

80-85 100 lb.	11 ft.
72-75 lb.	14 ft.
65 lb. or less	6 ft.

Pieces of rail less than six feet long.

RAIL RACK RAILS.

Shall include all rails distributed on rail racks.

AUXILIARY AND EMERGENCY RAIL.

Shall include all rail loaded on auxiliary cars for emergency purposes.

NOTE.—Second hand rails or fastenings, except for main track repairs, must not be used without approval of Form M.W.S. 17.

RELAYING RAIL IN MAIN TRACK.

The life of rail in main track depends to a considerable extent on the care with which it is first laid, and the following instructions should therefore be carefully carried out.

Centre stakes will be set by the Engineer and track must be lined to stakes before old rail is released. Previous to releasing the old rail it must be classified, and each rail must be marked on the flange with white paint as follows:—"Main Line Relay", four spots; "Branch Line Relay", three spots; "Siding", two spots; "Scrap", one spot.

To secure correct gauge at least three lines of

spikes must be uniformly driven in tie-plates and ties as directed.

All spikes must be driven as permitted.

It is absolutely necessary that the position of rails must be maintained by bars. Rail expansion is necessary, and expansion should be laid, in accordance with the following instructions.

All joints must be bored and close of end of closing track in track over.

After new load old rail is available, it is conveniently for separate, and cleaned up should be cut ties and the

Tie-plates as jointing spikers available particular attention plates so that ing along the