

# Chicago, Burlington & Quincy Railroad Company.

## SPECIFICATION FOR PAINTING STANDARD LOCOMOTIVES.

- Priming Iron.** Prince's or equivalent mineral, mixed with one-half boiled oil and one-half turpentine, with Japan dryer.
- Priming Wood.** Lead color, white lead and lampblack, mixed with one-half boiled oil and one-half turpentine, Japan dryer.
- 2d and 3d Coats.** Prince's or equivalent mineral, mixed one-third boiled oil and two-thirds turpentine, with Japan dryer. Putty on priming coat and re-putty on second and third coats, both wood and iron.
- 4th Coat.** One-half lampblack and one-half Prince's mineral or equivalent mixed same as second and third coats.
- 5th Coat.** Lampblack (Masury & Son's or C. T. Reynolds' or equivalent), mixed with one-eighth hard drying or rubbing varnish, and seven-eighths turpentine, if black is ground in Japan.
- 6th Coat.** Ivory black, flat, mixed one-eighth hard drying varnish and seven-eighths turpentine.
- 7th Coat.** Ivory black, same quality as above, mixed with five-eighths hard drying or rubbing varnish and three-eighths turpentine, if ground in Japan.
- Putty.** The putty is made of four parts dry white lead, one part mineral dry. Thinners to mix it, four parts R. C. varnish, three parts Japan and one part boiled oil and turpentine, equal parts.
- Rods.** The rods, valve stem and rocker arm, two coats of black and varnish once.
- Cab, Inside.** Paint two coats light green, one-quarter C. P. green, and three-quarters white lead or equivalent and two coats of rubbing varnish.
- Cab Roof.** Three coats of Prince's mineral and boiled oil, with Japan dryer.
- Cab Sash.** Two coats over priming, one of lampblack and one of ivory black, and glaze with double-thick glass. Varnish two coats of rubbing varnish all over. The cab doors are painted black, outside and inside.
- Letters and Numbers.** C. B. & Q. to be on panel of cab, under side windows, in three and one-fourth inch Roman letters. The number of engine to be painted on sides of sandbox in seven inch Roman figures. All these letters and figures to be gold color.
- Varnish.** Two coats on engine; one of rubbing and one of engine varnish, both to be Thresher's or equivalent. The smokestack, firebox and inside of truck, underside of pilot, all of the frame and piping, one-half boiled oil and lampblack with one-half Japan. One coat on all.
- Headlight.** To be painted the same as the engine outside and white inside. Back of reflector and the rim painted white; also, front of board white. To be glazed with double-thick glass.
- Cab Boxes.** To be painted black same as rods. All coats on engine should have at least one day to dry between coats, and varnish should have four days for the last coat.
- Boiler.** Before putting on lagging, the boiler is to have one coat of whitewash, composed of 15 lbs. glue and 50 lbs. lime mixed in the following manner: Dissolve the glue cold, then thoroughly heat; slack the lime thick and add the glue while lime is hot, which will make it the proper consistency, and as thick as will brush out well. After standing a time add glue water to thin it as required.

Office Sup't M. P.

Aurora, Ill., February 1, 1890.