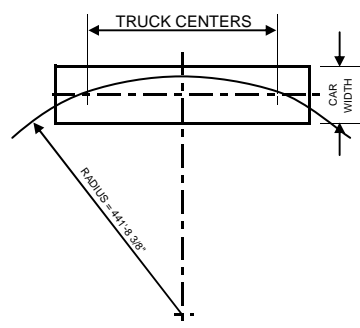
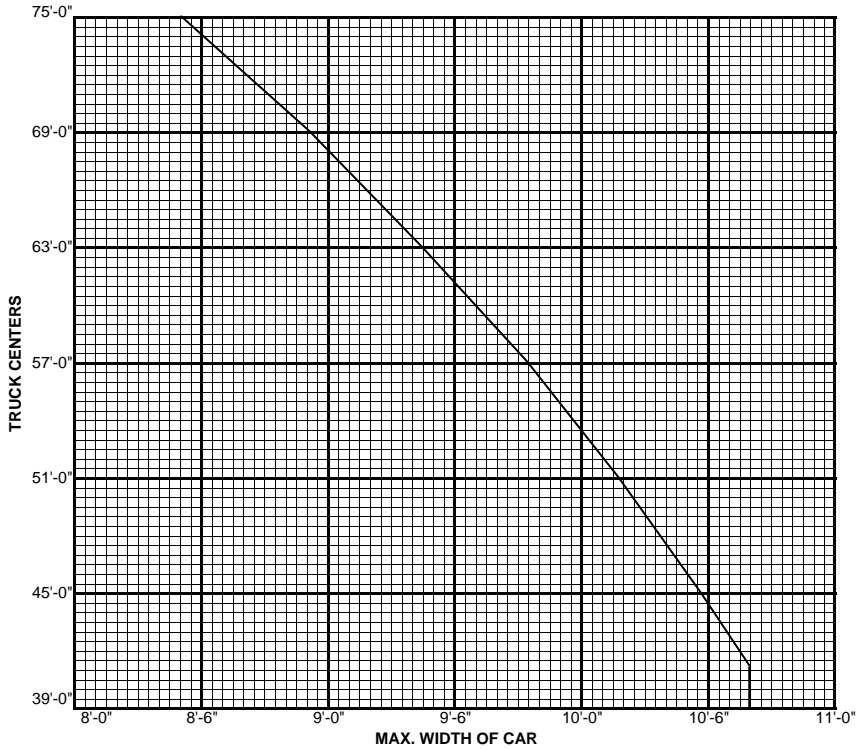


MAXIMUM WIDTH OF CARS WITH VARIOUS TRUCK CENTERS	
STANDARD ADOPTED, 1962; REVISED, 1963, 1966	
ASSOCIATION OF AMERICAN RAILROADS MECHANICAL DIVISION	
DATE: MARCH 1, 1967	PLATE B-1



THE REDUCTION IN WIDTH IS PREDICATED ON THE BASE CAR, DEFINED ON PLATE B, AND ON A 13° CURVE

BASE CAR - (EXTREME WIDTH 10'-8"
(TRUCK CENTERS 41'-3")

13° CURVE = 441'-8 3/8" RADIUS

MAXIMUM SWINGOUT AT CENTER OF CAR WITH 41'-3" TRUCK CENTERS = 5 3/4"

NOTE: THE MAXIMUM WIDTHS SHOWN ARE BASED ON THE SWINGOUT AT CENTER OF CAR WHICH USUALLY GOVERNS. MAXIMUM ALLOWABLE WIDTH OF CAR, OTHER THAN AT CENTER OF CAR, IS SHOWN ON PLATE D. ON CARS WITH LONG OVERHANGS, THE SWINGOUT AT ENDS OF CAR MUST ALSO BE CHECKED