BODY BOLSTER. The body bolster is checked for centrals and intermediates $\frac{1}{2}$", they being checked for bolster $1\frac{1}{2}$" and secured to all longitudinals by two bolts $\frac{5}{8}$" dia., except at centre, where they are $\frac{3}{4}$"; the heads of these latter bolts will be flush with top of floor and received in cast-iron socket washers $1\frac{3}{4}$" high × $2\frac{1}{4}$" diameter.

Each bolster is strengthened by two bent truss rods, $\frac{7}{8}$" dia. wrought iron. They pass inclined upwards through bolster ends, and when clear of bolster through intermediate longitudinals and then over cast iron brackets, taking bearing on top of central timbers and king-pin packing piece. These four cast iron brackets are set close to the outside of each central, the base resting on the bolster, and it is kept in place by two $\frac{5}{8}$" bolts passing through king-pin block and central timber. Instead of separate washers for each nut of truss rod, their place is occupied by a cast iron plate covering the bolster end, having a lip on under side and inner edge to clip the bolster, a bead moulding on outer surface, two holes cast through for passage of rod ends, and raised inclined faces around the hole to give square bedding face for truss nuts.

IRON BODY BOLSTER. Wrought iron bolster will consist of two plates, top plate $\frac{7}{8}$"×6"×9′ 0" long, and bottom plate 1"×6"×8′ 8" long.

4 Friction castings (as per drawing).
8 Pillar " " "
4 Distance " forming shoe for draw bar timbers (see drawing).
2 Top crown plates (see drawing).
8 Bolts $\frac{3}{4}$"×$11\frac{3}{4}$" long,, through side sills.
8 " $\frac{3}{4}$"×11" " " intermediates
8 " $\frac{3}{4}$"×$17\frac{1}{2}$" " " crown plate distance casting and central timbers.

CENTRE PINS. Centre pins to be made of $1\frac{3}{4}$" round iron, 2′ 5" long under head, with good solid heads resting on floor and covered by a 5" square plate $\frac{3}{8}$" thick, flush with top of floor, plate to be secured by four $1\frac{1}{2}$" No. 18 screws.

DRAW BARS.

2 Drawheads of cast iron, length 2′ $5\frac{3}{4}$". Holes to be drilled, not cored out.
2 Spring straps or tail plates of wrought iron, 3"×1".
6 Strap rivets, per car, $\frac{7}{8}$" dia.
2 Spiral or coiled steel springs, $6\frac{1}{2}$" dia.×7" long.
3 Coils in each spring, section of metal in each, $\frac{11}{16}$"×$1\frac{1}{16}$", $\frac{11}{16}$"×$\frac{1}{2}$", $\frac{5}{8}$"×$\frac{3}{8}$".
4 Spring plates with centre paps, of wrought iron, $6\frac{1}{8}$"×$6\frac{7}{8}$"×$1\frac{1}{8}$" thick.
8 Cast iron shoulder brackets bolted to oak guides, $1\frac{1}{8}$"×$6\frac{1}{2}$"×$7\frac{1}{4}$".
24 Bolts per car, for shoulder brackets, $\frac{3}{4}$" dia.×$6\frac{1}{2}$" full, long.
8 Plate guidesfrom back to front shoulders, of wrought iron, $\frac{1}{2}$"×$1\frac{3}{4}$"×$14\frac{1}{4}$".