

7. The *green* Signal indicates *caution*, and is to be used when it is necessary to slacken the speed of an approaching train:—the *red* Signal indicates *danger*, and is to be used when it is necessary to stop the train, and such signals must be sent back a distance of 16 telegraph poles from the place they are meant to protect. Section foremen and foremen of bridge repairs will report promptly in writing to the Road Inspector any failure of train-men to respect signals giving the number of train and of engine.

8. Whenever it is necessary to displace any portion of the track, or in case of any slip or failure of any portion of the works, or in case of any car being required for temporary use on the line, or if from any other cause the track is not safe, the *red* signal must be conspicuously exhibited at a distance of not less than 16 telegraph poles each way, even if no train or engine is expected; and during fogs or snow-storms torpedoes must be used in addition to other signals. No hand-car or trolley must be used on the track, or work done, under any circumstances, to impede the transit of trains during a fog or snow-storm, or within fifteen minutes of the time of a train being due.

9. When any part of the track is out of repair so as to make it necessary for a train to proceed cautiously, a *green* signal must be sent 16 telegraph poles in the direction whence a train is expected, and kept there until it passes, or the track is made safe.

10. The track must not, in any case, be displaced for the purpose of putting in cattle-guards, cross-drains,

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