

FROM
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POPULAR SCIENCE MONTHLY
381 Fourth Ave., New York, N. Y.

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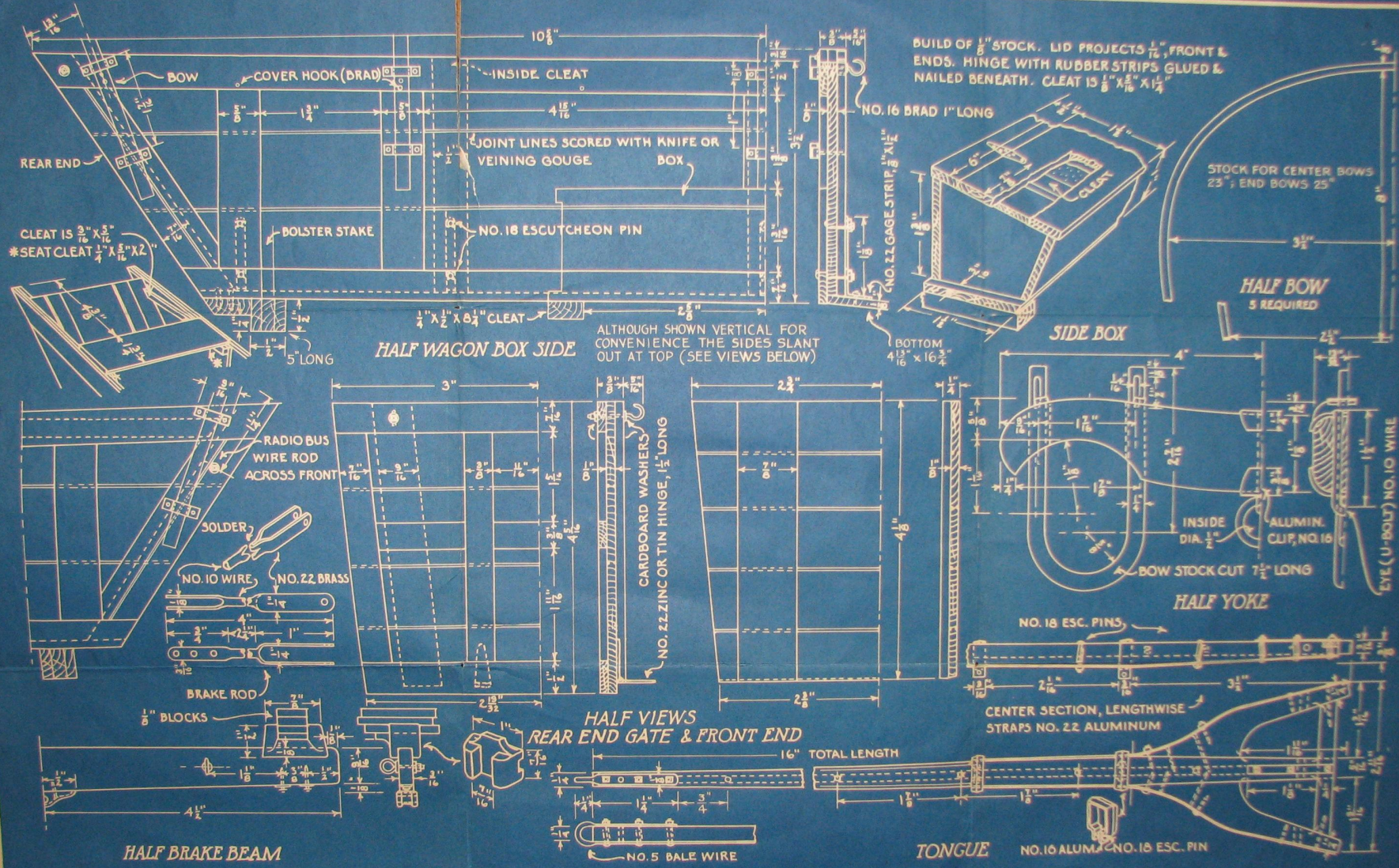
PURCHASING LIST

From lumber dealer: Hardwood, 1 by 6 in. by 6 ft. or equivalent, rough, to be ripped as follows: For felloes, 15½ ft. of $\frac{3}{16}$ by 1 in.; for spokes, 12 ft. of $\frac{3}{16}$ by $\frac{5}{16}$ in.; for bolsters and sand board, $\frac{7}{16}$ by $\frac{5}{8}$ by 19 in.; for axletrees, $\frac{7}{16}$ by $\frac{3}{4}$ by 19 in.; for hind hounds, $\frac{5}{16}$ by $\frac{3}{4}$ by 15 in.; for brake hanger, $\frac{3}{16}$ by $\frac{1}{2}$ by 6 in.; for brake beam, $\frac{5}{16}$ by $\frac{3}{4}$ by 9 in.; for fore hounds and fifth wheel, $\frac{1}{4}$ by $\frac{3}{8}$ by 17 in.; for hound brace, $\frac{1}{4}$ by $\frac{5}{16}$ by 6 in.; for reach, $\frac{1}{4}$ by $\frac{1}{2}$ by 15½ in.; scraps of $\frac{3}{16}$ -in. wood for tongue hounds; and a $\frac{3}{8}$ by $\frac{1}{2}$ by 17 in. piece for the tongue pole; for hubs, 1¼ by 1¼ by 9 in. hardwood or 1¼ in. full round; for body undercleats, $\frac{1}{2}$ by $\frac{1}{2}$ by 12 in.; $\frac{1}{4}$ by $\frac{1}{2}$ by 19 in., and $\frac{1}{4}$ by $\frac{3}{4}$ by 6 in.; for body, $\frac{1}{8}$ by 6 in. by 2 ft. ripped from width of original stock; scraps of same stock for cleats, rails, side boxes, and seat. Bows, 5 pieces of $\frac{1}{8}$ by $\frac{1}{4}$ by 26 in.; for yoke, $\frac{13}{16}$ by 1½ by 8 in. Yoke bows, 14 in. of $\frac{1}{4}$ -in. dowel rod, preferably oak. Base, 1 by 10 by 24 in. oak or mahogany.

From hardware dealer: No. 16 or $\frac{1}{16}$ -in. aluminum 3 by 24 in., or a cookie sheet, for tires, hub bands, sand plates, and nuts; No. 22 gage aluminum, brass, zinc, or tin, 1½ by 18 in., for wear plates and straps; No. 22 brass or zinc $\frac{1}{4}$ by 12 in., for soldered hub bands and brake rod; No. 28 aluminum, 1½ by 18 in., or the equivalent, such as a cheap pie plate from a "five-and-ten-cent" store. Cardboard may be substituted for sheet metal parts, if desired. For stay rods and braces, 3 ft. of No. 12 bale or other wire; for rod across wagon box front, U-bolts, and clips, 2 ft. of radio bus bar wire; for brake and rod, 9 in. of $\frac{1}{8}$ -in. wire or small curtain rod; for boltheads, several short No. 18 escutcheon pins; for tire bolts, 52 short No. 16 escutcheon pins, gimp nails, or Hungarian shoe nails having heads of equivalent size may be used; for bolster stake rings, heavy hairpins; for rivets and bolts, No. 20 brads mostly $\frac{3}{8}$ in. long and cut to $\frac{3}{16}$ and $\frac{1}{4}$ in. length and pointed; a few each of No. 16 or 18, 1¼-in. brads and sixpenny finishing nails; four small screw hooks for attaching the model to the base.

Art material dealer: Small amount of bristol board for bolt washers; small quantity of dry burnt umber, lamp-black, and alcohol to make gray stain; poster paints in light red, reddish brown, orange, mustard yellow, and blue-green; clear varnish, preferably four-hour; thinner; small amount of aluminum paint; Bismarck brown water (or other) stain; shellac; and wax.

Dry goods dealer: For top, $\frac{2}{3}$ yd. of unbleached muslin; for sand boxes and brake shoes, scraps of blue-green velvet.



DESIGNED BY - EDWIN M. LOVE
 D'W'N BY - E.M.L. TR. BY - E.M.L. CHK. BY - G.W.
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 HOME WORKSHOP EDITOR

SCALE
 FULL SIZE
 (EXCEPT PERSPECTIVE
 SKETCHES)

Popular Science Monthly
 -THE BLUEPRINT SERVICE DEPARTMENT-
 301 FOURTH AVE. NEW YORK

**COVERED
 WAGON MODEL**

No. of SHEETS - 3 SHEET NO. 2
 REFER TO Vol. 116, No. 6. PAGE 75
 POPULAR SCIENCE MONTHLY
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