

or culverts, unless by express orders of the Road Inspector, who shall decide the time, between the running of trains, when such work shall be done. The track must not be rendered unsafe by any operation, during the day or night, or upon Sunday, until notice shall have been given by the Road Inspector to the Manager, and his permission obtained to use the track.

11. No rails must be taken up, nor must the track be otherwise disturbed in such a manner as to render it unsafe, within twenty minutes of the time of a train being due, nor until it has passed. All such work must be done between the regular running hours of trains, except in the case of broken rails, or when the track is unsafe, when the proper *red* signals must be exhibited.

12. In raising the track, and packing the ballast, no lift must be greater than two inches in twenty-four feet long, and both rails must be raised equally and at the same time; and in all cases, when practicable, the lift must be made in the direction in which the first train due approaches.

13. The Road Inspector must see that safety-blocks are put down on all sidings diverging from the main track at a proper distance therefrom.

14. The foreman of each section, under direction of the Road Inspector, is held responsible for the safe keeping of all rails, plates, bolts, tools and implements of every kind pertaining to the track not in the special