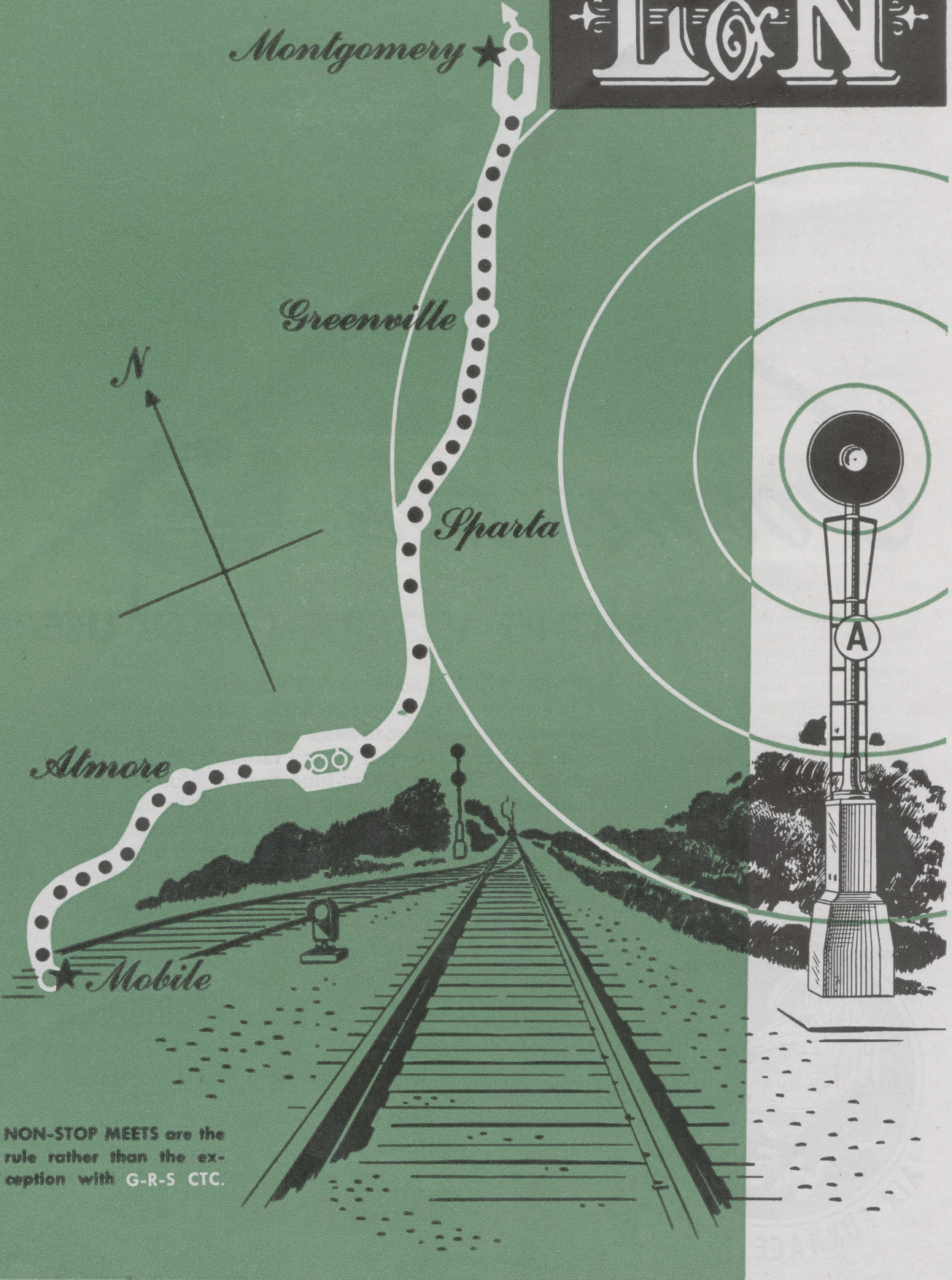


# L&N



**NON-STOP MEETS** are the rule rather than the exception with G-R-S CTC.



## L & N CLIPS TRAIN TIME

*a minute a mile*

## ...WITH G·R·S CTC

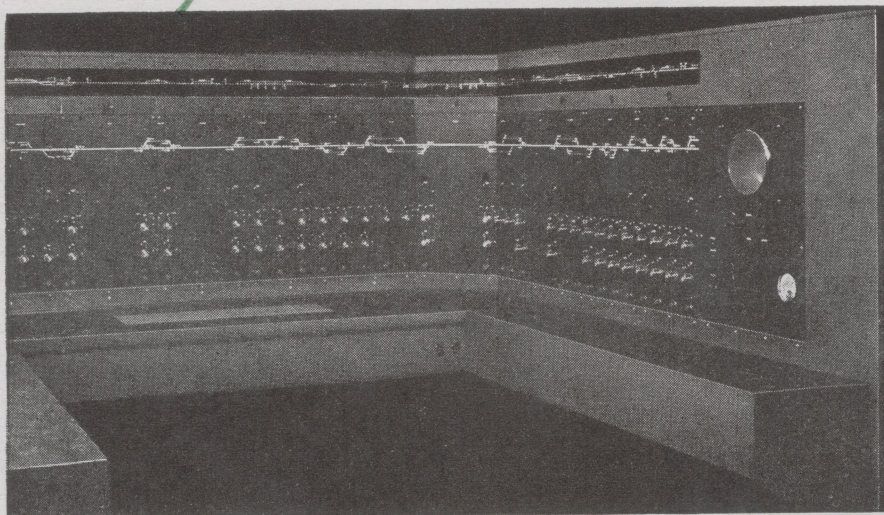
Trains get through more quickly . . . and delays at sidings are reduced to a minimum . . . since the Louisville & Nashville installed G-R-S CTC.

This change from rigid train orders and time table superiority to operation by flexible signal indication has stepped up average train speeds along the 178-mile stretch of single-track between Mobile and Montgomery. On the south-bound run, for example, the average saving per train is 1 hour and 24 minutes . . . on the north-bound run, 2 hours and 52 minutes — *a saving of a minute a mile!*

Savings in train time are only one of the many advantages of G-R-S CTC. With this

modern traffic control system, you can increase your road's track capacity — *without the construction of extra track*. You can expedite the flow of diversified traffic . . . pave the way for smoother handling of peak periods — *without the use of additional operators*. You can boost the productivity of your passenger and freight cars — *without the addition of extra motive power*.

With labor costs mounting and the pressure from trucking competition increasing, G-R-S CTC may be the answer to your problems. So why not let a G-R-S engineer tell you what benefits you can expect from this modern method of traffic control? Simply phone or write today.



The panel of this G-R-S CTC machine presents a continuous, up-to-the-minute picture of track conditions on the L & N between Welka and Catoma. The operator arranges meets and passes instantly as occasion requires.



**General Railway Signal Company**

A-2146

ROCHESTER 2, N. Y.

NEW YORK 17

CHICAGO 3

ST. LOUIS 1