

giving location and character of defect. A duplicate of this report must be sent to the T. & P. Dispatcher who will issue slow orders for the passing defective point. Roadmasters and Bridge and Building Masters must give defect so reported immediate personal attention, so that slow orders may be cancelled as soon as possible.

ROADBED.

60. The Roadbed is the foundation of the track and upon its strength and permanence, depends the stability of the track.

61. The roadbed at sub-grade must be of standard width, which for minor branch lines is less than fourteen feet, and on main lines and important branches is not less than sixteen feet; double track it should be not less than twenty feet in width.

62. To secure uniformity, Section Foremen must use standard roadbed and ballast templates, unless otherwise directed.

63. To be permanent the slopes of embankments and cuttings, except in rock, should be flat enough to readily admit of the growth of vegetation, which Section Foremen should encourage, in order that the slopes may be permanently protected against the action of the elements.

64. Material used for roadbed repairs, track filling and other improvements, should, when possible, be taken from points where the removal of the same will benefit the roadbed by widening or ditching, grade reduction or alignment improvement.

65. The standard plan of drainage by the side of the track.

66. Narrow the standard track by the

67. Slopes of embankments and cuttings of water.

68. On section line, gauge, a grass intersection of roadbed.

69. The vertical and the further it can be divided track will be

70. Ditches parallel to the track and roadbed and enlarged to the heaviest stone to drain the ballast and where necessary.

All new ditches cleaned before use.

71. Surface face ditches necessary or practical.