



GENERAL		DRAFT (Continued)	
1. Capacity - Nominal	100,000 lbs.	15. Coupler Uncoupling Device "Standard"	SREM Co.
2. Load Limit	121,600 lbs.	BRAKE	
3. Light Weight	55,400 lbs.	16. Brake Schedule	W.A.B. Co. AB 10" x 12"
4. Maximum Load on Rails	177,000 lbs.	17. Brake Power	35,034 lbs. 63%
BODY		18. Hand Brake "Universal"	Brake Step Morton
5. Center Sill Fishbelly - 3/8" Steel	30-3/8" deep	19. Brake Regulator	SAB
6. Side Sill Fishbelly - 5/16" Steel	25-7/8" deep	TRUCKS - 2-1/2" spring travel Type S-2-A, Barber	
7. Floor at sides 1/4" "U" Pressing, Center 1/4" plate		20. Frame	Cast Steel, Integral with Waste Retainer Ribs
BULKHEADS		21. Snubbing Device	Barber S-2-A, 2-1/2" Travel
8. Diagonal Braces	Each End 4 - 3/16" Steel	22. Brake Levers and Connectors	Schaefer Equip. Co.
9. Bulkhead Plates	3/16" Steel	23. Brake Beam	Unit No. 18 Creco
10. Reinforcing Angles	3 - 4"x 4" x 1/4"	24. Side Bearings - Roller Type	Stucki
11. Top Cover Plate	3/16" Steel	25. Journal Bearing - Flat Back Type	A.B.S. Co.
DRAFT		26. Lubricator Pads	ABSCO, Dust Guard Stanfoam
12. Draft Gear	Miner A-22-XL	27. Axles - A.A.R.	5-1/2" x 10"
13. Draft Attachments	A.A.R. Y-40 Vertical Plane Yoke	28. Wheels - A.A.R. X-6	Two Wear, Wrot Steel 33" dia.
14. Couplers AAR	Type "E" 6 1/4" x 8" rigid shank bott. opr.	29. Train Length Coupled	53' 7-1/2"