

36. Where the excavation in a cutting exceeds what may be required to make the embankments of the specified width, the Engineer may direct that the embankments be increased in width with the surplus material; when this is done to his satisfaction, the remainder, if any, may be wasted; but in every case where either borrowing or wasting is resorted to, the material must be taken and deposited as he may regulate and direct.

37. Where the material in cuttings is of gravel fitted for ballasting, the Engineer may direct such portion of the side slopes to remain unfinished, as he may think proper, to reserve it for ballasting the road when the permanent track is laid. In such cases the material required for making the adjacent embankment may be taken from the side ditches or borrowing pits. When such occurs, however, the road-bed for the track will be graded for its reception in the usual manner.

38. In cases where pitching or rip-rapping will be required for the protection of embankments contiguous to streams, all stones suitable for this work found in excavations may be removed and deposited in some convenient place, until required; and all good building stone which may be found in rock excavations may, with the approval of the Engineer, be used in masonry.

39. Rip-rap work, whenever required and ordered for the protection of slopes of embankments, must be well and carefully performed, in such manner and of such thickness as may be directed.

40. Roads constructed to and from any point on the line of railway, for the convenience of the Contractors, for the conveyance of material or otherwise, must be at their own risk, cost and charges.