The whole is covered with a four inch cap or coping, breaking joints as before and secured to the preceding courses. To preserve this parapet in its vertical posture, and guard against lateral movements, staunch wooden knees are bolted on the outside, both to the parapet by horizontal bolts, and to the cross joists by vertical bolts.

Directly under each of the parapets is placed a longitudinal girder, formed in the same way, but composed of only two 12 inch square timbers, which break joints with each other, and are let into and fitted upon the under side of the joist by slight gains cut in the upper side of the girder.

Heavy iron screw bolts are finally driven through the parapet, cross joists, and lower girder, by means of which the whole are drawn and secured firmly together.

The rail-way track occupies the centre of the platform; the rails are supported by girders formed of two courses of 12 by 9 inches stuff, breaking joints with each other, and let down upon the joists, as already described for the parapets; and the platform is still further stiffened by similar girders corresponding with the line of the rails on the lower sides of the joists.

The platform is then covered with three inch oak plank. The rail-way track with flagging.

There will be 35 cubic feet of oak timber in each lineal foot of the flooring.

No calculation is presented here of the strength of this