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65. The roadbed at sub-grade, as shown on the standard plans, should be crowned to facilitate its drainage by raising the centre four inches higher than the sides.

66. Narrow banks on curves should be widened to the standard width from track centres as established by the Engineer.

67. Slopes of cuts subject to slides, and all embankments along waterways subject to erosion by action of water or ice should be suitably protected.

68. On sections where the roadbed, ballast section line, gauge and drainage are up to the standard, a grass line must be maintained at the intersection of the standard ballast section and the roadbed.

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DRAINAGE.

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69. The worst enemy of the roadbed is *water*, and the further it can be kept away, or the sooner it can be diverted from the roadbed, the better the track will be protected.

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70. Ditches in cuts must be dug uniformly and parallel to the track, in accordance with the standard roadbed cross section. They should be graded and enlarged so as to pass all water freely during heaviest storms, be deep enough to thoroughly drain the ballast and the surface of the roadbed, and where liable to scour be properly protected. All new ditches must be dug, and all old ditches cleaned before the advent of winter.

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71. Surface water should be intercepted by surface ditches on the upper side of cuts when necessary or practicable.