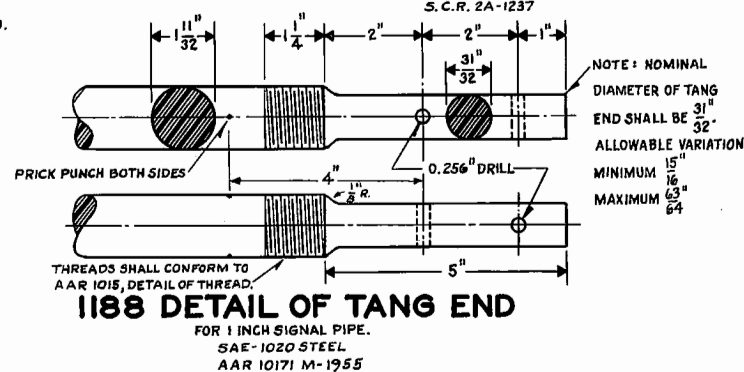
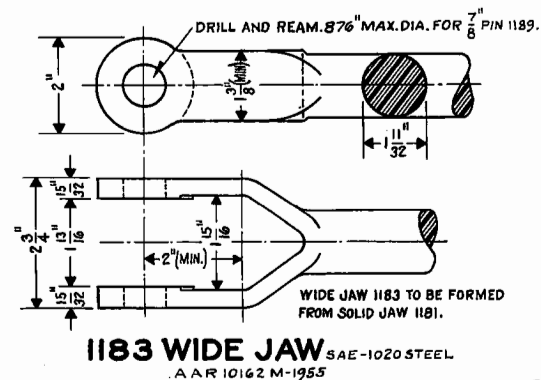
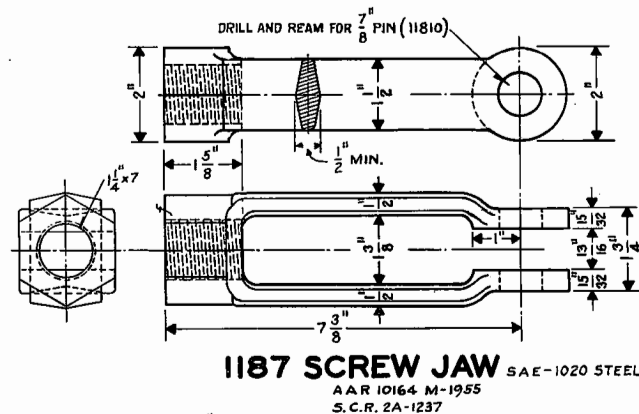
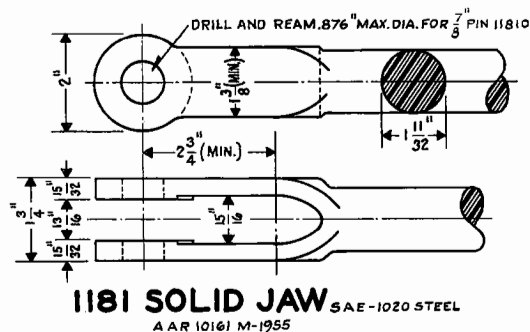


- NOTE :
1. REMOVE SHARP EDGES FROM ALL HOLES IN PINS 1189 AND 1180.
 2. FURNISH ONE $\frac{3}{16} \times \frac{1}{2}$ COTTER WITH EACH PIN 1189 AND 1180.
 3. FURNISH ONE $\frac{3}{16}$ DRIVE TYPE PRESSURE LUBRICATING FITTING (S.C.R. 23-1729) WITH EACH PIN 1189 AND 1180.

REVISIONS

REDRAWN FROM APPROVED PLAN
S-118-A, DATED JUNE 4, 1920 AND
REVISED.

C JANUARY 10, 1958
PARTS 1185, 11811 & 11812 OBSOLETE.
AAR REF. NOS. ADDED AND MINOR
CHANGES MADE TO AGREE WITH AAR.

APPROVED *J. L. Kirsch*

1 SHEET

S-118-C

THE PENNSYLVANIA RAILROAD
STANDARD
SCREW AND SOLID JAWS
DETAILS

OFFICE OF CHIEF ENGINEER, PHILA., PA. MAY 20, 1940.

Approved

N. G. Stanton
Assistant Chief Engineer-Signals

Approved:

Chief Engineer