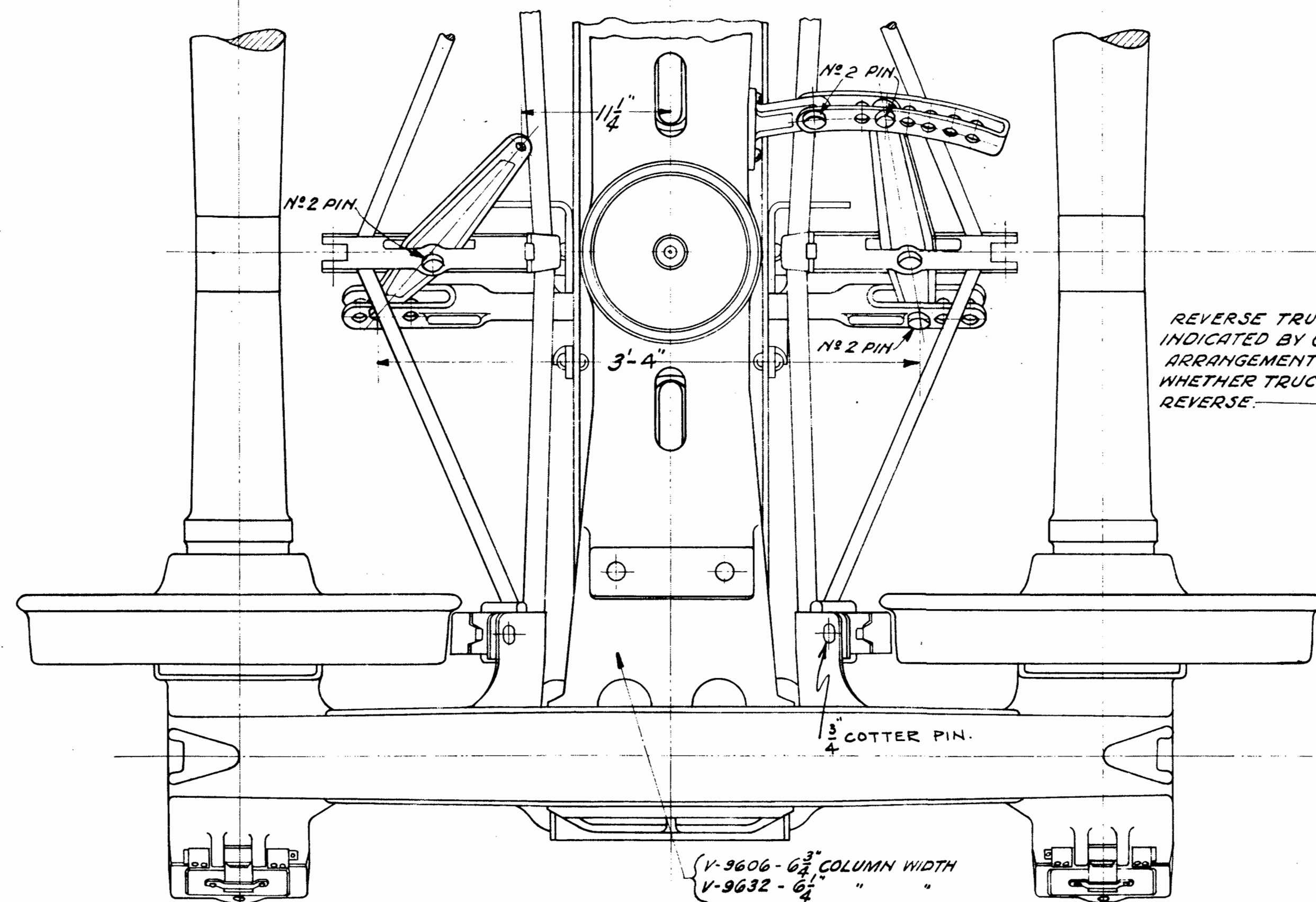
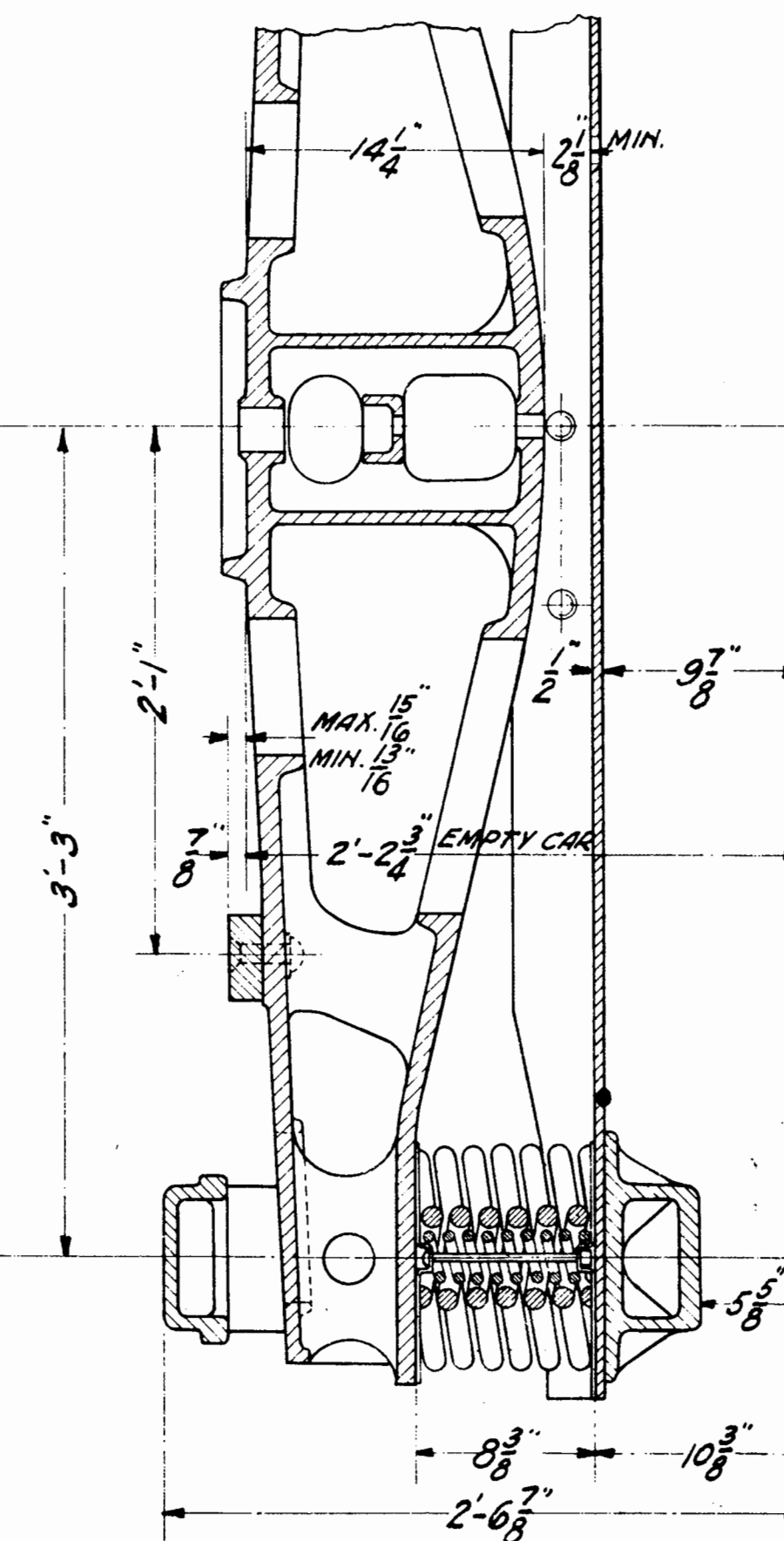
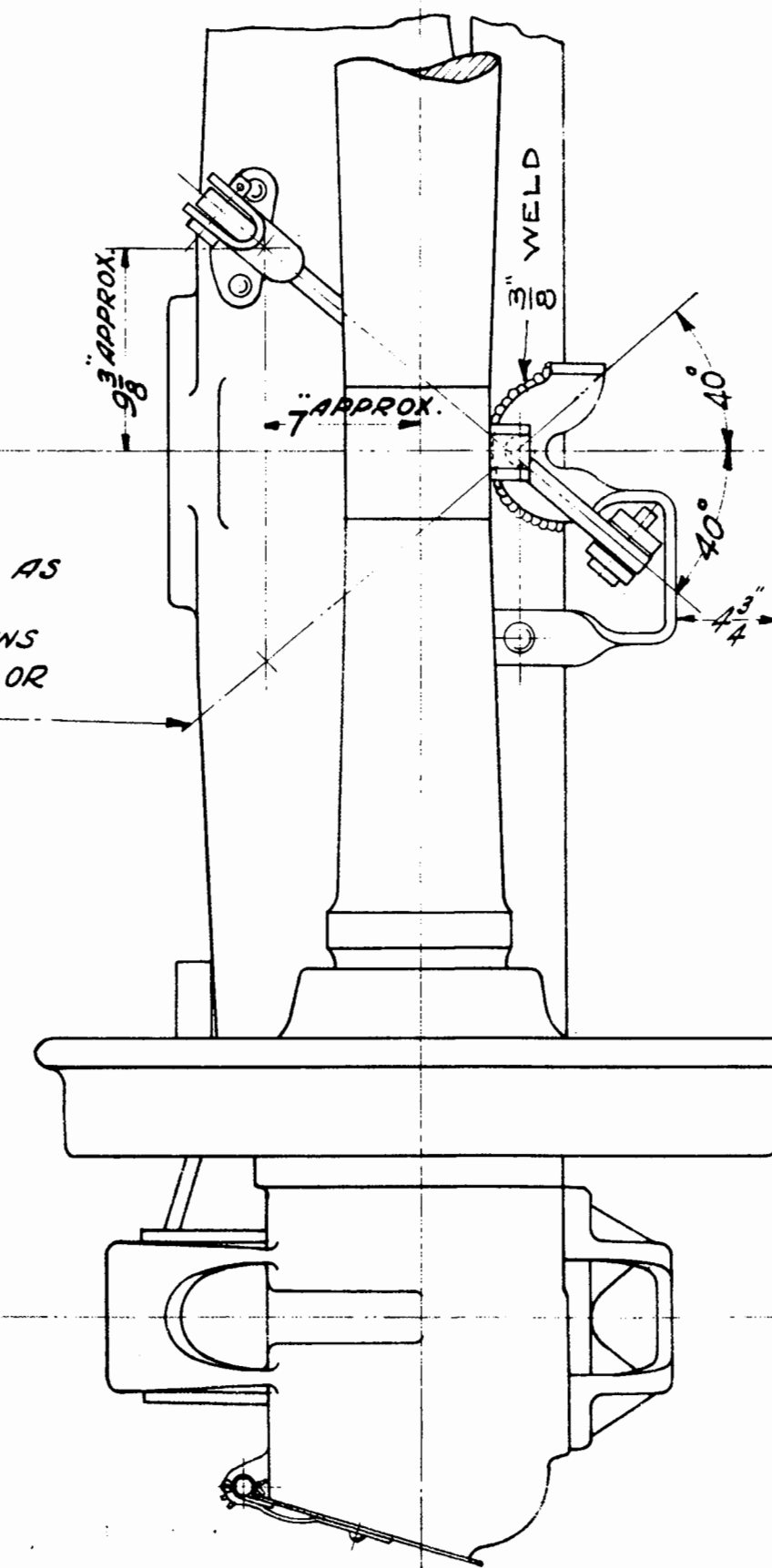




REVERSE TRUCK HAS LEVERS AS INDICATED BY CENTER LINE. ARRANGEMENT OF BRAKE SHOWS WHETHER TRUCK IS AS SHOWN OR REVERSE.

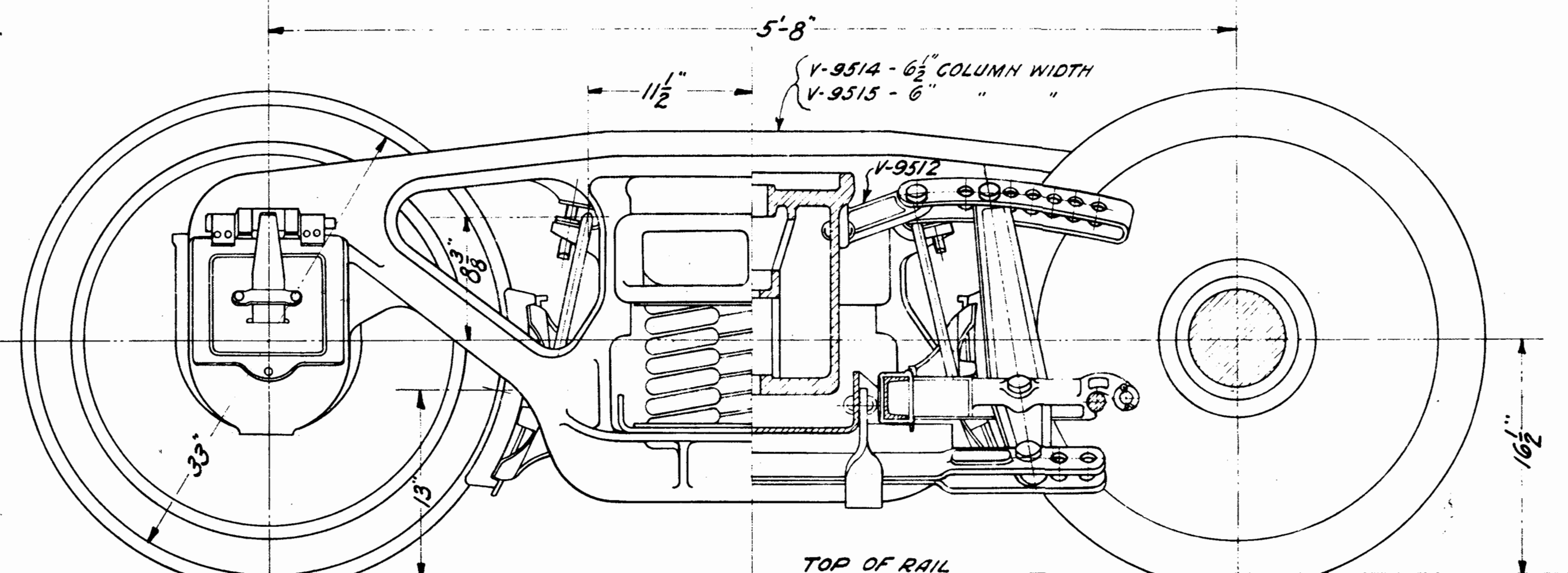


NEW DESIGN OF BRAKE BEAM SAFETY SUPPORT HAS BEEN SHOWN
2-16-1932 (F-4-A-32)

SAFETY SUPPORT HAS BEEN SHOWN WELDED
AT CENTER OF SPRING PLANK.
5-14-1936 (F-20-36)

PIN NUMBER AT DEAD LEVER FULCRUM CHANGED FROM NUMBER 13 TO
NUMBER 2 ON ACCOUNT OF INCREASING THE THICKNESS OF
MATERIAL FOR DEAD LEVER FULCRUM FROM 1/2 TO 3/4.
10-5-54 (F-19-55)

ISSUED - 6 - 13 - 1929 A.
REISSUED - 2 - 16 - 1932 B. M.S.
" 5 - 14 - 1936 C. GEM.
" 10 - 5 - 1954 D. JLM.



THIS TRACING SUPERSEDES TRACING D-67681 WHICH
HAS BEEN MADE OBSOLETE ON ACCOUNT OF SHOWING
SIDE FRAME WITH INTEGRAL JOURNAL BOX. 6-10-1929.

2E-F4

THE PENNSYLVANIA RAILROAD

FREIGHT CARS

TRUCKS

ARRANGEMENT

ALTOONA JUNE 10, 1929.

CRATER OF MOTIVE POWER 88774 MECHANICAL ENGINEER