

earth, clay, loam, or loamy sand; no large stones shall be allowed. The maximum size of gravel must not be greater in diameter than 3 in. In unloading the ballast, the train must be kept moving to and fro so as to thoroughly mix the different qualities of ballast, until a sufficient quantity is deposited. The track must then be raised so that there will be not less than 6 in. beneath the sleepers, and the ballast must be well beaten and packed under and around them. As the raising proceeds the end of the lift shall extend over not less than three rail lengths, and before trains are allowed to pass over the inclined portion of track, it must be made sufficiently solid to prevent bending the rails, or twisting the rail joints. After the lift, the track shall be centred, lined, topped, surfaced and trimmed off to a proper form and width, according to drawing No. 41.

WHARF AT PORT MOODY.

Description.

82. A wharf shall be constructed at Port Moody, in accordance with plan No. 26. The piles shall be of tamarac or other approved timber and of sufficient size at the butt or larger end to square not less than 12 to 14 inches and not less than 10 inches in diameter at the small end. They must be perfectly sound and straight, and be of such lengths as circumstances may require. The piles must be driven by a hammer weighing 1,500 lbs. or upwards, until they reach perfectly firm ground. They will generally be tested by the hammer falling 24 feet at the last blow, under which they should not yield more than 2 inches. Care must be taken to have them driven truly, so that the caps and braces may be properly framed and bolted to them. The spur piles must be curve-pointed, so that as they are driven they will gradually come to the proper inclination. Before being driven the piles must be sawed or hewed to these dimensions, chopped off square at the butt, and tapered to a blunt point at the smaller end. Should there appear to be any danger of splitting, the heads must be bound with iron hoops, and if necessary the points be properly shod. The stringers which will be of Douglas fir or other approved timber, must be bolted together and to the corbels and caps. The stringers must be of sufficient length to reach over two spans, and break joints alternately inside and out. The whole will be covered as shown in the plan, and well spiked down.

STATION BUILDINGS, &c.

Way Stations

83. A combined Passenger and Freight House shall be erected at each Way Station, in accordance with drawing No. 34.

Terminal Stations.

84. A Passenger Station in accordance with drawing No. 35, and a Freight House in accordance with drawing No. 36, shall be erected at the terminus at Port Moody.

Water service.

85. An ample supply of good water shall be provided at Port Moody, and at each alternate Way Station, with frost proof Elevated Tank fitted up with the requisite machinery, pumps, pipes, valves, and all other necessities, and in complete running order in accordance with drawing No. 37.