S.

signal, (see Plate

see Plate No. 2.)

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proceed cautious to the angle of 4

ontal position, (se stop at least 30

the Switch is Al the Switch is turn al (see Figure 3 Frain must Stop g; in which case Light by Night the Train sha der the comman

and Green.

a stand, short

NIGHT SIGNALS.

A Red Light, in all cases, is the signal to Stop.

A Green Light is, in all cases, the Signal of Caution, and means, Proceed Cautiously.

A White Light, to go on-that All is Right.

TRAIN SIGNALS.

A Green Light, on front and tail of Train, will indicate that a SPECIAL, or EXTRA Train, will speedily follow, and must be waited for.

In the Day-time, a Red Flag, placed in the front of the Engine, and a Red Board "ENGINE FOLLOWS," exhibited on rear of Train, will denote that a SPECIAL, or EXTRA TRAIN, will speedily follow, and must be waited for.

At Night, when one Train "flags" another, in addition to the Green Lamps exhibited, the Conductor of preceding Train will stop and notify Conductors of Trains, past which he is flagging, of the Train following.

After dusk, the moment Trains are run upon the card time of other Trains, due from opposite directions, RED SIGNAL LIGHTS shall be exhibited from front of Engines, in addition to the ordinary head lights, until such time as irregular trains are passed. Enginemen are held responsible for this being done.