

The doors to have sliding lights, with louvre ventilators over them.

The glass to be of the best plate, free from stains and air bubbles, and not less than $\frac{7}{8}$ -in. thick.

The doors to have brass plating of proper size, and to be made to fit accurately. The under rebates in the side frames to be faced with iron plates $\frac{1}{8}$ -in. thick by the width of the rebates.

The upper panels for the sides to be of papier maché $\frac{1}{8}$ -in. thick, in one piece from the roof to the elbows, the lower panels to be of wrought iron plate 4-lbs. per superficial foot, in one piece from the elbows to the under side of the bottom side frames, and between the doors, and between the doors and ends for both, lapping each other at the elbows, as shewn. Brass beading to be fixed along the elbows at the lap and at the centre of the partitions, as shewn.

The upper panels to be of even and sound surface, and regular thickness, hard baked and well oiled. Great care to be taken in driving the pins, not to damage the surface. The pins are not to be punched under the surface, but left flush and filed off smooth, so as to dispense with putty "stopping." The lower panels to be fixed with countersunk screws, the beads filed off smooth and even and well "stopped."

End Elevation.

The bottom ends to be 3-in. deep by 7-in. wide, with rebate for the floors, mortices for the upright bars, framed into the bottom sides and strengthened as before described at the four corners with iron knees inside, and angle plates flush outside.

A buffer plank of Memel oak, 1-ft. 4-in. deep by $\frac{5}{8}$ -in. thick, to be fitted between the corner pillars at each end and bolted through to the bottom frame and under carriage frame, and strengthened with four strong wrought iron knees each, firmly bolted to the under frame and under carriage frame, as shewn.

The upright bars to be framed between the horizontal bars and end buffer planks. The upper panels to be of papier maché, the lower panels of wrought iron plate, as before described. Each end to be in four pieces, mitred at the corners with the side panels, with a brass bead over the joints, in the centre, and across the ends at the lap.

Roof.

The roof sticks to be 2 $\frac{1}{2}$ -in. by 2-in., cut to the proper sweep and flat rounded underneath, notched in the manner shown into the top side frames and strongly screwed thereto.

The boarding to be of $\frac{1}{2}$ -in. board, ploughed, tongued and beated inside, in single lengths, to be covered with good glueing canvass, and two coats marine glue outside, before being covered with the roof cloths.

The roof cloths to be of an approved description, in one piece, well strained in laying, turned under the eaves and fastened by the eaves moulding with screws.

Each carriage to have one roof lamp let through the roof in the centre of the Guard's Box, with a strong wire guard protector inside, as shewn.

The roof sticks to be framed into trimming pieces where cut away for the lamp.

The roof lamp to be of the same size and description as the latest improved roof lamp at present in use on the Great Western Railway, to be provided with all necessary fittings, outside protectors, &c., accurately fitted into place. A moulding to be fixed round the lamp to the roof boards inside.

Partitions and Seats.

The partitions between the passenger compartments and Guard's Box to be 2-ft. 3 $\frac{1}{4}$ -in. high above the seats by one inch thick—grooved and screwed into a top rail 3-in. deep by 2-in. thick, and secured to the seats by fillets and wrought iron angle brackets, as shewn. The seats to be of inch board, 14 inches wide clear of the fillets, cross boarded, on bearers supported on framed feet; the bearers to be secured to the door standing pillars by wrought iron angle brackets, as shewn.

Division fillets, 2 $\frac{1}{2}$ in. deep by $\frac{1}{4}$ -in. thick, to be screwed to the seats between the separate compartments, as shewn.

A hollow pillar to be framed in the Guard's Box for the break screw and handle. An opening to be cut in the floor for the break rods passing through, as shewn.

Trimming.

Strong white leather stop straps, to be screwed to all the doors, and pass through a mortice in the seat-prop inside the standing pillars with approved fastening, to prevent the doors from opening too far.

Strong white leather glass strings, with cut ends, to be attached by brass plates and knobs to all the windows of the second class and luggage compartments.

Mountings.

Brass plating to be put on all the doors, and brass beading along the laps of the upper panels of the sides and ends and over the joints of the end panels, as shewn.

Brass commode and door handles, with shield nut inside. Private locks, with brass escutcheons to the key holes, and side lamp irons. Roof lamp and lamp protectors.

Staples to be fixed to the sides of the carriage, as shewn for attaching "station" label boards.

Brass glass string fasteners.