of the railway track substructure and superstructure which can best be indicated in vertical projection; also such other detail information as is hereinafter more fully set forth.

III. MATERIALS.

4. Cloth.

All maps and profiles shall be made by hand or by a lithographic process approved by the Commission, on the best grade of tracing cloth (Imperial or its equal).

5. Ink.

The ink used for making maps and profiles shall be the best grade, black, waterproof, and permanent india or printer's ink. The profile ruling shall be printed in orange (colored) ink where hand tracings are furnished.

IV. FORM OF MAPS AND PROFILES.

6. Size of Sheets.

The Right-of-Way and Track Map shall be made in sheets 24 by 56 inches. A plain, single-line border shall be drawn on each sheet, dimensions inside of which shall be 23 by 55 inches.

The Station Maps shall be made in sheets 24 by 56 inches, with border line as above. When more than one sheet is required to show a station property, the plat shall be made upon "matched marked" sheets in such manner as to require a minimum number.

The Profile shall be made in sheets 12 by 56 inches with border. The size inside of border lines shall be 10 by 55 inches.

7. Scales.

The Right-of-Way and Track Map shall be made on a scale of 1 inch equals 400 feet, or 1 inch equals 200 feet, provided the scale adopted shall prevail over not less than one valuation section.

The Station Maps shall be made on a scale of 1 inch equals 100 feet, or in complicated situations 1 inch equals 50 feet.

The Profile shall be made on standard plate A, and on scales of: Vertical, 1 inch equals 20 feet; horizontal, 1 inch equals 400 feet.

8. Symbols.

The symbols used on all maps and profiles shall be the standards recommended by the American Railway Engineering Association, in so far as they may be applicable.

9. Lettering.

All lettering on maps and profiles shall be in plain, simple style.

10. Arrangement of Data.

The Right-of-Way and Track Map sheets shall be made with the zero or lowest numbered station at the left side of each sheet and shall be platted continuously from left to right. Where the use of this method would involve the abandonment of established survey station numbers of a railway, the platting may be done in such a way as to preserve them, provided the maps or profiles for any given main line or branch are continuous in same direction between termini of main line or branch. The general direction of the center line of track shall be

as nearly as possible parallel to and halfway between the long sides of sheets so that the maximum space each side of platted right-of-way lines may be available for showing adjacent topography and property lines, and for making notes as to physical property. The maximum length of main roadway represented on any one sheet shall be 4 miles, if scale is 1 inch equals 400 feet, or 2 miles, if scale is 1 inch equals 200 feet.

The Station Maps shall be made as prescribed above for Right-of-Way and Track Maps.

The Profile shall be made so that any serially numbered sheet shall cover the same portion of the railway as the like serially numbered sheet or sheets of the right-of-way and track map. Platting shall be done as specified above. The 2½-inch space immediately above the lower border line shall be used for track alignment and topographic data. The remaining 7½-inch space shall be used for platting the profile in such a way as to most economically utilize the space.

11. Cardinal Points.

On all Right-of-Way and Track Map sheets and Station Maps an arrow showing the true north and south line (as nearly as can be ascertained from existing records) shall be placed. This arrow shall be not less than 3 inches in length and shall have the letter "N" marked at its north end.

12. Indexing.

For each series of Right-of-Way and Track Maps there shall be made a small skeleton index map on a scale of one-half inch equals 1 mile. This index map shall show by outline with file numbers therein the sheets of a series, the name of main-line division or branch line, the principal cities or towns, and the beginning and ending station numbers of series, and any other information carrier may elect to place thereon.

All Right-of-Way and Track Map sheets and Profile sheets shall be numbered serially, beginning with sheet 1. The sheets representing main-line divisions or branches shall form separate series. The letter "P" shall precede the serial number or numbers on the profile sheets. Index numbers shall be in lower right-hand corner of sheet and inclosed in plain, single-line circle three-fourths inch diameter.

The Station Maps shall be indexed by giving each the same serial number preceded by the letter "S," as the sheet of the right-of-way and track map which they supplement.

In case a Right-of-Way and Track Map sheet is supplemented by more than one Station Map, a subscript letter should be used after the number, e. g., S 32a, S 32b, etc., where land and track features are combined; S-L 32a, etc., where land only is shown; and S-T 32a, etc., where track features only are shown.

On the Right-of-Way and Track Map sheets references to all Station Maps shall be shown by outlining limits of Station Maps and giving the number of the Station Map sheets.

The carrier's file number shall also be placed on all map and profile sheets in the lower left-hand corner.

13. Title.

The title shall be placed as near the lower right-hand corner as practicable. The following information shall be given therein:

(1) Class.

Right-of-Way and Track Map.
Station Map.
Profile.