

SERVICE BULLETIN RSB 8904

SUBJECT: RECOMMENDATIONS CONCERNING USEFUL LIFE OF STUCKI RESILIENT SIDE BEARING BLOCKS.

The purpose of this bulletin is to furnish an expedient guide to govern the useful service life of Stucki resilient side bearing blocks, in order to maintain assurance of adequate hunting control. The recommendations for block replacement given below were derived from the results of an extensive study of the characteristics of a large sampling of used resilient blocks of all ages.



1. Block Replacement Based Upon Time or Mileage Limits:

Block designs listed below may be considered due for routine replacement after 600,000 service miles or six service years, whichever is reached first.

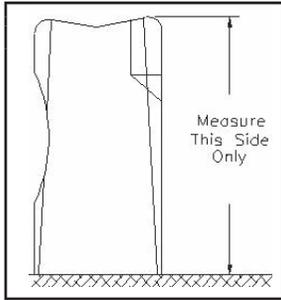
RB-11 (656-CR)
RB-27 (656-CRH/ISB-12)
RB-14 (656-CRL)
RB-34 (685-RM/ISB-10)
CSB[®]/Compact Column Side Bearing TM/CDA TM Column
RB-42 (ISB-2LP)

Block designs listed below may be considered due for routine replacement after 800,000 service miles or eight service years, whichever is reached first.

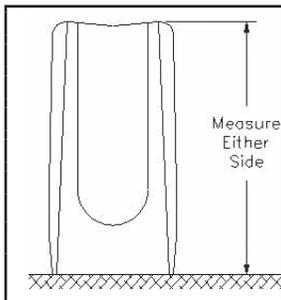
RB-9 (688-BR)
RB-36 (ISB-3)
RB-17 (690-RL)
RB-46 (ISB-9DR)
RB-24 (675-RL, ISB-8)
RB-52 (ISB-9DR)
RB-34 (685-RM, ISB-10)
SSB[®] Cap Ass'y
RB-35 (675-RXL)

2. Block Replacement Based Upon Free Height Measurement

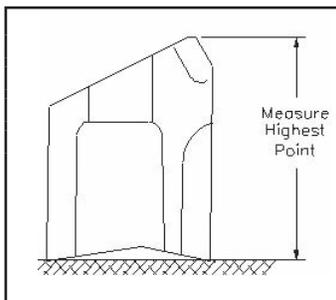
An alternative method for determining when block replacement is required is to measure block free heights. Minimum allowable free height for the various block styles, measured as illustrated in Figure 1 are:



RB-11 (656-CR) 4-5/16"
RB-14 (656-CRL) 4-1/4"



RB-9 (688-BR) 4-3/16"
RB-17 (690-RL) 4-3/16"
RB-36 (ISB-3) 4-7/16"
RB-42 (ISB-2LP) 3-7/16"
RB-46 (ISB-9DR) 4-3/16"
RB-52 (ISB-9DR) 4-7/16"
SSB® Cap Ass'y 4-15/16"
CSB®/CDA TM/Compact Column Side Bearing TM Column Element 4-1/4"



RB-24 (675-RL, ISB-8) 3-5/8"
RB-27 (656-CRH) 3-13/16"
RB-34 (685-RM) 3-3/4"
RB-35 (675-RXL) 3-17/32"

Figure 1: Block Free Height Measurement

Blocks must be allowed to relax, under no load, for at least one hour, at normal room temperature before free height measurements can be taken. A large number of cars equipped with Stucki resilient side bearings have already far exceeded the life expectancy criteria defined above and continue to display satisfactory control characteristics. This is particularly true of cars operating under 60 mph, cars not generally considered to be "troublesome" in terms of truck hunting response, and cars undergoing diligent truck maintenance programs. In such cases, based upon inspection of equipment for evidence of hunting (or lack of such evidence) owner discretion should be exercised and the block free height measurement procedure should be followed instead of time/mileage guidelines.

3. Block Age Identification

From 1988 until 1997, Stucki resilient blocks were embossed with a date indicator which would readily identify the quarter and year of manufacture, as shown in Figure 2. Block Date Code Notation Three circular impressions under the year date represent the first quarter; two impressions, second quarter; one impression, third quarter; and no impressions, fourth quarter.

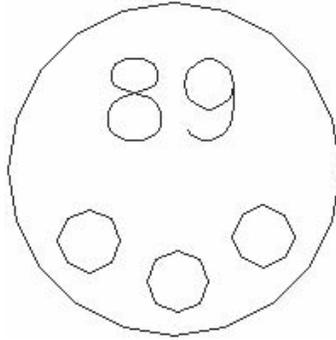


Figure 2: Block Code Dating 1988 - 1997

In 1997, the new block date code was improved to include the week of manufacture. The new code includes two indicators, one is a triangular shaped indicator above the year of manufacture, indicating the ones unit of the week manufactured. The other indicator is a dimple above the tens unit of the week of manufacture. Two examples are shown in Figure 3.

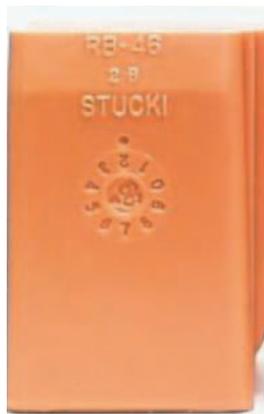
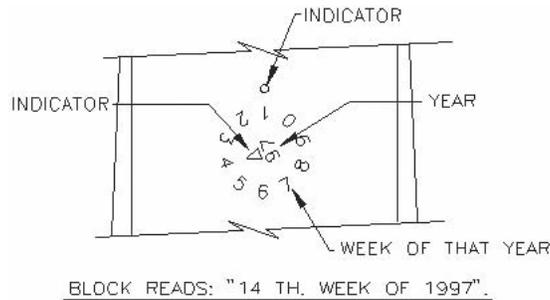


Figure 3: Block reads: "25th week of 1999"

For blocks made prior to 1988, please contact A. Stucki Company for block code matrix.

4. Truck Wear Conditions

Stucki conventional resilient side bearings have been shown by numerous hunting tests and countless miles of service experience to be capable generally of achieving a 15 to 25 mph increase in the threshold hunting speed for most ordinary freight car designs. Stucki metal-capped resilient side bearings typically achieve hunting threshold speed increases of 25 to 35 mph. The level of control that will be attained with an individual car, however, depends greatly on the condition of the trucks, and in particular, the condition of the column friction snubbing system. No design of constant contact side bearing can be expected to adequately control truck hunting if the truck squaring bias of the friction wedges has been reduced significantly by the combined wear of the wedges, bolster pockets, and column wear plates. Thus, the replacement of service worn resilient block should always be accompanied by thorough inspection, and repair when necessary, of the column snubbing system components. Also, Stucki Elastowedge™ resilient friction elements should be given serious consideration as a means for reducing future wear in this area, and maintaining better long term hunting control.