

interior is coated with red lead. The spindle of the bevel wheel passes through a metal bearing or bouch in the right trunnion of the box and upon its extremity outside the right bracket of the carriage has a metal hand wheel by which it is worked. To remove the box from the carriage the lid has to be taken off, the pin holding the spindle pulled out, and the spindle withdrawn. The second transom of the carriage has then to be removed, after which the bolts of the sockets being taken out, the box with the sockets can be moved to the front, and the former freed from the latter.

The axle-tree boxes are arranged to carry two rounds of case and small stores. The lid serves as a seat when required. The boxes form seats, with back and foot rests.

The limber is also chiefly of iron. It is formed of three futchells, a splinter bar with two stays, a platform board, a slat, an axle-tree bed with limber hook, axle-tree and wheels.

Limber
Mark II.

The splinter bar is of plate iron, bolted to the futchells, and strengthened by a stay of round iron from the extremities to the axle-tree bed.

The axle-tree bed is deeper, but of lighter construction than that for the gun. The futchells of tee iron are let into the bed, below the top plate.

The limber hook has three long arms, by which it is riveted to and also held at the proper distance from the rear of the bed. It is steeled.

The platform board of ash, and foot board of elm, are placed on top, and fastened to the futchells. The slat is placed in front, between the splinter bar and foot board.

The shafts are the field shafts off and near, of ash. The off shaft has the part between splinter bar and axle-tree, of iron, to give room for the wheel to work, it being fastened for ordinary draught outside the wheel.

The limber is fitted for either single, double, treble or bullock draught.