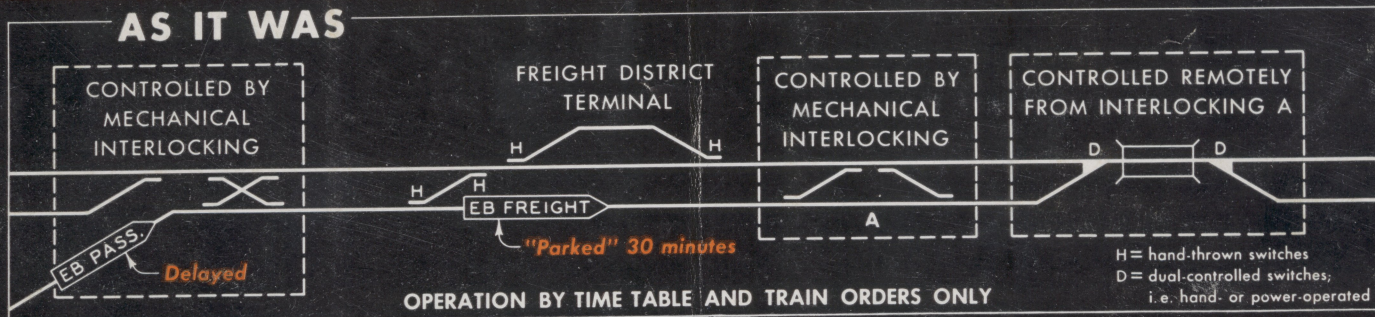
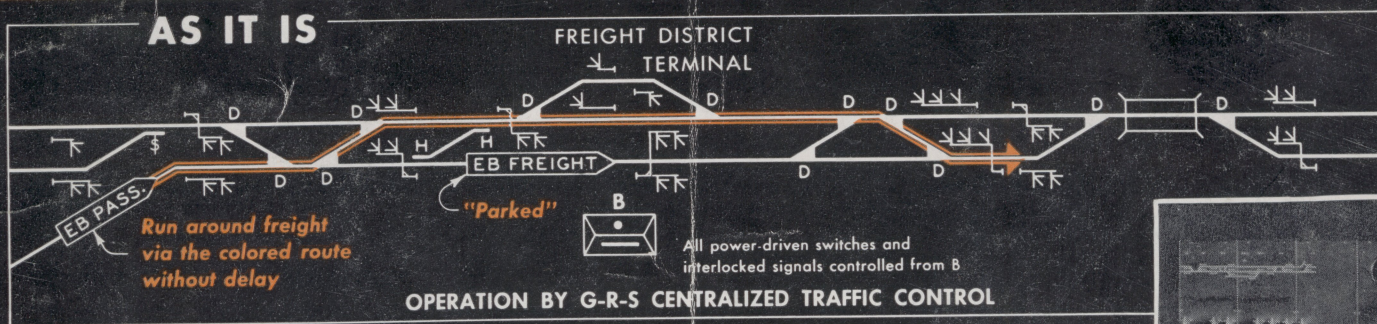


HOW ONE ROAD ELIMINATED MAIN LINE CONGESTION

“PARKED” FREIGHTS CAUSED BY



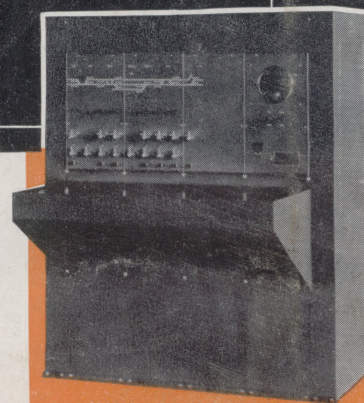
At a freight district terminal crews are changed on through freights. The change, which includes coaling, watering, setting out and picking up cars, often consumes as much as 20 or 30 minutes. During this time the freight holds the main line. This used to cause delays to other trains and congestion in the terminal.



To provide greater flexibility of train movement the entire territory is now controlled by the **G-R-S Centralized Traffic Control System**. The track layout was altered slightly and signaled for operation in both directions on either track.

When an eastbound freight "parks" on the main line, an eastbound passenger is easily run around it via the colored route. Similarly a westbound passenger train can be run around a westbound freight. All trains run on signal indications; train orders eliminated.

G-R-S CTC has been instrumental in solving difficult operating problems. **It may solve yours.** Call our nearest District Office.



Control machine at B

See Railway Age, May 31, 1941, pp. 974-977.



GENERAL RAILWAY SIGNAL COMPANY

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