

# HO Passenger Car Trucks Visual Index –Version 2.2

## Introduction

Railroad passenger car truck designs evolved over the years as passenger cars grew longer and heavier and the quality of the trucks was the key to safe, comfortable and reliable operation. Choosing a correct model truck for HO scale models has often been a challenge, so the following document has been prepared to help make those choices.

The primary criteria is that the model trucks are reasonably accurate scale models and readily available on the current, new or resale markets. A few imported brass models have been included for reference or comparison purposes.

The time period covered is roughly the turn of the 20<sup>th</sup> Century up to the beginnings of the Amtrak era.

The models are, somewhat, grouped by heavyweight, pre-WWII lightweight, post-WWII lightweight and express.

Both prototype and model photos are provided for comparison purposes. A “generic” name is shown above each prototype photo group, while a detailed Extended Universal Truck Code (EUTC) is attached, **in red**, to the model photo. Details on the EUTC will be provided in the Appendix following the main document.

In the wooden passenger car era, car builder’s built trucks with heavy wood frames and various pieces of steel hardware. As the 20<sup>th</sup> Century dawned, fully steel trucks began to predominate. Both car builders and steel casting fabricators built and sold passenger car trucks as can be seen in Car Builder’s Cyclopedias.

As an industry leader, The Pullman Company had a series of “standard” trucks used under their sleepers and parlor cars, as well as other types of cars they built for individual railroads. American Car and Foundry and other builders used similar trucks, including those built by third parties. It is not the purpose of this document to cover this topic in any detail.

With the advent of the streamline era, in the 1930’s, The Pullman Company (the operator of the sleepers and parlor cars) began to use a relatively simple code to describe the varieties of new trucks being developed to match the lightweight cars. See the appendix for an outline of this coding system.

Following WWII, with the rapid explosion of lightweight car construction was accompanied by more new truck designs and a further expansion of the Pullman codes. Details of these codes will also be provided in the appendix.

However, modelers have found a need to expand on the Pullman codes to cover additional variations, much like the “phases” adopted for diesel locomotive models. In particular, W. Gordon Anderson in *Mainline Modeler* proposed a more Universal Truck Code. Later, John Fiscella developed an Extended Universal Truck Code and shared it in clinics and via the Passenger Car List.

To construct this document, I have had helpful consultations from Bob Webber of the Pullman Library and John Fiscella and made continual references to Anderson’s *Mainline Modeler* articles (January/February and March 1982) as well as Pat Wider’s exhaustive article in *Railway Prototype Cyclopedia 6*. John Fiscella has provided copies of his Extended Universal Truck Code identification document as well as a massive clinic from an NMRA national meet on passenger truck identification. Jeff Cauthen and Jim Gerstley, as well as Jim Langston, have shared copies of truck clinics from Prototype Rails. I am indebted to all of these men in the creation of this document.

I will presume that it is a living document and will willingly accept corrections and additions. With this update, I have added portions of typical truck drawings, which are available from the Pullman Library as well as adding some material regarding the 41-ER lightweight trucks.

Steve Hile



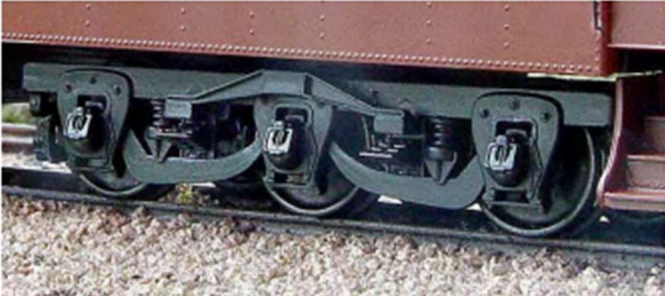
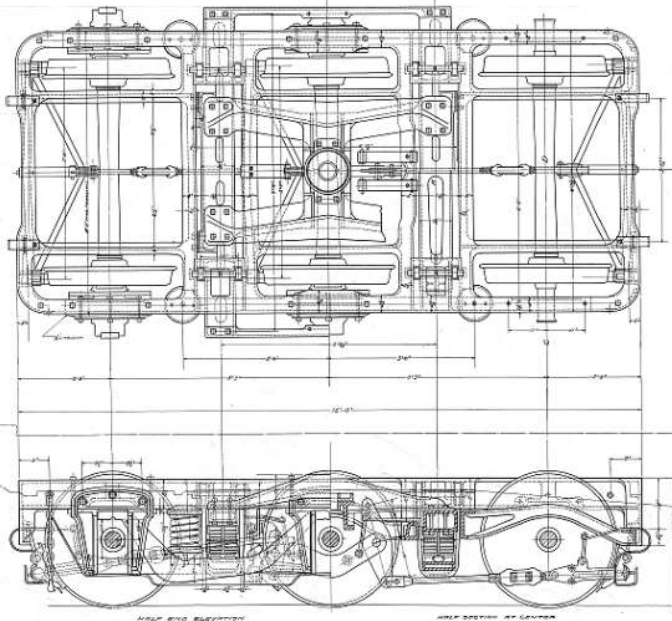
November 2022

Version 2.1 Updated January 2023

Version 2.2 Updated September 2023

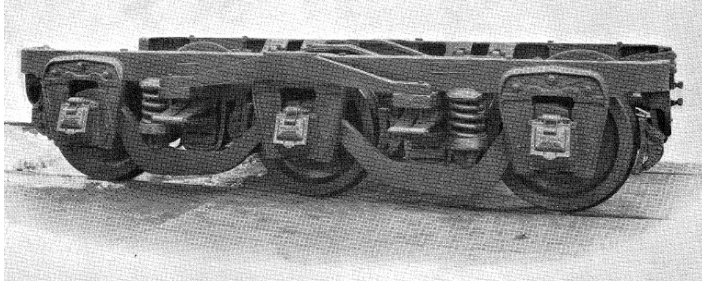
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### Heavyweight Era Trucks

Prototype	Model	Typical Drawing
<p style="text-align: center; font-weight: bold; font-size: 1.2em;">2410</p>  <p>6 Wheel – Drop equalizers – 10' – 6" wheel base Clasp brakes (two brake shoes per wheel)                  2410-A - Same as 2410 except has heavy type equalizers for increased loads.</p>	 <p>Walther's 920-2203 <span style="color: red; font-weight: bold;">/2410/61-Q-9</span></p>  <p>Bethlehem Car Works (Branchline) 50001 <span style="color: red; font-weight: bold;">/2410/61-Q-9</span>                  Note: Used on Pullman-built coach and head end cars, but not sleepers.</p>	 <p style="text-align: center;">Pullman Drawing 20-E-8</p>

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**2411**



Pullman Photo P37899 – Pullman Library Collection

6 Wheel – Drop equalizers – 11' – 0" wheel base Clasp brakes (two brake shoes per wheel.) Similar truck to 2410-A except longer wheel base.

2411-A - Same as 2411 except pedestals as cast integral with truck frame.



Walthers 920-2204

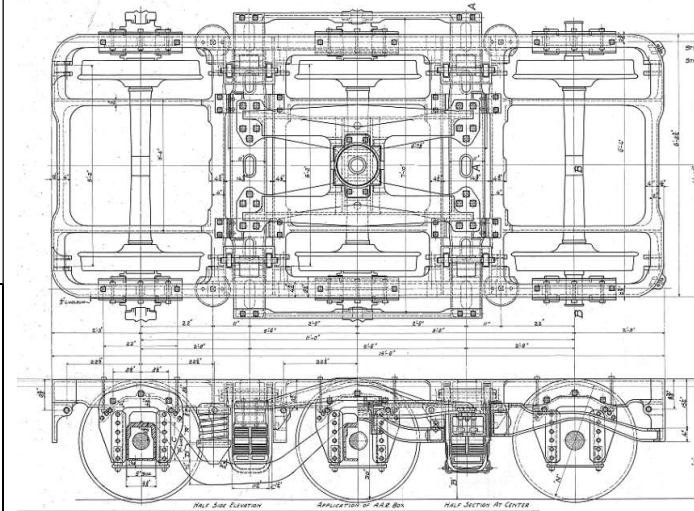
**/2411/61-Q-9**



Cape Line T-71, Bethlehem Car Works 1271  
(Sold to LaBelle)

**/2411-A/61 or 61-N**

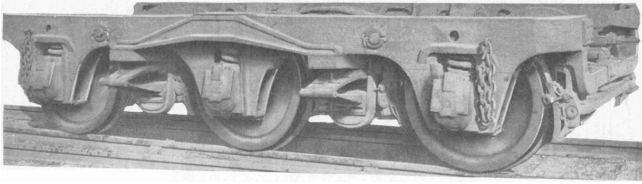
Typical Drawing



Pullman Drawing  
44-H-57

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**242**



6 Wheel – Pivoted equalizers – 11” – 0” wheel base – clasp brakes (two brake shoes per wheel.) Pedestals cast integral with truck frame. 4” width bolster springs.

242-A – Same as 242 except uses 4 ½ “width bolster springs.



Note: The 242-A truck has two holes in the side frame above the journals, while the 242 has a single one.



Walther's 920-2202

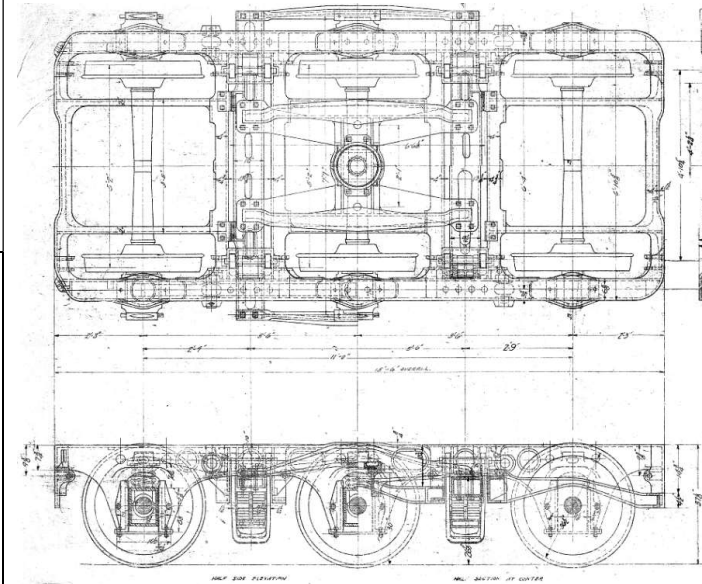
*/242-A/61-EI-9*



**PULLMAN 242-A LESS WHEELSETS (2) 150002**  
TOP EQUALIZED TRUCKS LESS WHEELSETS - USE 36" WHEELS

Bethlehem Car Works (Branchline) 50002 */242-A/61-EI*

Typical Drawing



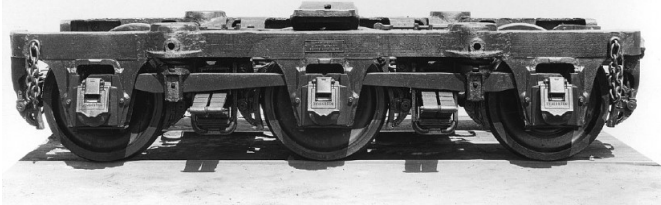
Pullman Drawing

5-H-72 (242)

11-H-20 (242-A)

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### Commonwealth Steel Top Equalized



ACF Negative 43276-A-2 (Barriger Library Flickr)

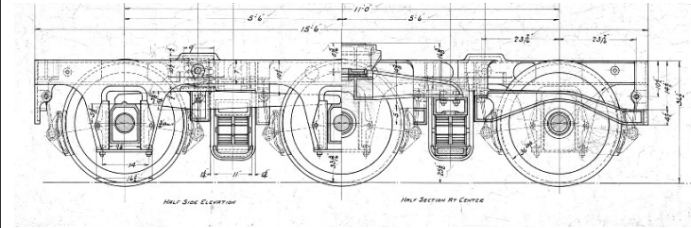
6 Wheel – Pivoted equalizers – 11" – 0" wheel base – clasp brakes (two brake shoes per wheel.) Pedestals cast integral with truck frame.



Walther's 920-2205 (Discontinued)  
(920-2206 Roller Bearings Disc.)

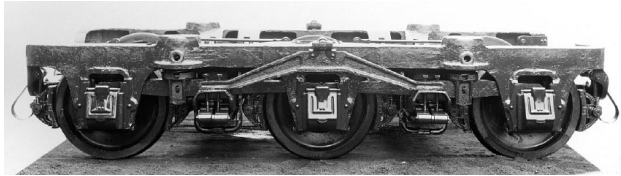
/CS:242/CS:61-EI  
/CS:242/CS:61-EIR

### Typical Drawing



Standard Steel Car Company Drawing  
117780  
(Traced from Commonwealth Steel Company  
Drawing 14678)

### Commonwealth Steel Top Equalized with Outside Bearing Arch



ACF Negative 43294-A-2 (Barriger Library Flickr)

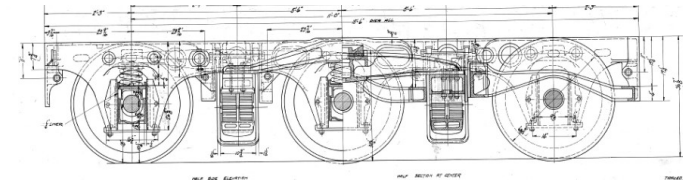
6 Wheel – Pivoted equalizers – 11" – 0" wheel base – clasp brakes (two brake shoes per wheel.) Pedestals cast integral with truck frame.



Walther's 920-2207 (Discontinued)  
(920-2208 Roller Bearings Disc.)

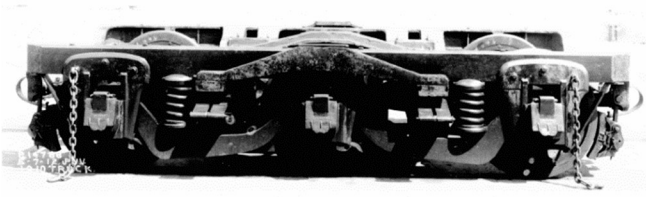

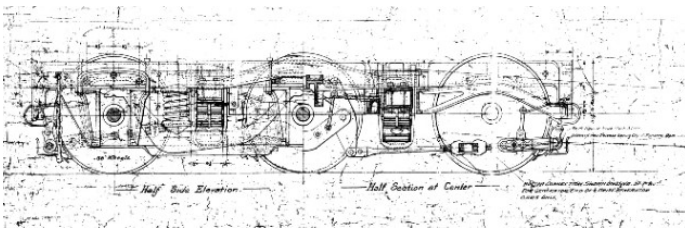
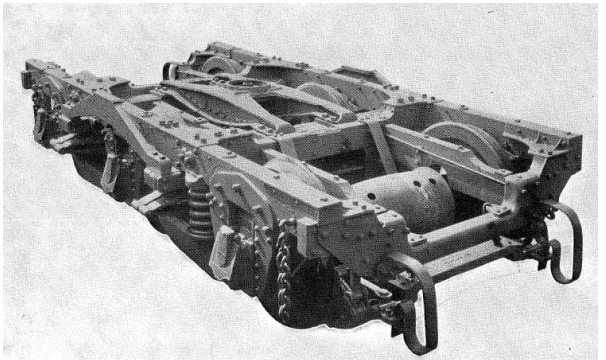

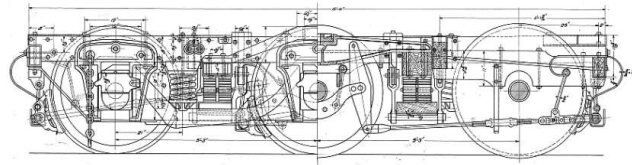
/CS:242/CS:61-EI  
/CS:242/CS:61-EIR

### Typical Drawing



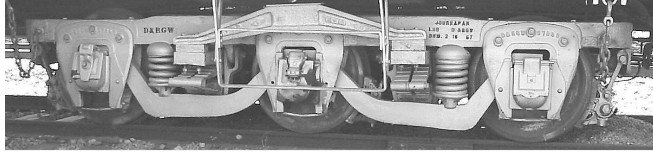
Standard Steel Car Company Drawing  
116901  
(Traced from Commonwealth Steel Company  
Drawing 14700)

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<p style="text-align: center;"><b>1910</b></p>  <p>6 Wheel – Drop Equalizers – 10' – 6" wheel base – Triple brakes (one brake shoe per wheel.) 1910-A – Same as 1910 except has heavy type equalizers for increased loads.</p>	 <p>Bethlehem Car Works 1272 (Sold to LaBelle) <span style="color: red;">/1910/61-QJ</span></p>	<p style="text-align: center;">Typical Drawing</p>  <p style="text-align: center;">Pullman Drawing 7-E-81</p>
<p style="text-align: center;"><b>106W</b></p>  <p>6 Wheel – Drop Equalizers – 10' – 6" wheel base Wood frame reinforced with heavy or double wheel piece plates. Separable pedestals – Triple brakes (one brake shoe per wheel.)</p>	 <p>Walthers 920-2200 (Discontinued) <span style="color: red;">/106W/61-QWJ</span> (920-2201 Roller Bearings Disc.) <span style="color: red;">/106W/61-QWJR</span></p>	<p style="text-align: center;">Typical Drawing</p>  <p style="text-align: center;">Pullman Drawing 5-H-81</p>

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**106S**

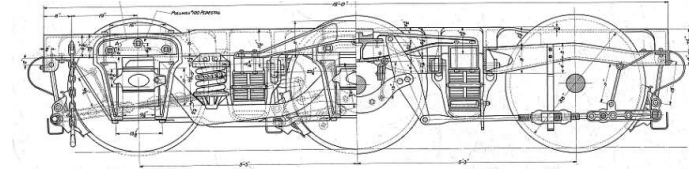


Courtesy of John Fiscella

6 Wheel – Drop Equalizers – 10' – 6" wheel base Steel frame. Separable pedestals – Triple brakes (one brake shoe per wheel).

No known model available

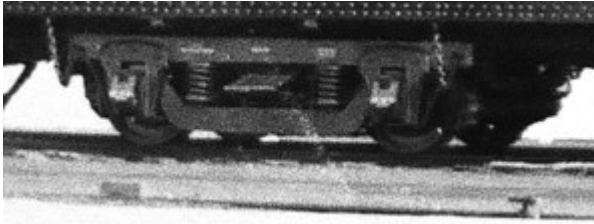
Typical Drawing



Pullman Drawing  
4-H-17

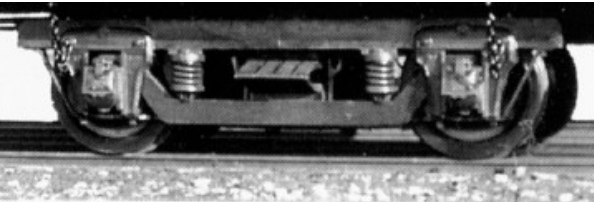
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## Four Axle Heavyweight Trucks



Rock Island Baggage Car 4089 Pullman Lot 4148

4 Wheels – Drop equalizers – 8' – 0" Wheel base – Elliptic bolster springs.



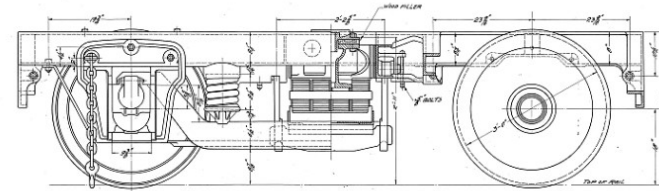
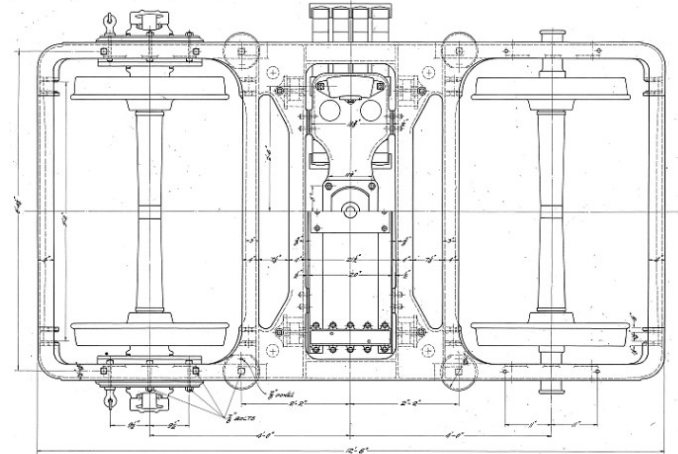
Similar to this SP 4-T-2



Walthers 920-2124

//41-GQ-9

## Typical Drawing

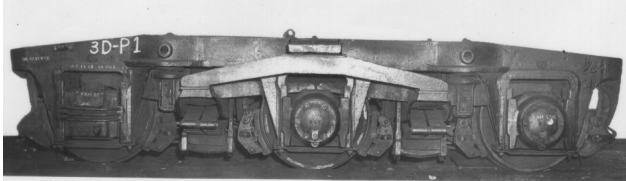


Standard Steel Car Company Drawing  
115638  
(Traced from SP drawing DP 20195)



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### PRR 3D-P1



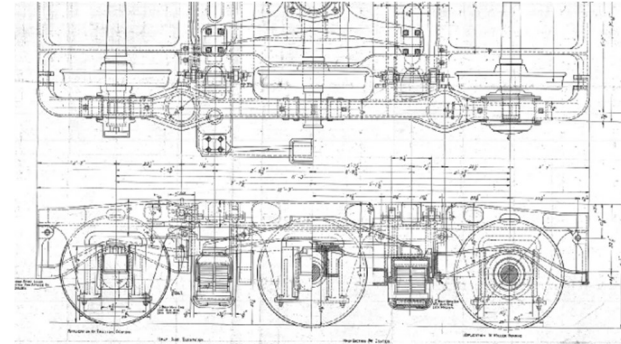
PRR design, cast by General Steel Castings. 11' – 3" wheel base, 5 ½ x 10 journals. Two equalizers per side.



Walthers 920-2209  
Diner version 920-2210

3D-P1//61-EI

### Typical Drawing



ACF Drawing 5235241

### PRR 2D-P5



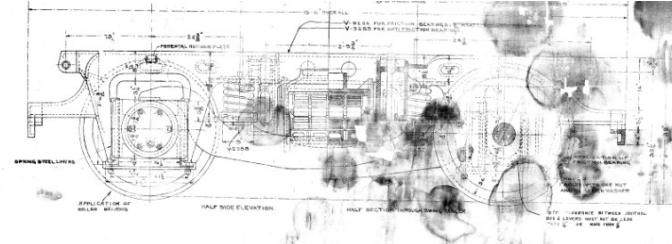
Commonwealth Steel design one piece cast truck frame. 8' – 0" wheelbase, 5 ½x10" journals with either roller or friction bearings, one equalizer per side.



Walthers 920-2213 (Black)  
920-2211 (Olive)  
920-2212 (Tuscan)

2D-P5//PRR:41-HR-9

### Typical Drawing



Pullman Drawing

504-H-6

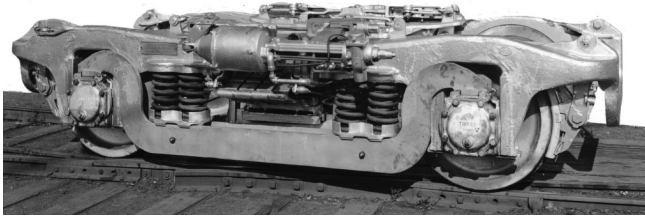
(For PRR Express Reefers R50b)

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## Pre-War Lightweight Trucks

### 41-TR

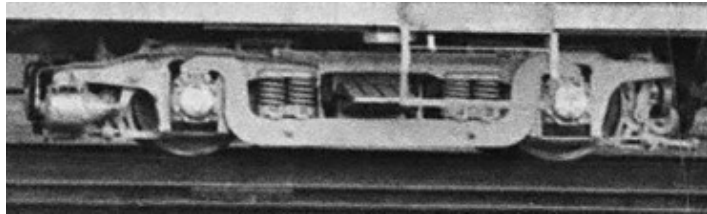
(Note: Pullman's basic code had no letter for double drop equalizers, so their basic code for these trucks was 41-R)



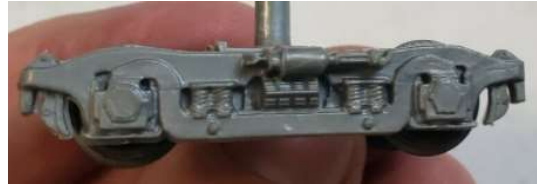
Pullman Library Image P44206

4 Wheels – Double drop equalizers – 9' – 0" wheel base – 5 1/2 "x10" roller bearings – Single bolster used with elliptic bolster springs.

### 41-TRV



Variations, such as brake cylinder location could result in a classification of 41-TRV



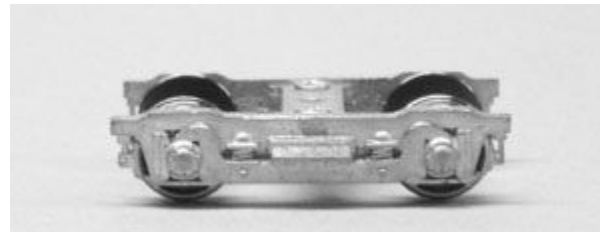
Athearn

//41-TR



Bethlehem Car Works 4001

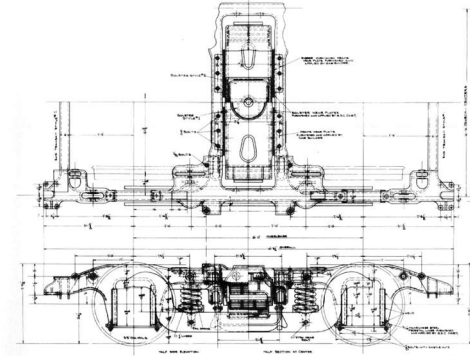
//41-TR



Cape Line T-50  
(Bethlehem Car Works 1250 Sold to LaBelle)

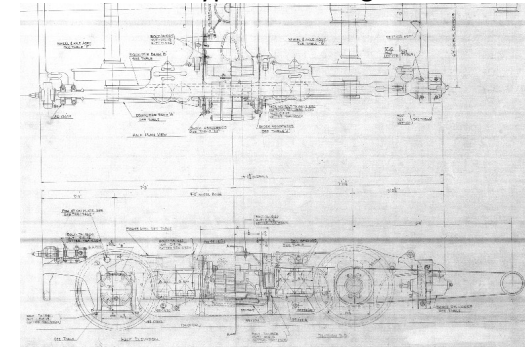
//41-TR

### Typical Drawing



GSC Drawing 51184

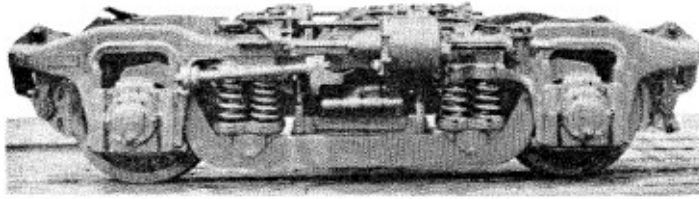
### Typical Drawing



Budd 99-19400

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### 41-ER



4 Wheels – Drop equalizers – 9' – 0" wheel base – 5 ½ "x10" roller bearings – Single bolster with elliptic bolster springs. Limited usage on pre-war sleepers for NYC and RI.

Similar appearing trucks with single equalizer springs and an 8' wheel base were used on Osgood Bradley "American Flyer" cars. These have been referred to as 41-E and 41-ER.

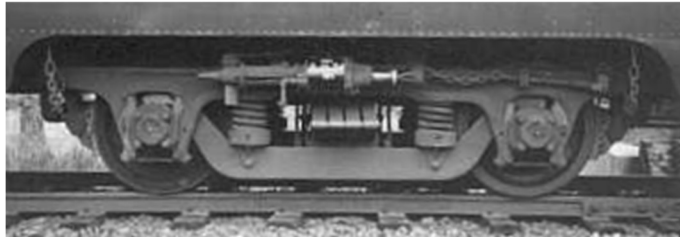
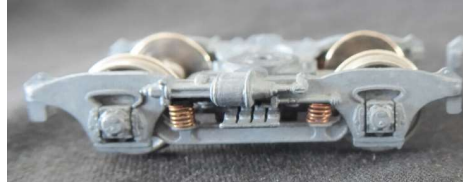


Photo Courtesy of John Horath

No current model versions exist, but a kitbash of the Walthers 41-HR is possible.



Central Valley T-39/139 (Out of Production) //41-ER?

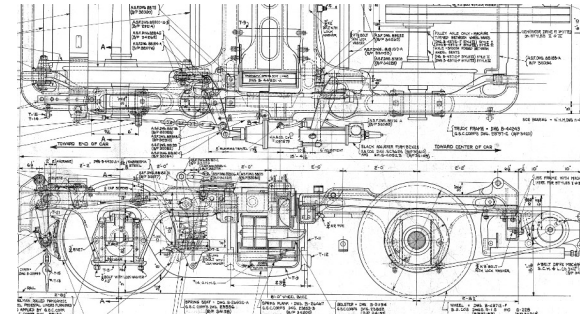


Rapido Trains (Discontinued) //41-ER?  
The Rapido model was included in their Osgood Bradley "American Flyer" cars and included both solid and roller bearing versions as appropriate.

### Typical Drawing

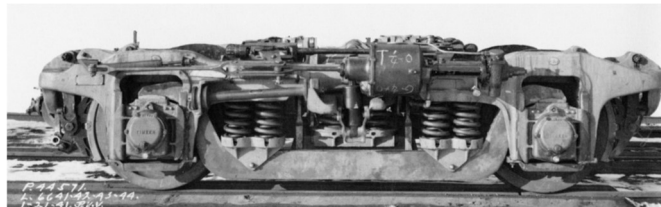
### GSC Drawing 24800

### Typical Drawing



Pullman (Osgood Bradley) Drawing B-44244

### 41-HR



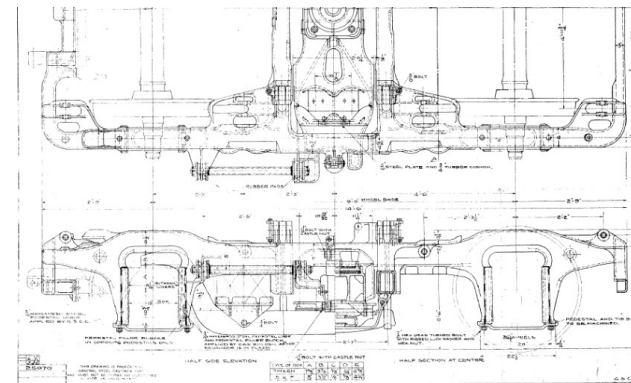
4 Wheels – Drop equalizers – 9' – 0" wheel base – 5 ½ "x10" roller bearings – Single bolster with helical bolster springs. 41-HR-11 same except 6"x11" roller bearings



Walthers 920-2103 (Silver)  
920-2102 (Black)

//41-HR

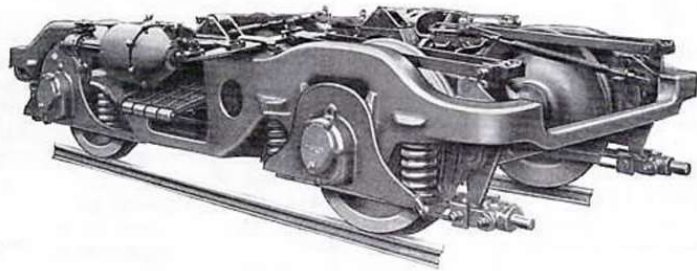
### Typical Drawing



### GSC Drawing 25130

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**43-R**



4 Wheels – 8' -6" wheel base – 5 ½"x10" roller bearings – Triple bolsters with elliptic bolster springs.



D&G Models P31J  
ASF Roller Bearings

//43-R



D&G Models P31R  
SKF Roller Bearings

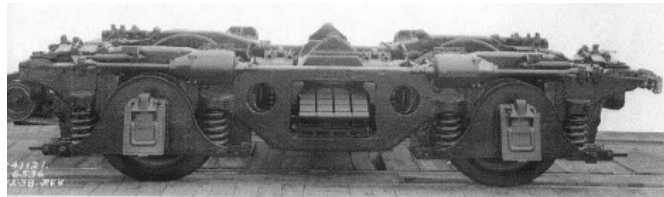
//43-R



Walthers 920-2120

//43-R

**43-RV or SP 4-TC-4,5 or 6**



SP 4-TC-5

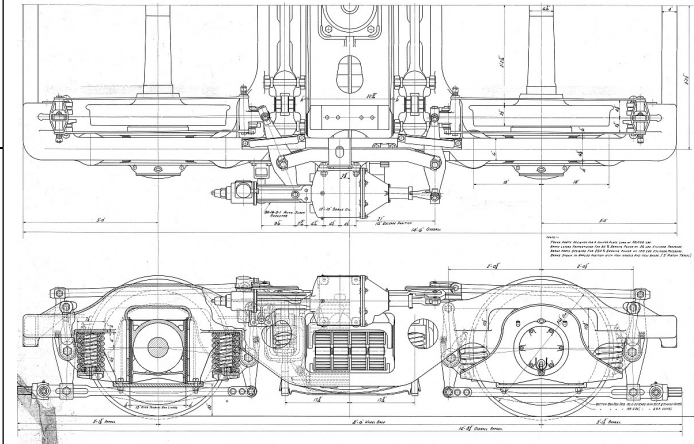
4 Wheels – 8' -6" wheel base – 6"x11" roller bearings – Triple bolsters with elliptic bolster springs – Bolster anchor – 4 brake cylinders.



D&G Models P11J  
1937-39 Daylight and Sunbeam

//SP-43-V-11

Typical Drawing

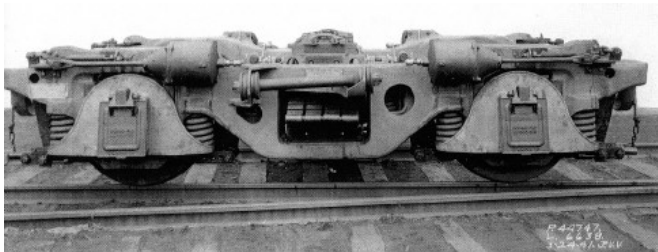


Pullman Standard 96-F-96  
(Related to GSC 24400)

GSC Drawing 23926 or 23927

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**43-RV or SP 4-TC-7**



4 Wheels – 8' - 6" wheel base – 6"x11" roller bearings – Triple bolsters with elliptic bolster springs – Bolster anchor – 4 brake cylinders.



Updated Roller Bearings following WWII.



D&G Models P21J  
1941 Daylight

//SP-43-V-11



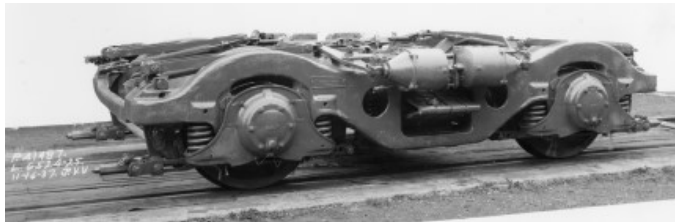
D&G Models P21J  
Post War Daylight (SKF Roller Bearings)

//SP-43-V-11

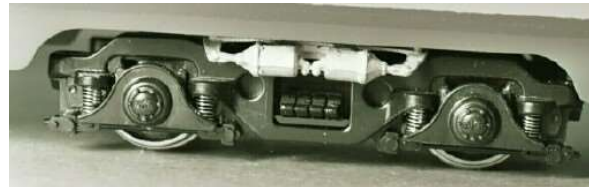
PS Lot 6638  
GSC Drawing 25210 or 25215

SP Drawing?

**U-43-R-11**



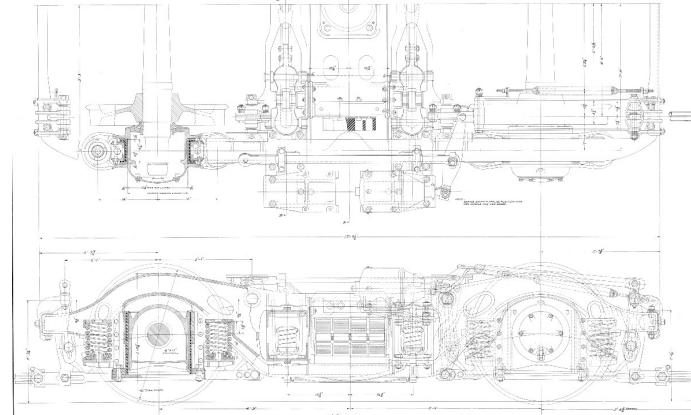
4 Wheels – 8' - 6" wheel base – 6"x11" roller bearings – Triple bolsters with elliptic bolster springs – Union Pacific type truck.



D&G Models P61R

//43-RV (w/SKF)

Typical Drawing



Pullman Standard 96-F-66

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### Post-War Streamline Trucks

**41-C**



Pullman Library Image P56082

Four wheels – 9'-0" Wheel based (C code) – 15-1/16" Pedestal opening (no code) – Helical Bolster springs (no code) – Clasp brakes (no code) – No stabilizer (no code) – 5 1/2" x 10 Bearings (no code) – Inside swing hangers (no code.)

41-C-11 same except 6"x11" roller bearing.



IHC Commonwealth

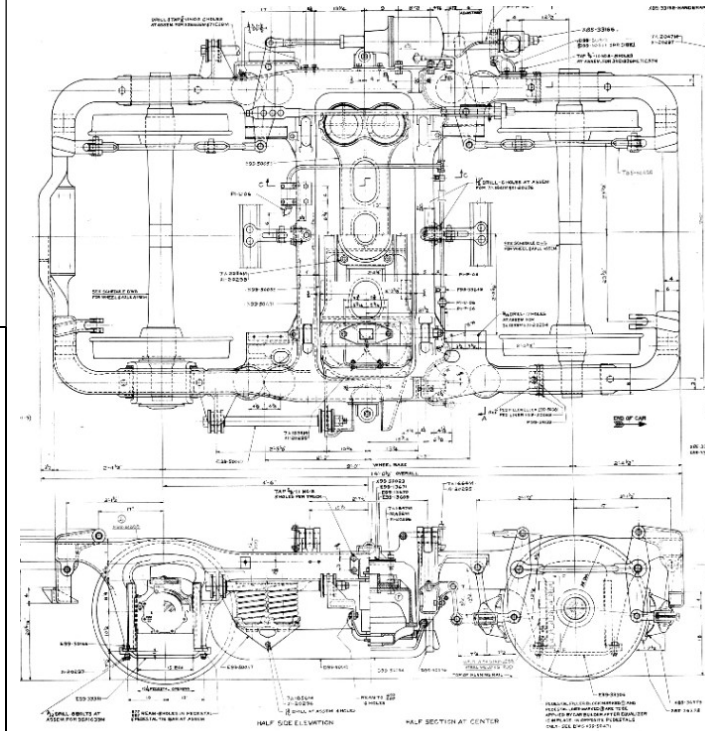
//41-C



Walther's 920-2105 (Silver)  
920-2104 (Black) (Walther's refers to this as 41-N-11, but it has a 9' wheel base.)

//41-C

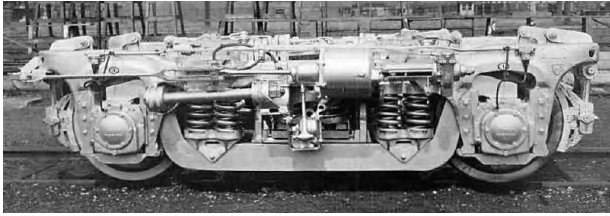
Typical Drawing



Budd Drawing  
T99-50470

## HO Passenger Car Trucks Visual Index –Version 2.2

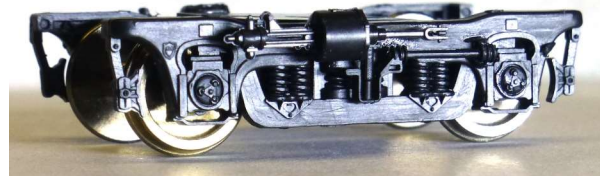
### 41-N



4 Wheels – Drop equalizers – 8' – 6" wheel base – 5 ½ "x10" roller bearings – 13-3/8" pedestal opening between liners - Single bolster with helical bolster springs – Clasp brakes.  
41-N-11 same except 6"x11" roller bearings

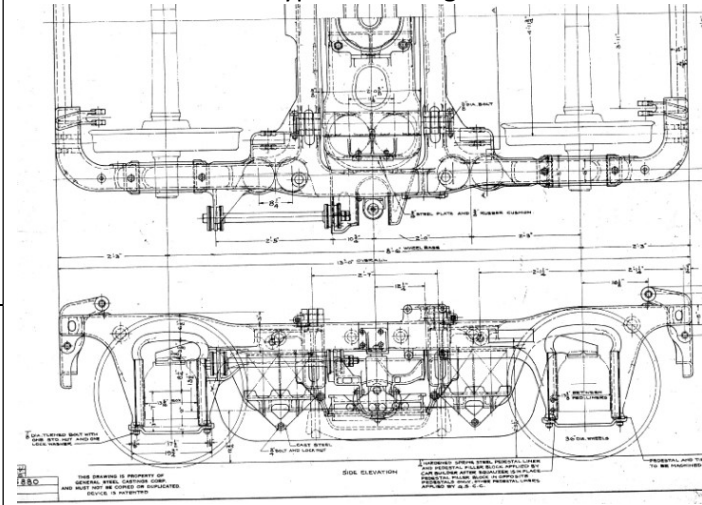


Rapido 102012 41-N-11 Inside Swing Hanger //41-N-11



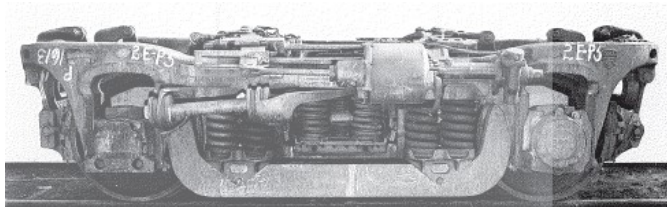
Train Station Products 427 //41-N-11  
(kit, less wheel sets)

### Typical Drawing



GSC Drawing 26340  
(Filed as Pullman Standard W-48163)

### 41-NP-11

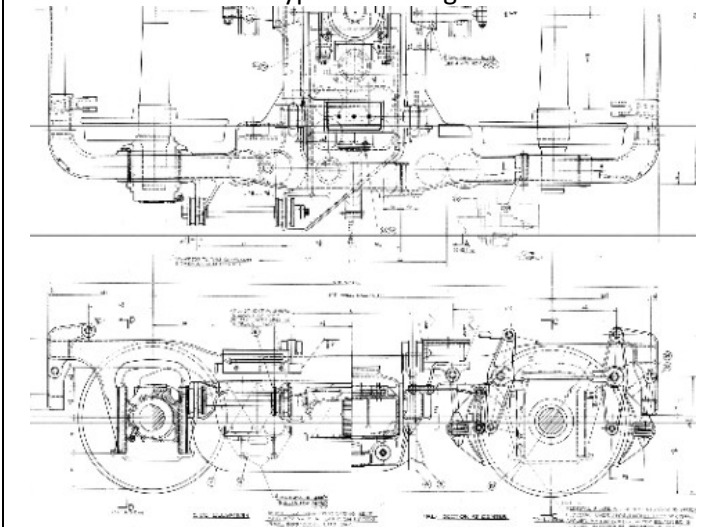


4 Wheels – Drop equalizers -8' – 6" wheel base 6"x11' roller bearings – 13-3/8" pedestal opening between liners – Single bolster with a combination of helical and elliptic bolster springs. Clasp brakes. (PRR type 2E-P5)



Walthers 920-2112 (PRR type 2E-P5) //41-NP

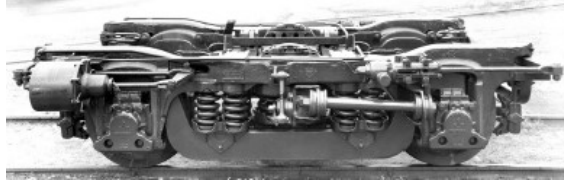
### Typical Drawing



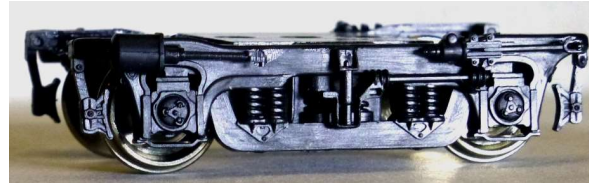
Budd Drawing  
T99-51685 (Wabash RR)

## HO Passenger Car Trucks Visual Index –Version 2.2

### 41-NV



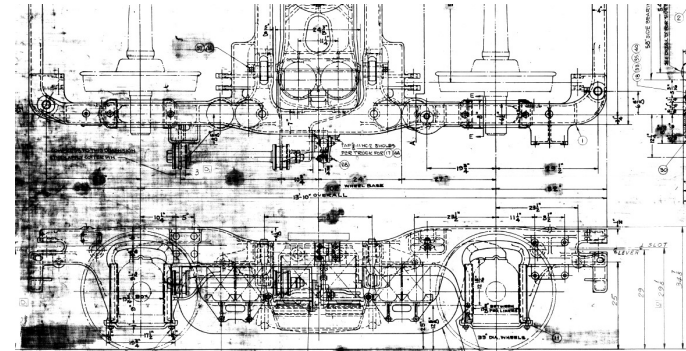
Low Profile (33" wheels) version of the 41-N truck used on some commuter cars (CRI&P and CB&Q)



Train Station Products 429  
(kit less wheel sets)

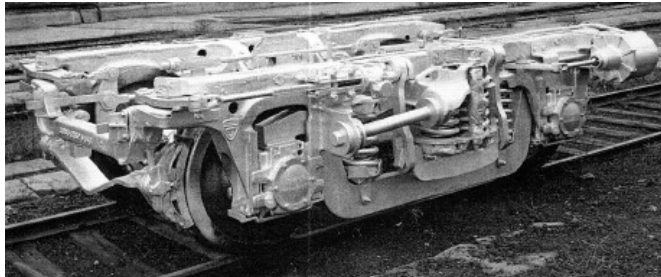
//41-NV-11

### Typical Drawing



Budd Drawing  
T99-52290

### 41-BNO



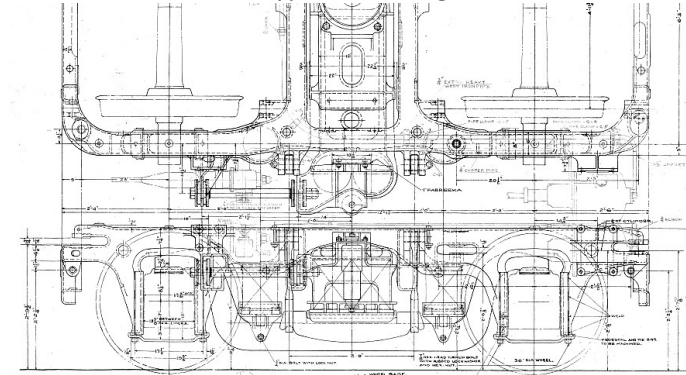
4 Wheels – Drop equalizers – 8' – 0" wheel base - 5 ½ "x10" roller bearings – 13-3/8" pedestal opening between liners – Single bolster with helical bolster springs – Outside swing hangers – Clasp brakes  
41-BNO-11 same except 6"x11" roller bearings



Rapido 102001

//41-BNO-11

### Typical Drawing

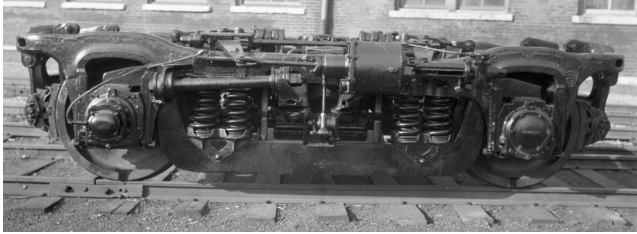


GSC Drawing 26345



## HO Passenger Car Trucks Visual Index –Version 2.2

### 41-CNS



Pullman Library P53046

4 Wheels – Drop Equalizers – 9' – 0" wheel base – 5 ½ x10" roller bearings – 13-3/8" pedestal opening liners – single bolster with helical bolster springs and roll stabilizer – Clasp brakes.

41-CNS-11 same except 6"x11" roller bearings.



Walther's 920-2107 (Silver) Discontinued //41-CNS-11  
920-2106 (Black) both not CIB as claimed

Typical Drawing  
GSC Drawing 26395  
Contact MOT in St. Louis for details

### 41-NS



Pullman Library Image P58207

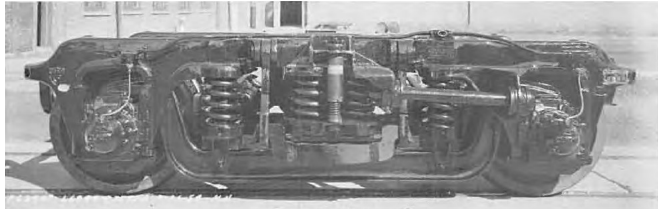
4 Wheels – Drop equalizers – 8' – 6" wheel base – 5 ½ x10" roller bearings – 13-3/8" pedestal opening between liners – Single bolster with helical bolster springs and roll stabilizer – clasp brakes.

41-NS-11 same except 6"x11" roller bearings.

No known model available

HO Passenger Car Trucks Visual Index –Version 2.2

**41-NDO-11**



Pullman Library Image P63407

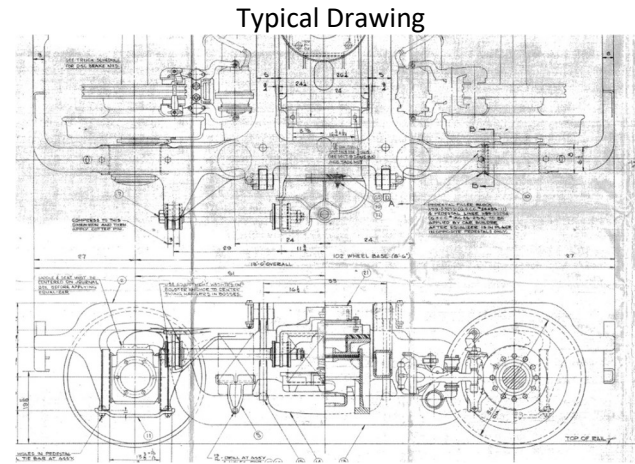
4 Wheels – Drop equalizers – 8' – 6" wheel base – 6"x11" roller bearings – 13-3/8" pedestal openings between liners – Single bolster with helical bolster springs – Outside swing hangers – Disc brakes.



Walther's 920-2101 (Silver) //41-NDO-11 (CIB)  
920-2100 (Black)



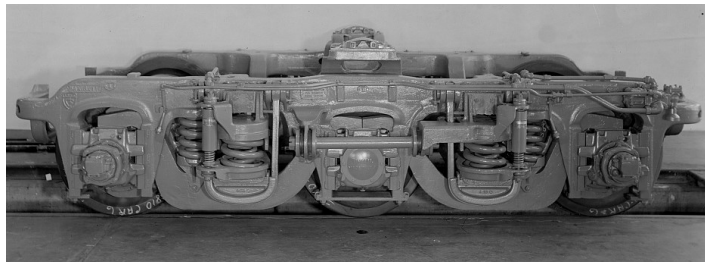
Rapido (SKU: TBD) //41-NDO-11



Typical Drawing

Budd Drawing  
T99-53355

**62-UDO-11**



ACF Negative 61274-Z

6 Wheels – Drop Equalizers – 6"x11" roller bearings – Two bolsters – Helical bolster springs – Outside swing hangers – Disc brakes.



Walther's 920-2119 (Silver) //62-UDO-11



Coach Yard 0508 //61-UDO

Typical Drawing

## HO Passenger Car Trucks Visual Index –Version 2.2

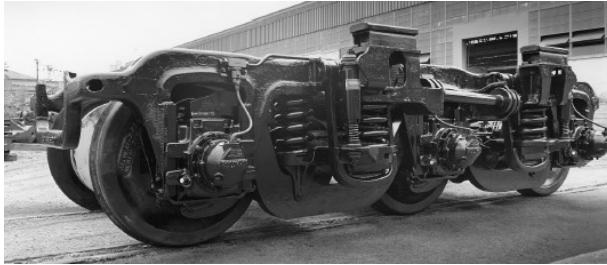


Train Station Products 425

//61-UDO

## HO Passenger Car Trucks Visual Index –Version 2.2

### GN Great Dome



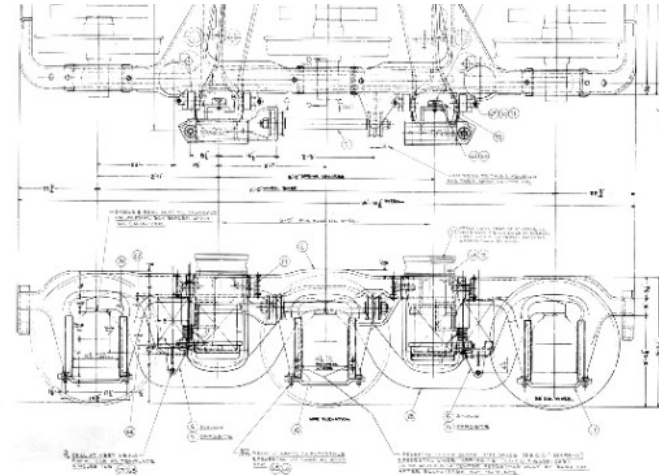
Pullman Library Collection



Walther's 920-2115 Silver  
920-2114 Black

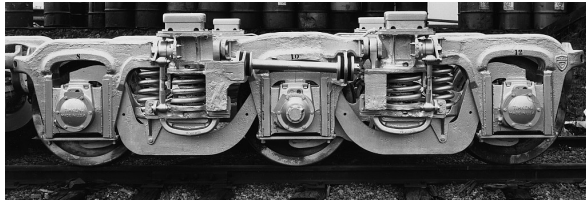
//62-ND-11

### Typical Drawing



Budd Drawing  
T99-53590

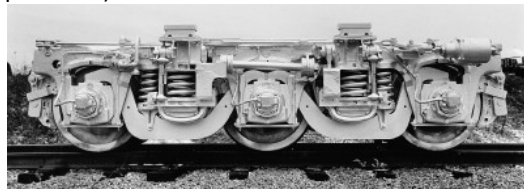
### ATSF Dome Diner



Pullman Library Collection

6 Wheels – Drop equalizers – Helical Bolster Springs – Disc Brakes – 6"x11" Roller Bearings – Two Bolsters.

Note: Walther's refers to their truck as being for Dome Diner and used the disc brake version on both the big dome lounge and high level dining cars (which were delivered with combination of disc and clasp brakes.)



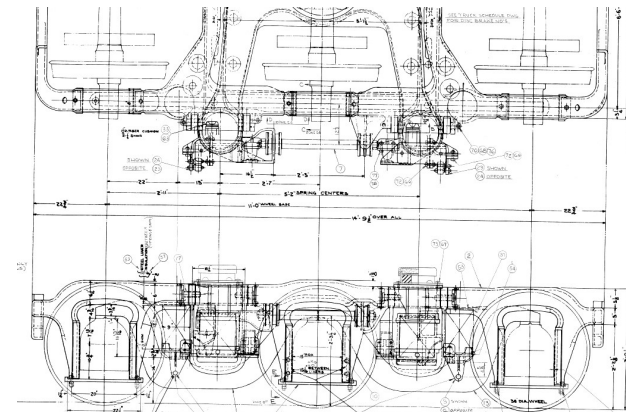
Combination Disk and Clasp Brake Version



Walther's 920-2117 Silver (Disc brakes)  
920-2116 Black (Disc brakes)

//62-ND-11

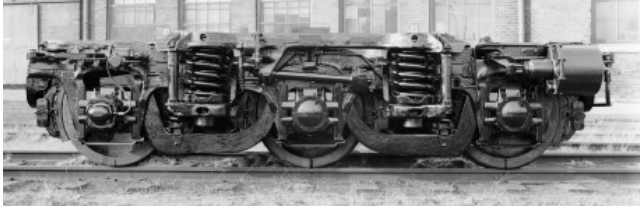
### Typical Drawing



Budd Drawing  
T99-53981  
(used on the Hi-Level Diners)

## HO Passenger Car Trucks Visual Index –Version 2.2

### P-S Super Dome



Pullman Library Image P62864



Walthers 920-2135 Silver  
920-2134 Black

//61-N-11

Typical Drawing  
GSC Drawing 30965

### NYC Pre-War GSC (NYC K-10-XR)



Pullman Library Image P41175

6 wheels – Drop equalizers – Clasp brakes – Roller bearings  
(Walthers refers to this as K-10-CR, but CR does not appear on the  
NYC truck drawing N-24320.)



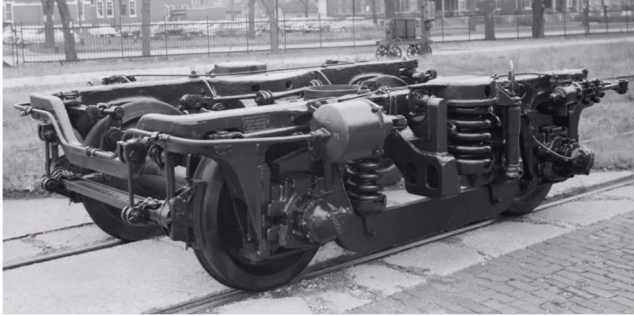
Walthers 920-2133

K-10-XR//61-R

See NYC Drawing N-51391  
Available from the NYC Historical Society

## HO Passenger Car Trucks Visual Index –Version 2.2

### Milwaukee 1954 Nystrom Truck



Pullman Library Image P63542

4 Wheels – Drop equalizer – 8' wheelbase – Helical Bolster springs – Hydraulic Stabilizers both Clasp and Disc Brakes



Walther's 920-2126 (Clasp brakes) Silver

//NYSTROM:41-BMO

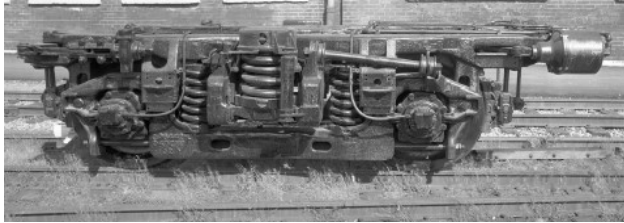


Walther's 920-2128 (Disc Brakes) Silver

//NYSTROM:41-BMDO

Typical Drawing  
GSC Drawing 31210

### Milwaukee 1946 Nystrom Truck



Pullman Library Image P58971

4 Wheels – Drop equalizer – 7' wheelbase – Helical Bolster springs – Hydraulic Stabilizers



Railway Classics (Brass) TR06-S (Black is TR06-B)

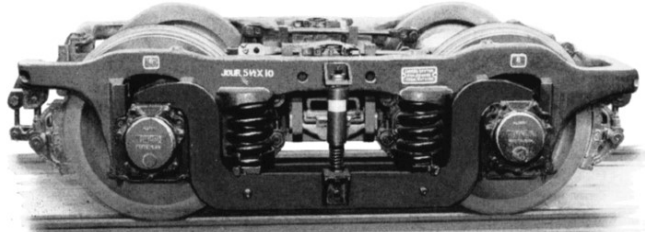
//NYSTROM:41-AMO

Typical Drawing  
GSC Drawing 26440

## HO Passenger Car Trucks Visual Index –Version 2.2

### Express Trucks

#### GSC BX Trucks



1957 Car Builder's Cyclopedia

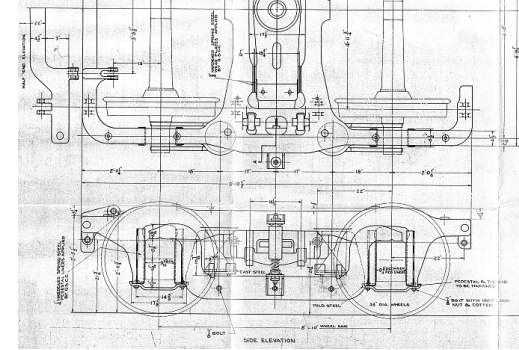
4 Wheels – 5' – 10" wheel base – drop equalizers – swing bolster – clasp brakes – 5 ½" x 10" roller bearings.



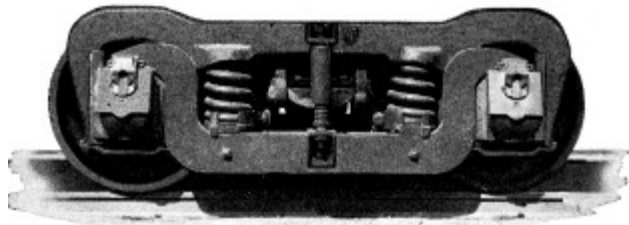
Walthers 920-2214

/BX/41-TJ

#### Typical Drawing



GSC Drawing 31200



1957 Car Builder's Cyclopedia

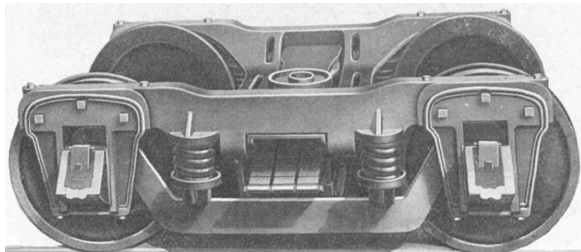
4 Wheels – 5' – 10" wheel base – drop equalizers – swing bolster – single shoe per wheel brakes – 5 ½" x 10" roller bearings.



Rapido 102030

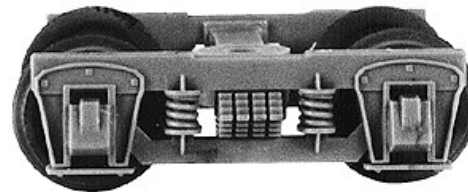
/BX/41-TJ

#### Commonwealth Express



1922 Car Builder's Cyclopedia

4 Wheels – 6' wheel base – bolted pedestals – drop equalizers – elliptical bolster springs.

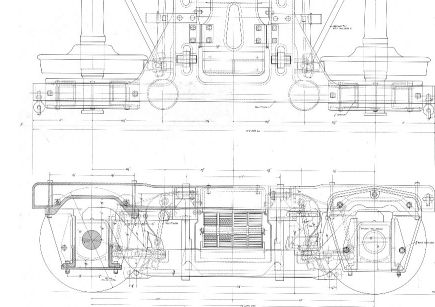


Tichy 3060

(Looks more like a wood beam caboose type truck)

//CS:41-BGQJ

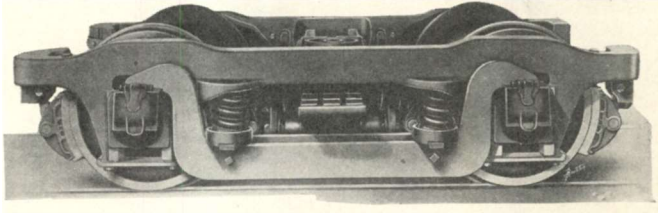
#### Typical Drawing



Pullman Drawing 505-F-91 (7'6" WB)

## HO Passenger Car Trucks Visual Index –Version 2.2

### GSC Express Truck



1946 Car Builder's Cyclopedia

4 Wheels – Swing Motion – Drop Equalizer – Elliptic Bolster springs – Clasp Brakes – 8' -0" Wheel Base.



Bethlehem Car Works 50004

//41-T



Athearn 53308

//41-T

Typical Drawing

### Allied Full Cushion Express



Pullman Library Image P44014

4 Wheels – 5' – 6" Wheel Base – 5 1/2" x 10" Bearings – One brake shoe per wheel – Not equalized.

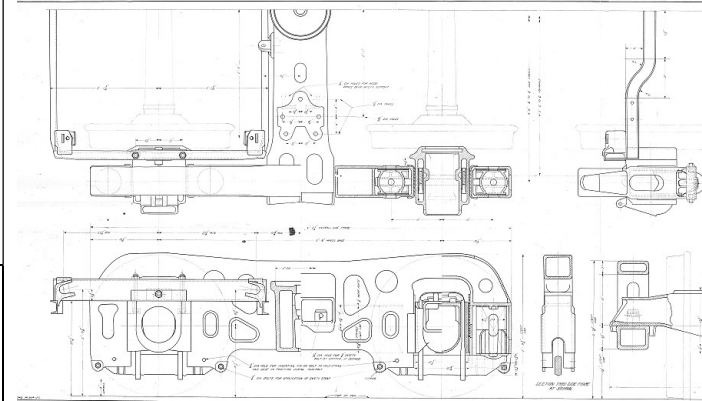


Walther's 920-2215 /ASF:ALLIED FULL CUSHION/ASF:41-JK



Athearn 90392 /ASF:ALLIED FULL CUSHION/ASF:41-JK

Typical Drawing



NYC –Q-54898



# HO Passenger Car Trucks Visual Index –Version 2.2

## Some More Modern Trucks

### GSC Commuter



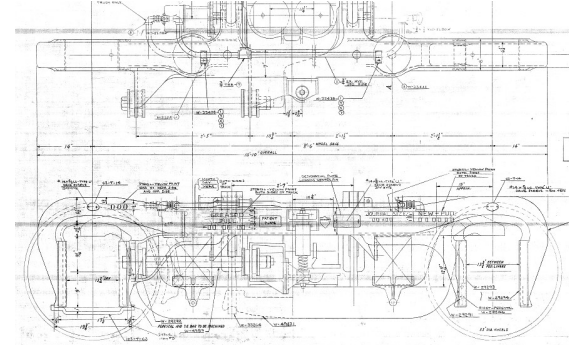
METRA Photo



Walthers 920-2123 Silver  
920-2122 Black

//41-DLND-11

### Typical Drawing



GSC Drawing 32245  
(Filed as Pullman Standard W-53272)

### Amfleet Inside Bearing



Ed Gately Photo (from the internet)



Walthers 920-2131

//41-JK

### GSI-G70



Wikiwand (from the internet)



Rapido 102127

/GSI-G70/41-TDO-11

4 Wheels – Used on some Horizon and SuperlinerII cars

## HO Passenger Car Trucks Visual Index –Version 2.2

### Appendix – Passenger Truck History and Coding

During the first third of the 20<sup>th</sup> Century, there really wasn't a formalized coding structure in place for either Pullman or other truck and car manufacturers. Pullman's truck nomenclature evolved from a simple numeric to a code, sometimes based on the year of introduction or physical features of the truck. Commonwealth Steel built similar trucks and its designs often preceded and influenced Pullman's.

By the 1930's Pullman was using the truck numbers listed in this document that had been introduced, as follows:

- 106S 1907 First all-steel Pullman Truck
- 1910 1910 First all steel production Pullman cars use a lighter version of the 106S truck
- 2410 1916 Clasp brake version of the 3 shoe 1910 truck
- 242 1921 First Pullman top equalized truck
- 2411 1927 Pullman first uses an 11 foot wheel base, bottom equalized truck

(It should be noted that Pullman did not innovate any of these developments, rather they adopted features created by other truck manufacturers.)

With pre-WWII lightweight trucks The Pullman Company introduced a code system based on physical characteristics of the truck, which they used for new truck designs used under lightweight cars.

- First Digit – number of wheels, typically 4
- Second Digit – number of independent bolsters, typically 1 or 3
- Dash
- One to Four letters
  - R – Roller Bearings
  - E – Elliptic Bolster Springs
  - H – Helical Bolster Springs
  - X - Experimental
  - U – Truck specifically for the Union Pacific
- Dash (if needed)
- 11 if 6"x11" bearings (no suffix for standard 5 ½"x10" bearings)

If the truck was at an articulation joint, an A- prefix preceded the truck code number.

However, even these code additions didn't totally answer questions for modeler in describing light weight trucks. Anderson, in *Mainline Modeler*, proposed additional codes for pre-WWII trucks including

- T – Double drop equalizers
- G – Designates Goose neck shaped drop equalizers
- Q – Bolt on pedestals
- V - Some additional variation

## HO Passenger Car Trucks Visual Index –Version 2.2

Following WWII, new developments in truck design necessitated the edition of code letters for things like

- D – Disc brakes
- O – Outside Swing Hangers
- S – Roll Stabilizers
- A-C – Wheel Base ( 7, 8 or 9 foot, no code would be standard 8'6")
- M-N – Non-standard distances between pedestal liners

## HO Passenger Car Trucks Visual Index –Version 2.2

Ultimately, to further differentiate between trucks designed by Pullman and similar trucks designed by other car and truck builders, John Fiscella has proposed a three portion code that can more fully describe most trucks.

The three parts of the EUTC are separated by slashes. The first portion is the specific railroad created truck class, if it is required. This is followed by a specific truck model, again, if required. The final portion of the EUTC, is Universal Truck Code and is always used. If the first two portions are not required, the slashes, alone, remain. The UTC portion is structured

Designer or manufacturer, if not Pullman or GSC: (Prefix, if needed) – i j – (Suffix)

In the Prefix, only A (for Articulation) and M (for Traction Motor in the truck) are used.

The i and j are the number of wheels and number of independent bolsters, as before.

Values used in the Suffix include:

A – 6'6" to 7'5" Wheel base	P – Both Elliptical and Helical Bolster Springs (PRR)
B – 7'6" to 8'5" Wheel base	Q – Bolt on Pedestals
C – 9'0" to 9'5" Wheel base	S – Roll stabilizer bars
D – Disc brake equipped	T – Twin (double) drop equalizer bars
E – Elliptical bolster springs	U – 14-1/16" journal opening (Union Pacific)
F – 9'6" and larger 4 wheel base	V – Design variant
I – Top Equalized	Y – Plain (solid) bearings
J – One Brake Shoe per wheel	Z – Independent wheel suspension
K – Unequalized truck	9 – 5"x9" Journals
L – Low Profiled truck	11 – 6"x11" Journals
M – 13-7/8" Journal opening (Milwaukee)	12 – 6-1/2"x12" Journals
N – 13-3/8" Journal opening	(CIB) – Canton I beam drop forged Equalizer bar
O – Outside Swing hanger	# - Electro-pneumatic brake control

If there is no suffix, it means that the truck has 8'-6" wheelbase, integral pedestals, plain section equalizer bars, clasp brakes, 15-1/16" liner opening, helical bolster springs, no roll stabilizer bars, 5 1/2"x10" journal boxes, integral wheelsets, truck mounted brake cylinders, roller bearings, and bottom equalized. These are the default values (no code.)

I refer the reader to John Fiscella's documents stored in the Files area of the Passenger Car List IO group for expanded details and examples of the EUTC.