

“ White Signals, carried in like manner, denote that an Extra Train is *following*, but will keep clear of all regular Trains.

“ Green Signals, carried in the same way, denote that an Extra Train or Engine will come in an *opposite* direction, but will keep clear of all regular trains.”

The inauguration of this rule was accompanied by instructions and explanations to this effect :—

“ Where practicable, written notice will also, at all times, be given of the passage of an Extra Engine or Train, but where *signals* are used, or *other notice* given, *either* must be deemed to be a sufficient notification.

“ Station Agents will be on the alert for Red, or Red and Green Signals, and when carried to their Station, and no further, any Engine or Train (except the one signaled) being, or appearing there, must be notified of the character of the Signal carried.

“ The Conductor of any Train, carrying such Signals, is held responsible for informing any Engine or Train he may meet, beyond the point to which the Signal may have been carried, of the character of the same, and where taken off.

“ Red, or Red and Green Signals must only be carried by direct authority from the Superintendent.”

Thus far the change has worked very satisfactorily, and is a great improvement upon the old plan, which authorised the use of a Red Signal for all purposes, and was so apt to lock up regular trains unnecessarily.

A new system, invented and arranged by George Bailey, Esq., of Buffalo, New York, for checking Conductors' receipts, by means of Sales of Tickets on the Trains, has been introduced during the past season, and, whilst it is not an absolute bar to dishonesty, has proved to be a very great improvement in insuring an accurate return of receipts from Way Passengers, and in protecting the Conductors.

The system simply consists in having Tickets, with margin to correspond, bound in book form, consecutively numbered from 0 to 99 or to any extent, with the letter A, B, C, D, or E, on the Tickets, to designate the Conductor issuing them, and having the Stations and numbers thereof, and the words “good for this day and trip only,” printed thereon. It only becomes necessary to have four books for each Conductor, two of different colors, for First and Second Class, on the outward, and two more, of different other colors, for the inward trip. The Conductors, being supplied each with a differently shaped punch, are furnished with these books in order as required, and their receipts taken.