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CANADIAN PACIFIC RAILWAY

From Emory's Bar at the west end of Contract 60 to
Port Moody (Burrard Inlet), British Columbia.

SPECIFICATION FOR THE CONSTRUCTION OF THE WORK.

Del'd 1st Dec/81

1. This specification refers to the works of construction and materials required in making and building the railway as comprehended by the contract, comprising clearing, close cutting, grubbing, cross-logging, temporary and permanent fencing, excavation, draining, ditching, foundation works, water-ways, public road crossings, farm road crossings, road and stream diversions, embankments, bridge, culvert and retaining wall masonry, concrete, paving, rip-rap, crib work, crib-wharfing, pile, trestle, truss and swing bridges and viaducts, log culverts, tunnels, sleepers, track bolts and spikes, taking delivery of the rails and fish-plates at ship's rail, ballasting, track-laying, points, crossings, switches, signals, turn-outs, sidings, wharf at Port Moody, station buildings, water tanks and water services, with the requisite machinery and fittings and all other works of every description, whether temporary or permanent, which may be necessary for the entire completion according to the following specification, profiles and drawings hereto attached, of that portion of the Canadian Pacific Railway above named and referred to, and more particularly shown on the plan of the same (drawings Nos. 1 and 2,) being a distance of about 55½ miles of single track with the requisite turn-outs and station sidings, and also the maintenance of all the works during their construction and until the final estimate is issued and the works formally accepted as complete by the Minister of Railways and Canals.

2. The contractor is to enclose all the open or cultivated ground as delivered to him by the Minister of Railways and Canals for the purposes of this contract with a good fence, which, if he prefers, may in the first instance be temporary, and shall keep the same enclosed during the progress of the works until the termination of the contract, including the period for maintenance of the works so as effectually to preserve the adjoining land from trespass and prevent any injury whatever to any parties by reason of the want of sufficient fences to separate their lands from the works, and the contractor shall be wholly responsible for all damages to crops and all the consequences of insufficient fencing.

