the rows of doors in each train may be opened and closed by a small windlass on the platform at each end. Each car will be supplied with such a windlass, so that the number of cars may be either increased or diminished. Or the closing and opening may be made self-acting, as the trains leave or enter the depot.

In the morning and evening, when large crowds arrive, full trains will be needed. During the day less cars are wanted, and at night their number may be still further decreased.

As remarked before each car has opposite doors. Those which point towards the centre line of the Bridge are for entering; the opposite ones serve for going out. This rule must be strictly maintained in order to charge and discharge without delay and confusion. On the arrival of a train the outside doors are gradually opened by the conductors, while those pointing towards the centre of the Bridge remain closed until the discharge of passengers has commenced; then the opposite doors will be opened and the new comers admitted.

All the passengers who arrive for crossing have to pass through the central toll-house, pay their fares or tickets, and enter upon the central foot-way, 17 feet wide and 500 feet long, to wait for the arrival of the next train, which is due either on the right or left track. They will spread out at once over the whole length of this platform, so that they can enter the different cars speedily without crowding. A few days of practice will teach