

must be continually in service so that new rail will be laid accurately to gauge.

Where both flat and canted tie plates are in use, they must not be mixed, but each kind laid in separate stretches to ensure a full bearing for the rail base.

All bolts must be gone over and retightened at short intervals until all are tight with angle bars home.

BALLASTING.

Before ballast operations commence, centre line and grade stakes will be given by the Engineer.

Through clay cuts ditches must be cleaned out ahead of the ballast train at proper distance from centre line and with bottom at least one foot below subgrade. In rock cuts ditches must be cleaned out with bottom at least six inches below subgrade, and all unsuitable ballast above the spawl filling removed.

Where old material between and around the ends of ties is suitable and roadbed of standard width, the track must first be thrown to line and then given a lift sufficient to use up the old ballast, ties renewed where necessary, all ties properly spaced and squared and the new ballast then distributed promptly so that the track will not remain in a weak condition.

Where old ballast above the bottom of ties is unsuitable it must be removed to the full width of the roadbed and used to widen embankments. The practice of mixing new ballast with old unsuitable

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is prohibited.

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