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**ROOF.**—The roof principals to be of ash, 2½ in. by 2 in., cut to the proper sweep, and strongly screwed to the top side-frames, as before described. The boarding to be 1 in. thick, grooved and tongued in single lengths; to be covered with three thick coats of white-lead paint outside before being covered with the roof cloth, which must be put on while the last coat is wet. The roof cloth to be equal in quality to the sample supplied, in one piece, well stretched in laying, and fastened under the eaves, and secured by filleting.

Each Carriage to have a roof lamp, to pattern, let through the roof in the centre of each compartment.

**PARTITIONS.**—The partition between the compartments to be in two thicknesses of 1 inch boards, grooved and tongued, crossing each other at right-angles vertically and horizontally. The horizontal boards to be fitted and screwed into the grooves in the middle standing pillars, and fastened in addition with thin wrought-iron angle-plates, as before described. The vertical boards to be fitted and screwed into the grooves in the roof principals, secured to the floor by fillets. The boards to be well and closely screwed together.

**SEATS.**—The seats to be framed and supported as shown upon Drawing.

### Trimming.

The lining to be of an approved shade of the best blue West of England woollen cloth, to sample. Carpets and other furnishing to sample or design.

The backs of the first-class compartments to be stuffed with the best curled horse-hair, with springs, and padded to the height shewn, full at the bottom (according to an approved template,) above the division and along the roof to be lined with patent glazed linen of straw-coloured ground, and not inferior to sample.

The backs of the second-class compartments to be padded and cushioned with curled horse-hair and American-leather cloth, as per Drawing.

In first-class compartments, a line of broad lace of approved size, colours, and pattern, to be fixed all round, above the stuffing, and over the side lights, covering the nailing of the linen, and a decorating moulding, according to pattern, round the angle of the roof and up the corners. The linen to be kept up against the roof boards between the principals over the space between the seats to give additional head room, and the decorated moulding to continue round the curve of the roof principals.

The roof boards to have a moulding round the holes for the lamps.

The inside of the doors of the first-class compartments to be lined with American leather cloth of the same colour as the other trimming.

The cushions to be single, and stuffed with best curled horse-hair and not more than 3 inches thick on the edge, according to sample cushion, and bound round the top and bottom edges with seaming lace. One side and edges to be covered with cloth and the other with American leather cloth.

The cushions of first-class compartments shall rest on canvas covering the springs in the wells, as shewn on Drawing.

The elbow division of first-class compartments to be of mahogany, French-polished under the elbow rests.

The elbows to be stuffed with horse-hair, and covered with the best American leather cloth to match the lining.

The front rail of the seats to be padded and covered with broad lace of approved pattern and colour.

The inside of the windows to be lined with blue American cloth.

The pasting, seaming, and other lace, to be of the appropriate width and colours, and of approved Great Western Railway Pattern.

Cloth welts to be nailed round the door pillars, on the inside face, for the door to shut against.

Strong brown leather stop straps to be screwed to all the doors, with approved fastening, to prevent the doors opening too far.