

UNDERFRAMING.—The side-frames to be 11 inches by 4 inches, all the wood underframing to be of the same kind. The end frames to extend the full width of the body at the base, and out to the shape at the ends, as shown by the Drawing, to be secured to the side-frames by corner brackets and bolts. The transverse bearers to be as shown on Drawing. The diagonal bearers to be stump tenoned into the transverse bearers and end frames, and secured to the end frames by two wrought-iron knees, 11 inches deep by $\frac{1}{2}$ inch thick, with holes for the passage of the buffing-rods.

The end longitudinal bearers, the one over the draw-bar to be $4\frac{1}{2}$ inches by $3\frac{1}{2}$ inches, the other under the draw-bar to be $3\frac{1}{2}$ inches by 3 inches, stump tenoned into the end-frames and transverse bearers, to have a corner bracket $\frac{1}{2}$ inch thick, formed in one piece to lay hold of the longitudinal, diagonal, and transverse bearers.

The middle longitudinal bearers, four in number, to be stump tenoned into the transverse bearers, and secured thereto by corner brackets and bolts, the corner brackets to have holes for 6 tie-bolts, $\frac{1}{2}$ in. diameter, to pass through.

MATERIAL.—The bottom and top sides, bottom end frames, and floor bearers, to be of Quebec oak, each in one length.

A belting of Messrs. WARNE & Co.'s red india-rubber, $\frac{1}{2}$ -in. thick, must be laid on the upper surfaces of the sides, ends and other principals of the under frames, on which the body of the carriage shall rest. Care must be taken in bolting down the body that the india-rubber is not compressed beyond a very moderate extent, and the nuts must be secured by riveting over the ends of the bolts.

SCROLL BRACKETS FOR SPRINGS.—The spring-scroll brackets, six in number, (two being double) to be of the best scrap-iron, forged out of a single piece or use of the form and dimensions shown on the Drawing. The eye of the scroll to be bored out of the solid, perfectly true.

AXLE-GUARDS.—The Axle-Guards, four in number, to be of the best hammered scrap-iron, $\frac{1}{2}$ in. thick, free from cracks and flaws.

AXLE-BOXES.—The axle-boxes to be clean, sound, and well made castings, with brass bearings, in every respect according to the pattern box, which will be supplied.

The holes in the axle-boxes must be quite true, to receive the spring straps.

The spring straps to be clean and well made, the flat part 1 inch by $\frac{1}{2}$ inch, the bolt $\frac{1}{2}$ inch diameter, with a nut and check-nut underneath, and a split pin to prevent them from working off.

STEPS AND STEP-IRONS.—The step-irons, for bottom steps, 8 in number, to be of round iron, and made to the form shown on the Drawing, and bolted to the frame.

The bottom step to be of red deal, and extend to the whole length of the body, $1\frac{1}{2}$ -in. thick, with a back ledge-piece, 3 in by $\frac{1}{2}$, and a recess-out for the axle-box, the step to be strengthened at recess by a piece of iron, $1\frac{1}{2}$ in by $\frac{1}{2}$ in, the outer corners rounded off, as shown.

The top step to be of ribbed plate, $\frac{1}{2}$ -in. thick, of an approved pattern, riveted to a bracket fastened underneath the frame.

BUFFER RODS.—The buffer rods, 4 in number, to be of the best Staffordshire wrought iron, with solid wrought iron heads, made as shown on the Drawing, to pass through a cast-iron gland. The gland fixed to the end frames with four $\frac{1}{2}$ in. bolts, screwed outside as shown. The buffer rods to be $2\frac{1}{2}$ in. diameter in the socket.

DRAW BAR.—The draw bar to be of the best hammered scrap-iron. The hook to be forged out of the solid, and, if welded on to a bar, such weld to be at least 12 inches from the hook.

SIDE CHAINS.—The side chains, four in number, to be of the best lin. cable iron, 2 ft $3\frac{1}{2}$ in. long from centre of the eye-bolt to inside of hook and link respectively.