

employed to hold the bubble with an adjustable thumb screw for changing the height of crown. By means of this template the foreman can crown the street by working from the opposite curbs or gutters, and if either of these does not properly exist all that he requires are a few pegs along the centre line of crown. The template

was changed, as noted above, it presented no handicap to the successful use of the basin.

From a study of the diagrammatical illustrations. it may appear to some that there is a greater surface of cover than conditions, considered with respect to expense, warrant. It is quite desirable, nevertheless, to

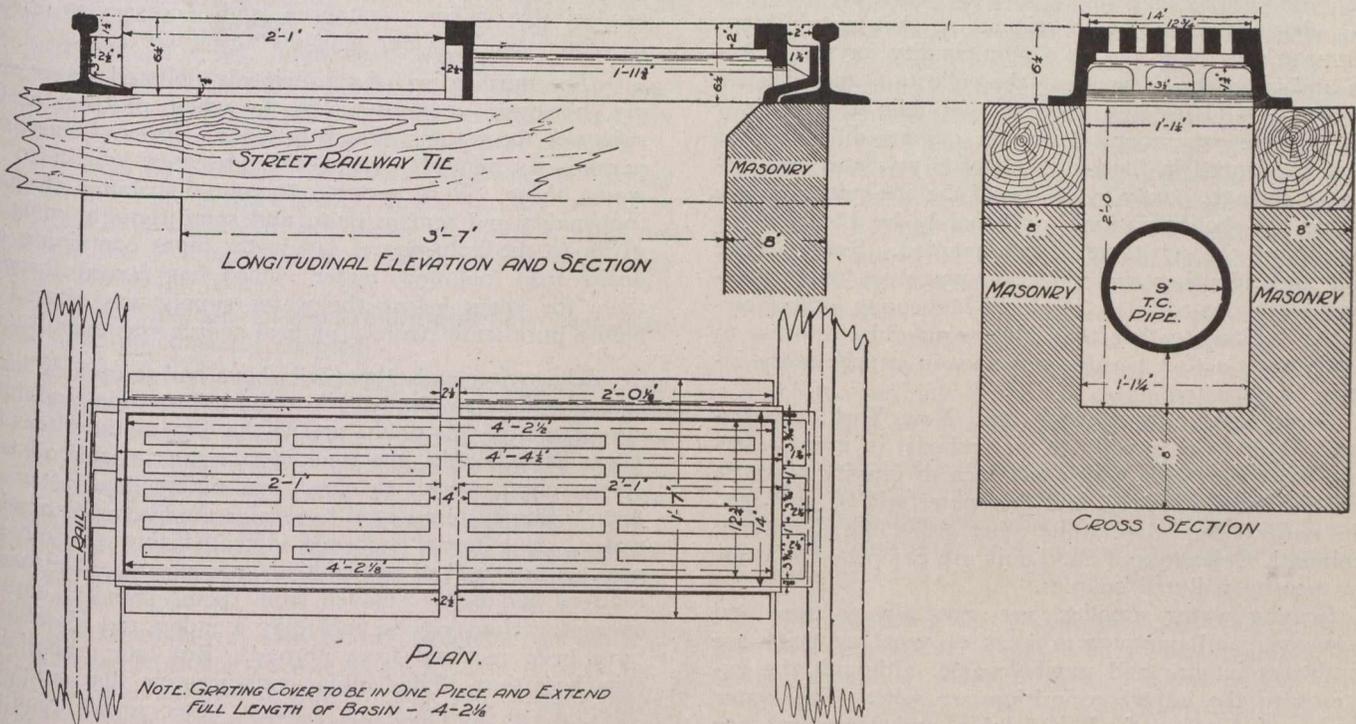


Fig. 6.—Plan and Sections of Track Basin, St. John, N.B.

is designed to meet the conditions of a medium crown, and when changed to suit others it is not absolutely correct from a theoretical standpoint. No appreciable error is involved, however, when so used in practice.

Fig. 6 illustrates a form of track basin designed last season. Several basins of this pattern have been placed

have a comparatively large pit to accommodate the silt and refuse which reaches it. Provision must also be made for easy cleaning. With these points in view it was decided to specify a cover of perforated iron. It can be readily lifted, and when winter thaws occasion

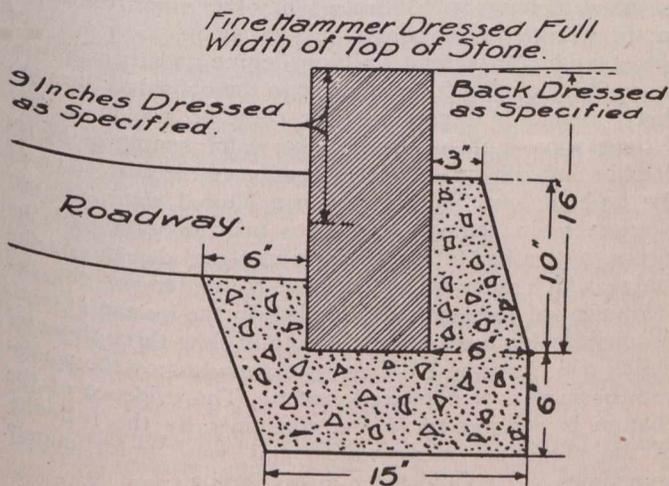


Fig. 7.—Details of Curb Setting.

and are proving very satisfactory. With little attention necessary, they take care of all water which runs along the groove provided for the car wheel flanges, as shown in Figs. 2 and 3. Although the style of track section

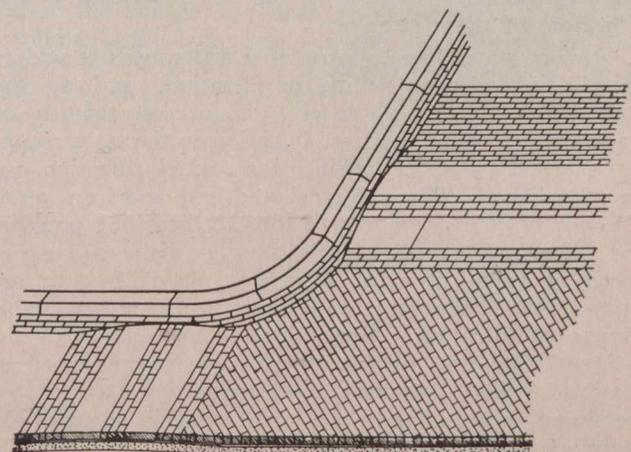


Fig. 8.—View Showing Setting of Bridge Stones at Street Corners.

excess of water with the trackway somewhat banked up with snow, these large gratings will readily take care of it.

The designs are those of Mr. G. N. Hatfield, City Road Engineer, to whom we are indebted for the above information and drawings.