

From some recent issues
of RAILWAY AGE and
RAILWAY SIGNALING

C.T.C. Puts More Trains Over An Erie Cut-Off

In spite of increased traffic, the train time has been reduced on a single track-freight line 28.6 miles long

C. T. C. Expedites War Traffic the Louisville & Nashville



at Athens, Controls 22 Power Switches and 48 Semi-Autom

C.T.C. Solves Track Capacity Problem on Seaboard

Installation on 64.5 miles between Richmond, Va., and Cochran replaces time-table and train-order operation

Power switch and signal at a typical end of a siding



relieved on 92-mile single-track
is daily—Eight passing tracks ar

city and expe-
lle & Nashville
rol on 92 miles
ood, Tenn., and
s territory is a
le, Tenn., and
to Brentwood,
o Birmingham,
een Brentwood
idely separated
Columbia, in-
this reason, no
this line. The
rth Athens via
as light curva-
for the opera-
to about 2,850 tons. High-
freight trains handle 55
trains handle up to 80 c
curvature is light, exce
thirteen 3-deg. curves.
for passenger trains, and
Up to
The schedules inclu
daily, in addition to th
every third day. Only
chandise freight train
scheduled, the remain
extras. During rec
line have averaged

Pennsylvania Installs Centralized Traffic Control

On 60.7 Miles of Single Trac

Installation between Cincinnati, Ohio, and Richmond, Ind., improves and expedites train movements with safety on busy single track

"UNION" CENTRALIZED TRAFFIC CONTROL is playing a significant role in the WAR effort. It is providing needed increased track capacity *quickly* with a minimum use of critical materials. It is making possible greater utilization of existing cars and locomotives.

lost in
ing passing sid
delays occasion
at block system.
reference to the
ments by
the opera
main-line
switch.
Power switch
were provided at both
the single passing track
Mile ar

UNION SWITCH & SIGNAL COMPANY
SWISSVALE, PA.

NEW YORK

CHICAGO

ST. LOUIS

SAN FRANCISCO