



REVERSE TRUCK HAS LAYERS AS INDICATED BY SHARPER LINE
 REARWARD ALIGNMENT OF
 THE BRIDGE BEING HEAVIER
 TRUCK IS AS SHOWN ON
 REVERSE.

FOR TRUCKS USED UNDER CLASS PLAN CASES, SHEETS IN PLAN
 LAYERS FOR CHAIN SUPPORT (FROM SUPPORT AS ON TOP OF
 BRIDGE) SHALL HAVE BEVEL FLATTENED TO 1/2" MINIMUM
 HEIGHT, AND TOP CORNER OF LUG BY V-7806 (WHICH USED)
 GRINDING OFF 1/4" FROM CENTER LINE OF PIN HOLE BACK TO
 PROVIDE ADDITIONAL CLEARANCE FOR BRUSH CENTER PLATE.

NEW DESIGN OF BRIDGE WITH SAFETY SUPPORT HAS BEEN APPROVED
 P. O. 1022 (P. 2-21)
 NOTE FOR IDENTIFICATION OF TRUCK WHEN USED UNDER
 CLASS PLAN CASES HAS BEEN ADDED P. 22/131
 SAFETY SUPPORT HAS BEEN SHOWN
 WELDED BY SHARPER ON SPRING PLATE
 P. O. 1026 (P. 10-14)

SIZES - S - 20 - 1920 (P. 21-20)
 2200 - 2 - 15 - 1200 - 12
 * F - 22 - 232 C - 12
 * P - 10 - 1000 - 10

THIS TRACING SUPERSEDES TRAILING 3-DRAWN WHEEL AND BUSH
 CASE COMPLETE ON ACCOUNT OF BRIDGE AND STEEL SPRING PLATE,
 BOTTOM END SUPPORT, AND A. A. TYPE BRAKE BEARD
 4-10-1920

10-72

THE PENNSYLVANIA RAILROAD
 FREIGHT CARD
 CHARGE
 APPROPRIATE

MADE UPON 10-1920

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