

10. Each set when finished shall be accurately fitted up at the works of the Contractor for the inspection of the Engineer, to whom notice shall be given when the set is ready for inspection. The several parts of each set are to be properly marked by letters or otherwise, and the whole sets are to be numbered consecutively.

11. The whole of the bolts and all other forgings shall be dipped while hot into boiled linseed-oil. After the inspection has taken place all the materials shall receive one coat of good anti-corrosive paint.

12. Each switch is to be delivered bound with stout wire to its stock-rail. Small ironwork and fittings shall be packed in strong wooden cases of convenient size for facility of transport. No package shall contain material belonging to more than one set of points and crossings, and each package must be distinctly marked outside with the number of the set it belongs to. Each crossing to be delivered fixed together complete.

13. A pattern set of points and crossings will be supplied to the Contractor, and this shall be returned to the Railway Department in good order on completion of the contract. The points and crossings supplied by the Contractor shall be in every respect equal to the pattern supplied.

14. All wrought iron used shall be of BB Crown iron, or other approved brand of equal quality, free from all defects, and all welds shall be perfectly sound, and free from burns, scale, or other defects.

15. All steel used shall be the best double-shear, of uniform quality, and shall show perfectly sound welds.

16. All castings shall be of the best cold-blast iron, perfectly sound, smooth, and free from all flaws and defects.

17. All steelwork required to be heated during the process of manufacture shall be carefully annealed after being worked to required shape. The points of frogs shall be hardened in the manner to be directed by the District Railway Engineer.

18. Progress-payments shall only be made on completed sets of points and crossings which have been passed by the Inspecting Officer.

19. The Contractor will be held responsible for all material delivered to him by the Railway Department, and also for any damage the goods may sustain in transport through defective packing.

20. The whole of the materials shall be delivered within six months from date of acceptance of tender at a railway-station or f.o.b. at Nelson, Greymouth, or Thames, and the Contractor shall state in his tender at which station he will deliver.

21. This specification shall be read in conjunction with the special and general conditions attached.

Wellington, 24th March, 1908.

J. BURNETT,  
Chief Engineer.

*These are the Special Conditions referred to in the annexed Bond signed by us.*

Witness :

(E.)

New Zealand Railways.

# CONDITIONS OF CONTRACT FOR SPECIAL CONDITIONS.

## *Clause 2 of General Conditions.*

1. THE cheque to be deposited with the tender shall be drawn in favour of the Receiver-General's Deposit Account (and not to bearer or order) at the \_\_\_\_\_, and shall be for \_\_\_\_\_ pounds sterling.

## *Clause 3 of General Conditions.*

2. The penal sum for which a bond shall be executed shall be \_\_\_\_\_ pounds sterling.

## *Clause 21 of General Conditions.*

3. The date for the completion of the works shall be \_\_\_\_\_ months from the date of acceptance of the tender—that is to say, the \_\_\_\_\_ day of \_\_\_\_\_, one thousand nine hundred and \_\_\_\_\_.

4. The sum to be deducted or set off under clause \_\_\_\_\_ of the General Conditions shall be \_\_\_\_\_ pounds sterling a week.

## *Clause 24 of General Conditions.*

5. The "period of maintenance" shall be \_\_\_\_\_ months from and after the date when the Engineer in Charge shall have certified that all the works to be executed under the contract have been fully completed to his satisfaction.