

POINTING UP BRICK WORK.

In finishing off the outside faces of brick walls, the operation of pointing is often resorted to. This consists in filling up all the joints with superior mortar, and in the better class of work with cement. To properly "point" a wall requires great care, and indeed some skill, where thorough neatness and finish in the joint are to be secured. Moreover, pointing requires to be conscientiously done, for much of the capability of a wall to resist the action of damp and of driving rains depends upon the way in which the joints are made good. The first operation of "pointing" is to remove all the mortar from the face of the brick, the mortar is next removed or raked out from between the joints with a tool made for the purpose, and for some distance inwards, this being done in order to give a "key" bond or hold for the mortar or cement used in the pointing. As a rule, all brickwork intended to be "pointed" or "tucked" is laid first with ordinary common brick mortar, the bond properly made and the walls kept plumb, and before the mortar is set hard it must be raked out of the joints about half an inch deep. When there is not much ornamental work in brick on the face of the building, the brickwork may be laid "overhand"—that is, the bricklayer may do his work from the inside of the building—and then "tucked" or "pointed" from a swinging scaffold. In common brickwork, where the brick used are of an inferior kind—that is, not pressed and of a uniform color—it may be necessary to stain the whole work, because some of the brick are much darker than others, and give to the wall a mottled appearance when finished, that is

not at all pleasing. The first thing to be done in preparing for all kinds of tuck-pointing, is the cleaning down or washing of the walls to be pointed, and clearing them of all mortar stains or dirt. This should be done with a solution of muriatic acid and water, making use of one pint of acid to each pail of water used. That the acid may not leave any damaging effects after it, the work should also receive a cleansing of pure water immediately after the application of the solution. It is only necessary to clean as much of the wall at a time as can be easily reached by the workman doing the pointing.

The next operation to be performed is the stopping. Red is composed of one part of fine putty lime to three parts of fine white sand washed clean. This is colored with Venetian red and Spanish brown, and made to suit in shade as near as possible a brick colored with the intended stain. There should be sufficient stopping made at one time to complete the work, as it cannot be made a second time to have the same shade as at first. It takes three hods of stopping to point 200 feet of superficial brickwork, so it will not be difficult to find out how much will be required for the whole work. The stopping should be "stayed" with coppers, say one pound of coppers to every three hods of mortar or stopping, dissolved in hot water and incorporated when cold. The joints are then stopped or pointed in a rough manner, and no more should be done at a time than can be immediately finished by applying the putty joint before the stopping has become too hard. If this is not done, the putty joint will not combine with it as it ought, and it will fall off in a very short time.

When a sufficient amount is stopped in, it is usual to rub it well with a piece of dry carpet or sacking, or something of that kind, and rub the stopping well into the pores of the brick, that the work may appear as uniform as possible. When this is properly performed, the wall is ready for the color, which is composed of the same mineral paints as the stopping, Venetian red and Spanish brown, one pound of each to one and one-half gallons of water; as these colors have not setting properties, it is necessary to add about one pound of copperas to three gallons of the stain, prepared in the same manner as for the stopping.

The Hamilton Bridge Works Company, of Hamilton, Ont., have just issued their 1899 catalogue, a copy of which has reached our desk. The work contains much valuable information regarding the erection of railway and highway bridges, steel, iron, and structural work of all kinds. A model specification for highway bridges is given, followed by a number of hints of value to municipalities and persons inviting tenders for bridges. There are also numerous tables and a list of some of the important engineering works carried out by the Hamilton Bridge Works Company. The works of this company cover an area of 131 square feet, the main building being 350 feet long and 150 feet wide, the machine shop 100 x 200 feet, the marking, assembling, and riveting shop 200 x 100 feet, and the new grinder shop 132 x 40.

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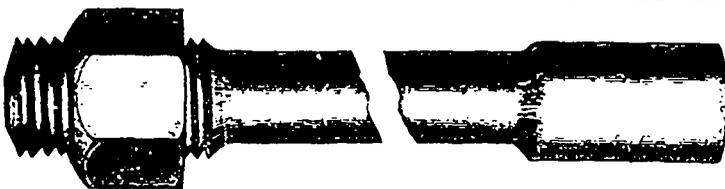
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