Track.

78. Before track-laying and ballasting is commenced, the Contractor shall fill up with dry material all hollows in the road bed arising from settlement, or from being used as temporary roads by the Contractor, or from other causes, and trim the surface to formation level, rounded as before described. Road bed.

79. The ties shall be of tamarac, hemlock or cedar, smoothly hewed, free from all score-backs, and chopped or sawed square at the ends, 8 feet long, flatted on two opposite sides to a uniform thickness of 6 inches, the flatted surface being not less than 8 inches on either side, at the small end. They shall be placed at a uniform distance of 24 inches between centres, and at right angles to the rails. Joint ties shall have both an upper and under surface bearing of at least 10 inches, and shall be placed directly under the joint according to drawing No. 50. Ties.

80. The spikes shall be made from the best refined iron, five-eighths of an inch square, and shall, on test, be equal to being bent to a double without fracture, and they shall have pressed heads of the usual size and form, and the points chisel-sharpened. They shall be 6 inches long over all, and similar to sample to be seen in the office of the Engineer. Track spikes.

81. The points, crossings, switches and signals shall be well and truly made of the best materials of their several kinds in accordance with the drawings Nos. 46 to 49, and the points and crossings shall be made out of the steel rails supplied by the Minister of Railways and Canals. Points and crossings.

82. The rails shall be laid to a gauge of 4 feet 8½ inches clear between their heads and they shall be well and carefully fastened at the joints, which shall be opposite each other and on the same tie. To accomplish this it will be necessary to cut and rebore the Rails, the cost of which must be included in the price for tracklaying; special care shall be taken at points and crossings to have the rails laid to a tight gauge. The rails shall be full-spiked, and on curves the Rails shall be curved before being laid to suit the degree of curvature and the outer rail shall be elevated according to the degree of curvature as follows, that is to say, on one degree curves 0·05 feet, on two degree curves 0·10 feet, on three degree curves 0·15 feet, on four degree curves 0·20 feet, on five degree curves 0·25 feet, on six degree curves 0·30 feet, the cost of which must be included in the price for tracklaying. The rails shall be handled with care, and before being run over by either engine or cars shall be full-sleepered, packed and surfaced. Every precaution shall be taken to prevent them getting bent. Gauge, curvature and elevation of outer rail.

83. The Contractors shall lay all sidings and put in all points and crossings complete, embracing frogs, wing and guard rails, connecting rods, head blocks, switch, signal frames, signal gearing and lamps. The sidings shall be of such length as may be directed by the Engineer. Sidings.

84. The Contractor shall, at his own cost, remove from the track and straighten all bent and damaged rails, and make good all injuries done before the works are finally accepted; and further, he will be held responsible for all materials furnished to him, and give a receipt for the same upon taking delivery. Bent rails.