

CANADIAN PACIFIC RAILWAY COMPANY.

SPECIFICATION OF FIRST-CLASS PASSENGER CARS.

GENERAL CONDITIONS OF CONTRACT.

The Cars and Trucks are to be made exactly to the dimensions given in the specification, according to the drawings, and exactly similar and equal in all respects to the samples and models supplied. Each variety of timber used is to be of first quality of its kind, dry, sound, free from large knots, shakes, or any sign of decay, well and fully seasoned, and accurately fitted and joined together. The wrought iron is to be of "best Staffordshire," or of equal and approved quality; all welds and joints to be carefully made, the forgings to be sound, and neatly finished. The ordinary castings to be made from tough grey pig iron; they are to be sound, smooth, free from sand holes, blow holes or scoria, and perfect in shape, size and every other respect. All the bolts and nuts used are to be of full diameter, screwed to "Whitworth's" standard thread; all the threads to be clean and full, so that the nuts will not shake; all bolt holes to be fair, opposite and perfectly circular, the bolts to be a tight driving fit through all timber, and, wherever possible, bolt heads are to be on the outside and on the top of the material through which they pass.

The contractor is to find, provide, fix and perform, with the best materials of their several kinds, all and every part of the works herein specified or represented on the drawings, or that may not be indicated, but is generally implied and understood in the full equipment of Railway Passenger Cars and Trucks, and are to be fitted and finished in the most complete manner, to the entire satisfaction of the Mechanical Superintendent, or his appointed Agent or Inspector, all of whom shall be allowed to inspect the work during working hours, and shall have the power to reject the whole or any part found defective in quality of material or workmanship, or not in accordance with the specification, the drawings, and the samples and models supplied. And should there, by any oversight, be any error or discrepancy between the various drawings, models, samples and the specification, the Mechanical Superintendent is to decide what is the correct reading and original intention of the same, his decision to be final and binding on both parties of the contract.

All metal work, including the springs, axles and wheels, are to be warranted for twelve months after being set to work; any failure during that period—except such as results from accident—must be made good by the Contractor.