

The ASSISTANT ENGINEER IN CHARGE OF ALIGNMENT will have charge of all matters pertaining to the lines and grades of the tunnels and Approach, both for excavation and construction. There will be a Chief of Party at each end who will be in charge of the work in his section, under the general direction of the Assistant Engineer.

The Chiefs of party will be held directly and strictly responsible for the correctness of all lines and grades given. They should be sure that an independent check of all calculations is made by their instrument-man or other qualified member of their parties.

All requests for lines and grades should be made, whenever possible, to the Assistant Engineer, but, in cases of necessity, may be made directly to the Chief of Party by the Chief Inspector.

ESTIMATES AND MEASUREMENTS OF WORK: This will, in a general way, be entirely under the direction of the Assistant Engineer of Alignment, but careful records of all materials buried in the concrete or otherwise inaccessible must be kept by the Chief Inspectors and turned in to the Assistant Engineer of Construction, and a complete, signed statement furnished the Assistant Engineer of Alignment on the 25th of each month in order that there may be no omissions of any kind.

This statement must also cover every case where variations from the plans and specifications have been made.

THE INSPECTOR OF CONDUITS will have entire charge of all work relating to the vitrified ducts. He will supervise personally, as far as possible, the laying of all conduits in the tunnels; in his absence the Chief Inspectors will see that his instructions in regard to laying ducts or any matters pertaining thereto are carefully carried out. He will inspect all conduits at the factory, see that the shipments made are of the conduits inspected, and that same are properly delivered in good order, keeping track of all car numbers, dates, etc., etc., and keeping a record, in convenient form, of all these matters.

He will make a separate report daily to the Resident Engineer on a sheet of a duplicate letter book, giving a brief resume of his work, and, especially, noting any final inspection and rodding of conduits in tunnels and the results of same. In the case of inspection at the Factory, this report should be mailed at night, if necessary, and give number of ducts inspected, percent rejected, car numbers of shipments, etc.