

Extract from Asphalt Pavement Specification.

Specification for Railway Track.

A trench is to be graded to the depth of the gravel ballast from finished surface, and the width shown on the detail plan.

A cross trench is to be graded at every 100 feet, from the track trench to the curb trench at each side of the street. This trench will average 9 inches in depth, 8 inches wide, and is to be filled with gravel or broken stone. (Note: In addition to this drainage, 4-inch tiles were laid between the rails of each track and connected with the sewer manholes.)

The ballasting is to be of clean, sharp sand and gravel. The Electric Street Railway Co. will provide any additional iron work required, also ties and paving bricks or scoria blocks.

The existing rails are to be taken up and relaid in position and at levels as laid out by the City Engineer. The contractor to do all work in connection with the track laying (except electrical bonding, which will be done by the Street Railway Co.) in a manner satisfactory to the City Engineer. All old stringers and other material connected with the track to remain the property of the Street Railway Co., the contractor to remove and pile same at the Company's depot.

After the rails are laid, a concrete, of the same kind and made in the same manner as described in the specification for asphalt foundation, is to be laid between the ties, ties being laid at 2 feet centres. The concrete is to be the full depth of the ties, 6 inches. The concrete is to be struck off with a straight edge to a true and even surface, flush with the surface of the ties.

After the concrete is, in the opinion of the City Engineer, sufficiently set, a layer of clean sharp sand is to be laid thereon, and brought to a line parallel with the intended contour of the finished pavement. To insure correctness of this line, wooden templates of the requisite shape and camber are to be used at distances of say 10 feet apart, the sand being

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