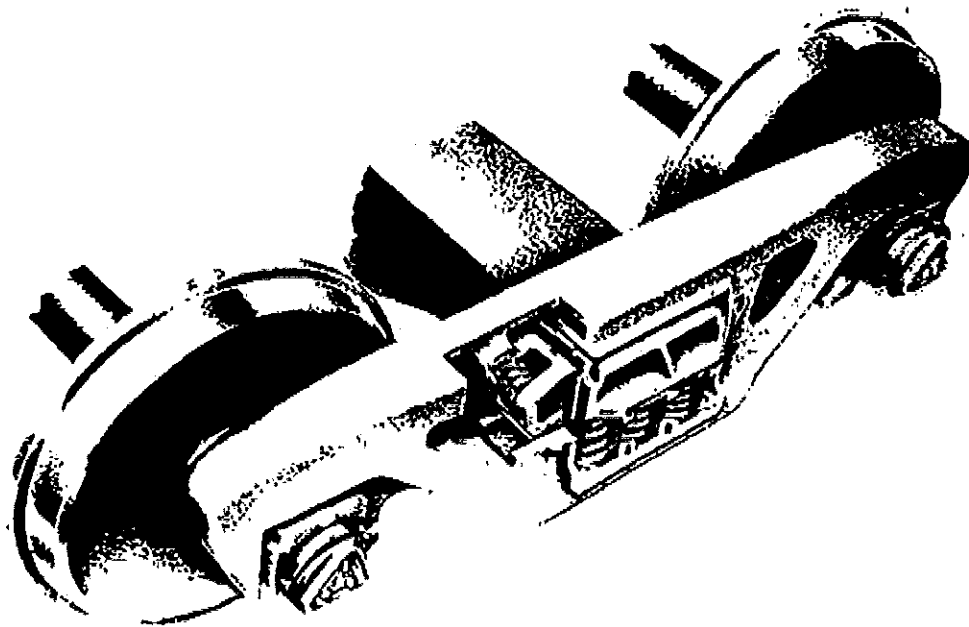


**NATIONAL
SUPER C-1 WEDGELock TRUCK**
**INSTRUCTIONS GOVERNING
INSPECTION, MAINTENANCE AND RECLAMATION**
Circular No. 5169 B



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NATIONAL SUPER C-1 WEDGELOCK TRUCK

INSTRUCTIONS GOVERNING INSPECTION
MAINTENANCE AND RECLAMATION

Circular No. 5169 A

Introduction

The National Super C-1 Wedgeloek truck has been found to provide excellent service performance, and depending upon service conditions, to require little, if any, maintenance.

The purpose of this Circular is to acquaint railroad shop personnel with the component parts of the truck, method of assembly and disassembly, plus the procedure covering inspection, maintenance and reclamation, when it becomes necessary. For the inspection maintenance and reclamation of Type C-1 trucks without Wedgeloek see our Circular No. 5358.

The primary portion of the "Wedgeloek" truck which may eventually require some maintenance is the friction control mechanism, consisting of the friction wedge, friction wedge spring and bolster friction plate, each of which is illustrated and identified in Figure 1.

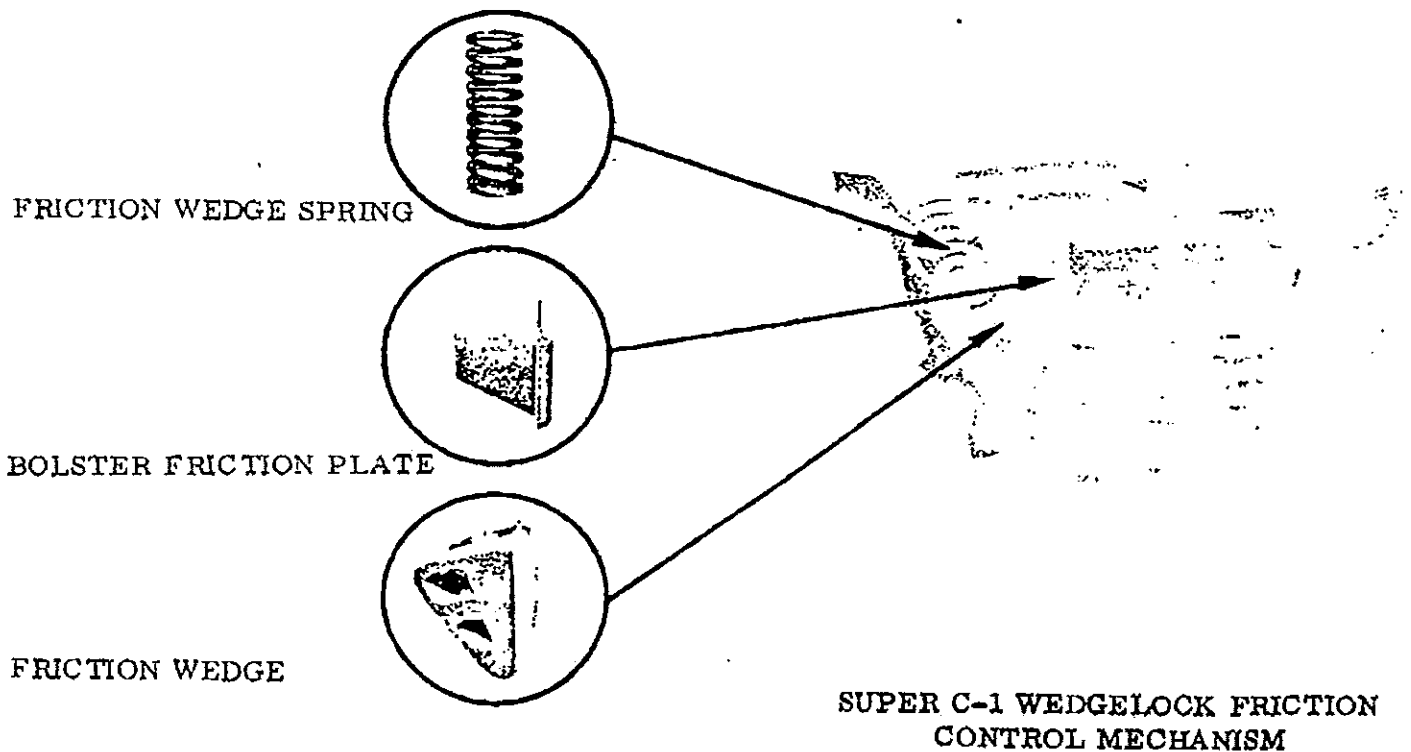


Figure 1

SECTION I
INSPECTION AND MAINTENANCE

A. Truck Disassembly

1. Equipment Required

- a. One pinch bar. If the side frame was manufactured prior to July 1969, we recommend the pinch bar shown on our Drawing 48073 (See Fig. 2). If the side frame was manufactured after July 1969, we recommend the pinch bar shown on our Drawing 48531 (See Fig. 3).
- b. Four wedge retaining pins/truck. The number of wedge retaining pins required will depend upon the number of trucks which will be in the disassembled state at the same time. We recommend the hardened steel wedge retaining pin shown on our Drawing 48075 (See Fig. 4).
- c. If the side frame was manufactured prior to July 1969, mild steel shims may be required for wedge retraction. The following sizes should be available.

Quantity	Length	Width	Thickness
1	8" Approx.	1" Approx.	1/8"
2	"	"	1/4"

- d. If friction wedges are to be removed from the side frame for replacement or for other reasons, a jack will be required to put the wedges back into the side frame. We recommend a hydraulic (or mechanical) jack with 15 tons capacity (minimum) and an expansion stroke of not less than 6 inches. A jack of this capacity will be adequate for retraction of wedges with single or double coil wedge springs. A jack may also be used to retract wedges for truck disassembly instead of using a pinch bar. For that purpose a jack of similar capacity, but with a closed height of six inches or less and a stroke of at least three inches, is recommended.

2. Wedge Retraction for Side Frames Made Prior to July 1969

- a. Insert the more blunt end of pinch bar No. 48073 into hole "A" in the side frame (Fig. 5). If the blunt end enters the hole in the wedge satisfactorily, press the free end of the bar downward bisecting the angle of the friction wedge (See Fig. 5). If it does not enter, see step 2d).
- b. Raise the wedge until the lower hole in the wedge is visible through hole "B" in the side frame. If holes "B" in the wedge and frame are not aligned, push laterally on the bar to force the wedge to the rear of the side frame wedge pocket.

- c. Insert the tapered end of wedge retaining pin No. 48075 into hole "B" to hold the wedge. Then remove the bar. The wedges need only to be retracted far enough to break contact with the bolster friction plates.
- d. If the blunt end of the bar cannot be inserted in hole "A" because wear or other conditions have caused the wedge to be low in the pocket then retract the wedge as follows. Use the more pointed end of the bar to raise the wedge enough to insert the tapered end of the wedge retaining pin.

If difficulty is encountered in retracting the wedges far enough to be pinned, then an intermediate step may be used. Retract the wedge as far as possible, and then place a shim between the wedge and friction plate. Continue to raise the wedge until the pin may be inserted in hole "B".

3. Wedge Retraction for Side Frames Made After July 1969

- a. Insert the shaped end of pinch bar No. 48531 into hole "A" in the side frame (Fig. 5) so that the knob on the end of the bar hooks under the lip on the wedge (Fig. 6).
- b. Press the free end of the bar downward bisecting the angle of the friction wedge (Fig. 5). Raise the wedge until the lower hole in the wedge is visible through hole "B" in the side frame.
- c. If the holes "B" in the wedge and frame are not aligned, push laterally on the bar to force the wedge to the rear of the side frame wedge pocket.
- d. Insert wedge retaining pin No. 48075 into hole "B" to hold the wedge. Then remove the bar.

4. Alternate Procedure for Wedge Retraction

- a. Force the bolster to the top of the side frame and secure the bolster in this position.
- b. Remove truck load springs.
- c. Using a hydraulic or mechanical jack and suitable blocking material, place the jack between the side frame spring seat and the bottom of the friction wedge. (See Fig. 7)
- d. Force the wedge into the side frame wedge pocket until retaining pin No. 48075 may be inserted in hole "B" to hold the wedge.

5. Remaining Steps of Truck Disassembly

- a. Disconnect brake rigging if necessary to permit truck disassembly. Remove frame keys from beneath the roller bearings.
- b. Remove truck load springs.
- c. Raise the side frame so that the bolster end will pass beneath the wedges as the frame and bolster are disengaged. Remove the frames from the bolster.
- d. The friction wedges are usually left in the retracted position in the side frame to facilitate re-assembly of the truck. They need be removed only if worn sufficiently to justify replacement.
- e. If it is necessary to remove the wedges, place a partially expanded hydraulic or mechanical jack between the wedges in the side frame as shown in Fig. 13. Apply pressure until the retaining pins in the wedges can be removed. Remove the pins and release the jack slowly.

B. Friction Wedges

The wedges in all "Wedglock" trucks have a "wear limit" notch $3/8$ " deep at the top edge and bottom corners of the friction surface as illustrated in Fig. 8. Simple visual inspection of the notch can be made with truck under car, or during truck disassembly, to readily determine if the wedge is worn sufficiently to require replacement. Wedges should be replaced when the remaining depth of the notch at top of wedge is $1/16$ " or less. Where cars are maintained over prolonged periods of service, the change out of wedges should become a matter of judgment and economies, based on the mileage accumulated between maintenance periods versus the amount of wear life remaining in the wedge. A rule of thumb to follow with wedge change outs would be to allow 100,000 miles of service, approximately, for each $1/16$ " remaining on the wear limit notch.

The "Wedglock" truck was designed for high capacity cars of 6 x 11, 6- $1/2$ x 12 and 7 x 12 journal size, all of which utilize the same size and design of friction wedge, Part No. 44839.

C. Friction Wedge Spring

Friction wedge springs do not usually require maintenance. They should, however, be inspected for breakage when other parts of the truck are being inspected. While the truck is assembled the springs may be inspected visually through holes on the side and back of the side frame column. When wedges are retracted the lesser force required to retract a wedge with a broken spring will help to detect failures. Broken springs should be immediately replaced to assure proper truck performance. Fig. 9 shows the wedge springs used in 6 x 11, 6- $1/2$ x 12 and 7 x 12 size trucks.

D. Bolster Friction Wear Plate

The bolster friction plate, illustrated in Fig. 10 has a flange leg along one side, which fits against the bolster wedge shoulder surface thereby providing same with a wear plated surface to prolong wear life and to facilitate eventual bolster maintenance.

Plate inventory is simplified by the use of only one size plate for all "Wedglock" truck sizes, viz., 6 x 11, 6-1/2 x 12 and 7 x 12, and is identified by Part Nos. 44840 (right hand application) and 44840-1 (left hand application).

Complete inspection of the plate is made after the side frames have been removed from bolster. Plates should be checked for wear, cracks and broken welds. The amount of wear is determined by measuring the distance over both wear plates at the bolster end as shown in Fig. 11. Plates must be replaced when this dimension reaches 17-1/2" or less for 6 x 11, 6-1/2 x 12 and 7 x 12 bolsters. Instructions covering application of friction plates are described in paragraphs II-C and II-D and shown in Figure 10.

E. Truck Load Springs

Load springs should be checked for free height and permanent set in accord with A.A.R. Interchange Rules and Recommended Practices.

For use as reference, various load spring groups used with the "Wedglock" truck are shown in Fig. 12.

F. Truck Assembly

1. Application of Friction Wedges and Wedge Springs to Side Frame

- a. Normally, during disassembly of the truck, the wedges are left in their retracted position in the side frame leaving nothing to be done with regard to the wedge and wedge spring, except to remove the wedge retaining pins after assembly of the truck.
- b. If for some reason the wedges were removed, they are to be re-applied as follows and as illustrated in Fig. 13.
 1. Insert a wedge and wedge spring (or springs when the double coil arrangement is used) in each pocket of the frame. Check for correct seating in frame.
 2. Place a fully closed hydraulic or mechanical jack between the wedges. Use blocking material as required.
 3. Apply pressure and force the wedges up into the side frame wedge pocket until retaining pin No. 48075 may be inserted in hole "B" to hold the wedges.

- c. An alternate procedure to follow is to retract each wedge individually. This procedure would be followed if for some reason difficulty was encountered in retracting both wedges simultaneously. (Such as insufficient jack travel)
1. Insert a wedge and wedge spring(s) in one wedge pocket and a wedge without the spring in the opposing wedge pocket. Check for correct seating in frame.
 2. Place a fully closed hydraulic or mechanical jack between the wedges. Use blocking material as required.
 3. Apply pressure and force the wedge with the spring up into the side frame wedge pocket until retaining pin No. 48075 may be inserted in hole "B" to hold the wedge.
 4. Release the jack so that the wedge without the spring may be removed. Re-apply that wedge with a spring and re-apply the jack to retract the wedge for pinning.

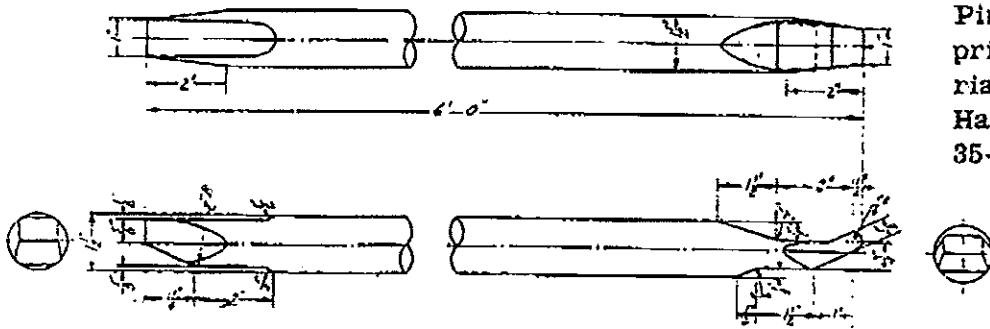
2. Side Frame, Bolster and Load Spring Assembly

The side frame and bolster assemble together in a manner similar to other standard trucks. Note that the wedges on this truck interlock between the wedge shoulders on the bolster ends. Raise the bolster to the top of the frame for application of load springs. Should interference between wedges and bolster result preventing this, check first to assure that the wedges are properly retracted with the correct retaining pin. If the wedges are found to be retracted satisfactorily, check to see if the wedges are cocked in the wedge pocket of the side frame. If this is the case, a light rap with a sledge hammer on the interfering part of the friction wedge (on the friction surface) will most likely square the wedge up to permit bolster and wedge engagement.

With the bolster raised to the top of the frame apply load springs using the grouping specified in Fig. 12. Lower the bolster onto the load springs. Next apply brake rigging. DO NOT remove wedge retaining pins until these steps are completed.

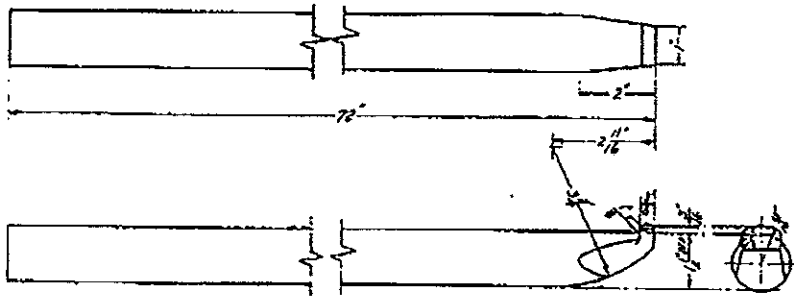
3. Removal of Friction Wedge Retaining Pins

IMPORTANT: Be sure to remove friction wedge retaining pins to assure proper truck performance. To do this, simply insert the proper pinch bar into the pinch bar hole "A" in the frame and apply downward pressure on the free end of the bar until the retaining pin can be removed. (See Fig. 5)



Pinch bar for frames made prior to July, 1969. Material AISI C-4140 steel. Harden both ends to R_C 35-39. One Required. Part No. 48073

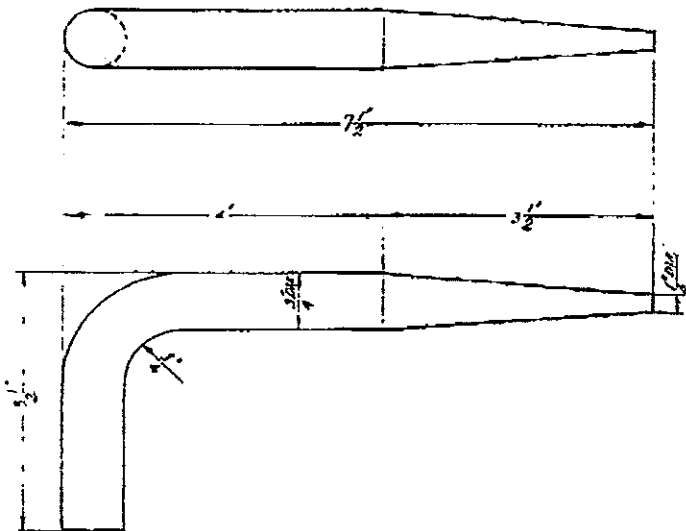
Figure 2



Pinch bar for frames made after July, 1969. Material AISI C-4140 steel. Harden both ends to R_C 35-39. One Required.

Part No. 48531

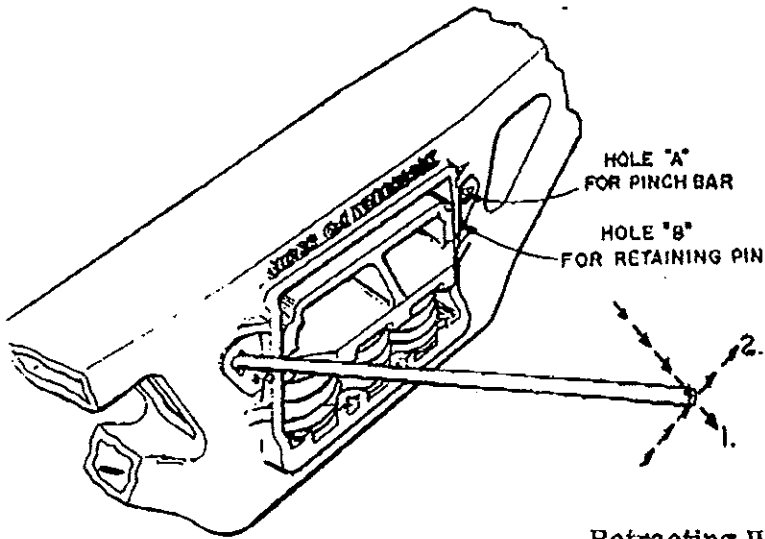
Figure 3



Wedge retainer pin. Material AISI C-1045 steel hardened to R_C 35-39. Four required per truck.

Part No. 48075

Figure 4

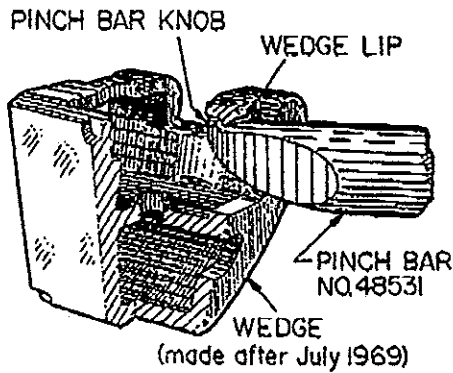


To retract wedges using pinch bar

1. Push down on the end of the bar, bisecting the wedge angle.
2. Push laterally to force the wedge to the rear of the pocket.

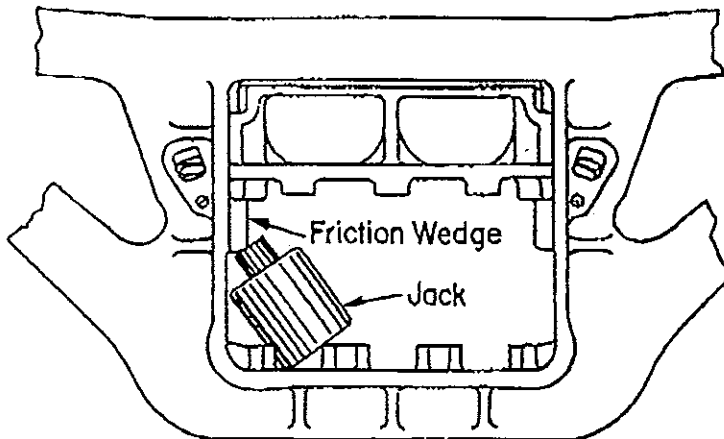
Retracting Wedges

Figure 5



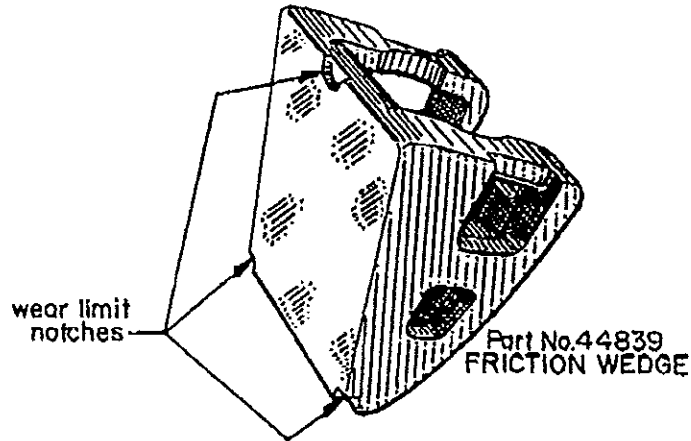
Engagement of pinch bar with wedge

Figure 6



Alternate Method for Retracting Wedges

Figure 7



Replace wedges when wear limit notches are 1/16" deep or less.

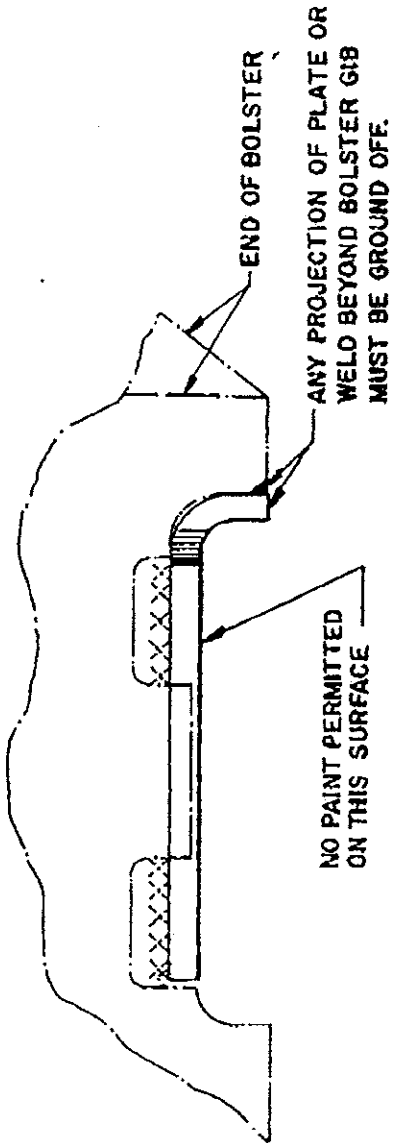
Figure 8

FRICTION WEDGE SPRINGS

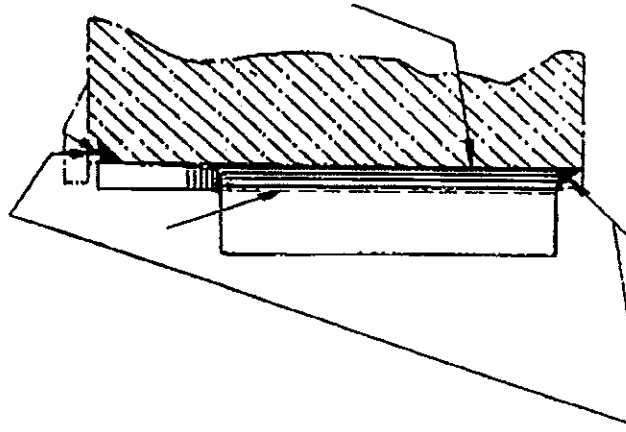
Journal Size	Load Spring Deflection	Drawing No.	Outside Diameter	Free Height	Remarks
6x11	2-1/2	35166	3-1/8	9-1/4	See Note 1
6x11	3-1/16	36101	3-1/16	9-7/16	" "
6x11	3-11/16	36102	3-1/8	9-3/8	" "
6-1/2x12	All	43261	3-1/8	9-23/32	" "
7x12	All	44877	3-1/8	10-5/16	" "
6x11, 6-1/2x12 and 7x12	All	47664	3-3/8	10-17/32	" " 2
6x11, 6-1/2x12 and 7x12	All	47663	1-7/8	9-11/16	" " 3

Notes: 1. These single coil wedge springs provide normal friction control.
 2. This single coil wedge spring provides increased control. (Approximately 2x normal.)
 3. This inner coil when used with No. 47664 outer coil provides increased control. (Approximately 3x normal) No. 47663 cannot be used alone.

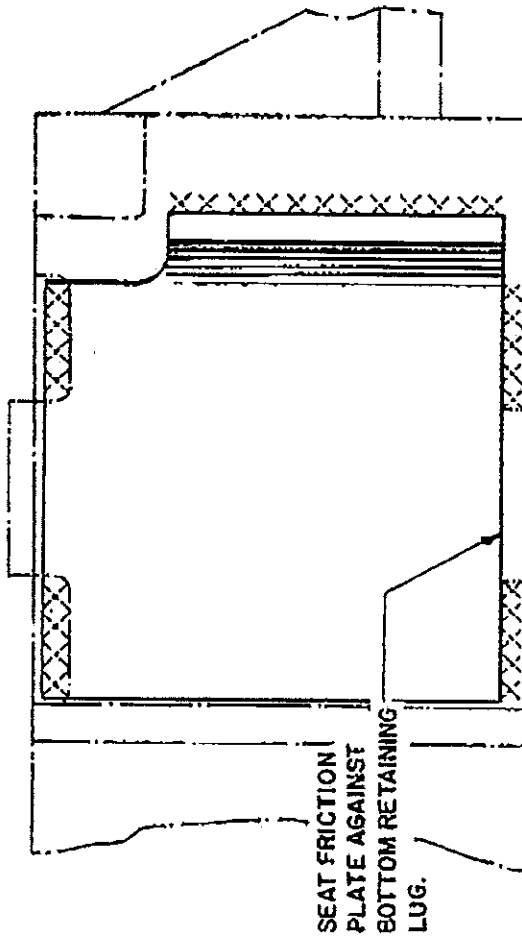
Figure 9



NO PAINT PERMITTED ON THIS SURFACE

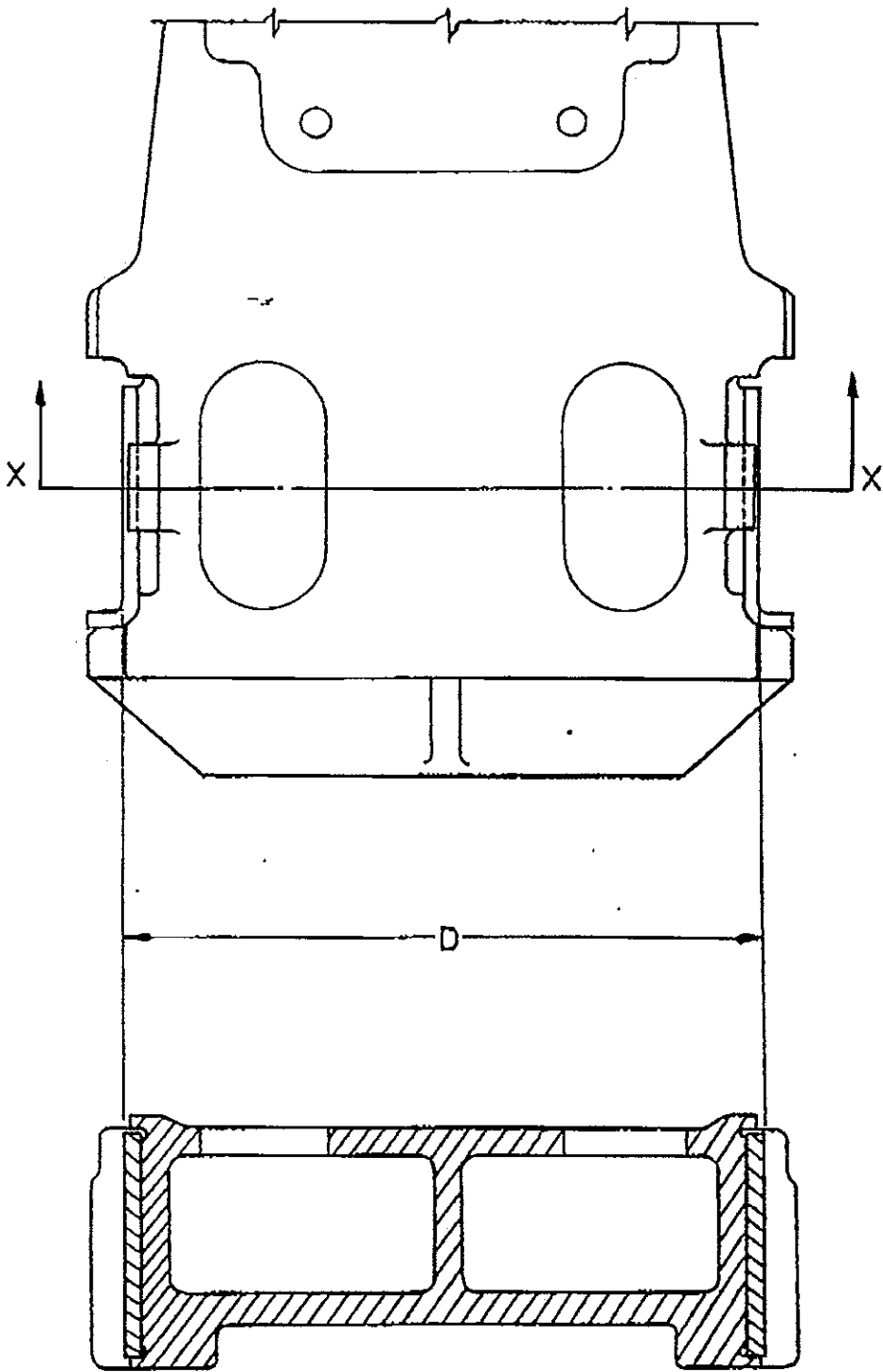


1/4"x45° CONVEX WELD BEAD LENGTH OF WELD BEADS TO BE AS SHOWN. BEADS TO RUN TO CORNER OF PLATE OR AS OTHERWISE INDICATED.



BOLSTER FRICTION PLATE NO.44640 AS SHOWN (4-REQ'D.PER CAR) NO.44640-1 REVERSED(4-REQ'D.PER CAR) SPRING STEEL A.I.S.I. C-1095 HEAT TREATED TO 341-415BRINELL

Figure 10



Bolster friction plates should be replaced when dimension "D" measures 17-1/2" or less on 6x11; 6-1/2 x12 or 7x12 size bolsters

SECTION X-X

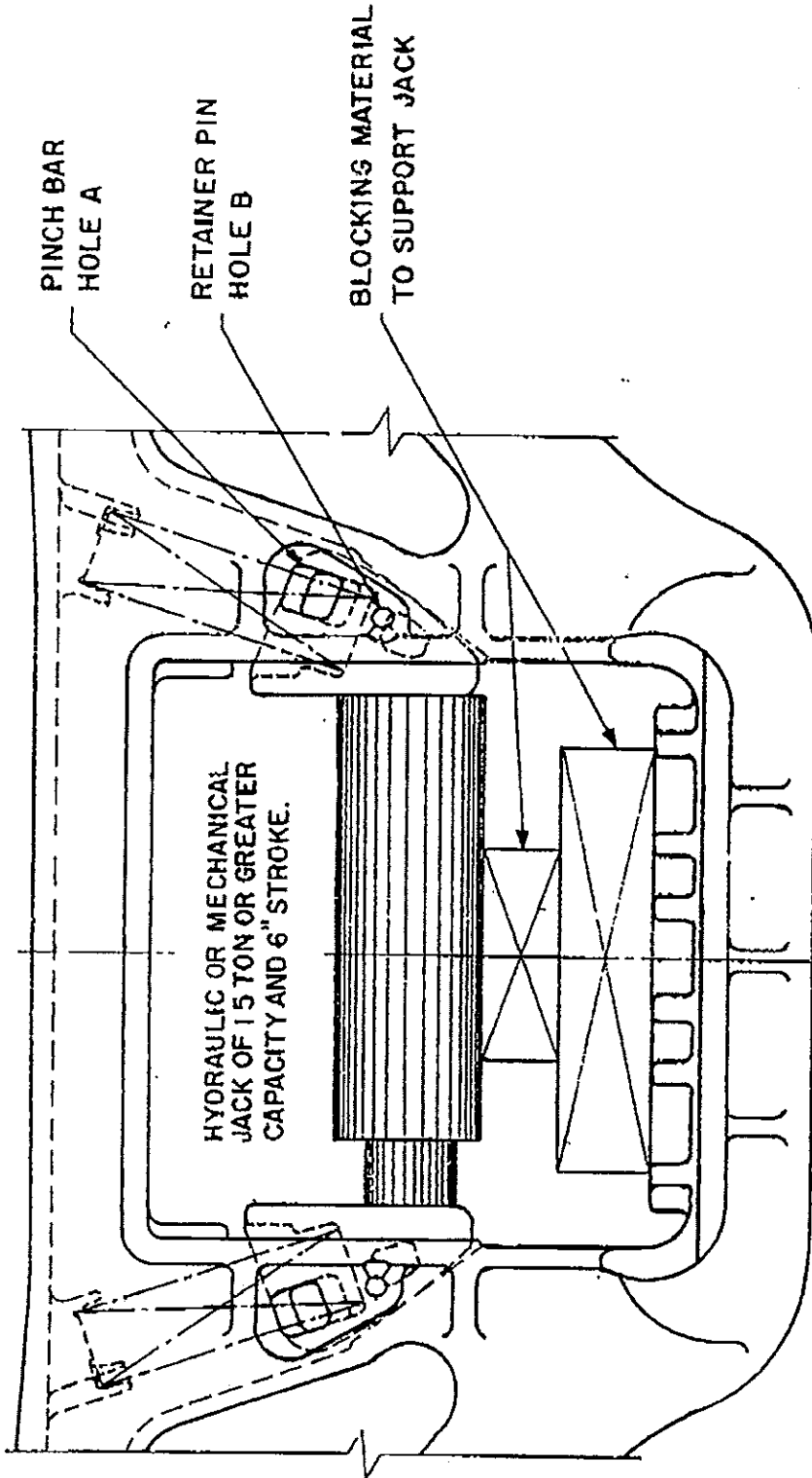
Figure 11

SUPER C-1 WEDGELock TRUCK LOAD SPRINGS

Type of Spring A.A.R. Alt. Std.		D3	D4	D5	D6	SPECIAL
Total Spring Travel		2 1/2"	3 1/16"	3 1/16"		3 1/16" & 3 1/16"
Spring Drawing Number		34365	34366	34367	43932	48349
Free Height of Spring	Outer	9 1/16"	9 3/8"	10 1/4"	.....	9 1/16"
	Inner	9 1/16"	9 3/8"	10 3/16"	9 1/16"	
Solid Height of Spring	Outer	6 1/16"	6 1/16"	6 1/16"	.....	6 1/16"
	Inner	6 1/16"	6 1/16"	6 1/16"	6 1/16"	
Load rate per inch of deflection	Outer	4089#	2845#	2140#	.....	413#
	Inner	1641#	1070#	1070#	1334#	
Outside Diameter	Outer	5 1/2"	5 1/2"	5 1/2"	.....	2"
	Inner	3 3/4"	3 3/8"	3 3/8"	3 7/16"	
Bar Diameter	Outer	1 1/16"	1"	6/16"	.....	3/8"
	Inner	2 1/32"	3/4"	5/8"	2 1/32"	
Capacity Solid	Outer	10223#	8713#	7891#	.....	1394#
	Inner	4103#	3277#	4013#	4500#	
Weight per Spring	Outer	21.75#	20.75#	20#	.....	2.5#
	Inner	8#	8#	8#	8.25#	

6 x 11 MAX. RAIL LOAD 220,000 LBS.							
Number of Springs per Group	Outer	7	D3	7	D4	7	D5
	Inner	2	D3	5	D4	6	D5
Total Group Capacity at Solid Height		79,767#		77,376#		79,315#	
Wt. per car set of four groups		673#		741#		752#	
6 1/2 x 12 MAX. RAIL LOAD 263,000 LBS.							
Number of Springs per Group	Outer	8	D3	8	D4	8	D5
	Inner	4	D3	8	D4	8	D5
Total Group Capacity at Solid Height		98,196#		95,920#		95,232#	
Wt. per car set of four groups		824#		920#		896#	
7 x 12 MAX. RAIL LOAD 315,000 LBS.							
Number of Springs per Group	Outer	8	D3	8	D4	8	D5
	Inner	4	D3	8	D6	8	D6
	THIRD	—	—	4	SPECIAL	8	SPECIAL
Total Group Capacity at Solid Height		114,808#		111,280#		110,280#	
Wt. per car set of four groups		952#		968#		984#	

Figure 12



JACK APPLICATION FOR
RELEASE OR RETRACTION
OF FRICTION WEDGE.

Figure 13

SECTION II RECLAMATION

A. General

1. This section deals with the reclamation of those parts of the side frame and bolster which are related to the Wedgelock principle.
2. Areas of wear which may require reclamation are as follows:
 - a. Bolster wedge shoulders (Wear resulting from contact with flanges of side frame column). (See Fig. 14)
 - b. Bolster friction plate backup surface (wear resulting from contact with the friction wedge following loss of one or more friction plates). (See Fig. 14)
 - c. Side frame column flanges (wear resulting from contact with bolster wedge shoulders). (See Fig. 15)
 - d. Side frame friction wedge pockets (wear resulting from contact with the rear or curved side of the friction wedge). (See Fig. 15)

B. Reclamation Procedure

1. **Bolster Wedge Shoulders:** Wear to the bolster wedge shoulders is minimized by the features of the Wedgelock design. No lateral wear of significance will occur unless the flanged friction plates on both sides of one end of the bolster become broken or lost. Lateral wear, for that reason, is covered in paragraph B-2.

Longitudinal wear may be expected to be light because of the large contact areas between the sides of the bolster and the side frame column flanges. If, however, the dimensions U or V across the end of the bolster from wedge shoulder to wedge shoulder measure 19" or less, indicating 1/4" of wear per wedge shoulder, reclamation is necessary. Wedge shoulders should then be restored by welding to the original condition. Welds should be dressed by grinding to blend with the surrounding surface.

2. **Bolster Friction Plate Backup Surface:** Reclamation of the bolster friction plate backup surface will become necessary only if the truck is permitted to operate in service without the friction plate, either through neglect of application or through breakage or loss in service. If such wear does occur the worn areas may be built up by welding to the dimensions indicated on the construction drawing and within the limitations imposed by the bolster tolerance drawing and by the Association of American Railroads Interchange Rules. After welding is completed the restored surfaces should be dressed by hand grinding. Broken or lost friction plates should be replaced with new friction plates.

3. Side Frame Column Flanges: Wear to the column flanges will be confined to the longitudinal direction and, because of the large contact areas, wear may be expected to be light. If, however, the maximum dimension W should reach 20-3/16" or more between flanges indicating 1/4" of wear per flange, reclamation will be necessary. The worn areas should then be built up by welding and dressed by hand grinding to conform to the original dimensions.
4. Side Frame Friction Wedge Pockets: The interior of the wedge pocket is made in two forms. In the standard form a 3/16" wear pad is cast on the surface of the pocket contacted by the curved rear surface of the friction wedge. In an optional form a hardened steel wear plate is welded to that surface instead of the wear pad.

In the case of the wear pad, the worn surface should be restored by welding should dimension X (depth of wear) reach 3/16" or more. After welding, the restored pad should be hand ground to conform to the original drawing dimension.

An alternate method for reclamation of wedge pockets is to grind the worn wear pad flush with the reliefs to either side of the pad and apply a steel plate. Length and width of the plate should conform to the original dimensions of the wear pad. The depth or thickness of the plate should conform to the depth of wear and material removed during grinding. Plate material should be AISI C-1046 or similar material with wear resistant qualities. Application of the plate should be by stitch welding at the top and bottom edges of the plate and by one or two plug welds in the plate itself. Plug welds should be ground flush with the surface of the plate.

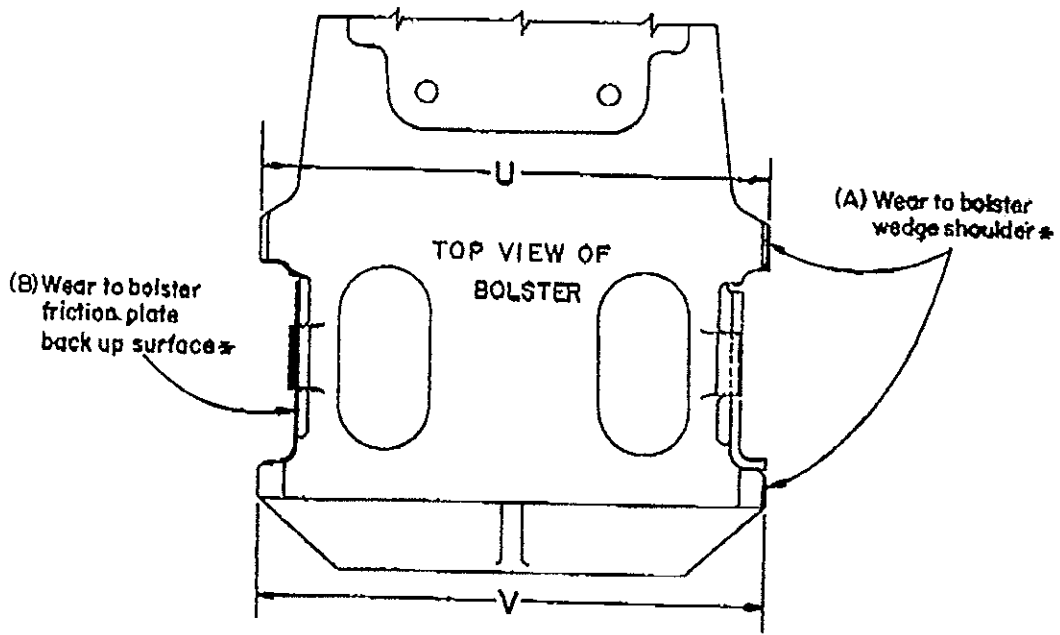
For best results the ground backup surface for the plate should be flat to 1/32" concave.

In the case of the wedge pocket which was furnished with the optional wear plate, wear should be negligible. The only maintenance required is to reapply any plates found with broken welds or to replace any plates found broken. The part number for this wedge pocket wear plate is 44975.

C. Welding Instructions

Welding operations referred to herein shall consist of a metal electrode arc welding process which will result in sound weld deposits. Welding should be in accordance with requirements given in the Association of American Railroads Interchange Rules regarding the welding of Grade B and Grade C steel.

The Interchange Rules specify the electrodes to be used when repair welding. When welding bolster friction plates or side frame pocket wear plates to their respective members use electrode AWS Class E-70XX or better.



* Shaded areas indicate areas worn away.

Figure 14

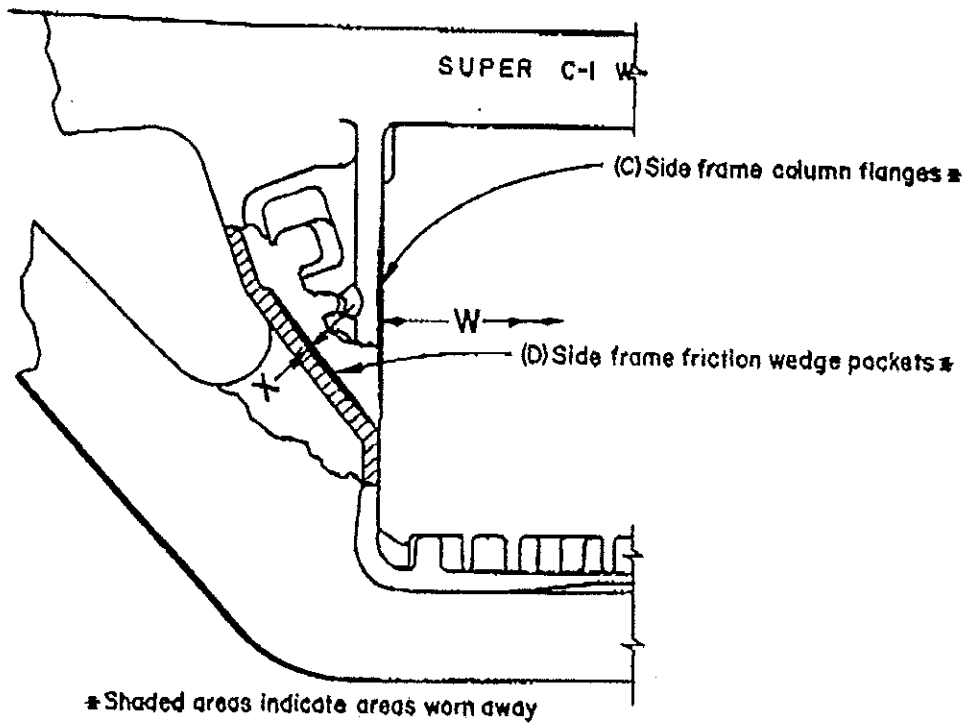
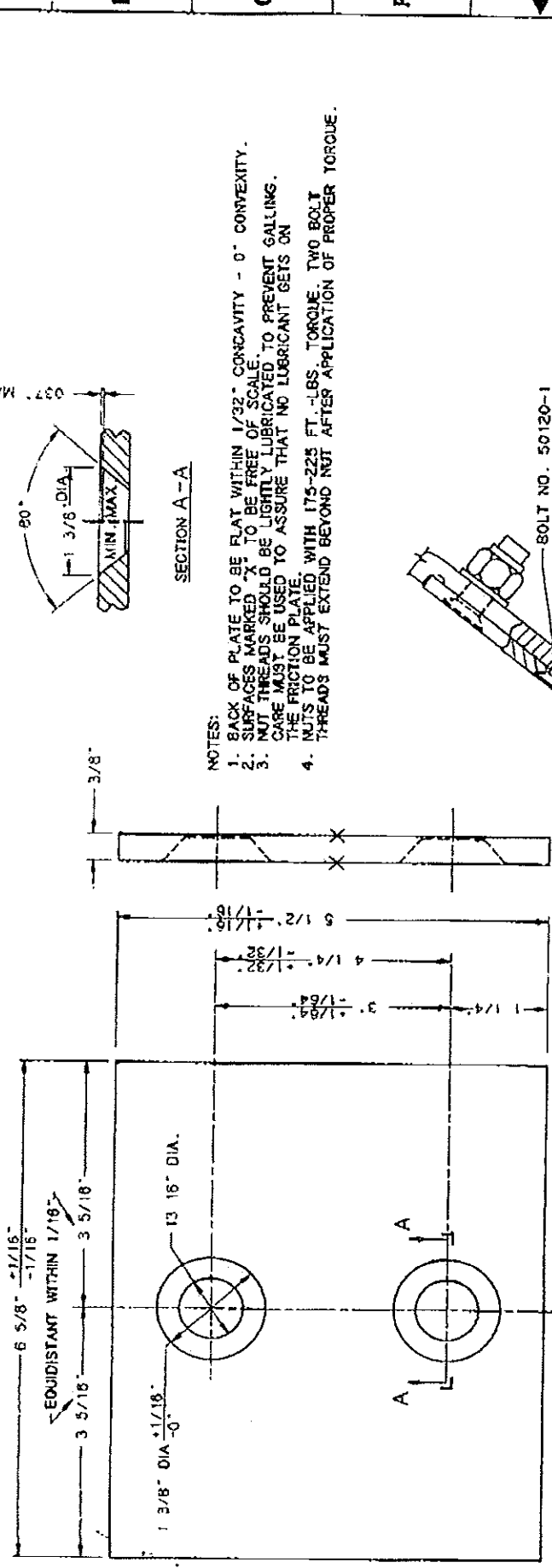


Figure 15

D. Heat Treatment

Heat treatment of the welded casting is not required for any of the welding operations described in this circular if the casting is of AAR Grade B steel. If the casting is of AAR Grade C steel, then all welding other than the application of wear plates should be followed by the heat treatment specified in the AAR Interchange rules. When heat treatment is required for either Grade B steel or Grade C steel castings, it is necessary to remove wedges, wedge springs, and wedge pocket wear plates from side frames and friction plates from bolsters prior to heat treatment. These items are all hardened steel and will be damaged if heat treated.

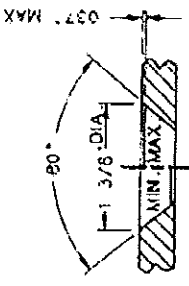
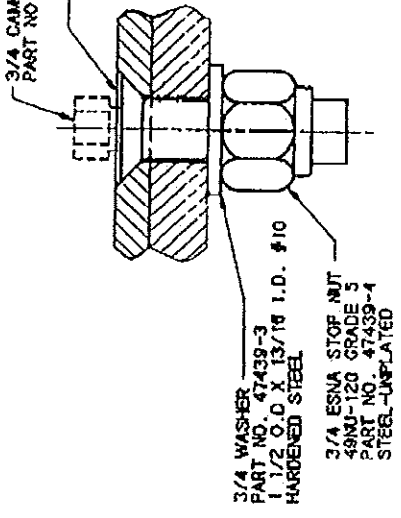
Technical Center
December 31, 1970



WEDGE POCKET WEAR PLATE NO. 50728
A.I.S.I. C-1046 STEEL
HEAT TREAT TO 270-327 BRINELL
EST. WT. = 3 1/2 LBS.

3/4 CANCAR BREAK-OFF BOLT
PART NO. 50120-1

HEAD OF BOLT MUST MAKE EXACT
FIT WITH COUNTERSINK IN PLATE
AND NOT EXTEND BEYOND
WEAR PLATE SURFACE.



SECTION A-A

NOTES:

1. BACK OF PLATE TO BE FLAT WITHIN 1/32\" CONCAVITY - 0\" CONVEXITY.
2. SURFACES MARKED 'X' TO BE FREE OF SCALE.
3. NUT THREADS SHOULD BE LIGHTLY LUBRICATED TO PREVENT GALLING. CARE MUST BE USED TO ASSURE THAT NO LUBRICANT GETS ON THE FRICTION PLATE.
4. NUTS TO BE APPLIED WITH 175-225 FT.-LBS. TORQUE. TWO BOLT THREADS MUST EXTEND BEYOND NUT AFTER APPLICATION OF PROPER TORQUE.

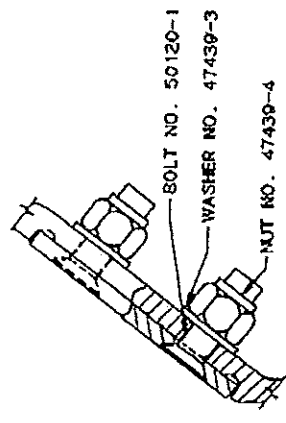


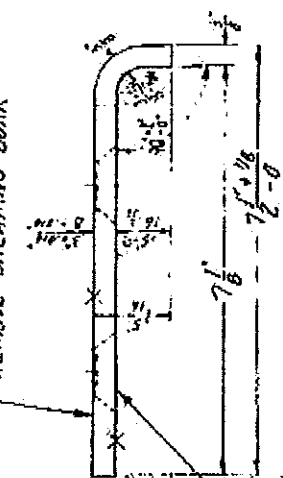
PLATE APPLIED TO SIDE FRAME WEDGE POCKET

EQUIDISTANT RIVET AND TOLERANCE ADJUST.		ASF - KEYSTONE, INC. 1700 WALNUT ST. GRANITE CITY, ILL. 62040	NATIONAL SUPER C-1 WEDGELock TRUCK SIDE FRAME WEDGE POCKET WEAR PLATE AND APPLICATION	
NOT TO EXCEED 1/8\"/>				
ASF				PART NO. 50728
DATE FEB. 17, 1962				SCALE

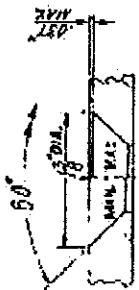
TELEPHONE
FACSIMILE
TELEX
MAILING

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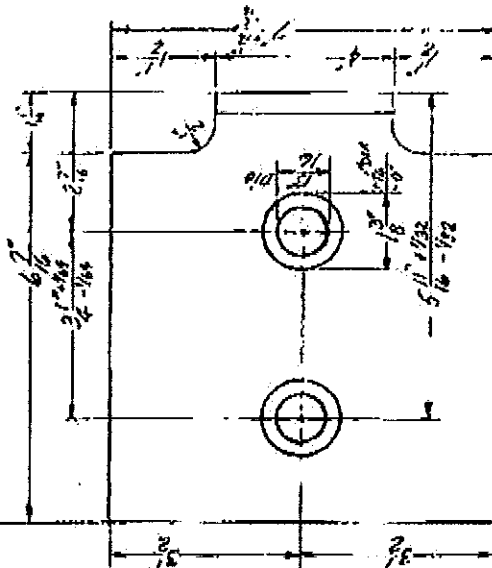
REMOVE SHEARING BURR



SHEARING TO BE DONE FROM THIS SURFACE.

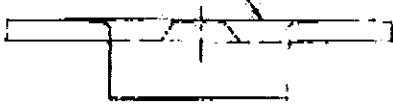


COUNTERSINK FOR 1/8" DIA. TOOLING.



EQUIDISTANT WITHIN 1/16"

THIS SURFACE TO BE FLAT WITHIN 1/16" ANY MARKINGS ON THIS SURFACE ONLY.



BOLSTER WEAR PLATE

PART NO. 50727

SPRING STEEL A.I.S.I. C-1045 MATZ SPEC. 58

BHN 341-415

EST. WT.-5LBS.

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C	31864	ALTERNATE MATERIAL REMOVED.
B	31850	SHEARING NOTES ADDED.
A	31315	EQUIDISTANT MARK ADDED AND TOLERANCES CHG'D
REV	DATE	REVISION



ASF - KEYSTONE, INC.

700 WALNUT ST. GRANITE CITY, MO. 63840

NATIONAL SUPER C-1 WEDGELOCK TRUCK
BOLSTER WEAR PLATE

REV	DATE	BY	CHKD
1	5/17/82	B	
2			
3			
4			
5			

REV 50727

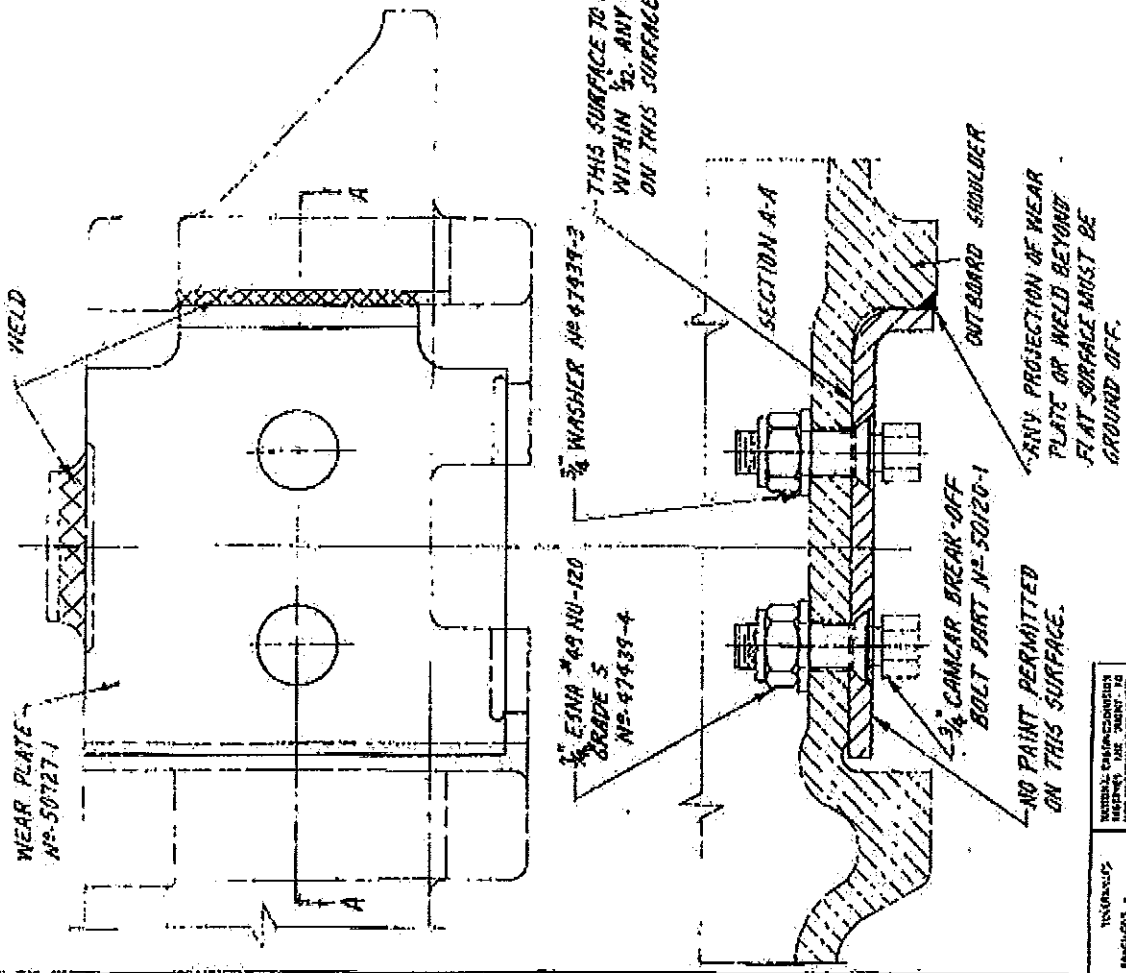
DATE FEB 17, 1982

17 53

9 8 7 6 4 3 2 1

THE FOLLOWING PROCEDURES ARE RECOMMENDED FOR A SUCCESSFUL APPLICATION:

1. CLAMP WEAR PLATES TO BOLSTER END WITH PLATES SEATING AGAINST BOTTOM RETAINERS AND 1/2" LEG AGAINST OUTBOARD SHOULDER.
2. SECURE WEAR PLATES TO BOLSTER WITH TWO FASTENERS, WASHERS AND ESHA NUTS PER PLATE WITH A MINIMUM CLAMPING FORCE OF 20,000 LBS.
3. FASTENER HEADS MUST NOT PROJECT BEYOND WEAR PLATE SURFACE.
4. FOR WEAR PLATE WELDING APPLICATION PROCEDURE REFER TO SPEC. No. 57.



THIS SURFACE TO BE FLAT WITHIN 1/32" ANY MARKINGS ON THIS SURFACE ONLY.

SECTION A-A

OUTBOARD SHOULDER

ANY PROJECTION OF WEAR PLATE OR WELD BEYOND FLAT SURFACE MUST BE GROUND OFF.

NO PAINT PERMITTED ON THIS SURFACE.

1/2" WASHER No. 47437-3

1/2" ESHA No. 49 NU-120 GRADE 5 No. 47439-4

3/4" CANCER BREAK-OFF BOLT PART No. 50120-1

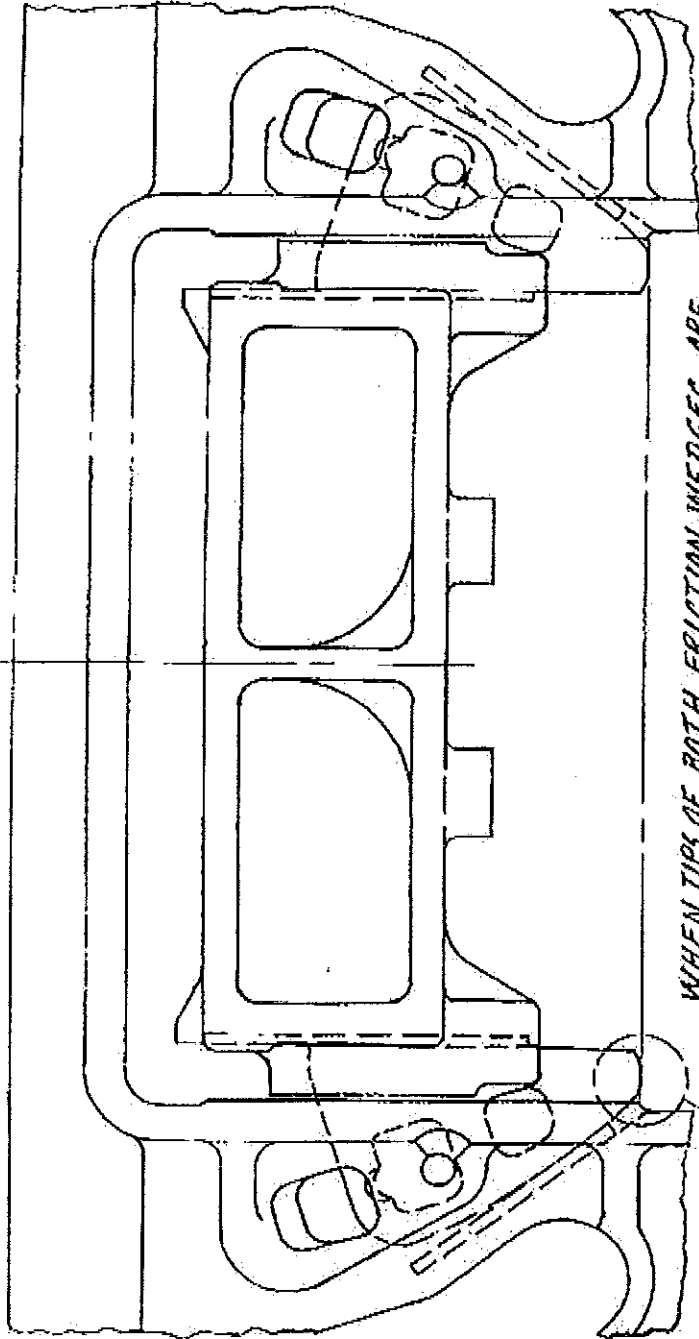
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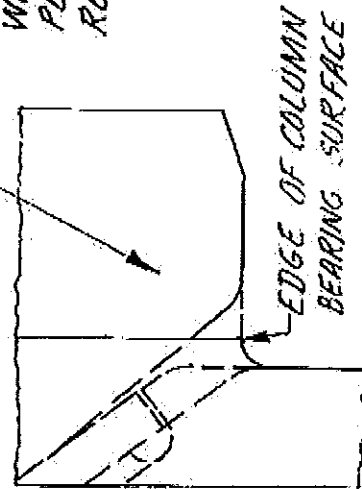
NATIONAL SUPER C-1 WEDGELOCK TRUCK BOLSTER WEAR PLATE APPLICATION LOCKBOLT AND WELD METHOD

DATE: 3/27/78
 BY: M.R.S. [initials]
 APPROVED: [initials]
 B
 50738
 MAY 3, 1982

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WHEN TIPS OF BOTH FRICTION WEDGES ARE
 BELOW LOWER EDGE OF COLUMN BEARING
 SURFACES, SNUBBING OF TRUCK IS IMPAIRED.
 WEDGES, BOLSTER & WEDGE POCKET WEAR
 PLATES, HAVE TO BE INSPECTED AND
 RESTORED.



NOTE: THIS APPLIES ONLY TO SUPER C-1
 WEDGELOCK TRUCKS MANUFACTURED WITH
 CAST DATE 1-86 OR LATER.



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NATIONAL SUPER C-1 WEDGELOCK TRUCK
 MAX. LOSS OF SNUBBING CAPACITY

50931

SEPT. 12, 1985

A