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SEP 1 1976
Fee \$ 10

UNITED STATES
RAILWAY EQUIPMENT CO.

ICC Washington, D. C

2200 EAST DEVON AVENUE • DES PLAINES, ILLINOIS 60018 • (312) 297-3200

RECORDATION NO. 7306-C Filed & Recorded

August 26, 1976

SEP 1 1976 9 35 AM

INTERSTATE
COMMERCE COMMISSION
RECEIVED

INTERSTATE COMMERCE COMMISSION

RD AUG 30 1976

Office of the Secretary
Interstate Commerce Commission
Washington, D. C.

ADMINISTRATIVE SERVICES
MAIL UNIT

Re: Third Amendment to Lease Group No. 4

Gentlemen:

Enclosed herewith for filing pursuant to Section 20c of the Interstate Commerce Act and the rules and regulations promulgated thereunder are four (4) fully executed counterparts of the above-referenced Third Amendment. The parties to the Third Amendment are:

- Lessor: United States Railway Equipment Co.
2200 East Devon Avenue
Des Plaines, Illinois 60018
- Lessee: William M. Gibbons, Trustee of the
Property of Chicago, Rock Island
and Pacific Railroad Company
139 West Van Buren Street
Chicago, Illinois 60605

As this enclosed Third Amendment amends and supplements that certain Lease Group No. 4 dated January 15, 1974, as amended, and recorded with the Interstate Commerce Commission as Recordation Number 7306, this Third Amendment should be recorded as a sub-filing under that Recordation Number.

Enclosed herewith is Rosenthal and Schanfield Check Number 20320 in the amount of \$10.00 in payment of all applicable filing and recording fees.

We would appreciate it if you would return two (2) duly stamped and recorded counterparts of the Third Amendment by mail directly to:

Mr. I. Walter Deitch
Rosenthal and Schanfield
105 West Adams Street
Chicago, Illinois 60603

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I.C.C. FILE OPERATION BR.

SUBSIDIARY OF EVANS PRODUCTS CO.

Office of the Secretary
Page Two
August 26, 1976

If any problems arise with respect to this recording of the Third Amendment, please call Mr. Deitch. His telephone number is (312) 236-5622.

Thanks very much for your cooperation in this matter.

Very truly yours,

UNITED STATES RAILWAY EQUIPMENT CO.

A handwritten signature in black ink, appearing to read "Leonard Schenfeld". The signature is written in a cursive style with a large, prominent initial "L".

Assistant Secretary

scc

Enclosures

Interstate Commerce Commission
Washington, D.C. 20423

8 9/1/76

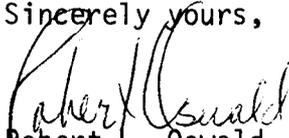
OFFICE OF THE SECRETARY

- Mr. Walter Deitch, I
Rosenthal and Schanfield
105 West Adams Street
Chicago, Illinois 60603
-

Dear Sir:

The enclosed document was recorded pursuant to the provisions of Section 20c of the Interstate Commerce Act, 49 U.S.C. 20c, on **9/1/76** at **9:35am**, and assigned recordation number **7306-C**

Sincerely yours,


Robert L. Oswald
Secretary

Enclosure

SE-39
(2/75

RECORDATION NO. 7306 Filed & Recorded

SEP 1 1976 4 25 AM

INTERSTATE COMMERCE COMMISSION

THIRD AMENDMENT TO LEASE GROUP NO. 4

THIRD AMENDMENT TO LEASE GROUP NO. 4 dated as of May 10, 1976 by and between UNITED STATES RAILWAY EQUIPMENT CO., an Illinois corporation ("United") and WILLIAM M. GIBBONS, Trustee ("Trustee") of the Property of CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY, a Delaware corporation, Debtor ("Debtor").

WITNESSETH

WHEREAS, United as lessor, and Debtor, as lessee, have heretofore entered into that certain Lease Group No. 4 dated January 15, 1974, as amended by First Amendment to Lease Group No. 4 dated January 23, 1976 and by Second Amendment to Lease Group No. 4 dated as of March 5, 1976 between United and the Trustee (ICC Rec. No. 7306, 7306-A, and 7306-B) ("Lease") covering four hundred fifty (450) 50-ton 40'6" steel sheathed box cars with 6' sliding doors ("Cars"); and

WHEREAS, the Lease was adopted and affirmed by the Trustee pursuant to Order No. 9 dated April 25, 1975, of the United States District Court for the Northern District of Illinois, Eastern Division (the "Reorganization Court") in In the Matter of Chicago, Rock Island and Pacific Railroad Company, Debtor, No. 75 B. 2697; and

WHEREAS, United and Trustee have heretofore amended that certain Lease Group No. 3 dated as of January 15, 1974, as

amended, to remove thirty-two (32) rail cars of the same type, age and condition as the Cars leased under the Lease and desire to add said 32 cars to the Lease; and

WHEREAS, the Trustee further wishes to substitute certain railroad cars of the same type, age and condition as the Cars listed under the Lease, for certain of such Cars which are unavailable for repair as provided in the Lease; and

WHEREAS, the Trustee has heretofore petitioned the Reorganization Court for permission to substitute 100 of the Cars for 100 50' cars; and

WHEREAS, the Reorganization Court by its Order No. 60 dated May 3, 1976 has granted such permission;

NOW, THEREFORE, in consideration of the premises and other good and valuable consideration, the receipt and sufficiency whereof is hereby acknowledged, the parties hereto hereby agree as follows:

1. Exhibit A of the Lease is amended by substituting therefor in its entirety Exhibit A hereto.

2. Appendix A to the Lease is amended by substituting therefor in its entirety Exhibit B hereto.

3. Paragraph 7 of the Lease is amended by deleting therefrom Subsection (b) thereunder in its entirety

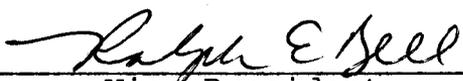
substituting therefor the following:

"(b) From and including the date of acceptance of any reconstructed cars in the old car series 21000 through 23999 as required in Paragraph 3 (b) hereunder, the sum of \$4.21 per car per day and of any reconstructed cars in the old car series 30900 through 30999 and 64600 through 64699 as required by Paragraph 3 (b) the sum of \$5.00 per car per day."

4. The Lease is amended by adding as Exhibits A-2 and A-3 thereto Exhibits C and D hereto, respectively.

5. The remaining terms and provisions of the Lease remain in full force and effect, and the Lease as hereby amended is hereby ratified, confirmed and approved.

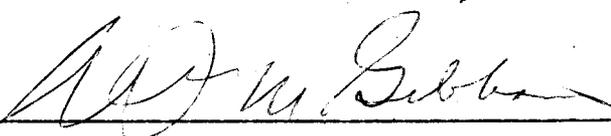
UNITED STATES RAILWAY EQUIPMENT CO.

By 
Vice President

ATTEST:


Assistant Secretary

WILLIAM M. GIBBONS, Trustee of the
Property of CHICAGO, ROCK ISLAND AND
PACIFIC RAILROAD COMPANY, Debtor

By 

STATE OF ILLINOIS)
) SS.
COUNTY OF C O O K)

On this 13th day of July, 1976,
before me personally appeared Ralph C. Bell
and Laurence P. Bringer to me personally known,
who being by me duly sworn, say that they are Vice President
and Assistant Secretary, respectively, of UNITED STATES
RAILWAY EQUIPMENT CO., that the seal affixed to the fore-
going instrument is the corporate seal of said corporation,
that said instrument was signed and sealed on behalf of
said corporation by authority of its Board of Directors,
and they acknowledged that the execution of the foregoing
instrument was the free act and deed of said corporation.

Myrtle Ellen Tander
Notary Public

My Commission Expires:

June 19, 1979

STATE OF ILLINOIS)
) SS.
COUNTY OF C O O K)

On this 18th day of June, 1976,
before me personally appeared WILLIAM M. GIBBONS, to me
personally known, who being by me duly sworn, says that
he is the Trustee of CHICAGO, ROCK ISLAND AND PACIFIC
RAILROAD COMPANY, Debtor; that said instrument was signed
and sealed by said Trustee and he acknowledged that the
execution of the foregoing instrument was the free act
and deed of said Trustee.

John L. Lewis
Notary Public

My Commission Expires:

October 26, 1977

LEASE
EXHIBIT "A"

Lease dated 1973 by and between United States Railway
Equipment Co., ("United") and CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD
COMPANY ("Lessee")

TYPE OF CAR:

New

Used

NUMBER OF CARS:

382 50-ton, 40'6" steel sheathed box cars with 6' sliding doors

100 50-ton, 50'6" steel sheathed box cars with 6' sliding doors

*REPORTING NUMBERS AND MARKS:

OLD NUMBERS

NEW NUMBERS

See Appendix A

SPECIFICATIONS DESIGNATED BY LESSEE:

in the 21000-23999 series
All cars to be reconstructed in accordance with the Recon-
struction Specifications dated December 11, 1973⁽¹⁾, appli-
cable to each group of cars in a different numbered series,
copies of which are attached hereto as Exhibit A-1, and

All cars in the 30900 to 30999 series to be reconstructed in
accordance with the Reconstruction Specifications dated
March 15, 1976 attached as Exhibit A-2; and

All cars in the 64600 to 64699 series to be reconstructed in
accordance with the Reconstruction Specifications dated
March 15, 1976 attached as Exhibit A-3.

*When United's reporting marks are specified, this Lease is subject to the granting of all neces-
sary consents to such use by carrier, AAR, or any other approval now or hereafter required by
tariff, AAR rules, or applicable laws and regulations.

(1) Revised January 2, 1974; January 14, 1974

EXHIBIT A

EXHIBIT B

<u>OLD NUMBER</u>	<u>NEW NUMBER</u>	<u>OLD NUMBER</u>	<u>NEW NUMBER</u>
RI 23447	ROCK 58400	RI 23402	ROCK 58451
23018	58401	23726	58452
23417	58402	23110	58453
23100	58403	23552	58454
23710	58404	23249	58455
23403	58405	23055	58456
23241	58406	23804	58457
23369	58407	23803	58458
23748	58408	23158	58459
23606	58409	23352	58460
23366	58410	23628	58461
23107	58411	23475	58462
23180	58412	23008	58463
23151	58413	23205	58464
23688	58414	23430	58465
23634	58415	23582	58466
23523	58416	23167	58467
23656	58417	23567	58468
23745	58418	23398	58469
23368	58419	23604	58470
23374	58420	23348	58471
23482	58421	23767	58472
23642	58422	23579	58473
23429	58423	23829	58474
23544	58424	23238	58475
23681	58425	23465	58476
23646	58426	23395	58477
23587	58427	23115	58478
23101	58428	23152	58479
23426	58429	23035	58480
23235	58430	23578	58481
23781	58431	23111	58482
23683	58432	23169	58483
23122	58433	23084	58484
23650	58434	23443	58485
23661	58435	23034	58486
23228	58436	23760	58487
23321	58437	23029	58488
23166	58438	23532	58489
23535	58439	23415	58490
23370	58440	23193	58491
23779	58441	23689	58492
23251	58442	23063	58493
23626	58443	23832	58494
23367	58444	23245	58495
23701	58445	23716	58496
23505	58446	23513	58497
23291	58447	23601	58498
23588	58448	23500	58499
23227	58449	23039	58500
23788	58450	23633	58501

OLD NUMBERNEW NUMBER

<u>OLD NUMBER</u>	<u>NEW NUMBER</u>
RI 23349	ROCK 58502
23489	58503
23614	58504
23175	58505
23375	58506
23215	58507
23302	58508
23177	58509
23275	58510
23796	58511
23412	58512
23428	58513
23304	58514
23099	58515
23141	58516
23483	58517
23358	58518
23509	58519
23072	58520
23407	58521
23711	58522
23467	58523
23607	58524
23181	58525
23763	58526
23260	58527
23511	58528
23240	58529
23459	58530
23666	58531
23499	58532
23138	58533
23649	58534
23751	58535
23237	58536
23263	58537
23242	58538
23703	58539
23780	58540
23192	58541
23104	58542
23592	58543
23725	58544
23507	58545
23586	58546
23338	58547
23566	58548
23190	58549
23733	58550
23085	58551
23003	58552
23070	58553
23741	58554

OLD NUMBERNEW NUMBER

<u>OLD NUMBER</u>	<u>NEW NUMBER</u>
RI 23330	ROCK 58555
23654	58556
23664	58557
23816	58558
23738	58559
23312	58560
23800	58561
23557	58562
23253	58563
23611	58564
23615	58565
23446	58566
23737	58567
23203	58568
23353	58569
23574	58570
23761	58571
23729	58572
23618	58573
23236	58574
23108	58575
23185	58576
23401	58577
23518	58578
23419	58579
23123	58580
23406	58581
23704	58582
23573	58583
23229	58584
23585	58585
23540	58586
23325	58587
23435	58588
23787	58589
23624	58590
23068	58591
23385	58592
23547	58593
23743	58594
23730	58595
23096	58596
23015	58597
23789	58598
23821	58599
23610	58600
23713	58601
23470	58602
23652	58603
23153	58604
23651	58605
23570	58606
23011	58607

OLD NUMBERNEW NUMBER

<u>OLD NUMBER</u>	<u>NEW NUMBER</u>
RI 23093	ROCK 58608
23520	58609
23487	58610
23753	58611
23372	58612
23826	58613
23679	58614
23612	58615
23506	58616
23488	58617
23460	58618
23243	58619
23696	58620
23631	58621
23051	58622
23207	58623
23682	58624
23561	58625
23147	58626
23189	58627
23762	58628
23105	58629
23746	58630
23466	58631
23354	58632
23510	58633
23176	58634
23965	58635
23759	58636
23347	58637
23492	58638
23967	58639
23639	58640
23421	58641
23970	58642
23911	58643
23922	58644
23674	58645
23042	58646
23993	58647
23842	58648
23734	58649
23551	58650
23445	58651
23394	58652
23016	58653
23279	58654
23004	58655
23888	58656
23856	58657
23698	58658
23810	58659

OLD NUMBERNEW NUMBER

<u>OLD NUMBER</u>	<u>NEW NUMBER</u>
RI 23480	ROCK 58660
23191	58661
23376	58662
23583	58663
23450	58664
23992	58665
23050	58666
23673	58667
23458	58668
23449	58669
23847	58670
23914	58671
23913	58672
23794	58673
23707	58674
23953	58675
23931	58676
23533	58677
23961	58678
23977	58679
23868	58680
23921	58681
23857	58682
23840	58683
23939	58684
23825	58685
23478	58686
23233	58687
23890	58688
23764	58689
23850	58690
23854	58691
23956	58692
23655	58693
23973	58694
23924	58695
23861	58696
23048	58697
23293	58698
23869	58699
23257	58700
23479	58701
23425	58702
23941	58703
23259	58704
23320	58705
23667	58706
23944	58707
23853	58708
23389	58709
23770	58710
23414	58711

<u>OLD NUMBER</u>	<u>NEW NUMBER</u>	<u>OLD NUMBER</u>	<u>NEW NUMBER</u>
RI 23645	ROCK 58712	RI 23264	ROCK 58766
23990	58713	23771	58767
23942	58714	22302	58768
23873	58715	22826	58769
23947	58716	21149	58770
23887	58717	22927	58771
23950	58718	23914	58772
23864	58719	22972	58773
23983	58720	22654	58774
23927	58721	22926	58775
23609	58722	22897	58776
23526	58723	21409	58777
23809	58724	22792	58778
23839	58725	21968	58779
23637	58726	22519	58780
23979	58727	22896	58781
23891	58728	30903	50600
23972	58729	30904	50601
23223	58730	30905	50602
23599	58731	30906	50603
23265	58732	30908	50604
23879	58733	30909	50605
23830	58734	30910	50606
23399	58735	30912	50607
23437	58736	30913	50608
23859	58737	30914	50609
23937	58738	30915	50610
23967	58739	30916	50611
23792	58740	30917	50612
23883	58741	30918	50613
23577	58742	30919	50614
23432	58743	30920	50615
23037	58744	30923	50616
23897	58745	30924	50617
23820	58746	30926	50618
23878	58747	30927	50619
23886	58748	30928	50620
23571	58749	30929	50621
23997	58750	30932	50622
23409	58751	30934	50623
23481	58752	30935	50624
23075	58753	30936	50625
23692	58754	30938	50626
23603	58755	30939	50627
23342	58756	30942	50628
23863	58757	30943	50629
23006	58758	30945	50630
23097	58759	30946	50631
22915	58760	30948	50632
23845	58761	30949	50633
23998	58762	30950	50634
23966	58763		
23833	58764		
23894	58765		

OLD NUMBERNEW NUMBER

RI 30951	ROCK 50635
30952	50636
30955	50637
30956	50638
30959	50639
30961	50640
30962	50641
30963	50642
30964	50643
30967	50644
30968	50645
30969	50646
30970	50647
30971	50648
30972	50649
30973	50650
30974	50651
30976	50652
30977	50653
30979	50654
30980	50655
30983	50656
30984	50657
30988	50658
30989	50659
30990	50660
30991	50661
30992	50662
30993	50663
30994	50664
30995	50665
30996	50666
30997	50667
30998	50668
30999	50669
64606	50670
64607	50671
64610	50672
64613	50673
64622	50674
64623	50675
64624	50676
64625	50677
64626	50678
64628	50679
64630	50680
64631	50681

OLD NUMBERNEW NUMBER

RI 64632	ROCK 50682
64636	50683
64645	50684
64648	50685
64656	50686
64657	50687
64662	50688
64666	50689
64667	50690
64674	50691
64676	50692
64677	50693
64678	50694
64680	50695
64682	50696
64693	50697
64695	50698
64696	50699

Estimate Lot 1290-A
July 13, 1976

8-10 Year Lease

U. S. RAILWAY MANUFACTURING COMPANY

REPAIR SPECIFICATION

70 - 50 TON 50'6" BOX CAR

ROCK ISLAND SERIES 30,900 - 30,999

8 - 10 YEAR LEASE

I N D E X

1.00	GENERAL
2.00	BRAKES
3.00	CAR BODY
4.00	COUPLERS AND DRAFT GEARS
5.00	DOORS
6.00	INTERIOR
7.00	PAINT AND STENCILLING
8.00	ROOF
9.00	SAFETY APPLIANCES
10.00	TRUCKS
11.00	UNDERFRAME
12.00	MISCELLANEOUS

1.00 GENERAL

1.01 CONSTRUCTION

This Specification covers a repaired 50-Ton 50'6" box car with 9' sliding door and standard underframe. Subject car complies with AAR Interchange Rules, Department of Transportation (DOT) Safety Appliance Regulations, Railroad Freight Car Safety Standards, and meets Association of American Railroads (AAR) requirements applicable to repaired cars.

Car is within Plate "B" equipment diagram.

1.02 WORKMANSHIP

All parts required in this repair shall be fabricated, assembled and finished in a thoroughly workmanlike manner. All steel parts shall be made to templates to assure interchangeability of parts and facilitate assembly.

Holes for rivets 3/8" diameter or less shall be finished 1/32" larger than the nominal rivet diameter. Holes for rivets larger than 3/8" shall be 1/16" larger than the nominal diameter. All parts shall be fit-up tightly before riveting and all rivets shall be driven tight and have full sized heads. Holes for two piece rivet type fasteners 1/2" diameter and larger shall be finished 1/16" larger than the nominal diameter.

Miscellaneous fasteners which are missing or have elongated holes, etc., are to be removed, reamed and replaced with one size larger fastener when using two piece rivet type fastener, i.e., original 5/8" fastener will be replaced with 3/4" etc.

1.03 MATERIALS

All material used shall conform to AAR specifications.

All carbon steel plates, bars, shapes, sheets, and strips 1/4" thick or less shall be copper bearing, except rods.

Bolts and nuts shall be ASA hexagon having American Standard coarse threads (Class 2A external - 2B internal). Welding studs shall be flux filled and have American Standard coarse threads.

High strength bolts and nuts, where used, will be to ASTM Spec. SAE or equivalent and torqued to requirements, if applicable.

Two-piece rivet type fasteners shall comply with AAR Manual, Page L-29, latest revision.

Lumber: Lumber shall conform to the latest revision of AAR Spec M-907. Framing may be long and/or short leaf yellow pine; AAR Spec 7, Paragraph 64 or better. All framing shall be kiln dried and moisture content to be 12 to 15%.

1.03 MATERIALS (Cont'd.)

Plywood: Plywood shall be Douglas Fir Exterior Grade B-C or better per Common Standard Specification PS-1-66, latest revision.

1.04 FLOOR LOAD

2- $\frac{1}{4}$ " decking and stringer combination as described within this specification does comply for minimum of a 25000# gross fork truck load.

1.05 MISCELLANEOUS

Car is to maintain its original built date.

All repairs are to be made in kind except for items covered in this specification.

All scrap steel and specialties are to remain the property of U. Railway Equipment Company.

2.00 BRAKES

2.01 BRAKE EQUIPMENT

Car is equipped with Standard AB-1012 freight car schedule which includes brake cylinder, A-B Valve, 1" combined dirt collector & cutout cock, branch pipe tee, combined auxillary and emergency reservoir, 1½" angle cock, retaining valve, air brake hose w/FP-coupling, 1½" angle cock nipple.

2.02 A - B EQUIPMENT (COT&S)

Air brake equipment is to be cleaned, oiled, tested and stencilled (COT&S) as of date released from plant. COT&S to be performed in accordance with Air Brake Co. Instruction Leaflet No. 2391, latest revision.

2.03 ANGLE COCK AND COMBINED DIRT COLLECTOR & CUT OUT COCK

Angle cock and/or combined dirt collector and cut out cock which not operational are to be replaced with "O" ring seal key type cock.

2.04 HANDBRAKE

Rebuilt handbrake is to be applied. Handbrake is to remain in the high (original) position.

2.05 RETAINING VALVE

Retaining valve is to be relocated to the underframe area adjacent to the A-B Valve in accordance with AAR Manual of Standards and Recommended Practices, page E-45, latest revision. Retaining valve type to be in accordance with Interchange Rule #4.

2.06 ANGLE COCK HOSE

Angle cock hose is to be replaced as required per AAR Interchange Rule #5-A (cause for renewal). Replacement to be with either new AAR approved or reconditioned angle cock hose.

2.07 ANGLE COCK LOCATION

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

2.08 BRAKE CYLINDER RELEASE VALVE

Brake cylinder release valve is to be applied.

2.09 AUTOMATIC SLACK ADJUSTER

Double acting automatic slack adjuster is to be applied.

2.10 BRAKE PIPES

Pipe socket fittings will be applied per Rule #88 of AAR Office Manual and Interchange Rules.

2.11 BRAKE PIPE CLAMPS

Welded type brake pipe clamps are to be applied as required. Pipe clamp spacing to be in accordance with Air Brake Specification 2 "U" bolt clamps, when used, are to be in compliance with AAR Interchange Rule #4-E-9.

2.12 HIGH STRENGTH BOLTS

High strength bolts are to be applied to the combined reservoir "A-B" valve pipe bracket in accordance with AAR Interchange Rule #4-E-7, if car is not so equipped.

2.13 SELF - LOCKING NUTS

Self locking nuts are to be applied to air brake equipment per AAR Interchange Rule #4-E-3, if car is not so equipped.

2.14 BRAKE PINS

Brake pins are to be replaced as required when worn to limits specified in AAR Interchange Rule #9-A.

2.15 BRAKE LEVERS, GUIDES AND CONNECTION RODS

Brake levers, guides and connection rods are to be replaced or repaired as required per AAR Interchange Rule #11-D when worn to limits specified in AAR Interchange Rule, #11-A.

2.16 PISTON TRAVEL

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

3.00 CAR BODY

3.01 SIDE SHEETS

Side sheets are to be patched as required. Standard size patches are to be maintained wherever possible. If side sheets are deteriorated at the side sill angle for any long length, a complete patch is to be applied from the door post gusset to the corrugated end flange at the end of the car.

Accumulation deterioration is 5'0" and 18" wide patch will be applied from end sheet to door post. Patch will be primed with zinc chromate on inner surface and after fastening will be sealed by welding.

Patches are to be of .10" thick material to ASTM Spec. A-570, Grade "B".

Application to be by welding or mechanical fasteners as required.

3.02 SIDE SILL ANGLE

Side sills are to be repaired as required.

3.03 THRESHOLD PLATE

New threshold plates are to be applied, as required.

Threshold plate to be of 3/16" thick material per ASTM Spec. A-570, Grade 1020.

Application to be by #3 plow head bolts or alternate fasteners if necessary.

Threshold plate support angles are to be replaced as required.

Support angle size to be compatible with car construction and is to be of ASTM A-575, Grade 1020 material.

Application to be by welding.

3.04 SIDE AND CORNER POSTS

Corner post and side posts which have deteriorated beyond 50% of the original section at the bottom are to have a new 12" splice applied.

Application to be by welding and/or fasteners.

3.05 DOOR OPENING

Door opening is to remain at 9'0" wide.

3.06 END SILLS

End sills are to be replaced as required when broken and section end sill is missing. Fractures at other areas are to be "V"ed or welded, and interior fabricated angle applied by welding.

End sill size to be compatible with car construction and material Spec. ASTM A-36.

Application of new end sill to be by rivets or two-piece rivet type fasteners at option of U. S. Railway.

3.07 CORRUGATED END PATCH

A 3/16" thick X 35" long corrugated end patch is to be applied on end sheet as required, centered over center sill area and extend upward to center of lower outer corrugation. Fractures in corrugated end sheet are to be "V"ed out and welded prior to application of patch.

Patch material to be per ASTM Spec. A-570, Grade B.

Application to end sill to be by rivets or two-piece rivet type fasteners at option of U. S. Railway.

Application to end sheet to be by welding, and extending upward to center lower outer corrugation.

3.08 STRAIGHTENING

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

Ends are to be straightened to be within 1/2" of vertical, wherever possible.

4.00 COUPLERS AND DRAFT GEARS

4.01 INSPECTION

All draft system components are to be removed and inspected as prescribed by RFCSS Section 215.153 and Sections 215.171 through 215.193 inclusive.

4.02 DRAFT GEARS

Draft gears are to be replaced with reconditioned gears.

4.03 COUPLER BODY AND OPERATING COMPONENTS

Couplers are to be inspected per AAR Interchange Rule #16 and if condemned are to be replaced with serviceable secondhand couplers which meet Rules #16.

4.04 YOKES

Coupler yokes are to be inspected per AAR Interchange Rule #19 and if condemned will be replaced with serviceable secondhand Y-40 type yokes which meet these rules.

4.05 FOLLOWER BLOCKS

Follower blocks are to be replaced as required when severely worn bent.

4.06 DRAFT KEYS

Draft keys are to be inspected per AAR Interchange Rule #16-A and when worn at any point 5/16" or more, will be replaced with a serviceable secondhand draft key.

4.07 DRAFT KEY WASHER

1/2" thick draft key washer, per AAR Interchange Rule #16, will be applied to each key, except where keyslot reinforcement patches been applied to center sill.

4.08 DRAFT KEY RETAINER

AAR Standard or Alternate Standard draft key retainers are to be applied.

4.09 COUPLER OPERATING ROD ADJUSTMENT

Coupler operating rods are to be adjusted within 1/4" to 1/2" clearance.

4.09 COUPLER OPERATING ROD ADJUSTMENT (Cont'd.)

between operating rod eye and locklift lever per Interchange Rule #16-E-15. Operating rods are to be straightened as required.

4.10 COUPLER HEIGHT

Coupler height is to be adjusted to a minimum of 32½" to a maximum of 34½" on an empty car. Adjustment to be accomplished by shim 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. If additional adjustment required due to minimum coupler shank to striker clearance, shim will be added at the truck springs and/or bolster center plate as in accordance with Interchange Rule #16-E-13-A.

4.11 DRAFT GEAR POCKET

Draft gear pocket is to be inspected and brought within the range 24-5/8" + 3/16" Draft lugs are to be built up by weld metal and surface -0", ground smooth in areas where lugs have been worn.

When pocket exceeds 24-13/16" the lugs are to be built up by weld metal and surface ground smooth in areas where lugs have been worn and have filler plates applied to the face of the back lugs by welding to bring pocket into dimension of 24-5/8" + 3/16".
-0"

4.12 DRAFT KEY SLOTS

Key slots are to be built up by weld metal and/or plates as required.

4.13 DRAFT GEAR CARRIER

Draft gear carriers are to be straightened or replaced in kind as required. Carriers which are worn 3/16" or greater are to be replaced.

5.00 DOORS

5.01 DOOR OPENING

Door opening is to remain at 9'0" on center line of car - series 30900.

5.02 SAFETY HANGERS

Safety hangers are to be applied to doors which are now not so equipped. Design and application of safety hanger is to be in compliance with AAR Manual, Page C-12A, latest revision.

5.03 DOOR CAR SIDE PARTS

Door car side parts and door track are to be replaced in kind as required. Design and attachment of car side parts are to be compatible with car construction.

5.04 INSPECTION

No direct light is to be seen when door is closed and inspected from inside of car. Reflective light is permissible. Doors will fit spark strips properly. Every tenth (10th.) car to be water tested.

5.05 DOORS

Doors are to be repaired as required in order to be operational. Repair is to consist of replacing parts in kind, welding fracture and applying patches as required. Any missing doors or doors damaged beyond repair are to be replaced with a serviceable door by the customer.

6.00 INTERIOR

6.01 DECK

New 2¼" thick yellow pine deck to be applied. Each board to be secured with a minimum of 3 fasteners, Deck to be light sanded. Fasteners are to be applied in a staggered pattern.

6.02 GRAIN STRIPS

Yellow pine grain strips are to be replaced as required between side posts. Application to be by 8D gun type ring shank nails. Caulking is to be applied between the grain strips and the floor

6.03 SIDE LINING

Side lining boards are to be replaced as required. 25/32" T & G yellow pine side lining is to be used. Application of side lining to be by 8D gun type ring shank nails using staggered nailing pattern. Nail heads are to be set below the surface of the lining.

6.04 END LINING

New end lining is to be applied. 25/32" T & G yellow pine lining to be used. Application of end lining to be by 8D gun type ring shank nails using staggered nailing patterns. Nail heads are to be set below the surface of the lining.

6.05 END NAILERS

End nailers are to be replaced as required when rotted or excessively split. End nailers when replaced are to be secured with (4) dia. welded studs or carriage bolts per nailer. Remaining end nailer fasteners are to be checked and tightened as required.

6.06 SIDE LINING NAILERS

When side lining indicated loose side post nailers, side nailers are to be tightened as required.

6.07 DOOR POST NAILERS

Door post nailers, if split or seriously deteriorated, are to be replaced.

6.08 DOOR POST CLEATS

Door post cleats, if split or seriously deteriorated, are to be replaced.

7.00 PAINT & STENCILLING

7.01 SANDBLASTING

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

- Air Brake Equipment
- Hand Brake
- Slack Adjuster
- Couplers
- Draft Gears
- Couper Yokes

7.02 PAINTING

Exterior of car is to receive one coat of primer and one coat of finish paint to a nominal 3 mils dry film thickness. Inside of sliding doors are also to be finish painted. Color to be specified by customer.

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

The paint manufacturer's specification and recommendations consistent with U. S. Railway's plant shop practice will be considered to be the specification of U. S. Railway.

Interior of car to receive two coats application of white epoxy paint applied to sides, ends and roofs.

7.03 STENCILLING

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

U. S. Railway's standard ownership stencil is to be applied at the upper lefthand corner on each side of the car.

"Keep Off Roof, No Running Board" stencil is to be applied on the "BL" side sheet adjacent to side ladder in yellow and black in accordance with DOT requirements 231.27 (i), latest issue.

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

Stencilling required by RFCSS section 215.211 to be applied.

7.04 ACI LABELS

ACI labels on metal plates are to be applied in location specified in AAR Manual of Standards & Recommended Practices, Section ACI. Attachment to be by ¼" dia. welded studs and locknuts. Fastener to be touched up with black paint after application of label.

7.05 MISCELLANEOUS

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

ROOF

8.01 ROOF

New roof to be applied.

Seam caps will have suitable sealer applied.

Roof end sections connecting to end sheets to be properly sealed.

9.00 SAFETY APPLIANCES

9.01 HORIZONTAL END HANDHOLDS

3/4" dia. horizontal end handholds are to be applied at both ends of the car in accordance with DOT requirements 231.27 (i) for cars without roof hatches. The long horizontal handhold on the "A" end of the car is to have an intermediate support.

Handhold brackets are to be of ASTM A-575, Grade 1020 material.

Application of handholds to be by 1/2" dia. rivets or two-piece rivet type fasteners at the option of U. S. Railway.

9.02 END & SIDE LADDERS

"A" end and side ladders are to be shortened to a four grab ladder in accordance with DOT requirements 231.37 (i).

"B" end and side ladders are to be maintained and straightened or repaired as required.

9.03 ROOF HANDHOLD

Existing roof handhold is to be reapplied at the "BL" corner only. Back up plates are to be applied on the underside of the roof sheet and are to be heavily caulked before application of handhold. Application of handhold is to be by 1/2" dia. rivets or two-piece rivet type fasteners at the option of U. S. Railway.

9.04 HANDBRAKE

Handbrake and step are to remain in the high position.

9.05 SAFETY APPLIANCES

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

10.00 TRUCKS

10.01 INSPECTION

Trucks are to be removed from car and dismantled for inspection. All trucks will be to-Ton capacity with 5½" X 10" journals.

10.02 TRUCK BOLSTERS

Truck bolsters are to be inspected in accordance with RFCSS Section 215.123 and repaired as required. Bolsters which are condemned are to be replaced with serviceable secondhand bolsters meeting Interchange Rule #47.

Worn gibs and wear plates are to be repaired and applied in accordance with Interchange Rule #47.

Stabilizing friction shoe pockets are to be repaired in accordance with vendor's repair specifications.

10.03 TRUCK SIDE FRAMES

Truck side frames are to be inspected in accordance with RFCSS Section 215.123 and repaired as required. Truck side frames which are condemned are to be replaced with serviceable secondhand truck side frames meeting Interchange Rule #48.

Side frame column wear plates are to be replaced as required. Wear plates to be C-1045 material. Application to be by welding.

NOTE: Cars in this series have B-119 truck sides, which are condemned per AAR rules. Rock Island to furnish trucks that meet AAR requirements.

10.04 JOURNAL STABILIZING

AAR approved type journal stops are to be applied. Insert type stops will be used per Interchange Rule #32.

10.05 JOURNAL BOX LID & SEALS

Journal box lids are to be replaced as required with a secondhand serviceable lid per Interchange Rule #33. Boxes will be in accordance with RFCSS section 215.83.

AAR approved journal box lid seals are to be applied.

10.06 JOURNAL BOX REAR SEALS

AAR approved journal box rear seals are to be applied per Interchange Rule #33.

10.07 JOURNAL LUBRICATORS

AAR approved lubricators are to be applied in accordance with Interchange Rule 24 and RFCSS section 215.85.

Lube dates, stencil, etc., is to be in accordance with Interchange Rule #25.

10.08 TRUCK STABILIZING FRICTION SHOES

Friction shoes are to be inspected per Interchange Rule 47 (A) and RFCSS section 215.123, and are to be replaced as required with new friction shoes which are standard to truck.

10.09 TRUCK SPRINGS

Truck springs are to be removed, inspected, tested, gaged, and regrouped per Interchange Rule #50 (A) and RFCSS section 215.123. Springs condemned by this rule are to be replaced with secondhand serviceable springs complying with Rule #50.

Truck spring group is to be for gross rail load of 177,000#.

10.10 BRAKE BEAMS

Trucks are to be equipped with a minimum of #18 serviceable brake beams. Brake beams are to be replaced as required when condemned per Interchange rule #6 and RFCSS section 215.123. Beams to be replaced with type standard to truck.

10.11 BRAKE SHOES

Cast iron brake shoes are to be replaced with serviceable secondhand meeting Interchange Rule #12 or new 1½" shoes when worn to the extent of ½" or less per Interchange Rule #12.

10.12 JOURNAL BEARINGS

Journal bearings are to be inspected and replaced in accordance with RFCSS 215.89 and Interchange Rule #30, with new or relined 5½" X 10" steepleback bearings, as required when bearing is condemned by Interchange Rule #30. New bearing size is to be determined by gaging journal size as outlined in Rule #30.

10.13 JOURNAL BEARING WEDGE

Journal bearing wedges are to be inspected and replaced in accordance with RFCSS 215.91 and Interchange Rule #31. Replacement wedge to be new or secondhand serviceable meeting Rule #31 requirements.

10.13 JOURNAL BEARING WEDGE (Cont'd.)

ance with RFCSS 215.91 and Interchange Rule #31. Replacement wedge to be new or secondhand serviceable meeting Rule #31 requirements.

10.14 WHEEL SETS

All wheel sets used on cars will be in accordance with RFCSS 215.215.45, and 215.53, and Interchange Rules #41 and #42.

10.15 BOLSTER CENTER PLATE LUBE

Bolster center plates are to be lubricated in accordance with Interchange Rule #47-E.

11.00 UNDERFRAME

11.01 BODY BOLSTERS

Body bolsters are to be inspected in accordance with RFCSS 215.151 and repaired as required.

11.02 CROSSBEARERS & CROSSTIES

Crossbearers and crossties are to be inspected in accordance with RFCSS 215.153 and repaired as required.

11.03 BODY CENTER PLATES

Body center plates are to be inspected in accordance with RFCSS 215.153 and repaired or replaced as required. When new center plate is required or existing fasteners are loose, (4) 7/8" dia. two-ply rivet type fasteners are to be applied, one at each corner and a 3/8" fillet weld completely around the base, stopping short of the radius at each corner, attaching center plate to bolster sole plate.

11.04 SPARK SHIELDS

#14 gage galvanized spark shields are to be applied. Shields to cover exposed floor between side sill and center sill and applied in accordance with FRA Emergency Order No. 3.

Material to be galvanized sheet to ASTM Spec. A-446, Grade "A".

Application to underframe to be by welding.

11.05 SIDE BEARING CLEARANCE

Body side bearing clearance is to be adjusted to be within 1/4" to 3/8" clearance per Interchange Rule #47-E-2. Clearances to be obtained by shimming body side bearings or truck center plates, required, per Interchange Rule #47-E-3. Side bearing shims are to be of such a design that they will not fall out of place if fasteners become loose.

11.06 CENTER SILL

Center sills are to be inspected in accordance with RFCSS 215.151 and if fractured are to be repaired in accordance with Interchange Rule #57.

11.07 STRIKER & CENTER FILLER CASTINGS

Striker and center filler castings are to be inspected and repaired as required. Repair to consist of "V"ing out cracks, welding and local stress relieving of castings by heating to a red heat and air cooling in accordance with Interchange Rule #82.

11.08 SIDE SILL REINFORCEMENT

Existing side sill reinforcements to remain. If broken, the fracture is to be "V"ed out, welded and ground smooth. A 3/8" thick AAR type splice is to be applied to the vertical web and a 3/8" X 5" bar is to be applied to the bottom flange. Length of bar 30" per AAR Interchange Rule #57.

12.00 MISCELLANEOUS

12.01 ROUTING AND PLACARD BOARDS

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

Routing and placard boards are to be 25/32" yellow pine.

Attachment of brackets to car body to be by welding.

Brackets are to be replaced as required.

12.02 SHIPPING CONDITION

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

12.03 DEFECT CARD HOLDER

Defect card holder is to be applied in accordance with AAR Standard Practice.

Estimate Lot 1290-A
July 12, 1976

8-10 year lease

U. S. RAILWAY MANUFACTURING COMPANY

REPAIR SPECIFICATION

30 - 50 TON 50'6" BOX CAR

ROCK ISLAND SERIES 64600 - 64699

8 - 10 YEAR LEASE

I N D E X

1.00	GENERAL
2.00	BRAKES
3.00	CAR BODY
4.00	COUPLERS AND DRAFT GEARS
5.00	DOORS
6.00	INTERIOR
7.00	PAINT AND STENCILLING
8.00	ROOF
9.00	SAFETY APPLIANCES
10.00	TRUCKS
11.00	UNDERFRAME
12.00	MISCELLANEOUS

1.00 GENERAL

1.01 CONSTRUCTION

This Specification covers a repaired 50-Ton 50'6" box car with 15' sliding door and standard underframe. Subject car complies with AAR Interchange Rules, Department of Transportation (DOT) Safety Appliance Regulations, Railroad Freight Car Safety Standards, and meets Association of American Railroads (AAR) requirements applicable to repaired cars.

Car is within Plate "B" equipment diagram.

1.02 WORKMANSHIP

All parts required in this repair shall be fabricated, assembled, and finished in a thoroughly workmanlike manner. All steel parts shall be made to templates to assure interchangeability of parts and facilitate assembly.

Holes for rivets 3/8" diameter or less shall be finished 1/32" larger than the nominal rivet diameter. Holes for rivets larger than 3/8" shall be 1/16" larger than the nominal diameter. All parts shall fit-up tightly before riveting and all rivets shall be driven tight and have full sized heads. Holes for two piece rivet type fasteners 1/2" diameter and larger shall be finished 1/16" larger than the nominal diameter.

Miscellaneous fasteners which are missing or have elongated holes, are to be removed, reamed and replaced with one size larger fastener when using two piece rivet type fastener, i.e., originally 5/8" fastener will be replaced with 3/4", etc.

1.03 MATERIALS

All material used shall conform to AAR specifications.

All carbon steel plates, bars, shapes, sheets, and strips 1/4" thick or less shall be copper bearing, except rods.

Bolts and nuts shall be ASA hexagon having American Standard coarse threads (Class 2A external - 2B internal). Welding studs shall be filled and have American Standard coarse threads.

High strength bolts and nuts, where used, will be to ASTM Spec. A-193 or equivalent and torqued to requirements, if applicable.

Two-piece rivet type fasteners shall comply with AAR Manual, Page 10, latest revision.

Lumber: Lumber shall conform to the latest revision of AAR Spec. 10. Framing may be long and/or short leaf yellow pine; AAR group 7, paragraph 64 or better. All framing shall be kiln dried and moisture content to be 12 to 15%

1.03 MATERIALS (cont'd.)

Plywood: Plywood shall be Douglas Fir Exterior Grade B-C or better per Common Standard Specification PS-1-66, latest revision.

1.04 FLOOR LOAD

2- $\frac{1}{4}$ " decking and stringer combination as described within this specification does comply for minimum of a 25000# gross fork truck load.

1.05 MISCELLANEOUS

Car is to maintain its original Built Date.

All repairs are to be made in kind except for items covered in this specification.

All scrap steel and specialties are to remain the property of U. S. Railway Equipment Company.

2.00 BRAKES

2.01 BRAKE EQUIPMENT

Car is equipped with Standard AB-1012 freight car schedule which includes brake cylinder, A-B Valve, 1" combination dirt collector and cutout cock, branch pipe tee, combined auxillary and emergency reservoir, 1½" angle cock, retaining valve, air brake hose with FP coupling, 1½" angle cock nipple.

2.02 A-B EQUIPMENT (COT&S)

Air brake equipment is to be cleaned, oiled, tested and stencilled (COT&S) as of date released from plant. COT&S to be performed in accordance with Air Brake Co. Instruction Leaflet No. 2391, latest revision.

2.03 ANGLE COCK AND COMBINED DIRT COLLECTOR & CUT OUT COCK

Angle cock and/or combined dirt collector and cut out cock which are not operational are to be replaced with "O" ring seal key type cock

2.04 HANDBRAKE

Rebuilt handbrake is to be applied. Handbrake is to remain in the high (original) position.

2.05 RETAINING VALVE

Retaining Valve is to be relocated to the underframe area adjacent to the A-B Valve in accordance with AAR Manual of Standards and Recommended Practices, page E-45, latest revision. Retaining valve type to be in accordance with Interchange Rule 4.

2.06 ANGLE COCK HOSE

Angle cock hose is to be replaced as required per AAR Interchange 1 #5-A (cause for renewal). Replacement to be with either new AAR approved or reconditioned angle cock hose.

2.07 ANGLE COCK LOCATION

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

2.08 BRAKE CYLINDER RELEASE VALVE

Brake cylinder release valve is to be applied.

2.09 AUTOMATIC SLACK ADJUSTER

Double Acting Automatic Slack Adjuster is to be applied

2.10 BRAKE PIPES

Pipe socket weld fittings will be applied per Rule 88 of AAR Office Manual and Interchange Rules.

2.11 BRAKE PIPE CLAMPS

Welded type brake pipe clamps are to be applied as required. Pipe clamp spacing to be in accordance with Air Brake Specification 251. "U" bolt clamps, when used, are to be in compliance with AAR Interchange Rule 4-E-9.

2.12 HIGH STRENGTH BOLTS

High strength bolts are to be applied to the combined reservoir and "A-B" valve pipe bracket in accordance with AAR Interchange Rule #4-E-7, if car is not so equipped.

2.13 SELF-LOCKING NUTS

Self locking nuts are to be applied to air brake equipment per AAR Interchange Rule #4-E-3, if car is not so equipped.

2.14 BRAKE PINS

Brake pins are to be replaced as required when worn to limits specified in AAR Interchange Rule #9-A.

2.15 BRAKE LEVERS, GUIDES AND CONNECTION RODS

Brake levers, guides and connection rods are to be replaced or repaired as required per AAR Interchange Rule #11-D when worn to limits specified in AAR Interchange Rule, #11-A.

2.16 PISTON TRAVEL

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

3.00 CAR BODY

3.01 SIDE SHEETS

Side sheets are to be patched as required. Standard size patches are to be maintained wherever possible. If side sheets are deteriorated at the side sill angle for any long length, a complete patch is to be applied from the door post gusset to the corrugated end flange at the end of the car.

Accumulative deterioration is 3'0". An 18" wide patch will be applied from end sheet to door post. Patch will be primed with zinc chrom on inner surface and after fastening will be sealed by welding.

Patches are to be of .10" thick material to ASTM Spec. A-570, Grade "B".

Application to be by welding or mechanical fasteners as required.

3.02 SIDE SILL ANGLE

Side sills are to be repaired as required.

3.03 THRESHOLD PLATE

New threshold plates are to be applied, as required.

Threshold plate to be of 3/16" thick material per ASTM Spec. A-575 Grade 1020.

Application to be by #3 Plow Head Bolts or alternate fasteners if necessary.

Threshold plate support angles are to be replaced as required.

Support angle size to be compatible with car construction and is to be of ASTM A-575, Gr. 1020 material.

Application to be by welding.

3.04 SIDE AND CORNER POSTS

Corner post and side posts which have deteriorated beyond 50% of their original section at the bottom are to have a new 12" splice applied.

Application to be by welding and/or fasteners.

3.05 DOOR OPENING

Door opening is to remain at 15'0" wide.

3.06 END SILLS

End sills are to be replaced as required when broken and section of end sill is missing. Fractures at other areas are to be "V"ed out, welded, and interior fabricated angle applied by welding.

End sill size to be compatible with car construction and material Spec. ASTM A-36.

Application of new end sill to be by rivets or two-piece rivet type fasteners at option of U. S. Railway.

3.07 CORRUGATED END PATCH

A 3/16" thick X 35" long corrugated end patch is to be applied on end sheet as required, centered over center sill area and extending upward to center of lower outer corrugation. Fractures in corrugated end sheet are to be "V"ed out and welded prior to application of end patch.

Patch material to be per ASTM Spec. A-570, Grade B.

Application to end sill to be by rivets or two-piece rivet type fasteners at option of U. S. Railway.

Application to end sheet to be by welding.

3.08 STRAIGHTENING

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

Ends are to be straightened to be within 1/2" of vertical, wherever possible.

4.00 COUPLERS AND DRAFT GEARS

4.01 INSPECTION

All draft system components are to be removed and inspected as prescribed by RFCSS Section 215.153 and Sections 215.171 through 215.193 inclusive.

4.02 DRAFT GEARS

Draft gears are to be replaced with reconditioned gears.

4.03 COUPLER BODY AND OPERATING COMPONENTS

Couplers are to be inspected per AAR Interchange Rule #16 and if condemned are to be replaced with serviceable secondhand couplers which meet Rules #16.

4.04 YOKES

Coupler yokes are to be inspected per AAR Interchange Rule #19 and if condemned will be replaced with serviceable secondhand Y-40 type yokes which meet these rules.

4.05 FOLLOWER BLOCKS

Follower blocks are to be replaced as required when severely worn bent.

4.06 DRAFT KEYS

Draft keys are to be inspected per AAR Interchange Rule #16-A and when worn at any point 5/16" or more, will be replaced with a serviceable secondhand draft key.

4.07 DRAFT KEY WASHER

1/2" thick draft key washer, per AAR Interchange Rule #16, will be applied to each key, except where keyslot reinforcement patches have been applied to center sill.

4.08 DRAFT KEY RETAINER

AAR Standard or Alternate Standard draft key retainers are to be applied.

4.09 COUPLER OPERATING ROD ADJUSTMENT

Coupler operating rods are to be adjusted within 1/4" to 1/2" clearance.

4.09 COUPLER OPERATING ROD ADJUSTMENT (Cont'd.)

between operating rod eye and locklift lever per Interchange Rule #16-E-15. Operating rods are to be straightened as required.

4.10 COUPLER HEIGHT

Coupler height is to be adjusted to a minimum of 32½" to a maximum of 34½" on an empty car. Adjustment to be accomplished by shimmin 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. If additional adjustment required due to minimum coupler shank to striker clearance, shims be added at the truck springs and/or bolster center plate area in accordance with Interchange Rule 16-E-13-A.

4.11 DRAFT GEAR POCKET

Draft gear pocket is to be inspected and brought within the range 24-5/8" + 3/16". Draft lugs are to be built up by weld metal and surface -0", ground smooth in areas where lugs have been worn. When pocket exceeds 24-3/16" the lugs are to be built up by weld metal and surface ground smooth in areas where lugs have been worn and have filler plates applied to the face of the back lugs by welding to bring pocket into dimension of 24-5/8" + 3/16".

-0"

4.12 DRAFT KEY SLOTS

Key slots are to be built up by weld metal and/or plates as required.

4.13 DRAFT GEAR CARRIER

Draft gear carriers are to be straightened or replaced in kind as required. Carriers which are worn 3/16" or greater are to be replaced.

5.00 DOORS

5.01 DOOR OPENING

Door opening is to remain at 15'0" staggered off center line of car series 64449. Door header plates to be repaired or applied.

5.02 SAFETY HANGERS

Safety hangers are to be applied to doors which are now not so equipped. Design and application to safety hanger is to be in compliance with AAR Manual, Page C-12A, latest revision.

5.03 DOOR CAR SIDE PARTS

Door car side parts and door track are to be replaced in kind as required. Design and attachment of car side parts are to be compatible with car construction.

5.04 INSPECTION

No direct light is to be seen when door is closed and inspected from inside of car. Reflective light is permissible. Doors will fit strips properly. Every tenth (10th.) car to be water tested.

5.05 DOORS

Doors are to be repaired as required in order to be operational. Repair is to consist of replacing parts in kind, welding fractures and applying patches as required. Any missing doors or doors damaged beyond repair are to be replaced with a serviceable door by the customer.

6.00 INTERIOR

6.01 DECK

New 2¼" thick yellow pine deck to be applied. Each board to be secured with a minimum of 3 fasteners. Deck to be light sanded. Fasteners to be applied in a staggered pattern.

6.02 GRAIN STRIPS

Yellow pine grain strips are to be replaced as required between the side posts. Application to be by 8D gun type ring shank nails. Caulking is to be applied between the grain strips and the floor.

6.03 SIDE LINING

Side lining boards are to be replaced. 25/32" T&G yellow pin side lining is to be used. Application of side lining to be by 8D gun type ring shank nails using staggered nailing pattern. Nail heads are to be set below the surface of the lining.

6.04 END LINING

New end lining is to be applied. 25/32" T&G yellow pine lining is to be used. Application of end lining to be by 8D gun type ring shank nails using staggered nailing patterns. Nail heads are to be set below the surface of the lining.

6.05 END NAILERS

End nailers are to be replaced as required when rotted or excessively split. End nailers when replaced are to be secured with (4) ½" diameter welded studs or carriage bolts per nailer. Remaining end nailer fasteners are to be checked and tightened as required.

6.06 SIDE LINING NAILERS

When side lining indicated loose side post nailers, side nailers are to be tightened as required.

6.07 MOVABLE DOOR POST

Auxillary sliding door movable wood door post are not to be replaced. Door post nailers, if split or seriously deteriorated are to be replaced in kind.

6.08 DOOR POST CLEATS

Door post cleats, if split or seriously deteriorated, are to be replaced in kind.

7.00 PAINT & STENCILLING

7.01 SANDBLASTING

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

- Air Brake Equipment
- Hand Brake
- Slack Adjuster
- Couplers
- Draft Gears
- Coupler Yokes

7.02 PAINTING

Exterior of car is to receive one coat of primer and one coat of finish paint to a nominal 3 mils dry film thickness. Inside of sliding doors are also to be finished painted. Color to be specified by customer.

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

The paint manufacturer's specification and recommendations consistent with U. S. Railway's plant shop practice will be considered to be specification of U. S. Railway.

Interior of car to receive two coat application of white epoxy paint applied to sides, ends and doors.

7.03 STENCILLING

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

U. S. Railway's standard ownership stencil is to be applied at the upper lefthand corner on each side of the car.

"Keep Off Roof, No Running Board" stencil is to be applied on the "BL" side sheet adjacent to side ladder in yellow and black in accordance with DOT requirements 231.27 (i), latest issue.

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

Stencilling required by RFCSS section 215.211 to be applied.

7.04 ACI LABELS

ACI labels on metal plates are to be applied in location specified by AAR Manual of Standards & Recommended Practices, Section ACI. Attachment to be by ¼" dia. welded studs and locknuts. Fasteners be touched up with black paint after application of label.

.7.05 MISCELLANEOUS

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

ROOF

8.01 ROOF

New roof to be applied.

Roof seam caps to leave suitable sealer applied.

Roof end sections connecting to end sheet, to be properly sealed.

9.00 SAFETY APPLIANCES

9.01 HORIZONTAL END HANDHOLDS

3/4" dia. horizontal end handholds are to be applied at both ends of the car in accordance with DOT requirements 231.27 (i) for cars without roof hatches. The long horizontal handhold on the "A" end the car is to have an intermediate support.

Handhold brackets are to be of ASTM A-575, Grade 1020 material.

Application of handholds to be by 1/2" dia. rivets or two-piece rivet type fasteners at the option of U. S. Railway.

9.02 END & SIDE LADDERS

"A" end and side ladders are to be shortened to a four grab ladder in accordance with DOT requirements 231.37 (i).

"B" end and side ladders are to be maintained and straightened or repaired as required.

9.03 ROOF HANDHOLD

Existing roof handhold is to be reapplied at the "BL" corner only. Back up plates are to be applied on the underside of the roof shee and are to be heavily caulked before application of handhold. Application of handhold is to be by 1/2" dia. rivets or two-piece rivet type fasteners at the option of U. S. Railway.

9.04 HANDBRAKE

Handbrake and step are to remain in the high position.

9.05 SAFETY APPLIANCES

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

10.00 TRUCKS

10.01 INSPECTION

Trucks are to be removed from car and dsimantled for inspection. All trucks will be 50-Ton capacity with 5½" X 10" journals.

10.02 TRUCK BOLSTERS

Truck bolsters are to be inspected in accordance with RFCSS Sect: 215.123 and repaired as required. Bolsters which are condemned are to be replaced with serviceable secondhand bolsters meeting Interchange Rule 47.

Worn gibs and wear plates are to be repaired and applied in accrodance with Interchange Rule 47.

Stabilizing friction shoe pockets are to be repaired in accordan with vendor's repair specifications.

10.03 TRUCK SIDE FRAMES

Truck side frames are to be inspected in accordance with RFCSS section 215.123 and repaired as required. Truck side frames whi are condemned are to be replaced with serviceable secondhand truck side frames meeting Interchange Rule 48.

Side frame column wear plates are to be replaced as required. W plates to be C-1045 material. Application to be by welding.

10.04 JOURNAL STABILIZING

AAR approved type journal stops are to be applied. Insert type stop will be used per Interchange Rule 32.

10.05 JOURNAL BOX LID & SEALS

Journal box lids are to be replaced as required with a secondhan serviceable lid per Interchange Rule #33. Boxes will be in acco ance with RFCSS section 215.83.

AAR approved journal box lid seals are to be applied.

10.06 JOURNAL BOX REAR SEALS

AAR approved journal box rear seals are to be applied per Inter- change Rule #33.

Top of seal is to receive a coat of sealant except on rear seal which require a dust guard plug in accordance with Interchange F #33 (E).

10.07 JOURNAL LUBRICATORS

AAR approved lubricators are to be applied in accordance with Interchange Rule 24 and RFCSS section 215.85.

Lube dates, stencil, etc., is to be in accordance with Interchange Rule #25.

10.08 TRUCK STABILIZING FRICTION SHOES

Friction shoes are to be inspected per Interchange Rule 47 (A) and RFCSS section 215.123, and are to be replaced as required with new friction shoes which are standard to truck.

10.09 TRUCK SPRINGS

Truck springs are to be removed, inspected, tested, gaged, and regrouped per Interchange Rule #50 (A) and RFCSS section 215.123. Springs condemned by this rule are to be replaced with secondhand serviceable springs complying with Rule #50.

Truck spring group is to be for gross rail load of 177,000#.

10.10 BRAKE BEAMS

Trucks are to be equipped with a minimum of #18 serviceable brake beams. Brake beams are to be replaced as required when condemned per Interchange rule #6 and RFCSS section 215.123. Beams to be replaced with type standard to truck.

10.11 BRAKE SHOES

Cast iron brake shoes are to be replaced with serviceable second meeting Interchange Rule #12 or new 1½" shoes when worn to the extent of ½" or less per Interchange Rule #12.

10.12 JOURNAL BEARINGS

Journal bearings are to be inspected and replaced in accordance with RFCSS 215.89 and Interchange Rule #30, with new or relined 5½" X 10" steepleback bearings, as required when bearing is condemned by Interchange Rule #30. New bearing size is to be determined by gaging journal size as outlined in Rule #30.

10.13 JOURNAL BEARING WEDGE

Journal bearing wedges are to be inspected and replaced in accordance with RFCSS 215.91 and Interchange Rule #31. Replacement wedge to be new or secondhand serviceable meeting Rule #31 requirements.

10.14 WHEEL SETS

All wheel sets used on cars will be in accordance with RFCSS 215.43, 215.45 and 215.53, and Interchange Rules #41 and #42.

10.15 BOLSTER CENTER PLATE LUBE

Bolster center plates are to be lubricated in accordance with Interchange Rule 47-E.

11.00 UNDERFRAME

11.01 BODY BOLSTERS

Body bolsters are to be inspected in accordance with RFCSS 215.15 and repaired as required.

11.02 CROSSBEARERS AND CROSSTIES

Crossbearers and crossties are to be inspected in accordance with RFCSS 215.153 and repaired as required.

11.03 BODY CENTER PLATES

Body center plates are to be inspected in accordance with RFCSS 215.153 and repaired or replaced as required. When new center plate is required or existing fasteners are loose, (4) 7/8" dia. two-piece rivet type fasteners are to be applied, one at each corner and a 3/8" fillet weld completely around the base, stopping short of the radius at each corner, attaching center plate to bolster sole plate.

11.04 SPARK SHIELDS

#14 gage galvanized spark shields are to be applied. Shields to cover exposed floor between side sill and center sill and applied in accordance with FRA Emergency Order No. 3.

Material to be galvanized sheet to ASTM Spec. A-446, Grade "A".

Application to underframe to be by welding.

11.05 SIDE BEARING CLEARANCE

Body side bearing clearance is to be adjusted to be within 1/4" to 3/8" 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. Side bearing shims are to be of such a design that they will not fall out of place if fasteners become loose.

11.06 CENTER SILL

Center sills are to be inspected in accordance with RFCSS 215.15 and if fractured are to be repaired in accordance with Interchange Rule #57.

11.07 STRIKER & CENTER FILLER CASTINGS

Striker and center filler castings are to be inspected and repaired

11.07 STRIKER & CENTER FILLER CASTINGS (Cont'd.)

as required. Repair to consist of "V"ing out cracks, welding and local stress relieving of castings by heating to a red heat and air cooling in accordance with Interchange Rule 82.

11.08 SIDE SILL REINFORCEMENT

Existing side sill reinforcements to remain. If broken, the fracture is to be "V"ed out, welded and ground smooth. A 3/8" thick AAR type splice is to be applied to the vertical web and a 3/8" X 5" bar is to be applied to the bottom flange. Length of bar 30" per AAR Interchange Rule #57.

12.00 MISCELLANEOUS

12.01 ROUTING AND PLACARD BOARDS

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

Routing and placard boards are to be 25/32" yellow pine.

Attachment of brackets to car body to be by welding.

Brackets are to be replaced as required.

12.02 SHIPPING CONDITION

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

12.03 DEFECT CARD HOLDER

Defect card holder is to be applied in accordance with AAR Standard Practice.
