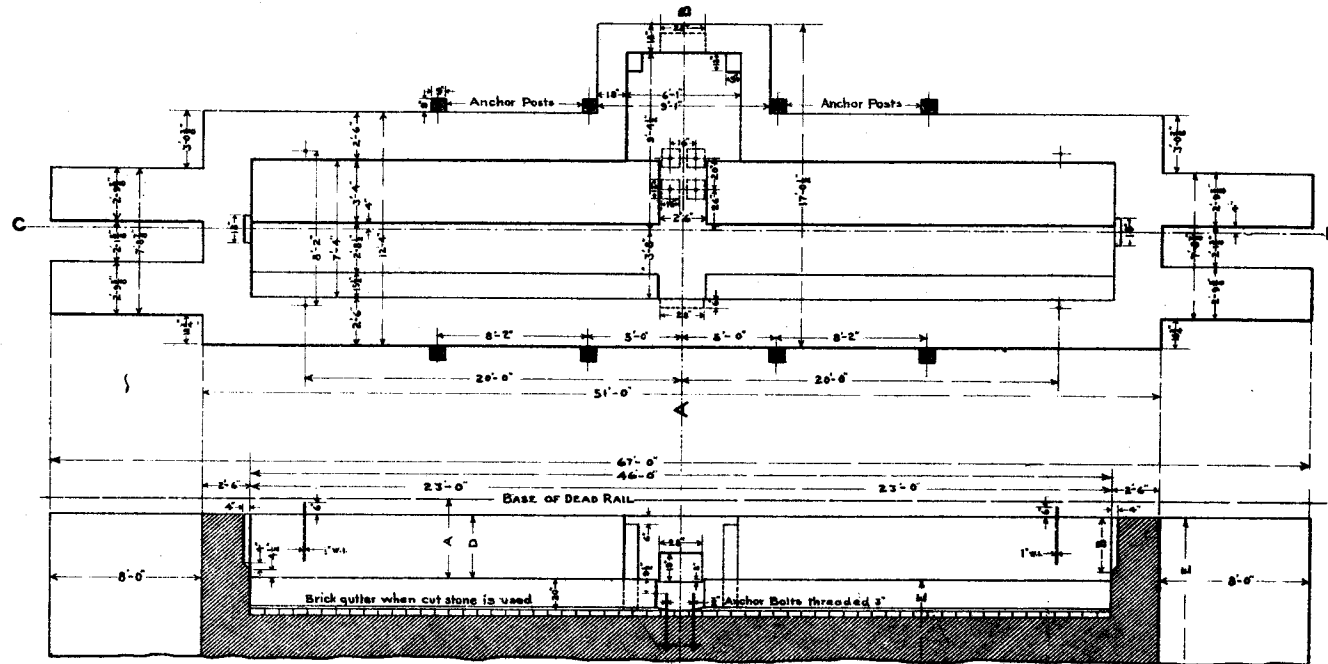


DEPTH OF T BEAMS			
BEAMS	A	B	D
15"	3'-0"	2'-0"	2'-11"
20"	4'-2 1/2"	2'-11"	3'-4"

CONCRETE.

- PROPORTION.** One part cement. Only best brands portland cement to be used. Three parts sand. Sharp and clean. Five parts broken stone, small enough to pass through a two inch ring.
- METHOD OF MIXING.** Sand and cement to be thoroughly mixed to a dry mortar of uniform color. Mortar to be spread out and stone laid on it. Then sprinkle thoroughly with clean water and turn thoroughly not less than three times until a uniformly colored concrete is obtained. To be mixed within one hour of using.
- METHOD OF LAYING.** Concrete is to be laid continuously from commencement to completion to avoid seams or joints.
- TAMPING.** Concrete is to be thoroughly tamped until moisture rises to the surface.
- DRESSING.** The top of foundation to be covered with mortar of 1:1:1 mixture of cement and sand; to be placed on concrete when concrete is freshly laid so that proper bond can be obtained.
- FORMS.** Forms shall be constructed in a substantial manner of tongued and grooved material to insure smooth inner face, braced or tied together with wire or rods.
- FACING.** The facing is to be made by carefully working the coarse material back from the form by means of a spade, the blade of which is perforated with 5/16 holes.

NOTES.

- Scale rail is 1 1/4 inches lower than the dead rail.
- Top of scale base and top of coping walls must be true surfaces to avoid grouting under the timbers which must not be permitted.
- Make depth "E" to suit ground in which scale is built.
- In case scale is placed on grade, height of wall to be taken at the lowest end. Bottom to be level.
- Coping walls to be built to grade of track.
- Walls and scale base to be built of cut stone or concrete.
- The pit to be drained by slope pipe where possible and by side well equipped with hand pump when slope pipe cannot be used.



57186
P. R. R. STANDARD
MASONRY FOR
46 FT TRACK SCALE

JUNE 1908
0' 2' 4' 6' 12'

Correct

L. J. Richards
ENGINEER M. W.

Approved

John I. Richards
CHIEF ENGINEER M. W.

Approved

W. W. Anderson
GENERAL MANAGER