TIE PLATES.

120. The standard forms of tie plates will be used to prevent spreading of track, overturning of rails and the cutting of ties by the rails. Tie plates must be placed in pairs, one plate under each rail on each end of the same tie.

121. The end with the widest margin must be placed on the outside of the rail.

122. When placing tie plates the tie should be carefully adzed the full length of the plate, the spike holes plugged, the rail lifted, the plate slipped and the track accurately spiked to gauge.

BOLTING AND JOINTS.

123. At the time that the rail is laid, the two centre bolts should be placed in each joint and tightened sufficiently to hold rail in line and preserve the expansion before the joint is spiked. The remaining bolts should then be placed and tightened as soon as possible. All joints must be fully bolted and rails drilled when necessary.

124. Nuts should be tightened a second or a third time as is found necessary and within thirty days after the track is laid.

125. One day of each month must be devoted by the Section force to the inspection of track bolts, and the Section Foreman must personally see that all joints are fully bolted, and that nuts are tight. The first working day of each month should be given to this work.

126. Inspect the rails before bolts are tightened, and take out kinks or bends with the rail bender.