

PREPARATION OF PACKING.

SPECIFICATION WASTE MUST BE LOOSENED BUT NOT ROLLED INTO BUNCHES, AND SHOULD BE USED IN 14 INCH LENGTHS AS FAR AS POSSIBLE. IF NECESSARY TO CUT THE WASTE, CARE MUST BE TAKEN TO SEE THAT IT IS CUT AS NEAR 1/2 INCHES AS POSSIBLE. IT MUST THEN BE SUBMERGED IN OIL NOT LESS THAN 48 HOURS AND LONGER IF CONVENIENT. BEFORE USING, THE SURPLUS OIL MUST BE DRAINED OFF, ALLOWING SUFFICIENT TO REMAIN SO THAT THERE WILL BE NOT LESS THAN FOUR PINTS OF OIL TO ONE POUND OF WASTE. THE PACKING IN THE STORAGE TANKS MUST EITHER BE TURNED OVER PERIODICALLY IN THE TANK OR OIL RAISED FROM THE BOTTOM OF TANK AND SPRAYED OVER THE TOP OF THE PACKING TO KEEP ALL THE WASTE AND OIL IN THE TANK PROPERLY MIXED FOR USE.

ALL PACKING, WHEN REMOVED FROM JOURNAL BOXES FOR THE PURPOSE OF PERIODICAL REPACKING OR RENOVATING, SHOULD BE PULLED INTO A CONTAINER, AVOIDING CONTACT WITH THE GROUND OR ANY OTHER PLACE WHERE IT MAY PICK UP DIRT, AND TAKEN TO THE WASTE RECLAIMING PLANT. THIS PACKING MUST NOT BE RE-USED UNTILL RENOVATED. IN RECLAIMING PACKING, IT SHOULD BE FIRST PICKED OVER CAREFULLY, AND DIRT, METAL, ETC. SHAKEN OUT. THE KNOTTED STRANDS OF WASTE PULLED APART AND THEN PLACED IN HOT OIL IN RENOVATING-TANK FOR A SHORT TIME, WORKING IT WITH A FORK FOR THE PURPOSE OF THOROUGHLY WASHING AND LOOSENING IT. IT SHOULD THEN BE RINSED IN CLEAN OIL AND DRAINED FOR THE PURPOSE OF REMOVING EXCESS OIL.

PACKING JOURNAL BOXES.

ALL NEW JOURNAL BOXES MUST BE CLEANED AND FREE OF RUST, SCALE, OR SAND, ON THE INSIDE THAT IS LIABLE TO FALL OR FLAKE OFF. THE JOURNAL BOXES IN SERVICE MUST BE THOROUGHLY CLEANED INSIDE BY REMOVING ALL OLD PACKING, GRIT, SAND, OR FOREIGN SUBSTANCES BEFORE REPACKING.

DUST GUARD.

WRING ALL THE EXTRA OIL OUT OF A PORTION OF THE PACKING, ALLOWING ENOUGH TO REMAIN SO THAT IF SQUEEZED BY HAND IT WILL SHOW FREE OIL OZZING BETWEEN THE FINGERS BUT WILL NOT RUN. THEN FORM IT INTO A LOOSE ROPE ABOUT TWO INCHES IN DIAMETER AND ENTER UNDER THE JOURNAL & PACK TIGHTLY AROUND THE OPENING IN THE BACK END OF BOX TO ASSIST THE DUST GUARD IN RETAINING THE OIL IN THE BOX AND EXCLUDING AS MUCH DIRT AS POSSIBLE.

PACKING CELLAR OF BOX.

PACK THE BOX WITH LOOSELY FORMED PORTIONS OF THE PACKING TO INSURE HOLDING SAME IN CONTACT WITH THE JOURNAL, BEING CAREFUL NOT TO SET IT ABOVE CENTER LINE OF THE JOURNAL. THE PACKING MUST NOT BE ENTERED BETWEEN THE JOURNAL AND SIDE OF BOX BUT MUST BE ENTERED DIRECTLY UNDER THE FRONT OF THE JOURNAL. AT THE APPROACH OF FREEZING WEATHER AND DURING FREEZING WEATHER THE PACKING MUST BE PACKED MORE FIRMLY UNDER THE JOURNAL THAN DURING OTHER SEASONS OF THE YEAR. IN DOING SO, CARE MUST BE EXERCISED THAT THE PACKING IS NOT PRESSED IN TIGHT ENOUGH TO SQUEEZE OUT THE OIL.

PACKING BACK OF COLLAR.

PACKING MUST EXTEND THE FULL LENGTH OF THE JOURNAL AS SHOWN IN SKETCH AND PACKED BACK OF THE COLLAR.

FRONT PLUG.

THE PACKING BETWEEN THE END OF THE JOURNAL INSIDE THE FRONT FACE OF THE BOX MUST HAVE NO THREAD CONNECTIONS WITH THE PACKING UNDER OR ON THE SIDE OF THE JOURNAL AS THIS PACKING AFFORDS NO MEANS OF LUBRICATION TO THE JOURNAL BUT SIMPLY AIDS IN PREVENTING THE PACKING UNDER THE JOURNAL WORKING OUT OF POSITION.

ATTENTION TO BE GIVEN JOURNAL BOXES WHILE CARS ARE AT INSPECTION-YARDS AND TERMINALS.

EXAMINATION OF BOXES.

THE BEARINGS, WEDGES AND JOURNALS MUST BE CAREFULLY EXAMINED AT THE END OF EACH TRIP (WITHOUT REMOVING BEARINGS AND WEDGES FROM THE BOX, UNLESS THERE IS A QUESTION AS TO ITS CONDITION) TO SEE THAT THEY ARE NOT DEFECTIVE AND THAT BEARINGS AND WEDGES ARE PROPERLY APPLIED. WHEN ANY BEARING IS WORN THROUGH THE WHITE METAL OR SHOWS ANY DEFECT, THE BEARING MUST BE REMOVED.

LUBRICATION OF JOURNALS.

THE FRONT PLUG MUST BE CAREFULLY REMOVED FROM BOXES SO AS TO PREVENT SAND OR OTHER FOREIGN MATTER DROPPING FROM THE PLUG INTO THE BOX AND THE PACKING EXAMINED BY MEANS OF THE PACKING KNIFE.

THE PACKING WHICH INSPECTION INDICATES IS MUSHY, GLAZED OR GRITTY OR SHORT AND LUMPY MUST BE DRAWN FROM THE BOX AND THE BOX REPACKED ACCORDING WITH ILLUSTRATION AND INSTRUCTIONS. ON CARS THAT ARE NOT REPACKED AND WHERE THE PACKING IS GOOD FOR FURTHER SERVICE, IT MUST BE SET UP TO THE JOURNAL FOR ITS FULL LENGTH, CARE BEING EXERCISED THAT IT IS IN CONTACT WITH THE JOURNAL AT THE BACK OR DUST GUARD END. THE PACKING AT THE SIDE OF JOURNAL MUST NOT BE ABOVE THE CENTER LINE OF SAME AND MUST BE CAREFULLY PACKED BACK OF COLLAR. FRESH PACKING, OR OIL, OR BOTH MUST BE ADDED WHEN NECESSARY. THE FRESH PACKING APPLIED TO THE BOXES WHICH REQUIRE ADDITIONAL PACKING MUST BE ENTERED DIRECTLY UNDERNEATH THE FRONT OF JOURNAL. THE OIL IF NECESSARY MUST BE PLACED WELL BACK ALONG THE RISING SIDE OF JOURNAL ONLY. THE FRONT PLUG MUST BE PROPERLY REPLACED IN ALL BOXES.

CARE OF HOT JOURNALS.

HOT JOURNALS MUST BE JACKED UP AND THE JOURNALS, WEDGES AND BEARINGS CAREFULLY EXAMINED AND WHERE THERE IS ANY QUESTION CONCERNING THEIR CONDITION, A NEW WEDGE AND BEARING MUST BE APPLIED.

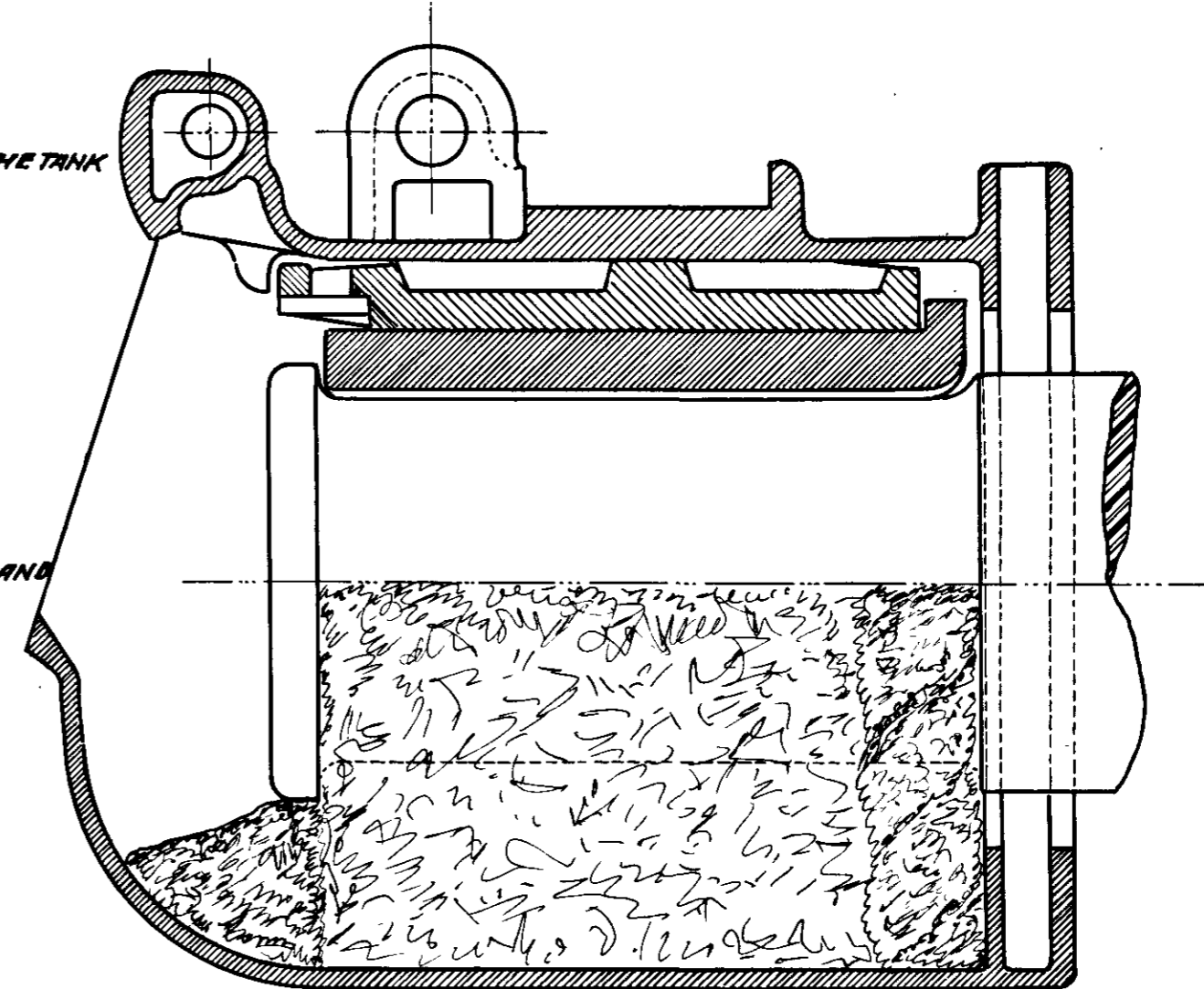
CARE OF AXLES.

JOURNALS AND BEARINGS MUST BE SMOOTH, CLEAN, AND THOROUGHLY OILED BEFORE BEING PLACED IN SERVICE.

WHEN WHEELS ARE APPLIED, THE JOURNALS MUST BE CAREFULLY CLEANED AND BE FREE FROM NICKS WITH RAISED PORTIONS, OR SCRATCHES THAT MAY CAUSE TROUBLE.

NEW BEARINGS MUST BE APPLIED, IF DUST GUARDS IN BOXES ARE FOUND TO BE UNFIT FOR SERVICE, NEW DUST-GUARDS MUST BE APPLIED.

WHEN SOAKING WASTE FOR PACKING, COVER THE WASTE WITH CAR OIL, KEEPING ACCURATE ACCOUNT OF NUMBER OF POUNDS OF WASTE USED AND NUMBER OF GALLONS OF OIL APPLIED. AFTER WASTE HAS BEEN ALLOWED TO SOAK FOR 48 HOURS SUFFICIENT OIL SHOULD BE DRAWN OFF TO LEAVE 1/2 GALLON OF OIL FOR EACH POUND OF WASTE.



ATTENTION TO BE GIVEN JOURNAL-BOXES WHILE CARS ARE AT SHOPS FOR REPAIRS.

REMOVAL OF PACKING.

THE PACKING MUST BE REMOVED FROM ALL BOXES AND DELIVERED TO THE OIL HOUSE OR RECLAIMING PLANT FOR RECLAIMING. THE BOXES MUST BE REPACKED ACCORDING TO THESE SPECIFICATIONS AFTER EXAMINATION OF BOXES, BEARINGS AND WEDGES HAVE BEEN MADE.

ALL BEARINGS AND WEDGES MUST BE REMOVED AND CAREFULLY EXAMINED IN CONNECTION WITH THE JOURNAL BOXES. IF THE BEARINGS ARE WORN THRU THE WHITE METAL, OR WHERE THE BEARINGS SHOW EXCESSIVE WEAR AT COLLAR OR FILLET END, OR SHOW ANY OTHER DEFECTS, THEY MUST BE RENEWED.

APPLICATION OF NEW BEARINGS.

WHEN NEW BEARINGS ARE APPLIED, CARE MUST BE TAKEN TO REMOVE ALL ROUGH SPOTS. EMERY CLOTH MUST NOT BE USED. WHEN APPLYING A NEW BEARING, THE SURFACE MUST BE COVERED WITH OIL, BUT MUST NOT BE WIPED OFF WITH WASTE.

CARE OF JOURNALS.

THE JOURNALS NOT IN SERVICE MUST BE COATED WITH A HEAVY GREASE TO PREVENT RUSTING AND CARE MUST BE TAKEN TO PREVENT THEM FROM BECOMING NICKED OR SCRATCHED. THE SAME ATTENTION MUST BE GIVEN JOURNALS OR AXLES REMOVED FROM CARS SO AS TO PREVENT THE SAME FROM RUSTING BEFORE REACHING THE WHEEL-PRESS.

CARE OF PACKING REMOVED FROM JOURNAL BOXES.

THE PACKING REMOVED FROM JOURNAL BOXES MUST BE DRAWN INTO A BUCKET, NOT PERMITTED TO FALL ON THE GROUND, AND MUST BE DELIVERED TO THE OIL HOUSE OR RECLAIMING PLANT FOR RECLAIMING.

AT THE APPROACH OF FREEZING WEATHER AND DURING FREEZING WEATHER, THE PACKING MUST BE PACKED UP MORE FIRMLY UNDER THE JOURNAL THAN DURING THE WARMER SEASONS OF THE YEAR. DURING SEVERE COLD WEATHER, THE JOURNAL BOXES MUST BE GIVEN PROMPT ATTENTION. UPON THE ARRIVAL OF TRAINS AT TERMINAL YARDS, AND THE PACKING MUST BE SET UP AND TREATED IN ACCORDANCE WITH INSTRUCTIONS GOVERNING THE ATTENTION TO BE GIVEN BOXES AT TERMINALS BEFORE PACKING CONGELS. IMMEDIATELY BEFORE THE DEPARTURE OF CARS FROM TERMINALS A SMALL AMOUNT OF OIL MUST BE ADDED TO THE RISING SIDE OF JOURNALS TO START LUBRICATION.

INSTRUCTIONS RELATIVE LUBRICATION AND CARE OF CAR AND TENDER-AXLES