

STATION GROUNDS.

75. Resident Engineers will secure plans of station grounds and will not allow any borrowing to be done within the limits of the site. Tracks and buildings, drains, etc., will be accurately located and staked as shown on the plan.

TRACK CENTRES.

76. Track centres will be accurately set. Stations on tangents to be every 100 feet, on curves every 50 feet. Mark the beginning of the adjusted curves centres at 30 feet intervals on same, also the ending of the spiral; rails must be laid with broken joints; in passing around curves shorter rails will be provided in order that the centre of one joint shall, as near as may, be opposite the centre of the opposite rail. Rails should not be cut. Track must be fully spiked as it is laid and the spikes must be set vertical, and driven home so closely as to hold the rail firmly to the tie, but not so hard as to break the head of the spike. The track must be gauged as spikes are driven at "joints", "centres", and "quarters", and no excuse will be taken for inaccurate gauging. On straight lines track will be gauged to 4 feet $8\frac{1}{2}$ inches. On curves, in accordance with the following, viz.:

1°, curve = 4 ft. $8\frac{5}{8}$ in.; 2°, 4 ft. $8\frac{5}{8}$ in.; 3°, 4 ft. $8\frac{3}{4}$ in.; 4°, 4 ft. $8\frac{3}{4}$ in.; 5°, 4 ft. $8\frac{3}{4}$ in.; 6°, 4 ft. $8\frac{7}{8}$ in.; 7°, 4 ft. $8\frac{7}{8}$ in.; 8°, 4 ft. $8\frac{7}{8}$ in.; 9°, 4 ft. 9 in.; 10°, 4 ft. 9 in.

The joints must be firmly secured in place by the full number of bolts well drawn up, and special attention should be paid to the adjustment of any nut lock device which may be used.