

Sides and Ends.

The sides and ends to be covered with wrought iron plates $\frac{1}{2}$ -in., well rivetted to the stanchions and the side and end frames by angle irons.

The end stanchions to be of T. iron, the door stanchions to be of flat round iron, fixed inside, knee as shown. The sides to be of the height shown, with top angle iron and top rails. The flaps to be hinged and have chains, fastenings and bars as shewn.

The ends to be semicircular, and the roof to be covered with Brotherhood's Patent Tilt Covers, fitted in the most approved manner, and covered with No. 5 best long flax canvas, dressed with four coats Brigg's oil dressing.

Axle Boxes.

The axle boxes to be clean, sound and well made castings, in every respect according to the detail drawings. The grease box covers to be strong, well made and closely fitted.

The bearings to be of "Vaucher's" patent metal, sound, well made and well bedded into the axle boxes, and fitted to the journals of the wheels. The grease holes in the axle boxes, and in the bearings, to be accurately formed to meet each other as shewn. The spring clips to be clean and well toged, filed and fitted to their places, the holes in the axle boxes to be rimmed out true to receive them.

Side Springs.

The side springs to have seven plates, each 4-inches wide—the top and bottom plates to be $\frac{1}{2}$ -inch thick, the others $\frac{3}{4}$ -inch thick, to be of the length, width and camber shown on the drawings, with a centre bolt, with turned head, each to sustain a load of $3\frac{1}{2}$ tons, with $2\frac{1}{2}$ -inch deflection, and warranted against breakage or loss of camber for 12 months after date of delivery.

Painting.

The whole to be painted three coats brown and to have the Company's initials—the number and weight painted on each side in large white letters and figures.

Materials General and Observations, &c.

The Company will supply the wheels and axles, and deliver them to the Contractor at any station on the Railway. The whole of the materials to be of the best description of their respective kinds—the iron framing clean rolled and free from flaws accurately fitted and strongly rivetted together, the detail parts to be clean and well made, and filed to shape. The framing to be accurately square and straight and the whole of the detail parts fixed equidistant from the centre line.

The wood-work to be sound, dry, and free from any defects.

The whole to be put together in a substantial and workmanlike manner, to the satisfaction of the Company's Engineer, who shall have full-power to reject all or any such waggons as are not in full accordance with the spirit and intention of this Specification, as respects materials and workmanship, and be delivered complete and ready for use (free of charge) on the rails at any of the Stations on the Great Western Railway in equal numbers in May, June and July 1852, and if not so delivered complete and ready for use within the above periods respectively the Contractor shall forfeit to the Company as damages twenty shillings per waggon per week for each week he shall exceed the time specified for delivery.

No advantage to be taken of any omission of details in the drawings, or in this Specification, as full explanation in detail will be given, should any part not be sufficiently shown or understood.

The terms and conditions of payment to be specified in the Tender.