

To be shipped to Lyttelton, for Canterbury Railways.

15 miles rails and fastenings.

The above are to be in accordance with plans and specifications forwarded on 26th November, 1871.

There were ordered, on the 26th November, 1871, for Picton, 12 miles of iron rails and 3 miles of steel rails: these are to be sent to Dunedin, for the Dunedin and Clutha Railway, and 12 miles of new rails ordered for Picton.

The new Picton rails are to be of 30 lbs. weight per yard. They will be fastened by the same spikes as already ordered, but no fish-plates or bolts will be required. Instead of these, an American wrought iron seat-plate will be placed at each end of the rail, as per sketch annexed. The rail to have two notches at each end, as shown in sketch, and not to be otherwise cut.

Auckland, 10th January, 1872.

Enclosure 2 in No. 21.

MR. J. CARRUTHERS to the Hon. J. D. ORMOND.

PICTON and BLENHEIM RAILWAY.—Specification of Rolling Stock.

Passenger Carriages, First Class.

The passenger carriages, first class, shall be 25' long by 6' 6" wide and 6' 6" high, inside dimensions, and shall be straight in the side. There shall be an outside platform 2' 9" wide at each end. The seats shall be arranged in two rows, omnibus fashion, with a passage between them, 2' 10" wide, the whole length of the carriage. No arm-rests are required. There will be a sliding door at each end opening on to the platforms.

Above the seat back shall be a row of lights arranged to let down, and furnished with Venetian blinds, also arranged to let down, and with curtains of blue Orleans, sliding on brass rods.

A similar light with the same furnishing shall be placed in each door.

The seats and backs shall be on springs, and stuffed with the best curled horsehair, and trimmed with blue cloth or rep, with worsted lace finishings. The seat backs to be 2' high from seat rail. A parcel-net of string, with brass brackets, to be placed above each row of lights, and two rows of bands for suspending hats to be placed on the roof. The roof and sides above the lights to be furnished with light coloured wax cloth, finished in the angles with gilt mouldings.

The floor-boards to be painted dark brown, with a cocoa-nut matting along the central passage.

There shall be four roof-lamps provided, with springs. Three ventilators 18" × 12", with raised roof, shall be placed in the roof.

A sloping sun-shade board about 15" wide shall be fixed on the outside of the carriage, above the lights, as a shield against the sun and rain.

Second Class.

The second class carriages shall be of the same size as the above. The lights in the doors and sides shall be moveable; all without curtains or blinds. Ventilators and sun-shade boards as in the first class carriages. The seats and backs shall be sloping but without stuffing.

Composite Carriages.

One half of the carriage to be fitted as first class, the other as second class. A partition with a sliding door shall separate the two halves: the door to be fitted with a lock and key.

Underwork of First and Second Class Carriages.

The under frame to have sole bars of malleable iron, trough section $9\frac{1}{4}" \times 4" \times \frac{3}{8}"$ thick, and head-stocks $4\frac{1}{2}" \times 10"$ of teak; and of the inner work, the middle bearers are to be $9" \times 3\frac{1}{2}"$ and the diagonals $9" \times 3"$. These to be of well seasoned and selected oak.

The buffers and drawing apparatus shall be in the centre, and act through the same spring fixed on the inside of each head-stock. These springs to be "Stern's Junction Rubber springs."

The buffer-head to be of wrought iron, with the usual provision for coupling close up to an adjoining carriage, with a single link and pin.

The buffing and hauling bars, links, and pins to be of the best Yorkshire iron.

The centre line of buffers to be $2' 4\frac{1}{2}"$ above the rails.

The frame is to be strengthened with iron knee-plates and through bolts where necessary, in a thoroughly substantial manner.

The carriages are to be mounted on four wheels 2' 6" diameter and 11' 6" between centres. These wheels to be of cast iron, chilled on the tread to a depth of not less than $\frac{3}{16}"$. To be equal in toughness and in the hardness of the chill to the best American samples.

The axles to be of the best double-fagotted scrap, 4" diameter through the nave, $4\frac{1}{2}"$ at back of nave, and $3\frac{3}{4}"$ in centre. Journals to be $3\frac{1}{4}" \times 7"$ and 5' 1" between centres. The wheels to be keyed on to suit a gauge of 3' 6".

The axle-boxes to be for oil fed from below by a spring brush.

The bearing springs to be 6' long by 3" broad, with ten $\frac{3}{8}"$ plates and top plates $\frac{7}{16}"$, all of the best hammered spring steel, free from cracks and flaws. These springs to be placed in the trough of the iron sole bars, and to rest on the axle boxes by means of a pin. The body to be made of the best teak, properly framed, and strengthened with iron knees.

The whole of the wood work is to be coated with the best varnish, and the iron work to have three coats of good oil paint. The class of the compartment to be lettered on the door.

All fittings, and everything necessary for the complete equipment of these carriages working in a train, whether specified in detail or not, shall be provided by the contractor, to the satisfaction of the Engineer.