

No.	Feet.	Inches.
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These are carried by cast iron seat recessed into transverse beams and held by 2 coach screws $3 \times \frac{1}{2}$ in., 2 rubber pieces are recessed into each side of bolster, secured by coach screws $3 \times \frac{1}{2}$ in. at top, and at face by $1\frac{3}{4}$ in. No. 20 screws (heads countersunk $\frac{3}{16}$ in.), 2 rubbing pieces recessed in. each transverse, secured at tops by coach screw $3 \times \frac{1}{2}$ in., and at face by two $\frac{1}{2}$ in. countersunk bolts.

4 Friction Chairs,

4 Axles

Diameter at centre.....		4
Do do Wheel seat.....		$4\frac{1}{2}$
Do do Journal.....		$3\frac{1}{2}$
Length of do.....		6
Centres of do.....	6	4

One-half of the Axles to be of the Patent Shaft and Axletree Company's (England) make, branded with their name, and half of Moistic Iron (branded with maker's name) or of equal and approved make.

Wheels of best Salisbury or Three Rivers Charcoal Iron or of equal and approved quality.

Axle Boxes of cast iron with rubber or leather washer on back end of box (as per sample sent), Bearings of best brass. Springs of Krupp's best spring steel $\frac{3}{8} \times 3$ in., 7 plates in spring.

Trucks when turned out must have axle boxes packed with cotton waste saturated with best petroleum oil, as used on Grand Trunk Railway.

PAINTING.

All tenons and mortices to be thickly painted with white lead. Outside of car must have 4 coats best oil paint,—2 of white lead and 2 of permanent buff colour,—this with lettering to equal best Grand Trunk Cars. All iron work to have one coat good black paint, and wood of truck 2 coats of approved colour.