

man any def  
ully repair y time. Any work that would interfere with the  
if obstructi the passage of trains at full speed is an obstruc-  
on. The track may be obstructed for making  
F the right-pairs to within fifteen minutes of the time of  
at farm cro assenger trains, and ten minutes of the time of  
port or rep ight trains, but never without the protection of  
ites frequen proper signals.

Roadmaster 49. When the main track is to be obstructed for  
lly inspect t pairs or renewals, or by loaded push cars or other-  
e a week, ise, or an obstruction of the track is discovered,  
admaster, at send a flagman in each direction, a sufficient  
n of the ma stance from the obstruction to insure full protec-  
necessary on, at least:—

e particular  
stringers a  
d keep wa  
exercised  
s and adj

500 Yards,  
10 Telegraph poles)

{ In daytime, if there is no  
down grade towards the  
obstruction within one  
mile, and there is a clear  
view of 2,000 yards (40  
telegraph poles) from an  
approaching train.

Section For  
s which sh  
other serie

1200 Yards,  
24 Telegraph poles)

{ At other times and places,  
if there is no down grade  
towards the obstruction  
within one mile.

Section for  
aterial wh  
ck.

1800 Yards,  
36 Telegraph poles)

{ If there is a down grade to-  
wards the obstruction  
within one mile.

50. The flagman must, after going back a suffi-  
acted in a ent distance from the obstruction to insure full  
the prop tection, take up a position where there will be  
the road unobstructed view of him from an approaching  
rain of, if possible, 500 yards (10 telegraph poles),