



DATA SHEET

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Sheet #:	D5b
Title:	PASSENGER CAR TRUCKS
Updated by:	David Halpern, MMR
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Originally Compiled by:	Harry M. Thomas
Drawings Furnished by:	Model Railroad Equipment Company
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INTRODUCTION

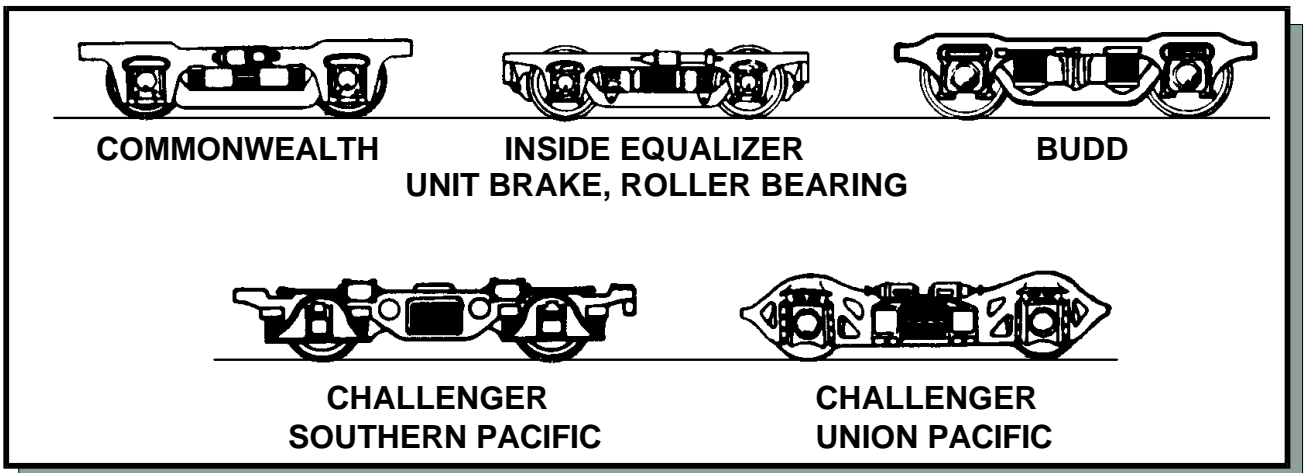
On this sheet are pictured passenger truck side frames in more common use in the pre-Amtrak era--however, "old time" and obsolete types are not shown.

Trucks were and still are built for various capacities.

See Data Sheet D5a for AAR standards for axle size for various loads.

The descriptions of truck use given below are generally applicable but the practice of individual railroads vary. For full authenticity, it is essential that the model builder following a specific prototype. Check with that railroad for its standard practice or observe prototype practice in the field.

STREAMLINE PASSENGER TRUCKS



Any of the above trucks can be used under baggage, mail, express, coaches, diners, sleeping cars, observation and lounge cars. These trucks are usually used under light weight high speed cars. Some prototype railroads also used a 6 wheel roller bearing truck under articulated cars, such as 2 and 3 unit diners and lounge cars.

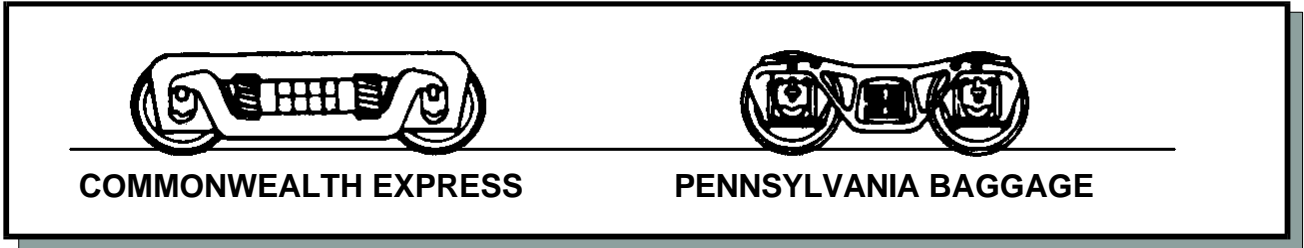


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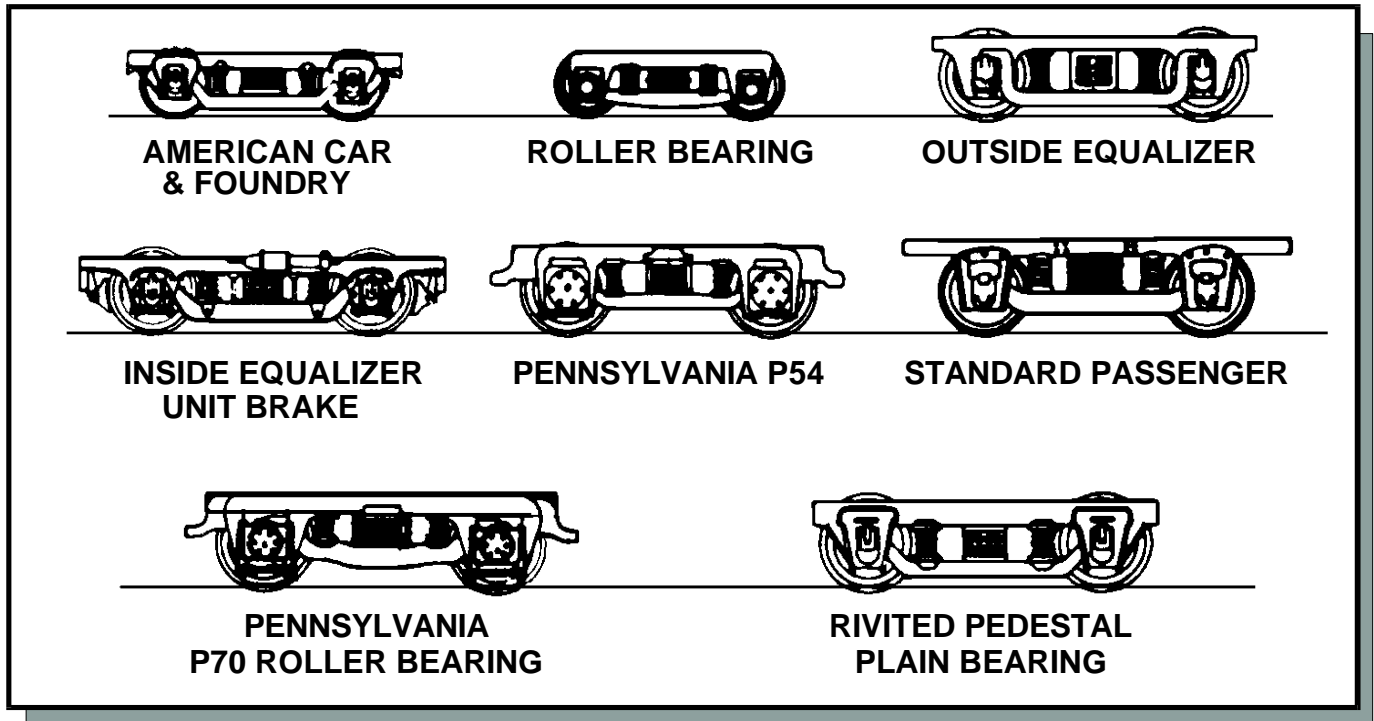
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"HEAD END" TRUCKS



These trucks were commonly used under "conventional" baggage, express and mail cars. These trucks were also used under box cars, express cars, and express refrigerator cars, when put in passenger trains or on fast schedules.

FOUR-WHEEL PASSENGER TRUCKS



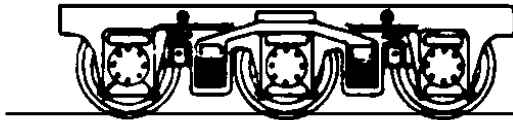


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SIX-WHEEL PASSENGER TRUCKS



PENNSYLVANIA
ROLLER BEARING



COMMONWEALTH



PENNSYLVANIA
TOP EQUALIZER, ROLLER BEARING



PULLMAN
RIVETED FRAME, ROLLER BEARING



EQUALIZED



PULLMAN
RIVETED FRAME, PLAIN BEARING



PENNSYLVANIA
PLAIN BEARING



PULLMAN CAST FRAME

These trucks (4-wheel and 6-wheel) are generally used under conventional heavy steel cars.

While 6-wheel trucks are generally used under cars built for heavy loading--such as coaches, sleeping cars, diners, observation and lounge cars--and *can* or *could* be used on head end cars (baggage, express, mail, combinations), the 4-wheel trucks shown could also have been used. Usually each prototype railroad had its own mechanical standards or rules stating which cars should use 4-wheel or 6-wheel trucks.

