

CLASS OF TRUCK	FRAME	WHEEL BASE	DIA. OF WHEEL	TYPE OF BRAKE	WEIGHT OF TRUCK	REMARKS	CLASS OF CAR	INTERPRETATION OF CLASSIFICATION																											
								SYMBOL	REFERS TO																										
2A-F1	ARCH BAR	5'-0"	33"	S	5700	E" SPRINGS	NDA, N4, N5	FIRST	NUMBER OF AXLES PER TRUCK.																										
2A-F2	CAST ST.	5'-0"	33"	S	5500	E" SPRINGS	N5	SECOND	A.R.A. CLASS LETTER FOR JOURNAL DIA. ONLY.																										
2A-F3	" "	5'-0"	33"	S		NON-HARMONIC	N5A	THIRD	DASH - FOR STANDARD A.R.A. AXLE NUMBER - FOR NUMERICAL DEVIATION FROM A.R.A. STANDARD.																										
2B1F2	ARCH BAR	5'-0"	33"	S	5850	E" SPRINGS	N6A, N6B	FOURTH	SERVICE OF TRUCK - F= FREIGHT, P= PASSENGER, T= TENDER.																										
2C-F1	" "	5'-6"	33"	S	7350		F24, S5, XLH	FIFTH	CONSECUTIVE DESIGN OF TRUCK FOR CLASS.																										
2D-F1	" "	5'-6"	33"	S	7750		FM, FMG, GLA, GLB, GLC, GP, GPA, GR, GRA, GS, GSA, GSC, GSD, H22, KFA, K7, XL, XLA, XLB, XLC, K8, X23, X24, X25, X25A, X28, X29, X28A.	<table><tr><td>A.R.A. CLASS</td><td>A</td><td>B</td><td>C</td><td>D</td><td>E</td><td>F</td></tr><tr><td>JOURNAL SIZE</td><td>3 3/4 X 7</td><td>4 1/4 X 8</td><td>5 X 9</td><td>5 1/2 X 10</td><td>6 X 11</td><td>6 1/2 X 12</td></tr><tr><td>CAPY. PER AXLE</td><td>15000</td><td>24000</td><td>32000</td><td>40000</td><td>50000</td><td>60000</td></tr></table>							A.R.A. CLASS	A	B	C	D	E	F	JOURNAL SIZE	3 3/4 X 7	4 1/4 X 8	5 X 9	5 1/2 X 10	6 X 11	6 1/2 X 12	CAPY. PER AXLE	15000	24000	32000	40000	50000	60000
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JOURNAL SIZE	3 3/4 X 7	4 1/4 X 8	5 X 9	5 1/2 X 10	6 X 11	6 1/2 X 12																													
CAPY. PER AXLE	15000	24000	32000	40000	50000	60000																													
2D-F2	CAST ST.	5'-6"	33"	S	7950	CROWN	GLD, G24, X26	TYPE OF BRAKE - S= SINGLE BRAKE, C= CLASP BRAKE FOR FREIGHT CARS THIS TRACING SUPERSEDES TRACING D-74604 ON ACCOUNT OF SHOWING FREIGHT CAR TRUCKS ON SEPARATE TRACING. 3-17-1932																											
2D-F3	" "	5'-6"	33"	S	8100	U.S.R.A.	K8, X28, X29, X28A.																												
2D-F4	" "	5'-6"	33"	S	7500		F21, F21A, F21B, F21C	TRUCK CLASSES 2E-F11 AND 2E-F12 HAVE BEEN ADDED. 7-17-1936 (F-24-36)																											
2D-F5	ARCH BAR	5'-6"	30"	S		LOW	U4																												
2D-F8A	CAST ST.	5'-6"	33"	S		2D-F6 MODIFIED	X29 EXPRESS	TRUCK CLASSES 2A-F3, 2D-F15, 2D-F16, 2E-F13, 2E-F14 & 2E-F15 HAVE BEEN ADDED. CLASS 2D-FG HAS BEEN CHANGED TO 2D-F8A. 3-24-1938 (F-22-38).																											
2D-F7	" "	6'-0"	33"	S	11300	SEMI E SPRINGS	FM, GLA, GLB, GLC, GLE, GP, GPA, GR, GRA, GS, GSA, GSC, GSD, H22, KFA, K7, K8, XL, XLA, GLF, XLC, X23, X24, X25, X25A, X28A, X29, X30																												
2D-F8	" "	5'-6"	33"	S	7500		FM	TRUCK CLASSES 2D-F17, 2D-F18, AND 2F-F3 HAVE BEEN ADDED. WEIGHT OF TRUCK CLASS 3F-F2 CHANGED FROM 20100 TO 20845. 6-27-1939 (F-36-39)																											
2D-F8Mod	" "	5'-6"	33"	S	7500	TOM. SYMINGTON'S SPRINGS	TM8, TM10																												
2D-F9	CAST ST.	5'-6"	33"	S	7500		FM	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2D-F10	" "	5'-6"	33"	S		NON-HARMONIC SPRINGS	NOT USED.																												
2D-F11							X31, X32, X33, X31B, X31C, X32A, X33A, X32B	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2D-F12	CAST ST.	5'-6"	33"	S	7500	NON-HARMONIC SPRINGS	X31A, X31																												
2D-F13	" "	5'-6"	33"	S	7000	NATIONAL COIL SEMI "E"	X29	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2D-F14	" "	5'-6"	33"	S	7150	YOUNG COIL SEMI "E"	NOT USED																												
2D-F15							X29 (EXPRESS SERVICE)	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2D-F16	" "	5'-6"	33"	S	7350	SPRING PLANKLESS																													
2D-F17	" "	6'-6"	33"	S		ELSEY		ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2D-F18	" "	5'-6"	33"	S		NON-HARMONIC SPRINGS.																													
2E-F1(MOD)	CAST ST.	5'-8"	33"	S	9000		H21A	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2E-F2	" "	5'-10"	33"	S	9550	CROWN	F25, G22, G22A, H21A, H21B, H22A, H25, FN, FNA																												
2E-F3	" "	5'-8"	33"	S	9550	U.S.R.A.	G25	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2E-F4	" "	5'-8"	33"	S	9000		F30, G26																												
2E-F5	" "	5'-8"	33"	S	8850	DALMAN	H21A, H22A	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2E-F6	" "	5'-10"	33"	S	9330		H25																												
2E-F7	" "	5'-6"	33"	S	9250	NATIONAL	G26	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2E-F8	" "	5'-8"	33"	S	9100	DALMAN	F31A, F31A																												
2E-F9	" "	5'-8"	33"	S		NON-HARMONIC SPRINGS	F30A, H30, G27	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2E-F10	" "	5'-8"	33"	S	8500	NON-HARMONIC SPRINGS	H30																												
2E-F2	" "	5'-10"	33"	S	9550	NON-HARMONIC	H30	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2E-F2	" "	5'-10"	33"	S	9550	CARDWELL SNUBBER	H30, G27																												
2E-F11	" "	5'-6"	33"	S	8300	NATIONAL TYPE "B" COIL SEMI "E"	G27	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2E-F12	" "	5'-8"	33"	S	8500	YOUNG COIL SEMI "E"	G27, H30																												
2E-F13	" "	5'-8"	33"	S	8600	NON-HARMONIC		ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2E-F14	" "	5'-6"	33"	S	8350	NATIONAL TYPE "B" COIL SEMI "E"																													
2E-F15	" "	5'-8"	33"	S	8550	YOUNG COIL SEMI "E"		ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2F-F1	CAST ST.	5'-10"	33"	S	10300	CROWN	F25, H24	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
2F-F2	" "	5'-8"	33"	S	10500		F22, G23, G22B, H27																												
2F-F3	" "	5'-0"	33"	S	COMPLETE 25800	DUAL TRUCKS WITH SPAN BOLSTER	F34	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
3E-F1	CAST ST.	9'-0"	63"	C	17200		G23, H28																												
3F-P1	CAST ST.	9'-0"	33"	C	19800		F28, F29	ISSUED - 3 - 30-1932-A (F-9-32) RE- " 7-17-1936-B. A.N.B. " " 3-24-1938-C. S.M. " " 6-27-1939-D. W.L.G.																											
3F-F2	" "	9'-0"	33"	C	20845		F29, F33																												

THE PENNSYLVANIA RAILROAD

FREIGHT CARS

TRUCKS

CLASSIFICATION

ALTOONA, MARCH 13, 1939

W. L. G.

MECHANICAL ENGINEER

THE PENNSYLVANIA RAILROAD

FREIGHT CARS

TRUCKS

CLASSIFICATION

ALTOONA, MAR 13 1939

W. S. L. ...
CHIEF ...
MECHANICAL ENGINEER