being rebuilt; and

(vi) obtain and review with construction personnel all progress reports regarding the Railroad Cars, and if requested by Contractor, make suggestions to speed up production.

(g) Inspection. During the rebuilding process, Owner's inspector named on Schedule "A" (the "Inspector") shall have access to the facility of Contractor or Southeastern when accompanied by a representative of Contractor, for the purpose of examining materials and the assembly thereof into the Railroad Cars. At any time during the rebuilding of the Railroad Cars and prior to delivery, the Inspector can reject a Railroad Car (in whatever stage of completion) as not conforming to the Specifications and standard industry practice by notifying Contractor. In that case, Contractor will correct the Railroad Car to conform to the Specifications or request an inspection by an independent third party selected as provided for in Section 4(g).

(h) Mechanism for Inspection and Acceptance. At least ten business days prior to delivery of the Railroad Cars, Contractor shall notify Agent by letter, telex or telegram of the exact delivery date or dates that the Railroad Cars are to be delivered (but in no event less than five Railroad Cars at a time). If Owner's Inspector executes the acceptance certificate in duplicate ("Acceptance Certificate") a copy of which is annexed as Schedule "E", indicating his inspection approval thereof, a copy of such Acceptance Certificate shall be presented by Contractor to Agent together with other documentation

(including but not limited to an invoice covering all materials and labor charges) in order to effectuate payment of the Base Price (as the same may be escalated).

(i) Delivery. Delivery shall be completed upon the delivery of the Railroad Cars by Contractor to a common carrier in accordance with any shipping requirements specified in Schedule "A". Contractor will deliver the Railroad Cars on or before the date or dates indicated on Schedule "A" except if delivery is delayed because of a force majeure as provided in Section 17. Delivery of Railroad Cars will be made free of all liens, claims encumbrances of any kind after payment in full therefor as provided herein. Time is of the essence and all of the Railroad Cars must be delivered to Owner by December 15, 1979.

Owner shall not be obligated to accept any Railroad Cars after December 15, 1979 notwithstanding any force majeure, for any reason, except at Owner's sole discretion, and Contractor shall not commence production on any Railroad Car that cannot be completed by that date without Agent's prior written approval. In the event that Contractor does not deliver all of the Railroad Cars by December 15, 1979 (notwithstanding any force majeure) for any reason and Owner elects not to extend the time of delivery, Owner, as its sole remedy for Contractor's failure to deliver as provided herein, shall have the right to require Contractor to pay to Owner the cost to Owner of each Hulk for each such Railroad Car not delivered, and Contractor shall be obligated to purchase each such Hulk and pay to Owner the price actually paid by Owner for such Hulk as indicated in Schedule "A". Owner shall thereupon execute and deliver to Contractor a bill of sale for each such Hulk. Notwithstanding the above, in the event delivery is delayed due to rejections of Railroad Cars by the Inspector, which rejections are subsequently determined by a majority of the

inspectors to be unwarranted, Contractor shall have the right to make deliveries beyond December 15, 1979.

(j) Mechanical Data. All detailed design drawings, drawing lists, specialty drawings, bills of material, lists of light weights and scale tickets, AAR certificates of construction and wheel and axle mounting pressure records shall be delivered by Contractor to Agent at the completion of construction.

(k) Storage. There shall be no charge by Contractor for storage of the Railroad Cars. Owner shall be required to take delivery of the Railroad Cars one business day after Closing Date, and if Owner does not take delivery, Owner shall pay any storage, transit and switching charges thereafter.

Section 3. Payment and Security Therefor.

(a) Payment. Contractor shall give to Agent and any financial institution designated in Schedule "A", five business days' advance written notice of a closing date (herein called the "Closing Date") together with an invoice for services and materials, and an Acceptance Certificate. On the Closing Date, Contractor shall deliver to Agent a Completion Certificate by Contractor (in the form annexed at Schedule "F"), a release of Itel's security interest in the Hulks and Railroad Cars, legal opinion of Contractors's counsel as to title and no liens on the Railroad Cars as provided in Section 4(a)(vii) in such form acceptable to counsel to Agent, and such other documents as may be reasonably requested by Agent, and Contractor shall receive from Owner the Base Price as adjusted for escalation, payable at a New York City bank in federal funds. The term "business days" as used in this Agreement means calendar days excluding Saturdays, Sundays and legal holidays.

(b) Security Interest.

(i) As security for the payment of the Base Price (as

(iii) Upon any default, the Contractor's reasonable attorney's fees and the legal and other expenses for pursuing, searching for, receiving, taking, keeping, advertising and selling the Hulks and Railroad Cars shall be chargeable to the Owner in addition to the Base Price as adjusted for escalation. However, the Owner shall not be personally liable for any deficiency resulting from the sale of the Hulks and Railroad Cars, it being understood that Contractor's sole right shall be to enforce and satisfy Owner's obligations hereunder from the Hulks and Railroad Cars. To the extent Contractor receives from such sale any amount in excess of the Base Price, as adjusted, plus such costs and expenses, Contractor shall be entitled to keep such excess as liquidated damages.

(iv) Contractor will give Owner reasonable notice of the time and place of any public sale thereof or of the time after which any private sale or any other intended disposition thereof is to be made. The requirements of reasonable notice will be met if such notice is mailed certified mail, return receipt requested, postage prepaid, to the address of the Owner shown below, with a copy to Agent at least five (5) days before the time of sale or disposition.

(v) Contractor is hereby authorized to file one or more Financing Statements on Owner's behalf and to file and record this Agreement with the Interstate Commerce Commission pursuant to 49 U.S.C. Section 11303. Owner will, from time to time, do and perform any other act and will execute, acknowledge, deliver, file, register, deposit and record any and all further instruments

required by law or reasonably requested by the Contractor for the purpose of proper protection to the satisfaction of counsel for the Contractor, of its security interest to the Hulks and Railroad Cars and its rights under this Agreement or for the purpose of carrying out the intention of this Agreement; and the Owner will promptly furnish to the Contractor certificates or other evidence of such filing, registering, depositing and recording satisfactory to the Contractor.

(vi) Upon payment and full satisfaction of the Owner's obligations under this Agreement according to the terms thereof, Contractor shall deliver a release hereof or a termination of the security interest granted herein, and Contractor shall further execute and deliver to Owner any such further documents as may be reasonably requested to terminate the security interest of Contractor hereunder.

SECTION 4. Representations, Warranties and Indemnities.

(a) Contractor's Representations. Contractor represents and warrants:

(i) that it is a corporation duly organized and existing under the laws of the State of Delaware;

(ii) that it has all necessary corporate power and authority to enter into this Agreement and the Exhibits and Schedules required or contemplated hereby (if any);

(iii) that nothing in its corporate charter or other organizational documents or in any agreement, covenant or instrument to which it is a party or by which it is bound, prohibits, limits or otherwise re-

quires the approval of any other party in connection with the performance of its obligations under this Agreement;

(iv) that it will rebuild the Railroad Cars in a good and workmanlike manner, and in accordance with standard industry practice;

(v) that no law, regulation or other governmental requirement prohibits, limits or requires a license or permit for its performance hereunder;

(vi) that the individuals whose signatures are affixed to this Agreement are duly authorized to execute and deliver this Agreement;

(vii) that after rebuilding and upon delivery of the Railroad Cars to Owner and payment therefor, Owner shall have good and marketable title to the Railroad Cars subject to no liens, taxes, claims or encumbrances arising from the services performed or the materials furnished by Contractor or any subcontractor; and

(viii) that as of the date hereof and upon delivery of the Railroad Cars to Owner, Contractor has and shall have no actual knowledge of claims, litigation or causes of action (whether threatened or in existence) which would impair the rights of Owner under this Agreement.

(b) Additional Contractor Representations. Contractor represents and warrants to Owner, and shall at each payment closing provide to Owner, its successors and assigns, an opinion of its counsel addressed to Owner as to title and no liens on the Railroad Cars as provided in Section 4(a)(vii) in such form acceptable to counsel to Agent.

(c) Owner's Representations. Owner represents and warrants:

(i) that he (she or it) has all necessary power and authority to enter into this Agreement and the Exhibits and Schedules required or contemplated hereby (if any);

(ii) that no agreement, covenant or instrument to which he (she or it) is a party or by which he (she or it) is bound, prohibits, limits or otherwise requires the approval of any other party in connection with the performance of his (hers or its) obligation under this Agreement;

(iii) that no law, regulation or other governmental requirements prohibits, limits or requires a license or permit for his (her or its) performance hereunder; and

(iv) that the individual(s) whose signature is affixed to this Agreement is duly authorized to execute and deliver this Agreement on his (her or its) behalf.

(d) Warranty. Contractor warrants that the Railroad Cars when delivered hereunder:

(i) shall conform to the Drawings and Specifications without material deviation (except as may be agreed to in writing by Agent);

(ii) that the Railroad Cars shall conform in all material respect to the workmanship and quality of a Sample Railroad Car to be constructed by Contractor and which will be exhibited to Owner's Inspector, and such workmanship and labor will be in accordance with standard industry practice;

(iii) that the Railroad Cars will conform to AAR Interchange and Safety Appliance and Power Brake requirements of the Department of Transportation;

(iv) that the Railroad Cars will be constructed from new and/or reconditioned components and that the Railroad Cars have never been placed in revenue-producing service as a rebuilt railroad car;

(v) that the Railroad Cars shall meet the present mechanical requirements of Rule 88 of the Association of American Railroads Code of Interchange Rules, or in the event of any inconsistency with Rule 88 which Contractor discovers in the Specifications, it shall perform all services to make them comply with Rule 88 before delivery to Owner; and

(vi) that the Railroad Cars are warranted to Owner for a period of one year after the date the Railroad Cars are delivered to Owner, to be free from any defect in material or workmanship except

as to damage resulting from normal wear and tear, accident, alteration, misuse or abuse.

(e) Warranty Repairs. In the event Owner requires repairs to or replacement of any component of the Railroad Cars, Owner after giving notice to Contractor, shall make delivery of the defective Railroad Car (transportation charges prepaid) to a mutually agreeable repair shop or to Contractor's designated subcontractor's plant. Contractor shall be responsible for the warranty repairs including the repair facilities charges unless it disagrees with Owner's conclusion that Contractor is responsible, in which case an AAR representative shall be requested to resolve the issue of responsibility. THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE EXTENDING BEYOND THE DESCRIPTION IN THIS AGREEMENT AND OF ALL OTHER OBLIGATIONS AND LIABILITIES ON THE PART OF CONTRACTOR.

With respect to parts used in the Railroad Cars, but manufactured by manufacturers other than Contractor, any warranty provided to Contractor shall be passed on to Owner or any assignee of Owner to the extent allowed under such warranties, and Contractor agrees to provide reasonable assistance to Owner or any assignee of Owner in obtaining satisfaction thereunder.

(f) Patent Indemnification. Contractor hereby agrees to indemnify and save Owner harmless from any and all royalties payable, any and all liabilities, damages, claims, suits, judgments,

costs and expenses (including legal fees) that may arise from patent infringement incident to the use of any article, process, design, element of construction or any other invention used in the construction of the Railroad Cars or incorporated in the Railroad Cars when delivered to and accepted by Owner; provided that Owner gives to Contractor notice thereof within 30 days of any written claim or suit against Owner.

(g) Selection of Inspectors for Dispute Settlement. Any dispute between Contractor and Agent as to the compliance of the Railroad Cars with Specifications or the responsibility for the cost of repairs which requires the intervention of a third party may be commenced by either party by the selection of an individual "inspector" from recommendations furnished by the AAR of qualified individuals. The name, affiliations and qualifications of such individual shall be furnished to the other party which shall have four days to accept or reject such individual. Upon rejection, the rejecting party shall nominate an alternative "inspector". If the parties cannot agree on an acceptable "inspector" within eight days, each party shall name an "inspector" and the two "inspectors" so chosen shall name a third (or in lieu thereof the AAR shall name such third party) whereupon the dispute settlement shall commence. A decision of a majority of such "inspectors" shall be binding and final. If the Railroad Car is determined by the in-

spectors as meeting the Specifications, or if the cost of repairs are determined to be Owner's responsibility, the expenses of the intervention of the independent third party shall be borne by Owner, otherwise the expenses shall be for Contractor's account. Each party shall bear the expenses of its own inspector.

SECTION 5. Property Loss or Damage.

Owner shall assume all risks or loss of or damage to the Hulks and the materials, parts and labor entering into construction of the Railroad Cars; however, Contractor may self-insure for the benefit of Owner or at Contractor's option in lieu thereof provide as an agent for Owner, before commencement of any work, insurance designating Owner as beneficiary covering the Base Price and the cost of the Hulks to Owner, which insurance must cover any event of destruction of the Hulks and the Railroad Cars prior to delivery by Contractor to Owner or Agent. Upon destruction of a Railroad Car or Hulk, Owner shall collect the proceeds of any insurance policy obtained for the benefit of Owner. Owner shall pay to Contractor the value of the materials, parts and labor incurred to such date in rebuilding the Hulks. In the event of destruction of a Railroad Car prior to the Closing Date which is not covered or adequately covered by insurance placed by Contractor as agent for Owner, Contractor shall be required to pay to Owner the cost of the Hulk and Contractor shall be solely responsible for the materials, parts and labor incurred to the date of destruction without Owner being responsible to pay same, provided, however, Contractor shall have the right to substitute another Hulk acceptable to Owner (if

same can be rebuilt and delivered by the delivery date herein provided).

SECTION 6. Limitation of Liability.

Contractor's liability on any claim of any kind, including negligence, for any loss or damage arising out of, connected with, or resulting from this Agreement, or from the performance or breach thereof, or from the manufacture, sale, delivery, resale, inspection, repair, operation or use of any of the Railroad Cars covered by or rebuilt under this Agreement shall in no case (except as provided in Section 4(f) entitled "Patent Indemnification" and then only to the extent set forth in that paragraph), exceed the Base Price, as the same may be adjusted, per Railroad Car which gives rise to the claim. In no event, whether as a result of breach of contract or warranty or alleged negligence, shall Contractor be liable for special or consequential damages, including, but not limited to, loss of profits or revenue, loss of use of the Railroad Cars or any associated equipment, cost of capital, cost of substitute equipment, facilities or services, down-time costs or claims of customers of Owner for such damages.

SECTION 7. Owner's Escrow Account.

Owner represents and warrants that it has deposited in escrow with Babbitt, Meyers & Company, Inc., the sum indicated in Schedule A per Railroad Car, such amount being the difference between the Base Price as adjusted and the amount committed to be provided

to Owner by the financial institution set forth on Schedule "A" annexed hereto. Owner shall cause Babbitt, Meyers & Company, Inc. to confirm to Contractor receipt of such escrow amount.

SECTION 8. Lien or Encumbrances.

Neither Contractor nor any of its employees or agents shall have any right, power or authority to create, incur, or suffer or permit to be placed or imposed upon any of the Hulks or the Railroad Cars or any parts thereof covered by this Agreement, any lien, encumbrance or charge, other than the security interest given by Owner to Contractor in this Agreement.

Contractor shall, in due course, but in any event within fifteen (15) days after the same have become due and payable or enforceable against any of the Hulks or the Railroad Cars under this Agreement, pay and discharge or make provision for the payment, satisfaction or discharge of any and all claims or demands for which it is or may be lawfully responsible, and which, if unpaid, might become or operate as a lien, encumbrance or charge upon the said Hulks or Railroad Cars, or in the event the said Hulks or Railroad Cars are levied against or taken into custody by virtue of any legal proceeding in any court, Contractor shall within fifteen (15) days thereafter, cause the said Hulks and/or Railroad Cars to be released and the asserted claim or lien to be discharged as to the said Hulks and/or Railroad Cars. This section shall not be deemed breached by reasons of liens for taxes, assessments or governmental charges or levies, in each case not due or not determined, or inchoate materialmen's, mechanics', workmens, repairmens' or other like

liens arising in the ordinary course of business and, in each case, not delinquent.

SECTION 9. Successors and Assigns.

This Agreement shall be binding upon and shall inure to the benefit of the parties hereto, their heirs, successors or assigns; provided that no assignment by any party hereto shall relieve such party from its obligations and liabilities hereunder, which shall remain the direct and primary obligations of the assignor, jointly and severally with the assignees as used herein.

SECTION 10. Waiver.

Failure to insist upon strict compliance of any of the terms, covenants or conditions hereof, shall not be deemed a waiver of such terms, covenants or conditions, nor shall any waiver or relinquishment of such right or power hereunder at any time or times be deemed a waiver or relinquishment of such right or power at any time or times be deemed a waiver or relinquishment of such right or power at any other time or times.

SECTION 11. Severability.

The invalidity or unenforceability of any part of this Agreement shall not affect the validity or enforceability of the remaining portion of this Agreement. In the event that any part of this Agreement shall be invalid, this instrument shall be construed as if such invalid part had not been inserted, so long as the principal obligations of the parties hereto are not changed thereby. In the event that any part of this Agreement shall be held unenforceable or invalid, the remaining parts to this Agreement shall nevertheless continue to be valid and enforceable as though the in-

valid portions had not been a part thereof, unless the principal obligation of the parties hereto are changed thereby.

SECTION 12. Notices.

Any notice hereunder to any of the parties designated below shall be deemed to be properly served if delivered or mailed to it at the following specific address:

(a) To Contractor: Itel Corporation
Equipment Management Division
Two Embarcadero Center
San Francisco, Cal. 94111

(b) To Owner: At the address set forth below with a copy to Agent at the address specified on Schedule "A" to this Agreement;

or at such other address as may have been furnished in writing by such party to the other parties to this Agreement.

SECTION 13. Headings.

All section headings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

SECTION 14. Effect and Modification of Agreements.

This Agreement and the Exhibits and Schedules relating hereto, exclusively and completely state the rights and agreements with respect to the construction of the Railroad Cars, and supersede all other agreements, oral or written, with respect to construction of the Railroad Cars. No variation of this Agreement and no waiver of any of its provisions or conditions shall be valid unless in writing and duly executed on behalf of Contractor and Owner.

SECTION 15. Execution.

This Agreement may be executed in any number of counter-

parts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute but one and the same contract, which shall be sufficiently evidenced by any such original counterpart.

SECTION 16. Survival.

The respective representations, warranties, indemnities and agreements of the parties hereto shall survive the execution and delivery of this Agreement and the delivery and payment for the Railroad Cars.

SECTION 17. Force Majeure.

Contractor's or Southeastern's obligations with respect to delivery of any or all of the Railroad Cars are made expressly subject to and contingent upon Contractor's or Southeastern's ability to secure materials to enable Contractor or Southeastern to meet production requirements for the Railroad Cars. Contractor's obligation with respect to delivery of all or any number of Railroad Cars are also hereby made expressly subject to, and Contractor shall not be responsible for failure to deliver, or delays in delivering, Railroad Cars or the Hulks due to or resulting from causes beyond Contractor's or subcontractor's reasonable control, including but not limited to strikes, labor disputes, fire, flood, explosion, delays and defaults of carriers and material suppliers, accidents, acts of God, governmental acts, riot, or civil commotions, sabotage, vandalism, damage to plant equipment or facilities, regulations and restrictions beyond Contractor's or subcontractor's control. Any specified delivery dates shall be deemed extended for the period of such

delays. Notwithstanding any delays in delivery due to force majeure as provided above, Owner shall still have the right to require Contractor to purchase a Hulk not delivered prior to December 15, 1979 as provided in Section 2(i) above.

IN WITNESS WHEREOF, the parties hereto have caused their authorized officers to execute this Agreement on their behalf as of the date first above written.

Witness:

ITEL CORPORATION, EQUIPMENT MANAGEMENT DIVISION

By Richard D. Dixon

Richard D. Dixon

Its: Vice President

OWNER:

Name of Owner:

Address of Owner:

2335 MARBURY ROAD
PITTSBURGH, PA 15221

By

Its:

Witness:

-22-

STATE OF California)
COUNTY OF San Francisco SS:

On May 30, 1979, before me personally came Richard D Dixon to me known, who, by me duly sworn, did depose and say that deponent resides at 16 Greenwood Ct, Orinda, CA that deponent is the Vice President of Itel Corporation, Equipment Management Division, the corporation described in, and which executed the foregoing Agreement, that deponent knows the seal of the corporation, that the seal affixed to the Agreement is the corporate seal, that it was affixed by order of the board of directors of the corporation; and that deponent signed his name by like order.

OFFICIAL SEAL
DEBRA ANN CLOUD
NOTARY PUBLIC - CALIFORNIA
PRINCIPAL OFFICE IN
SAN FRANCISCO COUNTY
My Commission Expires January 25, 1981

Debra Ann Cloud
Notary Public

Acknowledgement for Owner

If an individual:

STATE OF Pennsylvania)
COUNTY OF Allegheny)

On the 31st day of May, 1979, before me came BERTRAM KOSSIS to me known to me to be the individual described in, and who executed the foregoing instrument, and acknowledged to me that he executed the same.

Nora A. Bland
Notary Public

NORA A. BLAND, NOTARY PUBLIC
PITTSBURGH, ALLEGHENY COUNTY
MY COMMISSION EXPIRES JUNE 5, 1982
Member, Pennsylvania Association of Notaries

If a partnership:

STATE OF)
COUNTY OF) SS:

On the day of May, 1979, before me came to me known to be a partner in the firm of , and who executed the foregoing Agreement and acknowledged to me that he executed the same.

Notary Public

If a Corporation:

STATE OF)
COUNTY OF) SS:

On May , 1979, before me personally came to me known, who by me duly sworn, did depose and say that deponent resides at that deponent is the of the corporation described in, and which executed the foregoing Agreement, that deponent knows the seal of the corporation, that the seal affixed to the Agreement is the corporate seal, that it was affixed by order of the board of directors of the corporation; and that deponent signed his name by like order.

Notary Public

SCHEDULE A

Name of Owner Bertram Kossis

Address of Owner 2335 Marbury Road

Pittsburgh, PA Zip 15221

Identification Number of Owner's Hulks RBNX 90353, 90344, 90300, 90257, 90307
Price Paid by Owner per Hulk $ 5,219.00
Base Price for Each Railroad Car $ 28,963.00

Approximate Date of Commencement of Production June 1, 1979

Approximate Date of Delivery August 15, 1979

Owner's Shipping Requirements F.O.T. Southeastern Specialties Corporation yard, Jacksonville, Florida

Name and Address of Owner's Agent Atlantic & Western Financial Corporation

P. O. Box 1208

Sanford, North Carolina Zip 27330

Name of Inspector John S. Carlson & Co., Inc.

Financial Institution and Address United States Steel Credit Corporation

600 Grant Street

Pittsburgh, PA Zip 15219

Escrow deposit per Railroad Car held by Babbitt, Meyers & Company, Inc. being the difference between the Base Price, as adjusted, and Owner's non-recourse financing $ 2,356.00

SCHEDULE B

SPECIFICATIONS FOR REBUILDING RAILROAD CARS
FROM HULKS OF THE OWNER IDENTIFIED IN SCHEDULE A

These specifications cover the rebuilding of 50'6" 70 ton Plate "C" XL boxcars to be constructed by Itel Corporation, Equipment Management Division, Contractor, pursuant to the within specifications. Cars to be used are identified on Schedule A of this Construction Contract.

1. General Requirements.

Completed car shall satisfy all requirements for AAR "Rebuilt" status including strength requirements as outlined in AAR "Specifications for Design and Fabrication of Freight Cars."

Completed car is to conform to all applicable AAR Interchange and FRA Bureau of Safety Rules and Regulations and comply with the reconditioning requirements of the FRA Railroad Freightcar Safety Standards.

2. Workmanship.

All construction and fabrication shall be performed in a substantial and workmanlike manner in accordance with drawings and/or specifications provided. All workmanship shall be equal to the best practice in modern car builders' shops.

Jigs, templates, gauges and fixtures shall be used to insure interchange ability of parts. Requirements outlined in Section V of the AAR "Specifications for Design Fabrication of Freightcars" shall be adhered to.

3. Welding.

Welding shall be done by the fusion process and must conform to the AWS and AAR welding codes. All slag or flux remaining on any bead of welding must be removed before laying down the next successive bead or before painting.

SCHEDULE B

SPECIFICATIONS FOR REBUILDING RAILROAD CARS
FROM HULKS OF THE OWNER IDENTIFIED IN SCHEDULE A

These specifications cover the rebuilding of 50'6" 70 ton Plate "C" XL boxcars to be constructed by Itel Corporation, Equipment Management Division, Contractor, pursuant to the within specifications. Cars to be used are identified on Schedule A of this Construction Contract.

1. General Requirements.

Completed car shall satisfy all requirements for AAR "Rebuilt" status including strength requirements as outlined in AAR "Specifications for Design and Fabrication of Freight Cars."

Completed car is to conform to all applicable AAR Interchange and FRA Bureau of Safety Rules and Regulations and comply with the reconditioning requirements of the FRA Railroad Freightcar Safety Standards.

2. Workmanship.

All construction and fabrication shall be performed in a substantial and workmanlike manner in accordance with drawings and/or specifications provided. All workmanship shall be equal to the best practice in modern car builders' shops.

Jigs, templates, gauges and fixtures shall be used to insure interchange ability of parts. Requirements outlined in Section V of the AAR "Specifications for Design Fabrication of Freightcars" shall be adhered to.

3. Welding.

Welding shall be done by the fusion process and must conform to the AWS and AAR welding codes. All slag or flux remaining on any bead of welding must be removed before laying down the next successive bead or before painting.

DRAFT

ATW-
50'6" 70T PLATE "C" CAR.

BILL OF MATERIAL — ITEL RAIL DIVISION

SHEET 1 OF
DATE
HOGREAM NO. 73007

BILL OF MATERIAL # 12-170007

PRELIMINARY

SUBJECT: REBUILD (100) 50'-70 TON JOURNAL BEARING EQUIP. ROLLER BEARING EQUIP. BOX CARS
IN SERIES: RBNX 9CXXX-90199 BUILT BY ACF - 1957

LINE NO	DESCRIPTION	NO PER CAR	%	NO. ORDER	DRAWING NO.	DEVELOPED SIZE	MATERIAL SPECIFICATION	REMARKS
1.	THRESHOLD PLATE	2	100 %	200	ITEL-007-1	5/16" x 5 1/8" x 10'-2" FORMED STL. BAR	USTAL A 36	PURCHASE FABRICATED
2.	THRESHOLD PLATE-ANGLE	2	"	200	ditto	1 3/8" x 1/2" x 3/16" ∠ x 7'-10" 2 A 5	ditto	
3.	SIDE SILL REINF.	2	"	200	ditto	5/16" x 15" x 15'-0" FORMED STL. PLATE	ditto	
4.	DOOR POST TO SIDE SILL GUSSET	4	"	400	ditto	1/4" x 24" x 20 3/4" FAB. STL. PLATE	ditto	OFFSET GUSSET
5.	~~DOOR POST TO SIDE STL GUSSET FILLER~~	~~4~~	"	~~400~~	ditto	~~1/4" x 8" x 20 3/4" FAB. STL. BAR~~	~~ditto~~	
6.	DOOR POST TO TOP SIDE PLATE GUSSET	4	"	400	ditto	—	—	PRIME PAINT REINF. DRILL HOLE PER DRWG
7.	DOOR POST TO TOP SIDE PLATE FILLER	4	"	400	ditto	1/4" x 3 1/16" x 3" FAB STL. BAR	ASTM A-36	?
8.	GUSSET AT SIDE SILL REINF. AT XTIE	10	100 %	1000	ITEL-007-5	1/4" x 3" x 5 3/8" FAB. STL. BAR	ditto	
9.	GUSSET AT SIDE SILL REINF. AT XBEAKER	4	"	400	ditto	1/4" x 3" x 5 1/8" FAB. STL. BAR	ditto	
10.	CROSS TIE (UNDERFRAME REINF.	4	"	400	ditto	8" IE 7.5# x 4'-4 7/16"	ditto	
11.	" "	14	"	1400	ditto	4" IE 7.7# x 4'-4 7/16"	ditto	
12.	~~EMERGENCY~~ LEVER	~~1~~	"	~~100~~	~~ITEL-007-8~~	~~8" x 1" x 3'-4 1/2" FAB STL BAR~~	ditto	USE EXISTING
13.	SLACK ADJUSTER CONTROL LEVER	1	"	100	ditto	3/4" x 3" FORM. STL. BAR	ditto	
14.	SLACK ADJUSTER FULCRUM BRACKET	1	"	100	ditto	1/2" x 6" FORM. STL. BAR.	ditto	
15.	SLACK ADJUSTER SAFETY HANGER	1	"	100	ditto	1 1/2" x 3/8" FORM. STL. BAR.	ditto	
16.	TOP ROD HANGER "A"-END	1	"	100	ditto	1/2" x DIA. STL. BAR.	ditto	
17.	TOP ROD, EXTENSION "A"-END	1	"	100	ditto	1" DIA ROD x 5'-6"	ditto	
18.	RETAINING VALVE BRACKET	1	"	100	ditto	1/4" x 1'-3" FORMED STL. PLATE	ditto	
19.	BOLSTER TOP TIE PLATE	2	100 %	200	ITEL # 007-6	1/2" x 2'-0" x 5'-8" STL. PLATE	ditto	FABRICATED STL PLATE
20.	HAND HOLD BRACKET	1	100 %	100				?
21.	RELEASE ROD	1	"	100	ITEL-12-8-71 007-	1/2" DIA. STL BAR BENDED & FABRICATED	ASTM D A-36	
22.	SIDE SHEET REPAIR MATERIAL	—	—	10 SHEETS	—	10GA. 4'x8' STEEL SHEET		
23.	BOLSTER BOTTOM TIE PLATE	2						
24.	TRUCK LEAD LEVER GUIDE	2	100 %	200	ITEL-12-8-71 007-	SINGLE HOLE	ASTM A-36	
25.	SLACK ADJUSTER STABILIZER ROD	1				5/8 x 1 1/2 x 7 1/4		
26.	TRUCK LEVER - LIVE	2	5 %	6	ITEL 007-	1 x 7 x 14	SPEC 11.4.1	
27.	TRUCK LEVER - LEAD	2	5 %	6	ITEL 007-	1 x 5 x 10	SPEC 11.4.1	

Bills of Material

DRAFT

W:
6" 70T PLATE "C" CAR.

ELIMINARY

BILL OF MATERIAL — ITEL RAIL DIVISION

SHEET 1 OF
DATE
HOGREAM NO. [illegible]

BILL OF MATERIAL # 12-170007

SUBJECT: REBUILD (100) 50'-70 TON JOURNAL BEARING EQUIP. ROLLER BEARING EQUIP. BOX CARS

IN SERIES: RBNX 90000-90199 BUILT BY ACF - 1959

DESCRIPTION	NO. PER CAR	% OF	NO. ORDERED	DRAWING NO.	DEVELOPED SIZE	MATERIAL SPECIFICATION	REMARKS	PURCHASING DEPT. INFORMATION						LINE NO.
BOLSTER SHOULD PLATE	2	100 %	200	ITEL-007-1	1/2" x 5 5/16" x 10'-2" FORMED STL. BAR	ASTM A 36	PURCHASE FABRICATED							
BOLSTER SHOULD PLATE-ANGLE	2	"	200	ditto	1 3/8" x 1/8" x 5/16" L x 7'-10"	ditto								
SIDE SILL REINF.	2	"	200	ditto	5/16" x 15" x 2'-8" FORMED STL. PLATE	ditto								
DOOR POST TO SIDE SILL GUSSET	4	"	400	ditto	1/4" x 24" x 20 3/4" FAB. STL. PLATE	ditto	OFFSET GUSSET							
DOOR POST TO SIDE SILL INSERT FILLER	4	"	400	ditto	1/4" x 8" x 20 3/4" FAB. STL. BAR	ditto								
DOOR POST TO TOP SIDE PLATE GUSSET	4	"	400	ditto	—	—	REUSE EXIST. REINF. DRILL HOLE PER DRWG							
DOOR POST TO TOP SIDE PLATE FILLER	4	"	400	ditto	1/4" x 3 1/16" x 3" FAB. STL. BAR	ASTM A-36	?							
INSERT AT SIDE SILL REINF. AT XTIE	10	100 %	1000	ITEL-007-3	1/4" x 3" x 5 5/8" FAB. STL. BAR	ditto								
INSERT AT SIDE SILL REINF. AT XBEARER	4	"	400	ditto	1/4" x 3" x 5 1/8" FAB. STL. BAR	ditto								
CROSS TIE (INTERFRAME REINF.)	4	"	400	ditto	8" IC 7.5# x 4'-4 7/16"	ditto								
" "	14	"	1400	ditto	4" IC 7.7# x 4'-4 7/16"	ditto								
HANDBRAKE LEVER	1	"	100	ITEL-007-8	4" x 1" x 3'-4 1/2" FAB. STL. BAR	ditto	USE EXISTING							
BRACK ADJUSTER CONTROL LEVER	1	"	100	ditto	3/4" x 3" FORM. STL. BAR	ditto								
BRACK ADJUSTER FULCRUM BRACKET	1	"	100	ditto	1/2" x 6" FORM. STL. BAR.	ditto								
BRACK ADJUSTER SAFETY HANGER	1	"	100	ditto	1 1/2" x 3/8" FORM. STL. BAR.	ditto								
TOP ROD HANGER "A"-END	1	"	100	ditto	1/2" x DIA. STL. BAR.	ditto								
TOP ROD EXTENSION "A"-END	1	"	100	ditto	1" DIA ROD x 5'-6"	ditto								
RETAINING VALVE BRACKET	1	"	100	ditto	1/4" x 1'-3" FORMED STL. PLATE	ditto								
CENTER TOP TIE PLATE	.2	100 %	200	ITEL # 007-6	1/2" x 2'-0" x 5'-8" STL. PLATE	ditto	FABRICATED STL PLATE							
HANDHOLD BRACKET	1	100 %	100				?							
RELEASE ROD	1	"	100	ITEL 12-8-71 007-	1/2" DIA. STL BAR FORMED & FABRICATED	ASTM D A-36								
SIDE SHEET REPAIR MATERIAL	—	—	10 SHEETS	—	10GA. 4'x8' STEEL SHEET									
CENTER BOTTOM TIE PLATE	2													
BRAKE END LEVER GUIDES	2	100 %	200	ITEL-# 007-	SINGLE HOLE	ASTM A-36								
BRACK ADJUSTER STABILIZER ROD	1				3/8" x 1 1/2" x 7 1/4"									
BRACK LEVER — LIVE	2	2 %	6	ITEL 007-	1 x 7 x 14	SPEC # 1164								
BRACK LEVER END	2	2 %	6	ITEL 007-	1 x 5 x 10	SPEC # 1164								

Schedule C
Bills of Material

1970

ATTACHMENT III

	FABRICATED STEEL (cont'd)	THIS CAR	%	CUT	DRAWING NO.			
54	COUPLER YOKE KEY	2	100%			1½ x 6 x 16½		
55	COUPLER YOKE KEY	2	100%		1845M	1½ x 6 x 18¾	do	
56	COUPLER YOKE KEY	2	100%	X		1½ x 6 x 19¾	do	
57								
58	COUPLER YOKE KEY RETAINER	2				1½ x 3⅝ x 9½		
59	~~BRACE KEY WASHER~~	~~2~~		X		~~½ x 5 x 9½~~		
60	BRAKE STEP BRKT. - INNER	1			15-A-37-M	½" x 1¾" x 2'-7½"		
61	BRAKE STEP BRKT - OUTER	2			15-A-37-M	½" x 1¾" x 2'-10½"		
62	END LADDER BRACKET - LEFT							
63	" " " - RIGHT							
64	SIDE LADDER " - LEFT			-				
65	" " " - RIGHT							
66	HAND HOLD "A" - END	1						
67	" " "B" - END	1			67-A-84		do	
68	" " SIDE	6			76-A-89		do	
69	END SILL REINF - INSIDE	2				⅜" x 5" x 2'-0"	ASTM A-36	
70	" " " - OUTSIDE	2				⅜ x 4 x 4 ANGLE x 10½"	ASTM A-36	
71	LADDER STILE - SIDE "A"				HEL 007-		ASTM A-36	LEFT HAND
72	LADDER STILE - SIDE "A"						ASTM A-36	RIGHT HAND
73	LADDER STILE - SIDE "B"						ASTM A-36	LEFT HAND
74	LADDER STILE - SIDE "B"						ASTM A-36	RIGHT HAND
75	LADDER STILE - END "A"						ASTM A-36	LEFT HAND
76	LADDER STILE - END "A"						ASTM A-36	RIGHT HAND
77	LADDER STILE - END "B"						ASTM A-36	LEFT HAND
78	LADDER STILE - END "B"						ASTM A-36	RIGHT HAND
79	HAND BRAKE HOUSING SUPP	1			78-A-80		ASTM A-36	
80	[illegible]	1	100%	CUT	[illegible]		[illegible]	

FABRICATED STEEL (CONT'D)	HOIST CAPS.	%	NO. ORDER	DRAWING NO.										
~~ROOF HAND HOLD SUPPORT~~	+	100 %	100			ASTM A-36								
ROOF HAND HOLD SUPPORT	+	100 %	100			ASTM A-36								
END PLATFORM SUPPORT - OUTER	4	100 %	X	400		ASTM A-36								
END PLATFORM SUPPORT - INNER	4	100 %	X	400		ASTM A-36								
END PLATFORM SUPPORT - CENTER	2	100 %	X	200		ASTM A-36								
CENTER PLATE LINER	2	10 %	20		1/8" x 13 1/2" DIA.	1040	INC. TO # 100 TON CARS							
~~CENTER PLATE LINER~~	2	-	X		5/8" x 11 1/2" DIA.	A-1040	INC. SOUTHERN CARS							
~~ROCKER BEARING LOCKING PLATE~~	8	-	X		4 1/2" x 12" CLASS F	SAE 1045 (OR EQUIV. MEETING REQUIREMENTS)	NAC ALT STD. [illegible] TYPE							
~~ROLLER BEARING LOCKING PLATE~~	8	-	X		5 1/2" x 10" CLASS "D"	ditto	ditto							
~~PIVOT PIN LOCKING PLATE~~	8		X		4" x 11" CLASS "D"	ditto	ditto							
~~TRUCK FRICTION WEAR PLATE~~	8	100 %	X		3/8" x 6" x 8"	SAE 1045 (OR EQUIV. MEETING)	SOUTHERN A-A 2 1/2 AAR TRUCK							
" " " "	8	100 %	X		3/4" x 1 1/2" x 7 3/4"	ditto	~~INC. TO # 100 TON~~ A.A.R. 2 1/2 AAR TRUCK							
" " " "	8	100 %	X		3/4" x 1 1/2" x 8 3/16"	ditto	~~INC. TO # 100 TON~~ A-A 2 1/2" AAR TRUCK							
" " " "	8	100 %	X		"	ditto	~~SOUTHERN~~ C-L							
~~TRUCK FRICTION WEAR PLATE~~	8	100 %	X		3/4" x 4" x 8 7/16"	SAE 1045 (OR EQUIV. MEETING)	~~SOUTHERN~~ C-L							
" " " "	8	100 %	X		1/8" x 5" x 8"	ditto	SOUTHERN C-L							
" " " "	8	100 %	X		1/8" x 5 1/2" x 8"	ditto	~~SOUTHERN~~ C-L LINE 3							
" " " "	8	100 %	X		3/4" x 5" x 8 1/2"	ditto	~~SOUTHERN~~ C-L LINE 4							
" " " "	8	100 %	800		3/4" x 5 1/2" x 8 1/2" SECTION 2777 Line #5	ditto	~~INC. TO # 100 TON~~ SCTCO LINE 5							
CENTER PIN	2				1 1/4" x dim. x 15"	UNFINISHED MACHINED STEEL								
SILL STEP	2			18-A-43-J		ASTM A-36	AS SHOWN HOLES NOT RE-DRILLED							
SILL STEP	2					ASTM A-36	AS SHOWN HOLES NOT RE-DRILLED							
FRONT SILL BEARING WEAR PLT.				11-15676										
REAR SILL BEARING WEAR PLT.														

FABRICATED STEEL (each)	No. Per Car	%	No. Required	Detail No.	Developed Size	Material Spec.	Remarks
Nailable Steel Floor Support	2	100 %	200	ITEL # 007-	4" x 1⅞" x ¼" x 112½" Formed STL Bar	ASTM A-36	@ End Sills
Nailable Steel Floor Filler	4	100 %	400	cut to size	1½" x 7/16" x 32 1/16 STL. BAR	ditto	@ Bolsters
" " " "	8	100 %	1400	ditto	1½" x 7/16" x 6" 14 STL. BAR	ditto	@ Bolsters
" " " "	8	100 %	800	ditto	1½" x 13/16" x 8" 16 STL. BAR	ditto	@ x Braces
Grain Strip		100 %		ITEL # 007-	2" x 1 7/16" x 3/16" x Formed Stl Bar	ditto	@ Side Sill
Center Sill Filler		100 %		ITEL # 007-	10 3/4 x Formed Stl	ditto	@ Center Sill
Door Post Assembly	4	100 %	400	ITEL # ~~007-7~~	4- ¼" x (10" 3/16) Formed Stl Plate	ASTM A-36	
					4- 3½ x 3 x ¼ L @ 54" x 10" 3/16"	Fabricated Two (2) Left & Two (2) Right	Fabricated
					12- 2" Dia. x 4½" Stud	Welding (007-7	
Door Post & Top Side Plt Filler	4	100 %	400	ITEL # 007-7	3" x ¼" x 7⅛" Min. St. Bar	ASTM A-36	
Nailable Steel Floor Filler	8	100 %	800	cut to size	1½" x 3/16" x 3"	ASTM A-36	@ Bolster (Over Inner Truck)
" " " "	8	100 %	800	cut to size	1½" x 11/16" x 3"	ASTM A-36	@ Bolster (On Truck Side Frame Pin)
~~Cable Bracket~~			X				
Crosstie			X				
Brace & Cylinder Lever Cable Rod			X			ASTM A-36	Complete with Jaws
Truck & Floating Lever ~~Clevis Rod~~			X			ditto	ditto
~~Handbrake Hand Brake Shaft~~			X			ditto	Complete with Jaws & Pins
~~Fulcrum~~			X			ditto	
Floor Stringer			X			ditto	?
Brake Cylinder Push Rod	-1		X		each	See Det. 007-7	
Side Post Extensions	28	100 %	2800		10" Lg - 4" Z @ A.2 #/ft	ASTM A-36	
Corner Post Extensions	4	100 %	400		10" Lg - 4" Z @ A.2 #/ft	ASTM A-36	
Steel End Extension	7	100 %	700		10" x 3/16" x	ASTM A-36	Formed to fit existing end sheet

5

	FABRICATED STEEL	No. Pcs Mk.	%	No. Req'd.	Beginning No.	Developed Size	Mat'l Req'd	Remarks
134 A	Side Sheet @ Stretch							
135 A	Side Sheet Extension	2	Min %	200		.10GA x 1'0" x 40'0"	ASTM A-569	
136 A	Carrier Plate for Cushioning Unit	2	Min %	200		3/4" x 21" x 40 1/8"	ASTM A-572 Gr. 50	
137 A	Plate - Side Splice	4	Min %	400		3/8" x 9" x 24"	ASTM A-36	
138 A	Striker Bar	2	100 %	200		2" x 3" x 16"	ASTM A-36	
139 A	Stub Center Sill	4	100 %	400		C 13 @ 31.2 #/ft x 10 1/8" Lg	ASTM A-36	
140 A	Grain Strip							

	DESCRIPTION	NO PER CAR	%	NO. ORDERED	DRAWING NUMBER				
	AIR BRAKE MATERIAL								
3.	ANGLE COCK	2	100 %	100		1¼" - BALL STYLE	WABCO 579495		
4.	COMBINED DIRT COLLECTOR & CUT-OUT COCK	1	100 %	100		RECONDITIONED	WABCO #		
5.	COUPLING, SCREWED-TO-SCREWED	2	40 %	80		1¼" x 1¼" STANDARD STRAIGHT EX. HEA. HOSE COUPLING		@ NIPPLE TO ANGLE COCK	
	COUPLING 1¼ TO 1¼ SOCKET WELD	3	100 %	300		1¼" x 1¼" STRAIGHT	AUSTIN-NICOL 35-40101-5	@ 1¼" BOWER ASS'Y & ANGLE COCK	WABCO 576467
7.	ELBOW, 1¼" REGULAR LONG SLEEVE	2	100 %	200		1¼" REGULAR	AUSTIN-NICOL 35-40053-5	@ BOTTOM END TEE CONN.	
8.	ELBOW, ⅜" SOCKET WELD FLG. FITTING	1	100 %	100		⅜" x 90°	AUSTIN-NICOL TR-1168	@ STRAINER VALVE BRACKET CONN.	
9.	⅜" SOCKET WELD FLG FITTING	1	100 %	100		⅜" REGULAR	AUSTIN-NICOL TR-1014	@ STRAINER VALVE TO AB LINE GASKET	WABCO 578787
15.	¾" " " " "	6	100 %	600		¾" "	AUSTIN-NICOL 35-40033-5	@ BOWER ASS'Y & CYL. AUX. CONN.	WABCO 578788
16.	1" " " " "	2	100 %	200		1" "	AUSTIN-NICOL 35-40034-5	@ BOTTOM END TEE CONN	WABCO 578789
17.	GASKET ⅜"	2	100 %	200			AUSTIN-NICOL 12831	@ ⅜" FLG FITTINGS	WABCO 93839
18	" ¾"	6	100 %	600			AUSTIN-NICOL 12841	@ ¾" " "	WABCO 93841
19	" 1"	2	100 %	200			AUSTIN-NICOL 12856	@ 1" " "	WABCO 93856
20	" 1¼"	2	100 %	200			AUSTIN-NICOL 12870	@ 1¼ " "	WABCO 93880
21	GREASE	⅓ TUBE	100 %	33 TUBES				@ BOTTOM OF AUXIL. CYL. PISTON.	
22.	RECONDITIONED AB CYLINDER PISTON	1	100 %	LIMIT		BY QUICK CAR	WABCO # CYL. 12210		
23.	RECONDITIONED AB SERVICE PORTION	1	100 %	100			WABCO # 562261		
24	RECONDITION AB EMERGENCY PORTION	1	100 %	100			WABCO # 506942		
25	GASKET @ AB SERVICE PORTION	1	100 %	100			WABCO # 94784		
26.	GASKET @ AB ENG. PORTION	1	100 %	100			WABCO # 94783		
27.	GASKET @ AB ENG. CYLINDER	1	100 %	100			WABCO # 13820		
28	GASKET @ DIRT COLLECTOR	1	100 %	100			WABCO # 15932		
29	GASKET @ RESERVOIR	2	100 %	200			WABCO # 24811	TO BE ORDER IF RESERVOIR IS CUT OUT	SEE VENDOR
30	IT.E BOLT ⅜	8	20 %	160		⅜" - T HD.	WABCO # 50978	@ A.B. CYLINDER	
31	NUT ⅜	8	30 %	240		⅜" HEX. HD	WABCO # 12506	ditto	
32	HACH. BOLT ½	16	25 %	400		½" HD x 2½" HEX. HD	WABCO # 3729	TO BE ORDER IF RESERVOIR IS CUT OUT @ AUXILIARY YES	SEE
33	NUT ½	16	25 %	400		½" HEX. HD	WABCO 2505	ditto	

AIR BRAKE MATERIAL							
END OF CAR HOSE	2	100 %	200		1¼"	WABCO # CA1101	CAMP W/GASKET (563952)
BRAKE ROD JAW ¾"							
BRAKE ROD JAW ⅞"							REPAIR TOP RODS
BRAKE ROD EYE 1"	1	100 %	100		1" DIA. ROD 1¼" DIA. HOLE	SCHAFER Pt # 1077	2 REQUIRED PER CYL. TO FLOATING LEVER GUID.
NIPPLE 1¼"	2	100 %	200		1¼" x 10" STD. WT. PIPE		SCREWED TYPE
VENT PROTECTOR	1	20 %	20			CUSTOM-BRAKE # 502574	
PISTON ROD SEAL	1	[illegible] %	X			WABCO # 563931	
NON-METALLIC HEAD GASKET	1	100 %	100			WABCO # 94820	
AB 10" PISTON PACKING CUP	1	100 %	100			WABCO # 94809	
HOLLOW ROD GUIDE	1	—	—			WABCO # 422254	
PIPE ⅜"	5FT.	—	—		EXTRA-HEAVY	BLACK IRON TYPE E	
" ¾"	10FT.	—	—		" "	"	
" 1"	3FT.	—	—		" "	"	
" 1¼"	5FT.	—	—		" "	"	
RETAINER VALVE	1	100 %	100			WABCO # 104574	
COMBINED DIRT COLLECTOR & CUT-OUT COCK	1	—	X		(NEW)	WABCO # A-577071	SEE ITEM # 23 FOR RECOMMENDED QTY.
BRAKE CYLINDER RELEASE VALVE	1	100 %	100		WITH LEFT HAND RELEASE FOR SINGLE RELEASE ROD CHAP. 2/10	SCHAFER Pt # 31-30600	WABCO # 565906
BRAKE ROD EYE	1	[illegible] %	X		¾" - ⅞" ϕ		TO REPAIR TOP RODS

CAR SPECIALTIES.	NO. PER CAR	%	NO. CARS	ITEM NUMBER	DEVELOPED SIZE	MAT'L SPEC.	REMARKS.
ROLLER BEARING ADAPTER	8	100 %	800		6x11		UNIVERSAL COUPLER THRUST SHOULDERS
SLACK ADJUSTER	1	100 %	100		DOUBLE JAW-AUTO-MATIC		*AM. DRUZ-USA-D.T ELLCO. NAT.
WHEELS	8	100 %	800		CJ-33 CLASS U		
~~AXLES, WHEELS & BEARING~~	4	~~100 %~~	~~400~~		~~EQUIPPED WITH~~ ~~COMPLETE WITH~~		~~6x11 TAPERED~~
ROLLER BEARINGS	8	100 %	800		6x11		RECONDITIONED
COUPLER BODY	2	75 %	150		EGOCUT TYPE E RIGID SHANK BODY ONLY		NEW OR RECONDITIONED
BRAKE BEAMS L.H.	2	100 %	~~100~~ 200		#18 UNIT TYPE L.H.		WITH INJECTION LUGS FOR CAST SHOES
BRAKE BEAMS R.H.	2	100 %	~~100~~ 200		#18 UNIT TYPE R.H.		ditto
BODY SIDE BEARING WEDGE	4	70 %	280				
BODY SIDE BEARING SHIM	4	50 %	200				
BODY SIDE BEARING SHIM	4	100 %	400				
TRUCK SIDE BEARING	4	10 %	40		STUCKI 6T6-C		TRANS. BOX WITH ONE ROLLER
PLACARD BOARDS	1	100 %	100	ITEL #			COMPLETE WITH METAL HOLDERS
ROUTE CARD BOARDS	2	100 %	200				ditto
~~CHAIN RETAINER ROD BRACKET~~	~~2~~	~~100 %~~	~~200~~				
HAND BRAKE	1	100 %	100				COMPLETE W/WHEEL
TRUCK FRICTION CASTING	8	100 %	800		SCHO PATT. # 6T8-C		FOR 70 TON
BRAKE ROD CONNECTOR	4	100 %	400		BUFFALO BRAKE BEAM CO.		TO SHORTEN TOP RODS
TRUCK LEVER CONN.	2	10 %	20		37" type.	USCO 12.03-570	PARTIAL PAD
COUPLER COMPLETE	2	25 %	50		EGOCUT TYPE E RIGID SHANK		RECONDITIONED OR NEW
BELL CRANK -66	1	100 %	100		AAR 66		
DRAFT GEAR	2	100 %	200		MAXWELL WEST. MARK 50. AAR MOULD.		
PULLMER	4	30 %	120		2¼" x A 1⅞" x 12½"		Y-44
CENTER PLATE GASKET	8	100 %	800		STEEL WIRE CUT		
HAND HOLD "L"	2	50 %	1	ITEL # 0071	ACME STL.		
~~TRUCK SIDE WEARPLATE~~	~~2~~	~~AR~~	~~AR~~				~~REMARKS~~
TRUCK SIDE WEARPLATE	1	50 %	200		CY LEWIS CO. 1A6		

	CAR SPECIALTIES	NO. WT. CAR	%	NO. USED	STENCILING QUANTITY	LEVELLED SHEET	PART CLASSIFICATION	REMARKS
108	Body Center Plate	2	100 %	200		FOR 70 TON		
109	Brake Beam Wear Plate	8	25 %	200		UNIT TYPE UNIT TRUCK CO. #UN-116-C		
110	Coupler Carrier Wear Plate	2	100 %	200		~~ARCH DRAWING~~ TO SUIT FREIGHTMASTER UNIT		
111	~~Coupler Release Rod~~	2	10 %	20		STAMPED		
112	Brake Shoe	8	100 %	800		2" AAR H-1		
113	Friction Casting Spring	8	25 %	200	FOR 70 TON	3 1/16 AAR D-5	ALLOY	ACTCO PART # B-1332
114	Truck Spring - Inner	16	35 %	560	"	3 1/16 TRAVEL AAR D-5	ALLOY	
115	Truck Spring - Outer	28	45 %	1260	"	3 1/16 TRAVEL AAR D-5	ALLOY	
116	Brake Step "60 inch"	1	100 %	100		ADEX TRI-LOK BR 1351 A.O. SMITH DWG # RB-3882		
117	~~Brake Assembly~~	2	~~100~~ %			~~NOT APPLICABLE~~ ~~CONSULT UNIT CO.~~		
118	~~Coupler Yoke~~	2	100 %	200		~~MANATT~~		
119	Truck Polster	2				PATTERN 5-2-C		
120	Truck Side Frame	4				70 TON		
121	Truck Lead Lever Fulcrum	2						
122	Brake Shoe Key	8	40 %	320		LOCKEY		
123	NAILABLE STEEL FLOOR	1 C/S	100 %	100 C/S	PER NATIONAL STL. DOWNING	114-3070 TO SUIT FGE. DOORS"	E-E-55 (Mod. 4)	spec dwg "50-1794-2-F
124	(Place per Nat. dwg. IN-3070)					COMPLETE WITH 14 ~~PLACES~~		& END GRIPE STRIP
125								
126	Doors - 10'-0" ~~Free Rolling~~	2	100 %			YSTCO ALL STL. CORRUGATED APPURTENANT MAT'L HERE	AS REQUIRED	DOORS AND ALL MRV TO A TRY TO SUBJECT
127	~~Standard Item Plate 2" down~~					~~DWG. DESIGN TO SUIT~~ ON YSTCO DRG ~~50-1794~~	CONSULT UNIT CO. (SEE NOTE)	AS INDICATED
128	~~Coupler Yoke Key Pocket~~ ~~Keys~~	2	100 %	200		~~KEY PATTERN CO. STOCK~~ CAST		
129	Roof Seam Cap	2						
130	End Roof Sheet	2	100 %	200		~~MACHINE LENGTH 1'-6" REMAINING TO ARCH~~		
131	Carline Cap							
132	Intermediate Roof Sheet							
133	Dr-2 Door Panels	2	100 %	ACT.		12 Ft. Long		STANDARD ITEM
134	Dr-2 Door Panels	2	100 %	ACT.		22 Ft. Long		

01

39A	10 IN. END OF CAR CUSHIONING UNIT - COMPLETE	2	100 %	200		FREIGHTMASTER DRWG No. BJ-21580										
39B	BACKSTOP CASTING	2	100 %	200		FREIGHTMASTER DRWG No B-BJ-15306										
39C	UNCOUPLING LEVER	2	100 %	200		HOLLAND D-101										
39D	UNCOUPLING LEVER BRKT	2	100 %	200												
39E	"A" END CROSSOVER STEP	1	100 %	100		60" LG APEX "TEL-LOC" OR A.O. SMITH 7356										
39F	"A" END CROSSOVER HANDGEAR	1	100 %	100		ACF DRWG " LINE										
39G	"B" END CROSSOVER HANDGEAR	1	100 %	100		ACF DRWG " LINE										
39I	DRAFT STOP FORGING	4	100 %	400		FREIGHTMASTER DRWG # 7-BJ-15499										
39K	INSTRUCTION PLAQUE	2	100 %	200		FREIGHTMASTER DRWG No BJ-16026										
39J	RESTORING MECHANISM "10-0 UNIT"	2	100 %	200		FREIGHTMASTER DRWG No. BJ-21555										
39L	HOSE SUPPORT	2	100 %	200		HOLLAND "HOLLAMER"										
39M	HOLD DOWN WASHER	12	100 %	1200		USED WITH A.O. SMITH BRAKE STEP										

LUMBER DETAILS	PIECES PER CAR	%	NO ORDERED	DRAWING NUMBER	DEVELOPED SIZE	MATL. SPEC.	REMARKS
DECK BOARD	16	100 %	X		2" x 4'-0" x 5'-0"		ROUGH & STENCIL
DECK STRETER BOARD	2		X				
CEILING PLY.			X				
DECKING			X				
DECKING			X				
FLOOR FILLER			X		1" x 3" x 8'-0"		
FLOOR FILLER			X				
SIDE LINING FILLER			X		1" x 6" x 8'-0"		
CARLIER POST FURRING	4	100 %	400	ITEM # 007-		DOUGLAS FIR	
CORNER POST FURRING	4	100 %	200	ITEM # 007-			
INTERMEDIATE POST FURRING	24	100 %	2400	ITEM # 007-8	2 1/4" x 3 1/2" x 5'-8" ITEM # 1 drawing 007-8	DOUGLAS FIR	
INTERMEDIATE POST FURRING	24	100 %	4800	ITEM # 007-8	1 1/4" x 1 1/2" x 5'-8" ITEM # 2 drawing 007-8	ditto	
INTERMEDIATE POST FURRING	1	100 %	1200	ITEM # 007-8	1 1/4" x 3 1/2" x 5'-2" ITEM # 3 drawing 007-8	ditto	ADJACENT TO DOOR POST FURRING
INTERMEDIATE POST FURRING	1	100 %	400	ITEM # 007-8	3 1/4" x 1 1/2" x 5'-2" ITEM # 1 drawing 007-8	ditto	ADJACENT TO DOOR POST FURRING
DOOR POST FURRING	2	100 %	200	ITEM # 007-10	3 1/2" x 3" x 5'-2" Millers Furring	DOUGLAS FIR	As shown
DOOR POST FURRING	2	100 %	200	ITEM # 007-10	2 1/2" x 3" x 5'-2" Millers Furring	DOUGLAS FIR	As shown
MOVEABLE DOOR POST FURRING	2	100 %	X			DOUGLAS FIR	
STEEL END FURRING		100 %				ditto	
STEEL END FURRING		100 %				ditto	
					3/4		
END LINING	1	100 %	800	ITEM # 007- 11	1'-0" x 10'-0" x 3/4" HYDROS	HYDROSTONE	HYDROSTONE ONE SIDE
END LINING	2	100 %	200	ditto	1'-6" x 10'-0" x 3/4" HYDROS	ditto	
					3/4		

21

LUMBER DETAILS	PIECES EACH	%					
SIDE LINING 3/4"				ITEM # 007-	3/4" x 4'0" x 10'0"		
SIDE LINING							
SIDE LINING 1/4"				ITEM # 007-			
SIDE LINING 1/4"							
DOOR POST NAILING STRIP	4	100 %	X				
RUB RAIL	20	100 %	X	2000	3/4" x 1'0" x 20'	douglas fir	EXTERIOR GRADE A-C PLYWOOD
RUB RAIL			X			douglas fir	
GRAIN STRIP			X			DOUGLAS FIR	
GRAIN STRIP			X			drift	

SHT. 17 OF

MISC. MATERIAL	UNIT USE	%	MFG. CHECKED		DEVELOPED SIZE	PART NO. ETC.	
AIR ARC - FLAT			X		5/16" x 5/8" x 12"		
AIR ARC - ROUND			X		1/4" DIA. x 12"	A.A.G	
AIR ARC - HOET-ROUND			X		1/4 DIA. x 12"	A.A.G	
WELDING ROD. 1/8" DIA.			X		1/8"	E-6010	
WELDING ROD - 5/32 DIA.			X		5/32"	E-6010	
WELDING ROD - 3/16" DIA.			X		3/16"	E-6010	
WELDING ROD - 3/32" DIA.			X		3/32"	E-7014	
WELDING ROD - 3/32" DIA.			X		3/32"	E-7016	
WELDING ROD - 5/32 DIA.			X		5/32"	E-7016	
WELDING ROD - 5/32 DIA.			X		5/32"	E-7024	
WELDING ROD - 3/16" DIA.			X		3/16"	E-7024	
WELDING ROD - 5/32 DIA			X		5/32"	E-9018	
WELDING WIRE			X		.035 DIA.	[illegible]	MIL-E-6875
SAND DRIED	2 TONS	100 %	X			STATE B	
STENCIL DECAL CONSOLIDATED LUB AND AIR	2	100 %	200		15" x 18"	3M PART NO. 180-10L-	PRE-PRINTED CUSTOM FOR QUICK-CA
STENCIL DECAL FAA INSPECTION	2	100 %	200		15" x 18"	3M PART NO. 180-10L-	PRE-PRINTED CUSTOM FOR QUICK-CA
STENCIL DECAL CONSOLIDATED LUB AND AIR	2	10 %	20		15" x 18"	3M PART NO. 180-10L-GS	FOR GENERAL USE
STENCIL DECAL FAA INSP.	2	10 %	20		15" x 18"	3M PART NO. 180-10L-GS	FOR GENERAL USE
DECAL NUMBER - 0					13/16" x 1 1/8"	3M PART NO. 3600 - 0	
" " - 1					13/16" x 1 1/8"	3M PART NO. 3600 - 1	
" " - 2					13/16" x 1 1/8"	3M PART NO. 3600 - 2	
" " - 3					13/16" x 1 1/8"	3M PART NO. 3600 - 3	
" " - 4					13/16" x 1 1/8"	3M PART NO. 3600 - 4	
" " - 5					13/16" x 1 1/8"	3M PART NO. 3600 - 5	

MISC. MATERIAL							
DECAL NUMBER - 6		100 %			13/16" x 1 1/8"	3M PART NO. 3600-6	
" " - 7		100 %			13/16" x 1 1/8"	3M PART NO. 3600-7	
" " - 8		100 %			13/16" x 1 1/8"	3M PART NO. 3600-8	
" " - 9		100 %			13/16" x 1 1/8"	3M PART NO. 3600-9	
STENCIL "KEEP OFF ROOF"	2	100 %	X			3M PART NO. 100-10-ROOF	
DECAL LETTER - A		100 %			13/16" x 1 1/8"	3M PART NO. 3600-A	
" " B		100 %			13/16" x 1 1/8"	3M PART NO. 3600-B	
" " C		100 %			13/16" x 1 1/8"	3M PART NO. 3600-C	
" " D		100 %			13/16" x 1 1/8"	3M PART NO. 3600-D	
" " E		100 %			13/16" x 1 1/8"	3M PART NO. 3600-E	
" " F		100 %			13/16" x 1 1/8"	3M PART NO. 3600-F	
" " G		100 %			13/16" x 1 1/8"	3M PART NO. 3600-G	
" " H		100 %			13/16" x 1 1/8"	3M PART NO. 3600-H	
" " I		100 %			13/16" x 1 1/8"	3M PART NO. 3600-I	
" " J		100 %			13/16" x 1 1/8"	3M PART NO. 3600-J	
" " K		100 %			13/16" x 1 1/8"	3M PART NO. 3600-K	
" " L		100 %			13/16" x 1 1/8"	3M PART NO. 3600-L	
" " M		100 %			13/16" x 1 1/8"	3M PART NO. 3600-M	
" " N		100 %			13/16" x 1 1/8"	3M PART NO. 3600-N	
" " O		100 %			13/16" x 1 1/8"	3M PART NO. 3600-O	
" " P		100 %			13/16" x 1 1/8"	3M PART NO. 3600-P	
" " Q		100 %			13/16" x 1 1/8"	3M PART NO. 3600-Q	
" " R		100 %			13/16" x 1 1/8"	3M PART NO. 3600-R	
" " S		100 %			13/16" x 1 1/8"	3M PART NO. 3600-S	

MISC. MATERIAL															
DECAL LETTER T		100 %			13/16 x 1 1/8"	3600 - T									
" " U		100 %			13/16 x 1 1/8"	3600 - U									
" " V		100 %			13/16 x 1 1/8"	3600 - V									
" " W		100 %			13/16 x 1 1/8"	3600 - W									
" " X		100 %			13/16 x 1 1/8"	3600 - X									
" " Y		100 %			13/16 x 1 1/8"	3600 - Y									
" " Z		100 %			13/16 x 1 1/8"	3600 - Z									
DECAL - "BLANK"		100 %			13/16" x 1 1/8"	3600 - BL									
DECAL - "PPKD"		100 %			3 1/4" x 1 1/8"	3600 - PPKD									
DECAL LETTERS - "ABD"		100 %			2 7/16" x 1 1/8"	3600 - ABD									
DECAL LETTERS - "CMASD"		100 %			3 1/2" x 1 1/8"	3600 -									
DECAL LETTERS - "QKC"					2 1/16" x 1 1/8"										
DECAL NUMBERS - "24"					1 5/8" x 1 1/8"	3600 - 24									
DECAL NUMBERS - "30"					1 5/8" x 1 1/8"	3600 - 30									
DECAL NUMBERS - "48"					1 5/8" x 1 1/8"	3600 - 48									
CAULKING COMPOUND	1 SGN	100 %	150 GAL.		11 OUNCE IN 01 GAL. CARTRIDGES	3411 101	3M SCOTCH GRADE TRACK								
PAINT BLACK	1 QT	100 %	25 GAL.		BLACK STENCIL PAINT										
PAINT BLUE			X	55GAL DRUMS											
PAINT WHITE				ditto											
PAINT VISABILITY YELLOW															
PAINT WHITE	1 QT.	100 %	25 GAL.		STENCIL WHITE ONE GAL CANS										
PAINT THINNER	1 GAL	100 %	100 GAL.		THINNER DUPONT Y-3610										
PAINT [illegible]	20 GAL	100 %	1000 GAL.	55GAL DRUMS	FOR PAINT SPRAYER [illegible]										

	FASTENERS	NO. REQ'D EACH	%	QUANTITY REQUIRED	STAMPING	DEVELOPED SIZE	MATL SPEC	REMARKS
210	NUT 3/8	2	100 %	200		3/8" REG. HEX. HD.		@ PST. VALVE TO BRACKET
211	NUT 1/2	2 81	100 %	8100		1/2" HEX HD. NUT		@ QRV VALVE (2) @ [illegible] (81)
212	NUT 5/8	4 3	100 %	700				@ L HAND HOLD
213	NUT 5/8	12	100 %	1200			ASTM 325	@ DIDE STEP
214	NUT 1"	3	100 %	300			ASTM 325	@ [illegible] BOLTS
215	NUT 7/8" (SLOTTED)	1	100 %	X		CASTLE NUT		@ HAND BRAKE WHEEL
216								
217								
218	CAPSCREW 3/8	2	100 %	200		3/8 DIA. X 1" SELF LOCKING		@ DETENTER VALVE TO AIR BLOCK
219	" 1/2	18	100 %	1800		1/2" DIA. X 1 1/4" " "		@ 3/4"
220	" 5/8	8	100 %	800		5/8" DIA. X 1 1/2" " "		@ BRAKE LINE (6) @ CUT-OUT COCK (2)
221	WASHER 5/8	19	100 %	1900		5/8" DIA. STAND. FLAT WASHER		@ ANGLE COCK (4) @ [illegible] (3) @ [illegible]
222	WASHER 1/2	4	100 %	X		1/2" DIA. SHAKE PROOF EXT. TEETH		@ QRV VALVE STUD
223	WASHER 7/8	1	100 %	X		7/8" DIA. LOCKWASHER		@ HAND BRAKE WHEEL
224	WASHER	72	100 %	1620		1/2" DIA. STANDARD FLAT WASHER		@ [illegible] (36) @ [illegible] BEARING (16) @ [illegible]
225	CARRIAGE BOLT 1/2"	112	100 %	8100		1/2" DIA. x 3" LG. [illegible] SQUARE NECK		@ [illegible]
226	COUNTERSUNK BOLT 1/2"	2	100 %	200		1/2" DIA. x 2" SLOTTED HD.	MUSI DIA 5	@ DOOR POST GUSSET TO SIDE SILL STEP
227	COUNTER SUNK BOLT 1/2"	4	100 %	400		1/2" DIA. x 1 1/2" SLOTTED HD.	d.t.to	d.t.to
228	NUT 1/2"	6	100 %	600		1/2" DIA. HEX HD. NUT	M-F 2-WAY LOCK NUT	d.t.to
229	BOLT MACH 3/8"	2	100 %	200		3/8" DIA. x 1 1/2" HEX. HD.		@ PRESSURE VALVE TO BRACKET
230	" " 1/2"	2	100 %	X		1/2" DIA. x 4 HEX. HD.		@ QRV VALVE TO BRACKET
231	" " 5/8"	3	100 %	300		5/8" DIA. x 1 3/4" HEX. HD.		@ LONG. TOP HAND HOLD
232	" " 5/8"	12	100 %	1200		5/8" DIA. X 1 3/4 HEX. HD.	ASTM A-325	@ DOOR STOP
233	" " 5/8"	4	100 %	400		5/8" DIA. x 2" HEX. HD.		HAND BRAKE TO BRACKET
234	" " 5/8"	1	100 %	100		5/8" DIA x 2 1/4 HEX: HD		@ LONG STOP HANDHOLD
235	" " 1"	3	100 %	300		1" DIA. x 7" HEX. HD.		@ DRAWBAR BRACKET
236	U-BOLT 7/8"	2	100 %	200		5/8" DIA x 10" FORMED [illegible]		ANGLE COCK TO PIPE

ATTACHMENT III

SHT. 16 OF

	FASTENERS	No. PER CAR	%	No. ORDERED	DRAWING NO.	DEVELOPED SIZE	MAT'L SIZE	REMARKS	
297	TWO PC. FASTENER	20				C50LR-BR 16-4		LADDER BRACKET TO SILL	
298	" " "	18				C50LR-BR 16-8		LADDER TREAD TO STILE	
299	" " "	12				C50LR-BR 28-16		DRAFT GEAR CARRIER	
300	" " "	4				C71LR-BR. 24-16		@ FULL SIDE BEARING	
301	" " "	4				C71LR-BR 24-20		@ TRUCK SIDE BEARING (STAMPED)	
302	" " "	32				C50LR BR16-12		[illegible]	(A) (B)
303	" " "	12				C50LR BR16-16		SIDE SILL REINF.	
304	" " "	2				C50LR BR16-20		[illegible] FILLER	
305	" " "	28				C50LR BR20-12		[illegible] REINF. & FILLER	
306	" " "	44				C50LR BR20-20		[illegible]	FILLER
307	" " "	6				C50LR BR24-24		[illegible]	& REINFORCE
308	" " "	16				C50L90 BR16-12		[illegible]	(A) & (B)
309	" " "	80						[illegible]	
310	" " "	8						CENTER PLATE	
311	TWO PC FASTENER COLLAR	48				3LC 28-20		[illegible]	
312	" " " "	12				8LC 28-28		DRAFT GEAR CARRIER	
313	" " " "	8				8LC 28-24		@ TRUCK SIDE BEARING	
314	" " " "					LC 28-16			
315	" " " "					LC 28-20			
316	" " " "					LC 28-24			
317									
318	TWO PC FASTENER							BOLSTER @ CENTER SILL	
319	" " "							X TIE @ SIDE SILL	
320	" " "							X TIE @ CENTER SILL	
321	" " "							X BOLSTER @ SIDE SILL	
322	" " "							X REAR END @ CENTER SILL	
323	" " "							[illegible]	

81

	FASTENERS								
4	COTTER KEY 3/16	1	100 /lb			3/16" DIA. x 1½"		@ TURNBUCKLE	
5	COTTER KEY 5/16	1	100 /lb			5/16" DIA. x 1½" ditto		@ RELEASE ROD	
6	COTTER KEY 5/16	4	100 /lb			5/16" DIA. x 2½" ditto		@ BOTTOM ROD	
7	COTTER KEY ½	2	100 /lb			½" DIA. x 3" ditto		@ UNCOUPLING LEVER	
8	COTTER KEY ½	2	100 /lb			½" DIA. x 4" ditto		ditto	
9	COTTER KEY 5/16	17	100 /lb			5/16" DIA. x 2½" LOCTITE COTTER	5-B	@ BRAKE RIGGING	
10	COTTER KEY 5/16	2	100 /lb			5/16" DIA. x 3" ditto	5-B	@ DRAFT KEY RETAINER	
11									
12									
13									
14									
15	NAILS 8D		100 /lb			INCLUDE OF 11 EA. FOR NAIL GUNS	PD FINISHING	¾" LINING TO NAILER	
16	STAPLES 1"	1 CARTON	100 /lb	100 CARTONS		55-16 EPOXY COATED 16 GA. PURCHASE IN CARTONS OF 100 EA.		¼" LINING TO NAILERS	
17								1¼" END LINING	
18	NAILS 10D		100 /lb						
19									
20	CARRIAGE BOLT ½" DIA	12	100 /c	1200		½" DIA. x L4 ROUND HEAD SQUARE NECK		BRAKE STEP	
21	NUT ½"	12	100 /c	1200		½" DIA HEX HD. NUT		BRAKE STEP.	
22									
23									
24									
25									
26									
27									
28									
29									
30									
31									

ATTACHMENT III (DRAFT)

TW-
-5½" Plate "C" Box Cars
50'6"
ELIMINARY

BILL OF MATERIAL — ITEL RAIL DIVISION

SHEET 1 OF
DATE
PROGRAM NO. D007

BILL OF MATERIAL # 12-7007

SUBJECT: REBUILD ~~100~~ 200 50'-70TON ROLLER BEARING EQUIP BOX CARS
IN SERIES: RBNX 90~~00~~-90~~99~~ 200-299 BUILT BY ACF - 1953

DESCRIPTION	NO PER CAR	%	MO. REQ'D	DRAWING NO.	DEVELOPED SIZE	MATERIAL SPECIFICATION	REMARKS	PURCHASING DEPT. INFORMATION	LINE NO.
THRESHOLD PLATE	2	100 %	4 CAR RQD	ITEL-007-1	~~5/16~~ 5/16 x 10'2" FORMED STL. BAR	ASTM A 36	PURCHASE FABRICATED		
THRESHOLD PLATE-ANGLE	2	"	400 200	ditto	1⅜ x ⅝ x 7/16 ∠ x 7'-10"	ditto			
SIDE SILL REINF.	2	"	400 200	ditto	5/16 x 15" x ~~10'6"~~ 23'0" FORMED STL. PLATE	ditto			
DOOR POST TO SIDE SILL GUSSET	4	"	800 400	ditto	¼ x 24" x 28¼" FAB. STL. PLATE	ditto	OFFSET GUSSET		
~~END POST TO SIDE SILL GUSSET OUTER~~	4	"	400	ditto	~~¼ x 8" x 28¾" FAB. STL. PLATE~~	ditto			
END POST TO TOP SIDE PLATE GUSSET	4	"	800 400	ditto	—	—	USE PAINT REINF. DRILL HOLE PER DWG		
END POST TO TOP SIDE PLATE FILLER	1	"	200 200	ditto	⅛ x 3 3/16 x 3" FAB STL. BAR	ASTM A-36			
GUSSET AT SIDE SILL REINF. AT XTIE	10	100 %	2000 1000	ITEL-007-3	¼" x 3" x 5⅞" FAB. STL. BAR	ditto			
GUSSET AT SIDE SILL REINF AT XBRACE	4	"	800 400	ditto	¼" x 3" x 5⅛" FAB. STL. BAR	ditto			
DOOR TIE (UNDERFRAME DRIVE)	4	"	800 400	ditto	⅞" IC 7.5# x 4'-4 7/16"	ditto			
" "	14	"	2800 1400	ditto	1" I.C 7.7# x 4'-4 7/16"	ditto			
~~HANDBRAKE LEVER~~	~~4~~	"	400	~~ITEL-007-E~~	~~6" x 3'-4½" FAB STL. BAR~~	~~ditto~~	USE EXISTING		
JACK ADJUSTER CONTROL LEVER	1	"	200 200	ditto	¾" x 3" FORM. STL. BAR	ditto			
JACK ADJUSTER FULCRUM BRACKET	1	"	200 200	ditto	½" x 6" FORM. STL. BAR.	ditto			
JACK ADJUSTER SAFETY HANGER	1	"	200 200	ditto	1½" x ⅜" FORM. STL. BAR.	ditto			
DOOR ROD HANGER "A"-END	1	"	200 200	ditto	½" x DIA. STL. BAR.	ditto			
DOOR ROD EXTENSION "A"-END	1	"	200 200	ditto	1" DIA ROD x (5'-6") ?	ditto			
RETAINING VALVE BRACKET	1	"	200 200	ditto	¼" x 1'-3" FORMED STL. PLATE	ditto			
~~DOOR TIE TO BRACE~~	~~2~~	100 %	200	~~ITEL 007-6~~	~~½" x 2'-0" x 5'-8" STL. PLATE~~	~~ditto~~	~~REINFORCING STL. PLATE~~		
HAND HOLD BRACKET	1	100 %	200 200				?		
RELEASE ROD	1	"	200 200	ITEL 12-8-72 007-	½" DIA. STL BAR FORMED & FABRICATE	ASTM D A-36			
SIDE SHEET REPAIR MATERIAL	—	—	10 SHEETS	—	10GA. STEEL SHEET				
~~STEP BOTTOM TIE~~	2								
~~END~~ HANDBRAKE LEVER GUIDE	2	100 %	400 200	ITEL 11 007-	SINGLE HOLE	ASTM A-36			
JACK ADJUSTER STABILIZER ROD	1				5/16 x 1½ x 1'-¼				
QUICK LEVER - LONG	2	100 %	14 7	ITEL 007-	1 x 7 x 14	ASTM A-36			
QUICK LEVER - SHORT	2	100 %	12 6	ITEL 007-	1 x 5 x 10	ASTM A-36			

60

FABRICATED STEEL (CONT'D)	No. PER CAR	%	NOT ORDERED	DRAWING NO.			
~~AB VALVE BRACKET~~	+		X				
ANGLE COCK BRACKET	2			120-3555	?		
BELL CRANK BRACKET	1			[illegible]	?		
FLOATING LEVER FULCRUM BRACKET	1				?		
BRAKE PIN NO.							
No 1					1 3/32" DIA. x 2 3/8"	CONFORM TO AAR SPECIFICATIONS M-107	AT SLACK ADJUST. JAWS
No. 3					1 3/32" DIA. x 3 3/16"	"	AT TRUCK AND BRAKE LEVERS
No. 6					1 3/32" DIA. x	"	
No 7					1 3/32" DIA. x 1 3/4"	"	AT PUSH ROD GUID.
No. 9					1 3/32" DIA. x 3 3/4"	"	AT BELL CRANK
NO 10					1 3/32" DIA. x 5 3/8"	"	AT SLACK ADJUST. CONTROL LEVER
NO. 21					1 3/32" DIA. x 1 7/8"	"	AT SLACK ADJUST. CONTROL ROD
BRAKE POD SUPPORT CLOSURE PLATE	2 FT.	—	NOT STANDARD ON CAR		5/16" x 2" x PANDROL LG.	ASTM A-36	
BRAKE RODS 7/8" DIA.		15 %	NOT STANDARD ON CAR		7/8 DIA. x PANDROL LENGTHS	ASTM A-36 OR BETTER	TO EQUAL ANGLE BRAKE RODS
UNCOUPLING LEVER BRACKET				13-B-52			
~~BRAKE CYLINDER BRACKET~~	1		X				
CUT-OUT COCK SUPPORT	1		X				
CYLINDER LEVER SUPPORT	1			120-3424			
FLOATING LEVER SUPPORT	1			120-3873-A			
RESERVOIR SUPPORT. NUT	1						
RESERVOIR SUPPORT. CLAMP	1						
~~TRUCK GEAR CARRIER~~	+	NOT STD.					
[illegible]		NOT STD.	X		SEE DET. 71		10'6" HIGH x 10'6" WIDE
[illegible]	L	NOT STD.		11-M	~~[illegible]~~		

	FABRICATED STEEL (cont'd)							
54 A	COUPLER YOKE KEY	2				1½ x 6 x 16½		
55 A	COUPLER YOKE KEY	2			IRAGM	1½ x 6 x [illegible]		TO SUIT FREIGHTCAR
56 A	COUPLER YOKE KEY	2				1½ x 6 x 10¼		
57 A								
58 A	~~COUPLER YOKE KEY WASHER~~	~~2~~				~~[illegible]~~		
59 A	~~DRAFT KEY WASHER~~	~~2~~				~~[illegible]~~		WITH SLOT
60 A	BRAKE STEP BRKT. - INNER	1			15-A-37-M	⅝" x 1¾" x 2'-5¼"		
61 A	BRAKE STEP BRKT - OUTER	2			15-A-37-M	½" x 1¾" x 2'-10½"		
62 A	END LADDER BRACKET - LEFT							
63 A	" " " - RIGHT							
64 A	SIDE LADDER " - LEFT			-				
65 A	" " " - RIGHT							
66 A	HAND HOLD "A" - END	1		200				SIZE TO BE DETERMINED
67 A	" " "B" - END	1		200	67-A-44			SIZE TO BE DETERMINED
68 A	" " SIDE	6			76-A-37			
69 A	END SILL REINF - INSIDE	2				⅜ x 5" x 2'-0"	ASTM A-36	
70 A	" " " - OUTSIDE	2				⅜ x 4 x 4 ANGLE x 10½"	ASTM " "	
71 A	LADDER STILE - SIDE "A"				15-A-37-M		ASTM A-36	LEFT HAND
72 A	LADDER STILE - SIDE "A"						ASTM A-36	RIGHT HAND
73 A	LADDER STILE - SIDE "B"						ASTM A-36	LEFT HAND
74 A	LADDER STILE - SIDE "B"						ASTM A-36	RIGHT HAND
75 A	LADDER STILE - END "A"						ASTM A-36	LEFT HAND
76 A	LADDER STILE - END "A"						ASTM A-36	RIGHT HAND
77 A	LADDER STILE - END "B"						ASTM A-36	LEFT HAND
78 A	LADDER STILE - END "B"						ASTM A-36	RIGHT HAND
79 A	HAND BRAKE HOUSING SUPP	1			78-A-37		ASTM A-36	
80 A	~~DRAFT GEAR HOUSING~~	~~1~~					~~[illegible]~~	

FABRICATED STEEL (CONT'D)	UNIT QTY.	QTY. REQ'D	ITEM NO.	DRAWING NO.			
~~Roof Hand Hold Support~~	~~4~~	~~1/0~~	~~HH~~			~~A-36~~	
~~Roof Hand Hold Support~~	~~4~~	~~1/0~~	~~HH~~			~~A-36~~	
END PLATFORM SUPPORT - OUTER	4	1/0				A-36	
END PLATFORM SUPPORT - INNER	4	1/0				A-36	
END PLATFORM SUPPORT - CENTER	2	1/0				A-36	
CENTER PLATE LINER	2	10/0	20		1/8" x 13 1/2" DIA.	A-36	FOR 70 & 100 TON CARS
~~CENTER PLATE LINER~~	~~2~~	-			~~1/4" x 11 1/4" DIA.~~	~~LINER~~	~~FOR 50 TON CARS~~
~~Roller Bearing Locking Plate~~	~~8~~	-			~~6" x 12" CLASS F~~		~~NOT REQUIRED WHEN USED~~
~~Roller Bearing Locking Plate~~	~~8~~	-			~~6 1/2 x 10" CLASS B~~	ditto	ditto
ROLLER BEARING LOCKING PLATE	8				6" x 11" CLASS "B"	ditto	ditto
TRUCK FRICTION WEAR PLATE	8	1/0			~~3/4" x 6" x 6"~~	~~CLASS B~~	~~SECOND USE~~
" " " "	4	1/0			~~3/4" x 7 1/2" x 13 3/4"~~	ditto	100 TON CAPS A-B 2 1/2" THK. TRAN.
" " " "	8	1/0		1400	3/4" x 7 1/2" x 8 3/16"	ditto	70 & 100 TON A-B 3 3/16" THK. TRAN.
" " " "	4	1/0				ditto	50 TON C-C.
~~TRUCK FRICTION WEAR PLATE~~	~~8~~	1/0			~~3/4" x 8" x 7/16"~~	~~ALL CARS~~	~~FOR CENTER PLATE~~
" " " "	8	1/0			~~3/4" x 8" x 8"~~	ditto	50 TON C-C.
" " " "	8	1/0			~~3/4" x 5 1/2" x 8"~~	ditto	70 TON C-C. LINE 3
" " " "	8	1/0			~~3/4" x 5" x 5 1/2"~~	ditto	50 TON 3-7. LINE 4
" " " "	8	1/0	~~HH~~		~~3/4" x 5 1/2" x 8 1/2"~~ ~~CUT 4 FROM 2 1/4" PLATE 5~~	ditto	70 & 100 TON 3-7. SUPER LINE 5.
CENTER PIN	2				1 1/4" x DIA. x 15"	ALL CARS EXCEPT 50 TON C-C	
SILL STEP	2			IA-A-45-J		A-36	NOT REQUIRED WHEN APPLIED
SILL STEP	2					A-36	NOT REQUIRED WHEN APPLIED
~~FRONT~~ SIDE BEARING WEAR PLT.				11-15616			
~~REAR~~ SIDE BEARING WEAR PLT.							

FABRICATED STEEL (cont)	No. Req'd per car	%	No. required	Detail Sheet No.	DEVELOPED SIZE	MATL SPEC.	REMARKS
NAILABLE STEEL FLOOR SUPPORT	2	100 %	400 4pcs	ITEL # 007-	4" x 1 7/8" x 1/4" x 112 1/2" FABRICATED STL. BAR	ASTM A-36	@ END SILLS
NAILABLE STEEL FLOOR FILLER	4	100 %	400	CUT TO SIZE	1 1/2" x 7/16" x 32 1/16 STL. BAR	ditto	@ BOLSTERS
" " " "	8	100 %	800 4pcs	ditto	1 1/2" x 7/16" x 6" 16 STL. BAR	ditto	@ BOLSTERS
" " " "	8	100 %	800	ditto	1 1/2" x 13/16" x 5" 16 STL. BAR	ditto	@ X BRACE
GRAIN STRIP		100 %		ITEL # 007-	2" x 1 7/16" x 3/16" x FORMED STL PLT	ditto	@ SIDE SILL
CENTER SILL FILLER		100 %		ITEL # 007-	10 DIA. x ( ) FORMED PLATE	ditto	@ CENTER SILL
					2		
DOOR POST ASSEMBLY	1	100 %	Door Area	ITEL # 007-7	1 - 3/16 x 10' 3 1/16 FORMED STL PLATE	ASTM A-36	
					4 - 3 1/2 x 3 1/2 x 1/4 L @ 5.9 # x 10' 3 1/16"	FURNISHED TWO (2) LG.	FURNISHED TO # 007-7
					12 - 1" DIA. x 4 1/2" STUD	FURNISHED	007-7
DOOR POST & TOPSIDEPLT FILLER	4	100 %	800 4pcs	ITEL # 007-7	3" x 1/4" x 5 3/8" FOR CR. END	ASTM A 36	
NAILABLE STEEL FLOOR FILLER	8	100 %	1600 4pcs	CUT TO SIZE	1 1/2" x 3/16" x 3"	ASTM A-36	@ BOLSTER (OVER CENTER SILL)
" " " "	8	100 %	1600 4pcs	CUT TO SIZE	1 1/2" x 11/16" x 3"	ASTM A-36	@ BOLSTER (OVER SIDE SILL AT END)
CROSSREADER							
CROSSTIE							
TRUCK & CYLINDER LEVER CONN. ROD						ASTM A-36	COMPLETE WITH JAWS
TRUCK & FLOATING LEVER CONN. ROD						ditto	ditto
HORIZONTAL MAIN BRAKE ROD						ditto	COMPLETE WITH JAWS & EYES
END SILL						ditto	
FLOOR STRINGER						ditto	
BRAKE CYLINDER PISTON ROD	1				26"	ASTM A 1017 Gr. 60	
SIDE POST EXTENSION	28	100 %	56 00		8 7/8" Lg - 4" Z @ 8.2 #/ft	ASTM A-36	
CORNER POST EXTENSION	4	100 %	800		8 7/8" Lg - 4" Z @ 8.2 #/ft	ASTM A-36	
STEEL END EXTENSION	2	100 %	400		10" x 3/16" x	ASTM A-36	FORMED TO FIT EXISTING END SHEET

SIDE SHEET @ DOORWAY	2	100%	400		.106A x 3'7" x 10'5" LG	ASTM A-569	
SIDE SHEET EXTENSION	2	100%	400		.106A. x 12" x 40'0" LG	ASTM A-569	
CARRIER PLATE FOR CUSHIONING UNIT	2	100%	400		3/4" x 21" x 40'1/8" LG	ASTM A-572 GR. 50	
~~REINFORCING PLATE @ CUSHIONING UNIT~~	4	100%	—		———	———	
STRIKER BAR FOR CUSHIONING UNIT	2	100%	400		2" x 3" x 16"	ASTM A-36	
STUB CENTER SILL	4	100%	800		CZ13@51.2#/FT x 9'0 1/2" LG	ASTM A-572 GR. 50	
SIDE SHEET @ STRETCH	4	100%	800		.106A. x 1'3 3/4" x 10'5" LG	ASTM A-569	
SIDE POST @ STRETCH	4	100%	800		4" Z @ 8.2#/FT x 10'9" LG	ASTM A-36	
BOLSTER TOP COVER PLATE	2	100%	400		3/8" x 40" x 9'9" LG	ASTM A-441 UME	
BOLSTER BOTTOM COVER PL	4	100%	800		1/2" x 28" x 4'4" LG	ASTM A-572 GR. 50 UME	
BOLSTER WEB	8	100%	1600		7/16" x 12 1/16" x 4'4" LG	ASTM A-572 GR. 50	
BOLSTER SOLE PLATE	2	100%	400		1/2" x 28" x 3'0 1/2" LG	ASTM A-572 GR. 50 UME	
BOLSTER SPLICE PLATE @ SIDE	4	100%	800		3/8" x 13 3/4" x 24" LG	ASTM A-1132 GR. D	
BOLSTER SPLICE PLATE-TOP	2	100%	400		3/8" x 10" x 20" LG	ASTM A-36	
SIDE SILL REINFORCEMENT	4	100%	800		6" CHANNEL @ 15.3#/FT x 9'0" LG	ASTM A-36	
SPLICE PL @ SIDE SILL REINF.	2	100%	400		3/8" x 10" x 10" LG	ASTM A-36	
SIDE SILL @ STRETCH	4	100%	800		1/2" x 6" x 6" ∠ x 1'3 3/4" LG	ASTM A-36	
SIDE PLATE @ STRETCH	4	100%	800		S-431Y x 1'3 3/4" LG	ASTM A-36	
SIDE SILL SPLICE ANGLE	8	100%	1600		5/16" x 5" x 5" FORMED ∠ x 6" LG	ASTM A-36	
SIDE BEARING REINF.	4	100%	800		5/16" x 12" x 1'0 1/2" LG	ASTM A-1132 GR. D	
TOP SIDE PLATE REINF.	2	100%	400		1/4" x 8" x 16'2 1/2" LG	ASTM A-36	

ITEM NO.	DESCRIPTION	NO. PER CAR	%	NO. ORDERED	DRAWING NUMBER					
/	AIR BRAKE MATERIAL									
28.	ANGLE COCK	2	100 %	DO		1¼" ~ BALL STYLE (NEW)	WABCO # 579495			
29.	COMBINED DIRT COLLECTOR & CUT-OUT COCK	1	100 %	200 100		RECONDITION W/O	WABCO			
30.	COUPLING, SCREWED-TO-SCREWED	2	100 %	160 200		1¼" x 1¼" STRAIGHT		1 NIPPLE TO ANGLE COCK		
31.	COUPLING 1¼ TO 1¼ SOCKET WELD	3	100 %	600 300		1¼" x 1¼" STRAIGHT	KUNKLE-PACKING 35-U0101-D	1 1¼" MALE AIR P. ANGLE CONN.	WABCO 576467	
32.	ELBOW, 1½" REGULAR LONG SLEEVE	2	100 %	400 200		1¼" REGULAR	KUNKLE-PACKING 35-U0033-D	1 1¼ MALE AIR TEE CONN.		
33.	ELBOW, ⅜" SOCKET WELD FLG. FITTING	1	100 %	200 100		⅜" x 90°	KUNKLE-PACKING TR-1168	1 FITTING VALVE BRACKET CONN.		
34.	⅜" SOCKET WELD FLG FITTING	1	100 %	200 100		⅜" REGULAR	KUNKLE-PACKING TR-1014	1 ¼" TRAVEL VALVE TO AB INT BRACKET	WABCO 578181	
35.	¾" " " " "	6	100 %	1200 600		¾" "	KUNKLE-PACKING 35-U0033-D	1 MALE ¼" x ¼" PIPE CONN.	WABCO 578188	
36.	1" " " " "	2	100 %	400 200		1" "	KUNKLE-PACKING 35-U0034-D	1 1" MALE PIPE CONN	WABCO 578189	
37.	GASKET ⅜"	2	100 %	400 200			KUNKLE-PACKING 21631	1 ¾" FLG FITTINGS	WABCO 93839	
38.	" ⅜"	6	100 %	1200 600			KUNKLE-PACKING 21611	1 ¾" " "	WABCO 93841	
39.	" 1"	2	100 %	400 200			KUNKLE-PACKING 21612	1 1" " "	WABCO 93986	
40.	" 1¼"	2	100 %	400 200			KUNKLE-PACKING 21613	1 1¼ " "	WABCO 94180	
41	GREASE	1/3 TUBE	100 %	300 TUBES				1 ATTN. OF PISTON CYL. PISTON.		
42.	~~RECONDITIONED AB PISTON~~	1	100 %	~~100~~		BY QUICK LOAD	WABCO # 1240-1210			
43.	RECONDITIONED AB SERVICE PORTION	1	100 %	200 100			WABCO # 2202-1			
44	RECONDITION AB EMERGENCY PORTION	1	100 %	200 100			WABCO # 2018-2			
45	GASKET @ AB SERVICE PORTION	1	100 %	200 100			WABCO # 2-1784			
46.	GASKET @ AB EMG. PORTION	1	100 %	200 100			WABCO # 2-1103			
47.	GASKET @ AB EMG. CYLINDER	1	100 %	200 100			WABCO # 2-1060			
48	GASKET @ DIRT COLLECTOR	1	100 %	200 100			WABCO # 15132			
49	GASKET @ RESERVOIR	2	100 %	400 200			WABCO # 2-1811	1 SET OVER-V IF RESERVOIR HOUSING SET	LINE VENDOR	
50	TT-C BOLT ⅜	8	20 %	320 160		⅜" - T HD.	WABCO # 2-1813	1 AB CYLINDER		
51	NUT ⅜ "	8	20 %	320 160		⅜" HEX. HD	WABCO # 12-1	ditto		
52	HIGH. BOLT ½	16	20 %	800 400		½" DIA x 2½" HEX. HD	WABCO # 537360	1 SET OVER-V IF RESERVOIR HOUSING SET	LINE VENDOR	
53	NUT ½	16	20 %	800 400		½" HEX. HD	WABCO # 2503	ditto		

AIR BRAKE MATERIAL							
END OF CAR HOSE	2	100 %	400 200		1¼"	WABCO # 58110	CAMP W/GASKET (563752)
BRAKE ROD JAW ¾"							
BRAKE ROD JAW ⅞"							REPAIR TOP RODS
BRAKE ROD EYE 1"	1	100 %	100 100		1" DIA. ROD 1¼" DIA. HOLE	SCHAFFER Mfg # 1077	C W/HORIZ CYL. TO FLOATING LEVER CONN.
NIPPLE 1¼"	2	100 %	400 200		1¼" x 10" STD. WT. PIPE		SCREWED TYPE
VENT PROTECTOR	1	20 %	40 20			EXISTING PART # 502574	
PISTON ROD SEAL	1	100 %	X			WABCO # 562831	
LOW-PRESSURE HEAD GASKET	1	100 %	200 100			WABCO # 24820	
14 IN PISTON PACKING CUP	1	100 %	200 100			WABCO # 24000	
FOLLOW ROD GUIDE	1	—	—			WABCO # 22354	
PIPE ⅜"	5FT.	—	—		EXTRA-HEAVY	MAN. SPEC TYPE E	
" ¾"	10FT.	—	—		" "	"	
" 1"	3FT.	—	—		" "	"	
" 1¼"	5FT.	—	—		" "	"	
RETAINER VALVE	1	100 %	200 100		AAR 1967 - 3 POSITION	EXISTING SCHAFFER "MASTER"	
COMBINED DIRT COLLECTOR & CUT-OUT COCK	1	—	X		(NEW)	WABCO # 11-577071	SEE ITEM # 27 FOR PREVIOUSLY USED
SCALE CYLINDER RELEASE VALVE	1	100 %	100		WITH LEFT HAND NUTTER, FOR SINGLE RELEASE ROD COMPLY WITH CAUTION	SCHAFFER 31-30600	WABCO # 56 5946
PRIME ROD EYE	1	100 %	X		¼" - ⅜" ϕ		TO PRIME CYL RODS

	CAR SPECIALTIES.	NO. PER CAR	%	LB. CAR	WEIGHT	DEVELOPED SIZE	DRAFT SIZE	REMARKS.
1	ROLLER BEARING ADAPTER	8	100 %	1600		6x11		HAVE 4 CORNER & INSIDE SHOULDERS
2	SLACK ADJUSTER	1	100 %	200 400		DOUBLE JAW-AUTO-MATIC		~~LUGS NOT MACHINED~~ LUGS NOT
3	WHEELS	8	50 %	800		CS-33 CLASS U (70T)		
4	~~AXLES, WHEELS & BEARINGS~~	4	10 %	40		~~LUBRICATOR MOUNTED COMPLETE WITH CAP~~		~~GRIT PROOF~~
5	ROLLER BEARINGS	8	100 %	1600		6" x 11"		REPONDITIONED
6	COUPLER BODY	2	100 %	300 150		EGOCIT TYPE RIGID SHANK BODY ONLY		NEW OR REPONDITIONED
7	BRAKE BEAMS L.H.	2	100 %	400 200		#18 UNIT TYPE L.H.		WITH INJECTION LUGS FOR COUP. SHAFT
8	BRAKE BEAMS R.H	2	100 %	400 200		#18 UNIT TYPE R.H.		ditto
9	BODY SIDE BEARING WEDGE	4	100 %	800 200				
10	BODY SIDE BEARING SHIM	4	50 %	400 200				
11	BODY SIDE BEARING SHIM	4	100 %	800 200				
12	TRUCK SIDE BEARING	4	10 %	80 40		~~STANDARD~~		~~COMPLETE WITH~~ ~~SUPPORTS~~
13	PLACARD BOARDS	1	100 %	400 400	ITEL #E			COMPLETE WITH METAL HOUSES
14	ROUTE CARD BOARDS	2	100 %	400 200				ditto
15	COUPLER RELEASE ROD BRACKET	2	10 %	40 20				
16	HAND BRAKE	1	100 %	200 100		AAR 1966		COMPLETE W/WHEEL
17	TRUCK FRICTION CASTING	8	100 %	1600 800		~~CLOSE PATT. #~~ ASF A-3 Ride Control		FOR 70 TON ASF DRWG # 15500
18	BRAKE ROD CONNECTOR	4	100 %	800 400		BUFFALO BRAKE BEAM CO.		TO SHORTEN TOP RODS
19	TRUCK LEVER COMP.	2	10 %	40 20		31" type	NO. D 1203-370	PUTTING ROD
20	COUPLER COMPLETE	2	25 %	100 50		EGOCIT TYPE E RIGID SHANK		RECONDITIONED OR NEW
21	BELL CRANK -66	1	100 %	200 100		AAR 66 COMES WITH HANDBRAKE		
22	~~DRAFT GEAR~~	2	100 %	200		~~CARDWELL WEST. MARK 50 ARRANGE~~		
23	~~LUBRICATOR~~	4	50 %	120		~~2½" x 5½" x 12½"~~		
24	~~COUPLER PLATE GUARD~~	P. NS	100 %	1600 (400)		~~SINGLE LUG~~ LUG		
25	HAND HOLD "L"	7	%	P. A.	ITEL #001-	~~ALUM~~ SILL		
26	~~LUBRICATING FOR PACKET~~ LUBRICATED	2	1/2 %	1/2 Pr				~~1/2~~ END SILL
27	~~TRUCK SIDE FRICTION~~	1	%	40 20		~~CY LOCKED~~		

	CAR SPECIALTIES	NO. PCS CAR	%	QTY.	MFR'S NUMBER	DEVELOPED SIZE	MFR'S SPECIFICATION	REMARKS
108	BODY CENTER PLATE	2	100%	400 PCS		FOR TOTAL 13 3/8" BOWL		FURNISH UNDRILLED
109	PLATE BEAM WEAR PLATE	8	75%	600 PCS		UNIT TYPE UNIT TRUCK CO. # UW-116-C		
110	COUPLER CARRIER WEAR PLATE	2	100%	100 PCS		~~APPROVED~~ TO SUIT FREIGHTMASTER UNIT		
111	~~COUPLER PIVOT PIN~~	2	100%	20		~~PIVOT~~		
112	BRAKE SHOE	8	100%	1600 PCS		2" AAE H-1		
113	~~BRAKE HEAD FRICTION SPRING~~	8	100%	200		3 11/16 AAE	ALLOY	
114	TRUCK SPRING - INNER	16	35%	1120 560	"	3 1/16 TRAVEL AAE D-5	ALLOY	
115	TRUCK SPRING - OUTER	28	65%	2240 1400	"	3 1/16 TRAVEL AAE D-5	ALLOY	
116	BRAKE STEP - 60"	1	100%	200 LB		APEX TAYLOR A.O. SMITH DWG # RB-7357		
117	~~BRAKE ARRANGEMENT~~	2	100%	X		~~BRAKE INDICATOR~~ ~~OPPOSITE SIDE OF~~		
118	~~SOLENOID VALVE~~	2	100%	200		~~VALVE UNIT~~		
119	TRUCK BOLSTER	2		X		~~RAILWAY~~ A-3 RIDE CONTROL TO TOW FOR D-5 SPRINGS		
120	TRUCK SIDE FRAME	4		X		70 TON		
121	PARK HAND LEVER FULCRUM	2		X				
122	BRAKE SHOE KEY	8	40%	640 320		LOCKEY		
123	NAILABLE STEEL FLOOR	1 C/S	100%	100 C/S	PER NATIONAL OIL DRAWING	114-3070 TO SUIT FOR 50'6"		
124	(PLANS ARE NOT dtg. 114-3070)					COMPLETE WITH 1450 SQ. FT.		
125	AXLES - ROLLER BRG	4	10%	80		6 x 11 JOURNALS - RAISED WHEEL SEAT		
126	DOORS - 10'-0" STEEL PLUG	2	100%	X				
127	STANDARD STEEL PLATE "C"							
128	~~GRADED VALVE KEY BRACKET~~	2	100%	200		~~HOPPER DOOR~~		
129	ROOF SEAM CAP							
130	END ROOF SHEET							
131	CARLINE CAP							
132	INTERMEDIATE ROOF SHEET							
133	DF-2 BELT RAILS	16	100%	3200		20 FT. LONG		EVANS OR RASCO
134								

	LUMBER DETAILS	No. PER CAR.	%	NO GRADE	DRAWING NUMBER	DEVELOPED SIZE	MATL. SPEC.	REMARKS
5	DECK BOARD	16	100 %	X		2" x 4'-0" x 5'-0"		PAINT & STENCIL
6	DECK STARTER BOARD	2		X				
7	CEILING PLY.			X				
8	DECKING			X				
9	DECKING			X				
10	FLOOR FILLER			X		1" x 3" x 8'-0"		
11	FLOOR FILLER			X				
12	SIDE LINING FILLER			X		1" x 6" x 8'-0		
13								
14	~~SHOWER POST FURRING~~	~~4~~	~~100 %~~	400	~~MEL-11 007-~~			
15	~~CEILING POST FURRING~~	~~4~~	~~100 %~~	2800	~~MEL-11 007-~~			
16								
17	INTERMEDIATE POST FURRING	~~24~~	~~100 %~~	2800	~~MEL-11 007-0~~	~~2½" x 3½" as per MEL-11 drawing 007-0~~	DOUGLAS FIR	
18	INTERMEDIATE POST FURRING	~~24~~	100 %	400	~~MEL-11 007-0~~	~~2½" x 3½" as per MEL-11 drawing 007-0~~	ditto	
19	INTERMEDIATE POST FURRING	4	100 %	400	~~MEL-11 007-0~~	~~2½" x 3½" as per MEL-11 drawing 007-0~~	ditto	~~UNDER RUBBING~~
20	INTERMEDIATE POST FURRING	4	100 %	400	~~MEL-11 007-0~~	~~2½" x 3½" as per MEL-11 drawing 007-0~~	ditto	~~POST RUBBING~~
21								
22	DOOR POST FURRING	2	100 %	200	~~MEL-11 007-10~~	3½" x 3" x 5'-2" Hollow Furring	DOUGLAS FIR	~~AS SHOWN~~
23	DOOR POST FURRING	2	100 %	200	~~MEL-11 007-10~~	3½" x 3" x 5'-2" Hollow Furring	DOUGLAS FIR	REVERSE
24								
25	MIRROR DOOR POST FURRING	2	100 %	X			DOUGLAS FIR	
26	STEEL END FURRING		100 %				ditto	
27	STEEL END FURRING		100 %				ditto	
28								
29	END LINING	1	100 %	800	MEL-11 007-11	1'-0" x 10'-0" x ¾" plywood		~~FINISHED SIDE~~
30	END LINING	2	100 %	200	ditto	1'-6½" x 10'-0" x ¾" plywood	ditto	
31								

	LUMBER DETAILS	[illegible] CAL.	%	[illegible]	[illegible]	DESIGNATED SIZE	[illegible]	REMARKS
162	SIDE LINING 3/4"				MEL # 007-	3/4" x 4'0" x 10'0"	[illegible]	[illegible] 5 1/2"
163	SIDE LINING							
164								
165								
166								
167	SIDE LINING 1/4"				MEL # 007-			
168	SIDE LINING 1/4"							
169								
170	DOOR POST NAILING STRIP	4	100 %	X				
171								
172	RUB RAIL	20	100 %	X	4000	3/4", 1'0", 20'0"	[illegible]	EXTERIOR GRADE A-C PLYWOOD
173	RUB RAIL			X			ditto Fir	
174								
175	GRAIN STRIP			X			DOUGLAS FIR	
176	GRAIN STRIP			X			ditto	
177								
178								
179								
180								
181								
182								
183								
184								
185								
186								
187								
188								

SHT. 17 OF

MISC. MATERIAL	UNIT QUAN.	%	MFG. COVERED	TAPING	DEVELOPED SIZE	PART SPEC.	
AIR ARC - FLAT			X		3/16" x 5/8" x 12"		
AIR ARC - ROUND			X		1/4" DIA. x 12"		
AIR ARC - HOFT. ROUND			X		1/4 DIA. x 12"		
WELDING ROD. 1/8" DIA.			X		1/8"	E-6010	
WELDING ROD - 5/32 DIA.			X		5/32"	E-6010	
WELDING ROD - 3/16" DIA.			X		3/16"	E-6010	
WELDING ROD - 3/32" DIA.			X		3/32"	E-7014	
WELDING ROD - 3/32" DIA.			X		3/32"	E-7016	
WELDING ROD - 5/32 DIA.			X		5/32"	E-7016	
WELDING ROD - 5/32 DIA.			X		5/32"	E-7024	
WELDING ROD - 3/16" DIA.			X		3/16"	E-7024	
WELDING ROD - 5/32 DIA			X		5/32"	E-9018	
WELDING WIRE			X		.035 DIA.	[illegible]	MIL-R-6-5-3
SAND DRIED	2 TONS	100 %	X			STATE B	
STENCIL DECAL CONSOLIDATED SUB AND AIR	2	100 %	200		15" x 18"	SM PART NO. 180-10L-	PRE-PRINTED CUSTOM FOR QUICK-CA
STENCIL DECAL FBA INSPECTION	2	100 %	200		15" x 18"	SM PART NO. 180-10L-	PRE-PRINTED CUSTOM FOR QUICK-CA
STENCIL DECAL CONSOLIDATED SUB AND AIR	2	10 %	20		15" x 18"	SM PART NO. 180-10L-GS	FOR GENERAL USE
STENCIL DECAL FBA INSP.	2	10 %	20		15" x 18"	SM PART NO. 180-10F-GS	FOR GENERAL USE
DECAL NUMBER - 0					13/16" x 1 1/8"	SM PART NO. 2610 - 0	
" " - 1					13/16" x 1 1/8"	SM PART NO. 2610 - 1	
" " - 2					13/16" x 1 1/8"	SM PART NO. 2610 - 2	
" " - 3					13/16" x 1 1/8"	SM PART NO. 2610 - 3	
" " - 4					13/16" x 1 1/8"	SM PART NO. 2610 - 4	
" " - 5					13/16" x 1 1/8"	SM PART NO. 2610 - 5	

	MISC. MATERIAL							
216	DECAL NUMBER - 6		100 %			13/16" x 1 1/8"	PART NO. 3600-6	
217	" " - 7		100 %			13/16" x 1 1/8"	PART NO. 3600 - 7	
218	" " - 8		100 %			13/16" x 1 1/8"	PART NO. 3600 - 8	
219	" " - 9		100 %			13/16" x 1 1/8"	PART NO. 3600-9	
220								
221								
222	STENCIL "KEEP OFF ROOF"	2	100 %	X			PART NO. 100-10-KOR	
223								
224	DECAL LETTER - A		100 %			13/16" x 1 1/8"	PART NO. 3600 - A	
225	" " B		100 %			13/16" x 1 1/8"	PART NO. 3600 - B	
226	" " C		100 %			13/16" x 1 1/8"	PART NO. 3600 - C	
227	" " D		100 %			13/16" x 1 1/8"	PART NO. 3600 - D	
228	" " E		100 %			13/16" x 1 1/8"	PART NO. 3600 - E	
229	" " F		100 %			13/16" x 1 1/8"	PART NO. 3600 - F	
230	" " G		100 %			13/16" x 1 1/8"	PART NO. 3600 - G	
231	" " H		100 %			13/16" x 1 1/8"	PART NO. 3600 - H	
232	" " I		100 %			13/16" x 1 1/8"	PART NO. 3600 - I	
233	" " J		100 %			13/16" x 1 1/8"	PART NO. 3600 - J	
234	" " K		100 %			13/16" x 1 1/8"	PART NO. 3600 - K	
235	" " L		100 %			13/16" x 1 1/8"	PART NO. 3600 - L	
236	" " M		100 %			13/16" x 1 1/8"	PART NO. 3600 - M	
237	" " N		100 %			13/16" x 1 1/8"	PART NO. 3600 - N	
238	" " O		100 %			13/16" x 1 1/8"	PART NO. 3600 - O	
239	" " P		100 %			13/16" x 1 1/8"	PART NO. 3600 - P	
240	" " Q		100 %			13/16" x 1 1/8"	PART NO. 3600 - Q	
241	" " R		100 %			13/16" x 1 1/8"	PART NO. 3600 - R	
242	" " S		100 %			13/16" x 1 1/8"	PART NO. 3600 - S	

MISC. MATERIAL							
DECAL LETTER T		100 %			13/16" x 1 1/8"	3M PART NO 3600 - T	
" " U		100 %			13/16" x 1 1/8"	3M PART NO 3600 - U	
" " V		100 %			13/16" x 1 1/8"	3M PART NO 3600 - V	
" " W		100 %			13/16" x 1 1/8"	3M PART NO 3600 - W	
" " X		100 %			13/16" x 1 1/8"	3M PART NO 3600 - X	
" " Y		100 %			13/16" x 1 1/8"	3M PART NO 3600 - Y	
" " Z		100 %			13/16" x 1 1/8"	3M PART NO 3600 - Z	
DECAL - "BLANK"		100 %			13/16" x 1 1/8"	3M PART NO 3600 - BL	
DECAL - "RPKD"		100 %			3 1/4" x 1 1/8"	3M PART NO 3600 - RPKD	
DECAL LETTERS - "ABD"		100 %			2 7/16" x 1 1/8"	3M PART NO 3600 - ABD	
DECAL LETTERS - "CHASS"		100 %			3 1/2" x 1 1/8"	3M PART NO 3600 -	
DECAL LETTERS - "QKC"					2 7/16" x 1 1/8"		
DECAL NUMBERS - "24"					1 5/8" x 1 1/8"	3M PART NO 3600 - 24	
DECAL NUMBERS - "30"					1 5/8" x 1 1/8"	3M PART NO 3600 - 30	
DECAL NUMBERS - "48"					1 5/8" x 1 1/8"	3M PART NO 3600 - 48	
CAULKING COMPOUND	1.5GAL	100 %	150 GAL		PURCHASE IN 01 GAL. CARTRIDGES	3M 101	20 SEAL-STIC / MIN. STICK
PAINT BLACK	1 QT	100 %	25 GAL.		BUICK SPECIAL PAINT		
PAINT BLUE			X	55GAL DRUMS			
PAINT WHITE				ditto			
PAINT VISABILITY YELLOW							
PAINT WHITE	1 QT.	100 %	25 GAL.		SPECIAL WHITE ONE GAL CANS		
PAINT THINNER	1 GAL	100 %	100 GAL		INDUSTRIAL THINNER DUPONT Y-3610		
PAINT [illegible]	20 GAL	100 %	[illegible]	55GAL DRUMS	FREIGHT CAR RED [illegible]		

FASTENERS	NO. REQ'D EACH	%	QUANTITY REQUIRED	DRAWING	DEVELOPED SIZES	MATL SPEC	REMARKS
NUT 3/8	2	100 %	200		3/8" REG. HEX. HD.	MATL SPEC LOCK NUT	@ RET. VALVE TO BRACKET
NUT 1/2	2 81	100 %	8100		1/2" HEX HD NUT		@ QRV VALVE (2) @ SIDE DOOR LOCKING (PI)
NUT 5/8	4 3	100 %	700				@ L HAND HOLD
NUT 5/8	12	100 %	1200			ASTM A325	@ DOOR STEP
NUT 1"	3	100 %	300			ASTM A325	@ RESERVOIR BOLTS
NUT 7/8" (SLOTTED)	1	100 %	X		CASTLE NUT		@ HAND BRAKE WHEEL
CAPSCREW 3/8	2	100 %	200		3/8 DIA. X 1" SELF LOCKING		@ RETAINER VALVE TO AB BLOCK
" 1/2	18	100 %	1800		1/2" DIA. X 1 1/4" " "		@ 1/4"
" 5/8	8	100 %	800		5/8" DIA. X 1 1/2" " "		2 BRAKE PIPE (6) @ CUT-OUT COCK (2)
WASHER 5/8	19	100 %	1900		5/8" DIA. STAND. FLAT WASHER		@ ANGLE COCK (4) @ DOOR HANDHOLD (3) @ DOOR SIDE (12)
WASHER 1/2	4	100 %	X		1/2" DIA. SHAKE PROOF EXT. TEETH		@ QRV VALVE STUD
WASHER 7/8	1	100 %	X		7/8" DIA. LOCK WASHER		@ HAND BRAKE WHEEL
WASHER	72	100 %	1620		1/2" DIA. STANDARD FLAT WASHER		@ SIDE DOOR FITTING (36) @ CORN. ANT. & DOOR ANT. FITTING (16)
CARRIAGE BOLT 1/2"	112	100 %	8100		1/2" DIA. X 3" LG. BRASS HEAD SQUARE NECK		@ DOOR ANT. FITTING
COUNTERSUNK BOLT 1/2"	2	100 %	200		1/2" DIA. X 2" SLOTTED HD.	ANSI B18.5	@ DOOR ANT. SUPPORT, TOP TO TOP SIDE PLT.
COUNTER SUNK BOLT 1/2"	4	100 %	400		1/2" DIA. X 1 1/2" SLOTTED HD.	d.tto	ditto
NUT 1/2"	6	100 %	600		1/2" DIA. HEX HD. NUT	M-F 2 WAY LOCKNUT	ditto
BOLT MACH 3/8"	2	100 %	200		3/8" DIA. X 1 1/2" HEX. HD.		@ RETAINER VALVE TO BRACKET
" " 1/2"	2	100 %	X		1/2" DIA. X 4 HEX. HD.		@ QRV VALVE TO BRACKET
" " 5/8"	3	100 %	300		5/8" DIA. X 1 3/4" HEX. HD.		@ LONG, TOP HAND HOLD
" " 5/8"	12	100 %	1200		5/8" DIA. X 1 3/4 HEX. HD.	ASTM A-325	@ DOOR STOP
" " 5/8"	4	100 %	400		5/8" DIA. X 2" HEX. HD.		HAND BRAKE TO BRACKET
" " 5/8"	1	100 %	100		5/8" DIA. X 2 1/4" HEX. HD		@ LONG TOP HANDHOLD
" " 1"	3	100 %	300		1" DIA. X 7" HEX. HD.		@ RESERVOIR BRACKET
U-BOLT 7/8"	2	100 %	200		5/8" DIA X 10" FORMED AS PER PLAN		ANGLE COCK U-BOLT

ATTACHMENT III

SHT. 16 OF

	FASTENERS	NO. PER CAR	%	NO. OF HOLES	DRAWING NO.	DEVELOPED SIZE	MAT'L SPEC.	REMARKS						
1	TWO PC. FASTENER	20				C50LR-BR 16-1		LADDER BRACKET TO SILL						
16	" " "	18				C50LR-BR 16-8		LADDER TREAD TO STILE						
17	" " "	12				C50LR-BR 20-16		DRAFT GEAR CARRIER						
00	" " "	4				C71LR-BR. 24-16		@ TRUCK SIDE BEARING						
01	" " "	4				C71LR-BR 24-20		@ TRUCK SIDE BEARING (SHANKED)						
02	" " "	32				C50LR BR16-12		[illegible]	(8) SIDE SHT. (12)					
03	" " "	12				C50LR BR16-16		[illegible] SIDE SILL REINF.						
04	" " "	2				C50LR BR16-20		[illegible] SIDE SILL REINF. & FILLER						
05	" " "	28				C50LR BR20-12		GUSSET TO SIDE SILL REINF. & FILLER						
06	" " "	44				C50LR BR20-20		GUSSET TO SIDE SILL REINF.	FILLER					
10	" " "	6				C50LR BR24-24		GUSSET TO SIDE SILL, SIDE SILL REINF., FILLER.	& BREARER					
08	" " "	16				C50L50 BR16-12		[illegible] GUSSET TO SIDE SILL ANGLE	(A) (B)					
09	" " "	80						[illegible]						
310	" " "	8						CENTER PLATE						
311	TWO PC FASTENER COLLAR	20				3LC 2R-20		[illegible] END LADDER TREAD TO STILE						
312	" " " "	12				8LC 2R-28		DRAFT GEAR CARRIER						
313	" " " "	8				8LC 2R-24		@ TRUCK SIDE BEARING						
314	" " " "					LC 2R-16								
315	" " " "					LC 2R-20								
316	" " " "					LC 2R-24								
317														
318	TWO PC FASTENER							BOLST @ CENTER SILL						
319	" " "							X TIE @ SIDE SILL						
320	" " "							X TIE @ SIDE SILL						
321	" " "							X BOLST @ SIDE SILL						
322	" " "							X BEARER @ CORNERS						
323	" " "							[illegible]						

27

	FASTENERS								
324	COTTER KEY 3/16	1	100			3/16" DIA. x 1½" LONG SPG COTTER		@ HANDLE HANDLE	
325	COTTER KEY 5/16	1	100			5/16" DIA. x 1½" ditto		@ PEDDLE ROD	
326	COTTER KEY 5/16	4	100			5/16" DIA. x 2½" ditto		@ BOTTOM ROD	
327	COTTER KEY ½	2	100			½" DIA. x 3" ditto		@ DIVIDING LEVER	
328	COTTER KEY ½	2	100			½" DIA. x 4" ditto		ditto	
329	COTTER KEY 5/16	17	100			5/16" DIA. x 2½" LOCTITE COTTER	5-B	@ BRAKE RIGGING	
330	COTTER KEY 5/16	2	100			5/16" DIA. x 3" ditto	5-B	@ DRAFT KEY RETAINER	
331									
332									
333									
334									
335	NAILS 8D		100			INCLUDES OF 11 EA. 17R NAIL GUNS	8D RINGSHANK	¼" LINING TO NAILER	
336	STAPLES 1"	1 CARTON	100	100 CARTONS		GS-16 EPOXY COATED 1" LG. PURCHASE IN CARTONS OF 100 EA.		¼" LINING TO NAILER	
337								1¼" END LINING	
338	NAILS 10D		100						
339									
340	CARRIAGE BOLT ½" DIA	12	100	2/00		½" DIA x 4" LG ROUND HEAD SQUARE NECK		BRAKE STEP	
341	NUT ½" DIA	12	100	2/00		½" DIA HEX. HD. NUT		BRAKE STEP	
342									
343									
344									
345									
346									
347									
348									
349									
350									

ATTACHMENT III

ATTACHMENT II

This specification covers the rebuilding of 100 50' 6" 70-ton Plate "C" XL boxcars for the Atlantic and Western R.R. Cars to be used for this lot will be taken from FGE series RBNX 90201-90399.

1. General Requirements

Completed car shall satisfy all requirements for AAR "Rebuilt" status including strength requirements as outlined in AAR "Specifications for Design and Fabrication of Freight Cars".

Completed car is to conform to all applicable AAR Interchange and FRA Bureau of Safety Rules and Regulations and comply with the reconditioning requirements of the FRA Railroad Freightcar Safety Standards.

2. Workmanship

All construction and fabrication shall be performed in a substantial and workmanlike manner in accordance with drawings and/or specifications provided. All workmanship shall be equal to the best practice in modern car builders' shops.

Jigs, Templates, gauges and fixtures shall be used to insure interchange ability of parts. Requirements outlined in Section V. of the AAR "Specifications for Design Fabrication of Freightcars" shall be adhered to.

3. Inspections

ITEL Corporation reserves the right to place as many inspectors as may be deemed necessary at the builders' works who shall have free access to all drawings and work to be sure all provisions of this specification are complied with.

4. Welding

Welding shall be done by the fusion process and must conform to the AWS and AAR welding codes. All slag or flux remaining on any bead of welding must be removed before laying down the next successive bead or before painting.

GENERAL DIMENSIONS

Length, Inside	50' 6"
Width, Inside	9' 3 1/2"
Height, Inside	11' 0"
Length over End Sills	51' 0 3/8"
Length over Strikers	53' 4 3/4"
Length over Pulling Face of Coupler	57' 9 1/4"
Truck Centers	41' 2 3/4""
Height - Top of Rail to Threshold	3' 8 11/16"
Width of Side Door Opening (Clear)	10' 0"
Height of Side Door Opening (Clear)	10' 5"
Estimated Light Weight	60,000 lb.
Cubic Capacity	5,160 cu. ft.
AAR Clearance	Plate C

BRAKES

1. "A-B" brake equipment is to be cleaned, oiled, tested and stenciled (COT & S) as of date released from the plant. COT & S is to be performed in accordance with Air Brake Co. Instruction Leaflet #2391, latest revision.

2. Angle cock and combined dirt collector and cut-out cock are to be inspected and replaced with an "O" ring seal key type cock, or ball type angle cock.

3. Existing vertical wheel handbrake is to be replaced with a reconditioned or new handbrake. Handbrake is to be relocated to the low position. Reconditioned handbrake is to be upgraded to AAR 1966 handbrake.

4. Retaining valve is to be removed from the end of the car and relocated to an underframe member adjacent to the A-B valve in accordance with AAR Manual, page E-45. Retaining valve must be 1967 - 3 position valve.

5. Angle cock hose is to be replaced as required per Interchange Rule #5-A.

6. Angle cock location is to be checked for compliance with AAR Interchange Rule #4-E-2 and relocated if required.

7. Brake cylinder release valve will be required, if car is not so equipt.

7a. Brake cylinder release valve is to be applied using left hand adapter for single release rod arrangement. A new release rod is to be used and have additional lug applied for connection to the release valve. See Air Brake Specification 2518 for application and arrangement of release valve and left hand adapter.

8. AAR approved double acting Group E automatic slack adjuster is to be applied.

8a. New fulcrum lever bracket is to be relocated.

8b. Cylinder and fulcrum levers are to be redrilled to account for composition brake shoes.

8c. First car is to have ALL brake shoes removed and new shoes applied. Based on new shoe conditions, lever angularity, etc., are to be established for the remainder of the program.

8d. Safety hanger and body lever guides are to be applied.

9. 1-1/4" dia. trainline and 1" branch pipe are to have socket welded type flange fittings applied. 1-1/4" split ring buttwelded flange fittings are to be used to eliminate large access holes in the underframe members, where required.

Brake pipe restriction test is to be performed on each car in accordance with Air Brake Specification 2518.

3/4" and 3/8" dia. pipes are to have socket welded type flange fittings applied.

10. Welded type brake pipe clamps are to be applied as required. Pipe clamp spacing is not to exceed 8'0".

    Existing "U" bolt type pipe clamps are to be inspected to insure that clamps have the flattened contact surface not less than the diameter of the bolt. This does not apply to angle cock "U" bolts or retaining valve pipe "U" bolts.

11. High strength bolts are to be applied securing the combined reservoir and A-B valve pipe bracket to the car body brackets if car is not so equipped. The self-locking nuts on these high strength bolts are to be tightened with no more force than normally used with non-high strength bolts to avoid damage to castings.

    Self-locking nuts are to be applied to the following air brake equipment if the car is not so equipped:

    a) A-B valve pipe bracket to car body bracket
    b) Reservoir to car body bracket
    c) Brake cylinder to car body bracket
    d) Retaining valve to car body bracket
    e) Branch pipe tee to car body bracket
    f) Angle cock "U" bolts

12. Brake pins are to be replaced as required per AAR Interchange Rule #9.

13. Brake levers and connection rods are to be replaced or repaired as required per AAR Interchange Rule #11.

14. Brake rigging is to be adjusted to obtain approximately 7" piston travel at 50 PSI cylinder pressure.

15. Release rod is to protrude either thru or under the new side sill reinforcement.

16. New brake lever badge plate is to be applied to crossbearer or center sill adjacent to the brake cylinder.

17. Existing bellcrank is to be replaced with a AAR 1966 bellcrank.

18. Air brake cylinder and reservoir are to be rebuilt in accordance with Air Brake company leaflet number 2391.

19. Brake rigging is to be modified to accomodate composition brake shoes.

20. Cars must be tested per Instruction Pamphlet 5039-4, Suppl. #1, prior to application of air brakes COT&S and IDT date.

21. Brake Beams are to be replaced, in kind, with new or reconditioned brake beams.

22 Cars are to receive a static dynamometer brake shoe test as defined on Page E-4, latest revision, in the AAR Manual of Standards and Recommended Practices.

CAR BODY

1. Existing door posts are to be removed and relocated to provide for a 10'0" clear door width centered on the centerline of car.

2. Side sill is to be coped out in the doorway area to accommodate new threshold plate.

3. A new 10'0" lg. threshold plate is to be applied. Application to be by welding. New threshold plate support angle is to be applied by welding.

4. Existing side sheets are to be patched as required, maintaining 1/8" thick 6" x 6" or 6" X 12" standard size patches wherever possible. If side sheets are deteriorated at the side sill for any length, a complete 1/8" thick patch is to be applied from the original door post location to the corrugated end flange at the end of the car. Application of patches to be by welding. All patches are to extend at least 1" beyond crack or hole.

5. A 3/8" X 23" X 26" "L" shaped gusset is to be applied to the exterior of the car connecting the door post, side sill, side sill reinforcement and crossbearer together.

   Application to be by two-piece rivet type fasteners.

6. End sills are to be repaired as required. Repair is to consist of "V"ing, welding and application of reinforcing angle on inside of end sill when end sill is fractured at one location. When end sills are fractured in more than one location, a fabricated reinforcement angle is to be applied to box in the end sill. End sills are to be replaced in kind if section is broken out and missing.

7. End and side sheets are to be straightened as required. Side posts are to be straightened to be within 3/8" of vertical wherever possible.

8. Corrugated ends are to be straightened to be within 1/2" of vertical wherever possible.

9. Existing inside height is to be increased to 11'-0" by cutting the side plate and top corrugated end sheet loose. Side posts are to have 12" extensions added and a 12" end and side sheet extension is to be applied. Roof is then to be re-applied. Application to side posts and end sheet to be by two-piece huck type fasteners.

COUPLERS AND DRAFT GEARS

1. Couplers, draft gears, yokes, follower blocks, and draft keys are to be removed.

2. Couplers are to be replaced with reconditioned BE-60CHT type couplers which meet Rule #16.

3. Draft keys are to be replaced.

4. Coupler operating rods are to be renewed as required. Clearance between operating rod eye and locklift lever is to be adjusted within 1/4" to 1/2".

5. Coupler height is to be adjusted within the range of 32-1/2" to 34-1/2" on the empty car. Adjustment to be accomplished by shimming with C-1045 wear plates at coupler carrier. Application to be by welding. Wear plate design and application to be in accordance with AAR Interchange Rule 16-E-12, 13 & 14, see attached. If additional adjustment is required due to minimum coupler shank to striker clearance, shims are to be added at the truck springs and/or bolster center plate area in accordance with Interchange Rule 16-E-13a.

6. Cars are to be equipt with a 10 inch Freightmaster end of car cushioning unit.

   Application to be per Freightmaster instructions.

DOORS

1. Existing 8 ft. door opening is to be increased to 10'0" wide by relocating the door posts. New door opening is to be centered on the centerline of car.

2. New door front stop weather guard and rear spark strip are to be applied by welding. Gap at door post face between door post and car side parts is to be caulked. Outside lap joint of car side part is also to be caulked.

3. New hasp holder, safety stop, top retainer, top and bottom rear stops, 10'0" door, etc., are to be applied.

4. Route board at door is to be either 3/4" exterior grade plywood B-C grade or 25/32" T&G yellow pine.

5. Placard boards at door are to be either 3/4" exterior grade plywood B-C grade or 25/32" T&G yellow pine.

6. Doors are furnished complete with safety hangers and antipilferage devices.

7. No direct light is to be seen when door is closed and inspected from inside of car. Reflective light is permissable.

INTERIOR

1. New 1 3/4" 50,000 lb capacity nailable steel is to be applied.

2. Decking fillers at the bolster, crossbearer and over the center sill are to be of steel. Attachment to be by welding.

3. New grain strips are to be applied between the side posts.

4. New side lining is to be 3/4" exterior grade A-C plywood.

5. New end lining is to be 3/4" exterior grade A-C plywood.

   It is to be applied vertically. Lining is to be applied to the end nailers by 8d ring shank gun type nails. Nailheads are to be set below the surface of the lining.

6. New door post nailers are to be applied with three (3) 1/2" dia. #3 head plow bolts or welded studs whichever is standard to car.

7. Caulking is to be applied at the bottom of door, side and end posts to the deck area and threshold plate area.

8. New end nailers are to be applied. End nailers are to be fastened to the steel end with 1/2" dia. weld studs, washers and square speed lock nuts.

9. Side and corner post nailers are to be replaced as required when rotted or excessively split. Replacement side and corner post nails are to be secured by (3) 1/2" dia. bolts and lock nuts. All other side and corner post nailer fasteners are to be checked for tightness and tightened as required.

10. Cars are to be equipt with four (4) DF-2 belt rails per quarter.

PAINTING & STENCILLING

1. Exterior of car is to be cleaned by sandblasting prior to painting. The following parts are to be suitably protected from blast abrasive:

   Air brake equipment
   Handbrake
   Slack adjustor
   Couplers
   Draft gears
   Coupler yokes

2. Exterior of car is to receive one heavy coat of primer. Trucks are to be painted black.

   Underframe is to receive one coat of black paint. Interior and exterior of roof are not to be primed or finish painted.

3. Basic AAR stencilling will be applied in accordance with AAR Manual of Standards, page L37-39A.

   Cars are to be light weighed and stencilled in accordance with Interchange Rule 70.

4. Angle cock hose, A-B valve vent protector, couplers, slack adjuster and wheels are to be suitably protected from paint.

5. Consolidated stencil is to be applied in accordance with Interchange Rule #80.

6. "Retaining Valve" stencil and arrow are to be applied on side sill reinforcement in valve area.

7. Any new or renewed side or end sheet is to receive one coat of primer on the interior side.

8. Existing EH stencil is to be reduced by 1" account of removal of running boards.

9. Existing IH stencil to be increased to indicate 11'0" interior height.

10. "50K" in 1-1/2" letters and numbers is to be stencilled adjacent to left-side of door, on side sheet, at floor line.

11. Car is to be stencilled "Rebuilt, etc., as month and year dates are applicable at time of shipment."

12. Finish paint specifications will be supplied by customer.

13. "2 in. Comp Shoes" in 2 inch letters is to be stencilled on all four (4) corners of the car.

ROOFS

1. Running boards are to be removed. Running board saddles, supports, etc. are not to be removed.

SAFETY APPLIANCES

1. 3/4" dia. horizontal end handholds are to be applied at both ends of the car in accordance with DOT requirements. The long horizontal handholds on the "A" & "B" end of the car are to have an intermediate support.

   Application of handholds to be by 1/2" dia. rivets minimum or two-piece rivet type fasteners.

2. "A" & "B" end and side ladders are to be shortened to a four grab ladder in accordance with DOT requirement.

3. Handbrake and step are to lowered.

4. All ladders, grabs, steps, etc., are to be straightened or replaced as required.

5. A crossover step is to be applied to the "A" end of the car.

TRUCKS

1. Trucks are to be removed from car and dismantled for inspection. All trucks will be 70-Ton capacity with 6" x 11" journals.

2. Truck bolsters are to be inspected and repaired. Bolsters which are condemned per Interchange Rule 47 are to be replaced with serviceable secondhand bolsters meeting this Rule. Worn bolsters are to be repaired per Interchange Rule 47. Bolsters which are cracked are not to be repaired, but replaced in kind.

   Worn gibs, regardless of degree of wear, and wear plates are to be repaired and applied in accordance with Interchange Rule 47.

   Stabilizing friction shoe pockets are to be repaired, regardless of degree of wear, in accordance with vendor's repair specifications.

3. Truck side frames are to be inspected and repaired. Side frames which are condemned per Interchange Rule 48 are to be replaced with serviceable secondhand side frames meeting this Rule. Worn side frames are to be repaired per Interchange Rule 48. Side frames which are cracked are not to be repaired but replaced in kind.

   Side frame column wear plates are to be replaced. Wear plates to be C-1045 material. Application to be by welding. Pedestal roof liners are to be applied for Interchange Rule #48 if required.

4. Lube dates, stencil, etc., is to be in accordance with Interchange Rule 26.

5. Truck stabilizing friction shoes are to be replaced.

6. Truck springs are to be removed, inspected, tested, gauged & regrouped per Interchange Rule 50 (A). Springs condemned by this rule are to be replaced with secondhand serviceable springs complying with Rule 50. Spring group is to be for gross rail loan of 220,000#.

7. Trucks are to be equipped with #18 serviceable brake beams. Brake beams are to be replaced with new or reconditioned brake beams. Beams are to be replaced in kind standard to truck.

   Brake heads on brake beams are to be modified for rejection lugs for cast iron shoes per page E-84C of the Manual of Standards and Recommended Practices.

8. Cast iron brake shoes are to be replaced with new 2" composition shoes.

9. Bolster center plates are to be lined with "Hollube" type wear liner.

10. Roller bearing adapters are to be replaced.

11. Roller bearings are to be replaced with reconditioned NFL type roller bearings.

12. Axle Journels are to be inspected, when roller bearings are removed, per Para. 1 B17 of Section 1 of the Wheel and Axle Manual. Those axles found to be defective are to be replaced with serviceable secondhand axles meeting AAR Interchange Rule #43.

13. Cars are equipt with two-wear wheels, these wheels will be turned to full flange contour. Wheels not able to be turned will be replaced with one-wear Class U CJ-33 wheels.

    Wheels are to be turned per AAR Wheel and Axle Manual, latest revision.

14. Brake beam wear plates are to be renewed.

UNDERFRAME

1. Body bolsters are to be replaced. New body bolsters are to be fabricated. Bottom cover plate, bolster webs at 12" spacing, side bearing reinforcement and bolster end cap are to be fabricated as a sub-assembly by welding. This sub-assembly is then joined to the bolster top cover plate equalizing the gap between the sub assembly halves such that the distance to each sub assembly from the center line of the top cover plate is equal with 1/16". This assembly is welded with a 3/8" fillet weld.

   Attachment to the bolster top cover plate is by 3/8" slot welding and to the bolster webs by a 3/16" bevel and 5/16" fillet weld. Bolster sole plate to be applied.

2. Crossbearers are to be repaired as required. Fractured cover plates are to be repaired by applying an additional 7" X 3/8" thick tie plate on existing cover plates. Attachment to be by welding.

3. Crossties are to be straightened and repaired as required.

4. Body center plates are to be replaced.

5. Existing side sill reinforcement is to remain and a new 15" X 4" X 5/16" formed angle shaped reinforcement is to be applied. Attachment to side sill angle is to be by continuous 1/4" fillet weld. Attachment to bolster, crossbearers, and existing side sill reinforcement is to be by 5/8" dia. two piece rivet type fasteners.

   Gussets between new side sill reinforcement and each underframe member are to be applied. Attachment to be by welding.

6. A 4" X 1/4" X 14" long jacking pad is to be applied at each bolster area. Attachment to be by welding.

7. Body side bearing clearance is to be adjusted to be be within 3/16" to 5/16" clearance per Interchange Rule 47-E-2. Clearances to be obtained by shimming body side bearings or truck center plates, if required, per Interchange Rule 47-E-3.

8. Center sills are to be inspected and if fractured are to be repaired in accordance with Interchange Rule 57.

9. Sixteen new crossties are to be applied between the existing underframe members of car. New crossties to be 4"I @ 7.7 lbs/ft.

10. Cars are to be modified to accept a 10 inch Freightmaster end of car cushioning device.

MISCELLANEOUS

1. New routing and placard boards are to be applied. Location of boards to be in accordance with attached copy of AAR Manual, Page C-18, latest revision.

   Routing and placard boards are to be 3/4" thick exterior grade B-C plywood. Attachment of brackets to car body to be by welding.

2. The interior of each car is to be cleaned and in suitable condition acceptable for loading when released.

3. New defect card holder is to be applied by welding on the "BR" corner of car in accordance with Interchange Rule 71.

ATTACHMENT II

This specification covers the rebuilding of 100 50' 6" 70-ton Plate "C" XL boxcars for the Atlantic and Western R.R. Cars to be used for this lot will be taken from FGE series RBNX 90,000-90,200.

1. General Requirements

Completed car shall satisfy all requirements for AAR "Rebuilt" status including strength requirements as outlined in AAR "Specifications for Design and Fabrication of Freight Cars".

Completed car is to conform to all applicable AAR Interchange and FRA Bureau of Safety Rules and Regulations and comply with the reconditioning requirements of the FRA Railroad Freightcar Safety Standards.

2. Workmanship

All construction and fabrication shall be performed in a substantial and workmanlike manner in accordance with drawings and/or specifications provided. All workmanship shall be equal to the best practice in modern car builders' shops.

Jigs, Templates, gauges and fixtures shall be used to insure interchange ability of parts. Requirements outlined in Section V. of the AAR "Specifications for Design Fabrication of Freightcars" shall be adhered to.

3. Inspections

ITEL Corporation reserves the right to place as many inspectors as may be deemed necessary at the builders' works who shall have free access to all drawings and work to be sure all provisions of this specification are complied with.

4. Welding

Welding shall be done by the fusion process and must conform to the AWS and AAR welding codes. All slag or flux remaining on any bead of welding must be removed before laying down the next successive bead or before painting.

GENERAL DIMENSIONS

Length, Inside	50' 6"
Width, Inside	9' 3 1/2"
Height, Inside	11' 0"
Length over End Sills	51' 0 3/8"
Length over Strikers	53' 4 3/4"
Length over Pulling Face of Coupler	57' 9 1/4"
Truck Centers	41' 2 3/4""
Height - Top of Rail to Threshold	3' 8 11/16"
Width of Side Door Opening (Clear)	10' 0"
Height of Side Door Opening (Clear)	10' 5"
Estimated Light Weight	60,000 lb.
Cubic Capacity	5,160 cu. ft.
AAR Clearance	Plate C

BRAKES

1. "A-B" brake equipment is to be cleaned, oiled, tested and stenciled (COT & S) as of date released from the plant. COT & S is to be performed in accordance with Air Brake Co. Instruction Leaflet #2391, latest revision.

2. Angle cock and combined dirt collector and cut-out cock are to be inspected and replaced with an "O" ring seal key type cock, or ball type angle cock.

3. Existing vertical wheel handbrake is to be replaced with a reconditioned or new handbrake. Handbrake is to be relocated to the low position. Reconditioned handbrake is to be upgraded to AAR 1966 handbrake.

4. Retaining valve is to be removed from the end of the car and relocated to an underframe member adjacent to the A-B valve in accordance with AAR Manual, page E-45. Retaining valve must be 1967 - 3 position valve.

5. Angle cock hose is to be replaced as required per Interchange Rule #5-A.

6. Angle cock location is to be checked for compliance with AAR Interchange Rule #4-E-2 and relocated if required.

7. Brake cylinder release valve will be required, if car is not so equipt.

7a. Brake cylinder release valve is to be applied using left hand adapter for single release rod arrangement. A new release rod is to be used and have additional lug applied for connection to the release valve. See Air Brake Specification 2518 for application and arrangement of release valve and left hand adapter.

8. AAR approved double acting Group E automatic slack adjuster is to be applied.

8a. New fulcrum lever bracket is to be relocated.

8b. Cylinder and fulcrum levers are to be redrilled to account for composition brake shoes.

8c. First car is to have ALL brake shoes removed and new shoes applied. Based on new shoe conditions, lever angularity, etc., are to be established for the remainder of the program.

8d. Safety hanger and body lever guides are to be applied.

9. 1-1/4" dia. trainline and 1" branch pipe are to have socket welded type flange fittings applied. 1-1/4" split ring buttwelded flange fittings are to be used to eliminate large access holes in the underframe members, where required.

Brake pipe restriction test is to be performed on each car in accordance with Air Brake Specification 2518.

3/4" and 3/8" dia. pipes are to have socket welded type flange fittings applied.

10. Welded type brake pipe clamps are to be applied as required. Pipe clamp spacing is not to exceed 8'0".

    Existing "U" bolt type pipe clamps are to be inspected to insure that clamps have the flattened contact surface not less than the diameter of the bolt. This does not apply to angle cock "U" bolts or retaining valve pipe "U" bolts.

11. High strength bolts are to be applied securing the combined reservoir and A-B valve pipe bracket to the car body brackets if car is not so equipped. The self-locking nuts on these high strength bolts are to be tightened with no more force than normally used with non-high strength bolts to avoid damage to castings.

    Self-locking nuts are to be applied to the following air brake equipment if the car is not so equipped:

    a) A-B valve pipe bracket to car body bracket
    b) Reservoir to car body bracket
    c) Brake cylinder to car body bracket
    d) Retaining valve to car body bracket
    e) Branch pipe tee to car body bracket
    f) Angle cock "U" bolts

12. Brake pins are to be replaced as required per AAR Interchange Rule #9.

13. Brake levers and connection rods are to be replaced or repaired as required per AAR Interchange Rule #11.

14. Brake rigging is to be adjusted to obtain approximately 7" piston travel at 50 PSI cylinder pressure.

15. Release rod is to protrude either thru or under the new side sill reinforcement.

16. New brake lever badge plate is to be applied to crossbearer or center sill adjacent to the brake cylinder.

17. Existing bellcrank is to be replaced with a AAR 1966 bellcrank.

18. Air brake cylinder and reservoir are to be rebuilt in accordance with Air Brake company leaflet number 2391.

19. Brake rigging is to be modified to accomodate composition brake shoes.

20. Cars must be tested per Instruction Pamphlet 5039-4, Suppl. #1, prior to application of air brakes COT&S and IDT date.

21. Brake Beams are to be replaced, in kind, with new or reconditioned brake beams.

22 Cars are to receive a static dynamometer brake shoe test as defined on Page E-4, latest revision, in the AAR Manual of Standards and Recommended Practices.

CAR BODY

1. Existing door posts are to be removed and relocated to provide for a 10'0" clear door width centered on the centerline of car.

2. Side sill is to be coped out in the doorway area to accommodate new threshold plate.

3. A new 10'0" lg. threshold plate is to be applied. Application to be by welding. New threshold plate support angle is to be applied by welding.

4. Existing side sheets are to be patched as required, maintaining 1/8" thick 6" x 6" or 6" X 12" standard size patches wherever possible. If side sheets are deteriorated at the side sill for any length, a complete 1/8" thick patch is to be applied from the original door post location to the corrugated end flange at the end of the car. Application of patches to be by welding. All patches are to extend at least 1" beyond crack or hole.

5. A 3/8" X 23" X 26" "L" shaped gusset is to be applied to the exterior of the car connecting the door post, side sill, side sill reinforcement and crossbearer together.

   Application to be by two-piece rivet type fasteners.

6. End sills are to be repaired as required. Repair is to consist of "V"ing, welding and application of reinforcing angle on inside of end sill when end sill is fractured at one location. When end sills are fractured in more than one location, a fabricated reinforcement angle is to be applied to box in the end sill. End sills are to be replaced in kind if section is broken out and missing.

7. End and side sheets are to be straightened as required. Side posts are to be straightened to be within 3/8" of vertical wherever possible.

8. Corrugated ends are to be straightened to be within 1/2" of vertical wherever possible.

9. Existing inside height is to be increased to 11'-0" by cutting the side plate and top corrugated end sheet loose. Side posts are to have 12" extensions added and a 12" end and side sheet extension is to be applied. Roof is then to be re-applied. Application to side posts and end sheet to be by two-piece huck type fasteners.

COUPLERS AND DRAFT GEARS

1. Couplers, draft gears, yokes, follower blocks, and draft keys are to be removed.

2. Couplers are to be replaced with reconditioned BE-60CHT type couplers which meet Rule #16.

3. Draft keys are to be replaced.

4. Coupler operating rods are to be renewed as required. Clearance between operating rod eye and locklift lever is to be adjusted within 1/4" to 1/2".

5. Coupler height is to be adjusted within the range of 32-1/2" to 34-1/2" on the empty car. Adjustment to be accomplished by shimming with C-1045 wear plates at coupler carrier. Application to be by welding. Wear plate design and application to be in accordance with AAR Interchange Rule 16-E-12, 13 & 14, see attached. If additional adjustment is required due to minimum coupler shank to striker clearance, shims are to be added at the truck springs and/or bolster center plate area in accordance with Interchange Rule 16-E-13a.

6. Cars are to be equipt with a 10 inch Freightmaster end of car cushioning unit.

   Application to be per Freightmaster instructions.

DOORS

1. Existing 8 ft. door opening is to be increased to 10'0" wide by relocating the door posts. New door opening is to be centered on the centerline of car.

2. New door front stop weather guard and rear spark strip are to be applied by welding. Gap at door post face between door post and car side parts is to be caulked. Outside lap joint of car side part is also to be caulked.

3. New hasp holder, safety stop, top retainer, top and bottom rear stops, 10'0" door, etc., are to be applied.

4. Route board at door is to be either 3/4" exterior grade plywood B-C grade or 25/32" T&G yellow pine.

5. Placard boards at door are to be either 3/4" exterior grade plywood B-C grade or 25/32" T&G yellow pine.

6. Doors are furnished complete with safety hangers and antipilferage devices.

7. No direct light is to be seen when door is closed and inspected from inside of car. Reflective light is permissable.

INTERIOR

1. New 1 3/4" 50,000 lb capacity nailable steel is to be applied.

2. Decking fillers at the bolster, crossbearer and over the center sill are to be of steel. Attachment to be by welding.

3. New grain strips are to be applied between the side posts.

4. New side lining is to be 3/4" exterior grade A-C plywood.

5. New end lining is to be 3/4" exterior grade A-C plywood.

   It is to be applied vertically. Lining is to be applied to the end nailers by 8d ring shank gun type nails. Nailheads are to be set below the surface of the lining.

6. New door post nailers are to be applied with three (3) 1/2" dia. #3 head plow bolts or welded studs whichever is standard to car.

7. Caulking is to be applied at the bottom of door, side and end posts to the deck area and threshold plate area.

8. New end nailers are to be applied. End nailers are to be fastened to the steel end with 1/2" dia. weld studs, washers and square speed lock nuts.

9. Side and corner post nailers are to be replaced as required when rotted or excessively split. Replacement side and corner post nails are to be secured by (3) 1/2" dia. bolts and lock nuts. All other side and corner post nailer fasteners are to be checked for tightness and tightened as required.

10. Cars are to be equipt with four (4) DF-2 belt rails per quarter.

PAINTING & STENCILLING

1. Exterior of car is to be cleaned by sandblasting prior to painting. The following parts are to be suitably protected from blast abrasive:

   Air brake equipment
   Handbrake
   Slack adjustor
   Couplers
   Draft gears
   Coupler yokes

2. Exterior of car is to receive one heavy coat of primer. Trucks are to be painted black.

   Underframe is to receive one coat of black paint. Interior and exterior of roof are not to be primed or finish painted.

3. Basic AAR stencilling will be applied in accordance with AAR Manual of Standards, page L37-39A.

   Cars are to be light weighed and stencilled in accordance with Interchange Rule 70.

4. Angle cock hose, A-B valve vent protector, couplers, slack adjuster and wheels are to be suitably protected from paint.

5. Consolidated stencil is to be applied in accordance with Interchange Rule #80.

6. "Retaining Valve" stencil and arrow are to be applied on side sill reinforcement in valve area.

7. Any new or renewed side or end sheet is to receive one coat of primer on the interior side.

8. Existing EH stencil is to be reduced by 1" account of removal of running boards.

9. Existing IH stencil to be increased to indicate 11'0" interior height.

10. "50K" in 1-1/2" letters and numbers is to be stencilled adjacent to left-side of door, on side sheet, at floor line.

11. Car is to be stencilled "Rebuilt, etc., as month and year dates are applicable at time of shipment."

12. Finish paint specifications will be supplied by customer.

13. "2 in. Comp Shoes" in 2 inch letters is to be stencilled on all four (4) corners of the car.

ROOFS

1. Running boards are to be removed. Running board saddles, supports, etc. are not to be removed.

SAFETY APPLIANCES

1. 3/4" dia. horizontal end handholds are to be applied at both ends of the car in accordance with DOT requirements. The long horizontal handholds on the "A" & "B" end of the car are to have an intermediate support.

   Application of handholds to be by 1/2" dia. rivets minimum or two-piece rivet type fasteners.

2. "A" & "B" end and side ladders are to be shortened to a four grab ladder in accordance with DOT requirement.

3. Handbrake and step are to lowered.

4. All ladders, grabs, steps, etc., are to be straightened or replaced as required.

5. A crossover step is to be applied to the "A" end of the car.

TRUCKS

1. Trucks are to be removed from car and dismantled for inspection. All trucks will be 70-Ton capacity with 6" x 11" journals.

2. Truck bolsters are to be inspected and repaired. Bolsters which are condemned per Interchange Rule 47 are to be replaced with serviceable secondhand bolsters meeting this Rule. Worn bolsters are to be repaired per Interchange Rule 47. Bolsters which are cracked are not to be repaired, but replaced in kind.

   Worn gibs, regardless of degree of wear, and wear plates are to be repaired and applied in accordance with Interchange Rule 47.

   Stabilizing friction shoe pockets are to be repaired, regardless of degree of wear, in accordance with vendor's repair specifications.

3. Truck side frames are to be inspected and repaired. Side frames which are condemned per Interchange Rule 48 are to be replaced with serviceable secondhand side frames meeting this Rule. Worn side frames are to be repaired per Interchange Rule 48. Side frames which are cracked are not to be repaired but replaced in kind.

   Side frame column wear plates are to be replaced. Wear plates to be C-1045 material. Application to be by welding. Pedestal roof liners are to be applied for Interchange Rule #48 if required.

4. Lube dates, stencil, etc., is to be in accordance with Interchange Rule 26.

5. Truck stabilizing friction shoes are to be replaced.

6. Truck springs are to be removed, inspected, tested, gauged & regrouped per Interchange Rule 50 (A). Springs condemned by this rule are to be replaced with secondhand serviceable springs complying with Rule 50. Spring group is to be for gross rail loan of 220,000#.

7. Trucks are to be equipped with #18 serviceable brake beams. Brake beams are to be replaced with new or reconditioned brake beams. Beams are to be replaced in kind standard to truck.

   Brake heads on brake beams are to be modified for rejection lugs for cast iron shoes per page E-84C of the Manual of Standards and Recommended Practices.

8. Cast iron brake shoes are to be replaced with new 2" composition shoes.

9. Bolster center plates are to be lined with "Hollube" type wear liner.

10. Roller bearing adapters are to be replaced.

11. Roller bearings are to be replaced with reconditioned NFL type roller bearings.

12. Axle Journels are to be inspected, when roller bearings are removed, per Para. 1 B17 of Section 1 of the Wheel and Axle Manual. Those axles found to be defective are to be replaced with serviceable secondhand axles meeting AAR Interchange Rule #43.

13. Cars are equipt with two-wear wheels, these wheels will be turned to full flange contour. Wheels not able to be turned will be replaced with one-wear Class U CJ-33 wheels.

    Wheels are to be turned per AAR Wheel and Axle Manual, latest revision.

14. Brake beam wear plates are to be renewed.

EXHIBIT C

[FORM OF INSPECTION CERTIFICATE]

Reference is made to the Railroad Car Rebuilding Agreement between ITEL CORPORATION, EQUIPMENT MANAGEMENT DIVISION, and KOSSIS MAGRISH COMPANY dated May 24, 1979 (the "Agreement").

The undersigned does hereby certify that the Sample Railroad Car whose serial number is listed below, is acceptable to the Inspector and based on a visual inspection appears to be in conformity with the specifications, drawings and Bills of Material for Railroad Cars referred to in the Agreement.

Dated: _____, 1979

_____
Inspector

Serial Number

SCHEDULE F

COMPLETION CERTIFICATE

The undersigned hereby certifies that the rebuilding of Hulks No. into XL Railroad Cars has been completed in accordance with the Specifications and Drawings annexed to that certain Construction Contract between the undersigned and ("Owner"), dated , 1979.

The aforesaid Railroad Cars are being delivered to the Owner free and clear of all claims, lien, security interests and other encumbrances, and the undersigned covenants to defend the Owner's title to such Railroad Cars against the demands of any persons based upon claims originating prior to delivery of such Railroad Cars by the undersigned.

IN WITNESS WHEREOF, the undersigned has executed this Completion Certificate this day of , 1979.

ITEL CORPORATION, EQUIPMENT MANAGEMENT DIVISION

By: _____

SCHEDULE E

[FORM OF ACCEPTANCE CERTIFICATE]

The Railroad Cars whose serial numbers are listed below are accepted by me as Owner's Inspector in accordance with Section 2(h) of the Construction Contract between Itel Corporation and ("Owner") dated , 1979.

Dated: _____, 1979 _____
Inspector

Total Number of Railroad Cars: _____

Railroad Car Serial Numbers:

SCHEDULE D

Material Escalation Index

Description	Parts Per Car Set	A.) March 30, 1979 Car Set Price	B.) Final Car Set Price
1. Roller Bearings (6 X 11)	8	$ 940.00	
2. End-of-Car Cushioning (10")	2	2,912.00	
3. Belt Rails (16 - 20' Rails)	16	800.00	
4. Nailable Steel Flooring	76	1,366.00	
5. 10' Sliding Doors	2	1,653.00	
6. Wheels	8	1,560.00	
7. Axles	4	1,146.00	
8. Air Brake Equipment (Estimated)	-	426.00	
9. Lumber (Estimated)	-	1,268.00	
10. Fabricated Steel (Estimated)	-	2,770.00	
		$14,841.00	

This material escalation index is only for use in calculating material price escalation in the contract. It should not be assumed that all railroad cars will contain all the above parts or be subject to exactly the same material price escalation.

The escalation price per car will be the difference between Column B) delivered to Itel prices and Column A) March 30, 1979 prices to the extent Column B) exceeds Column A). Completion of this Schedule will be on or before notification specified in section 3(a) of the Construction Contract to the financial institution and Agent designated in Schedule A.

UNDERFRAME

1. Body bolsters are to be replaced. New body bolsters are to be fabricated. Bottom cover plate, bolster webs at 12" spacing, side bearing reinforcement and bolster end cap are to be fabricated as a sub-assembly by welding. This sub-assembly is then joined to the bolster top cover plate equalizing the gap between the sub assembly halves such that the distance to each sub assembly from the center line of the top cover plate is equal with 1/16". This assembly is welded with a 3/8" fillet weld.

   Attachment to the bolster top cover plate is by 3/8" slot welding and to the bolster webs by a 3/16" bevel and 5/16" fillet weld. Bolster sole plate to be applied.

2. Crossbearers are to be repaired as required. Fractured cover plates are to be repaired by applying an additional 7" X 3/8" thick tie plate on existing cover plates. Attachment to be by welding.

3. Crossties are to be straightened and repaired as required.

4. Body center plates are to be replaced.

5. Existing side sill reinforcement is to remain and a new 15" X 4" X 5/16" formed angle shaped reinforcement is to be applied. Attachment to side sill angle is to be by continuous 1/4" fillet weld. Attachment to bolster, crossbearers, and existing side sill reinforcement is to be by 5/8" dia. two piece rivet type fasteners.

   Gussets between new side sill reinforcement and each underframe member are to be applied. Attachment to be by welding.

6. A 4" X 1/4" X 14" long jacking pad is to be applied at each bolster area. Attachment to be by welding.

7. Body side bearing clearance is to be adjusted to be be within 3/16" to 5/16" clearance per Interchange Rule 47-E-2. Clearances to be obtained by shimming body side bearings or truck center plates, if required, per Interchange Rule 47-E-3.

8. Center sills are to be inspected and if fractured are to be repaired in accordance with Interchange Rule 57.

9. Sixteen new crossties are to be applied between the existing underframe members of car. New crossties to be 4"I @ 7.7 lbs/ft.

10. Cars are to be modified to accept a 10 inch Freightmaster end of car cushioning device.

MISCELLANEOUS

1. New routing and placard boards are to be applied. Location of boards to be in accordance with attached copy of AAR Manual, Page C-18, latest revision.

   Routing and placard boards are to be 3/4" thick exterior grade B-C plywood. Attachment of brackets to car body to be by welding.

2. The interior of each car is to be cleaned and in suitable condition acceptable for loading when released.

3. New defect card holder is to be applied by welding on the "BR" corner of car in accordance with Interchange Rule 71.