

spikes must be drawn, and in order to provide a uniformly true and level bearing for the new rail, tie-plates must be removed where necessary and ties adzed.

All spike holes must be plugged and spikes driven as nearly in the old locations as gauge will permit.

It is absolutely forbidden to drive a new rail into position with a hammer, maul or any similar tool, rails must be put in position with pinch or lining bars. Rails must be curved by rail bender when necessary, and standard track thermometer and expansion shims must be used while rail is being laid, in accordance with Maintenance of Way Rules.

All joints must be full bolted and all closures bored and bolted by rail laying gang before the close of each day's work. Split points used for closing track for passage of trains must not be left in track over night.

After new rail is laid, if work train on which to load old rails and angle bars is not immediately available, they must be picked up and piled conveniently for shipment with each quality of rail separate, and old bolts, spikes, chips, etc., carefully cleaned up and properly disposed of. This work should be closely followed by the placing of joint ties and the proper spacing of all other ties.

Tie-plates must be replaced under the rail as soon as jointing and tie spacing is complete. The best spikers available should be put on this work and particular attention paid to the placing of the tie plates so that their shoulders will have a full bearing along the base of the rail. The track gauge