

C. & O. Completes Three-Track, Color-Light, Either-Direction Signaling



Eastbound train approaching bridge 6 at NC cabin

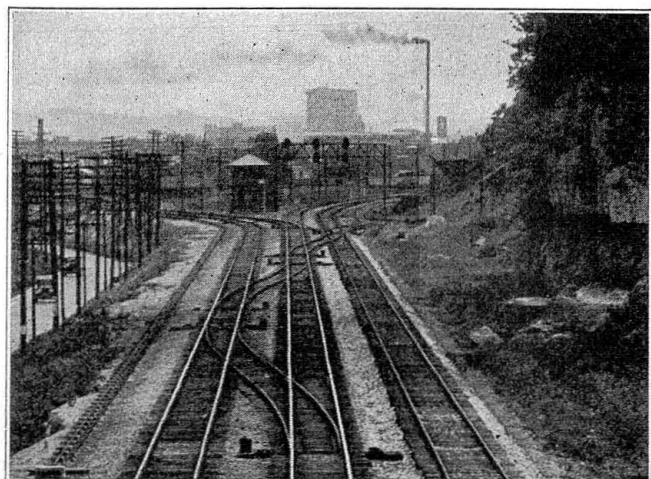
Simplified scheme of indications with traffic locking and five new interlockers eliminates written train orders, increasing safety and speed of operation

By Burt T. Anderson

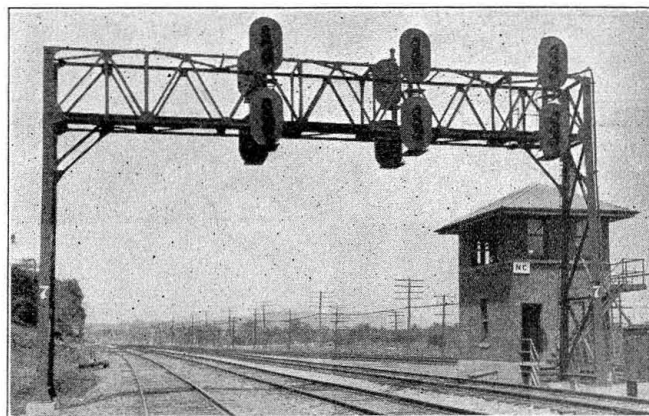
Superintendent of Signals, Chesapeake & Ohio

THE Chesapeake & Ohio has completed an interesting signal installation on a 10-mile section of three and four-track railroad between Russell, Ky., and Ashland, in connection with the rearrangement of tracks and yards and a new passenger station at Ashland. Formerly a double-track line handled all the freight and passenger traffic through the city of Ashland, but due to the congestion at the old station it was often necessary for the freight trains to block some of the 20 street cross-

ings in the city and seriously delay the highway and railway traffic. This portion of the Chesapeake & Ohio is one of the busiest sections on the system as it handles not only the regular Cincinnati division traffic but also all the coal movement to the Colum-



View from bridge 6, looking east toward NC cabin



View of NC tower and bridge 7 looking west toward the junction

bus territory. A typical day's traffic is as follows: 70 freight trains, 18 passenger trains and in addition light engines, switch engines and extras.

Before the new signaling was placed in service three-position automatic semaphore signals were used throughout the entire territory. Switches and cross-

