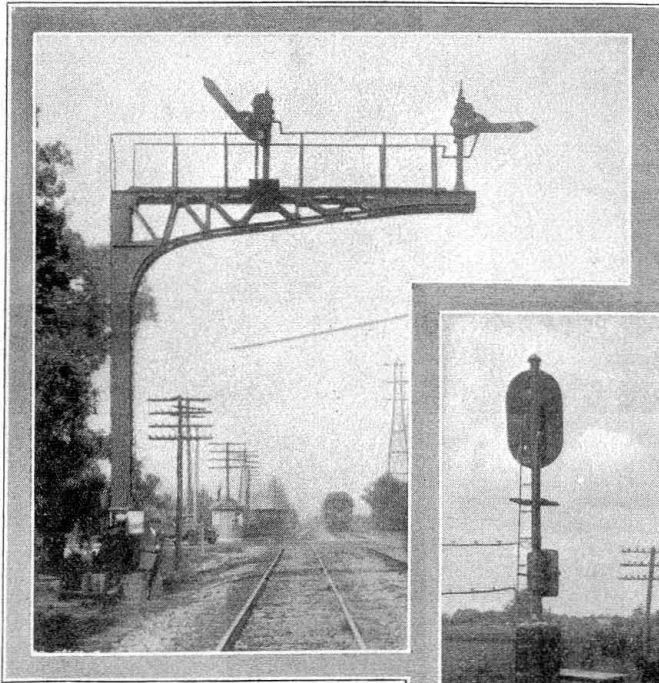
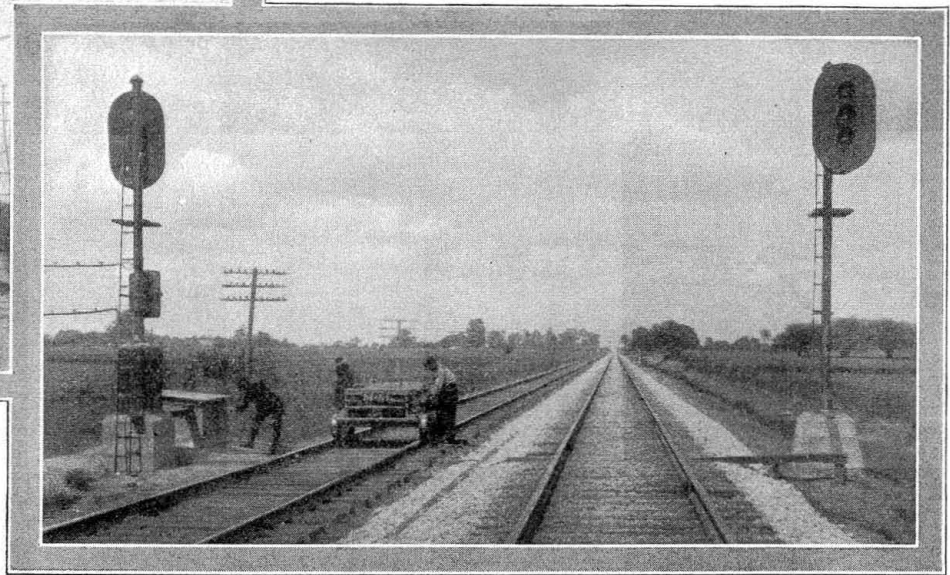


# Wabash Extending Color-Light Signals to Increase Operating Efficiency



Above—Style-T2 semaphores on cantilever bridge, Detroit. Right—Typical double signal location on double track with Union Style-R color-light signals



A-C. floating system in conjunction with primary battery track circuits employed on most of recent work  
—Pullman sleepers a feature of construction  
camp equipment

RECENT automatic signal installations on the Wabash are the result of the increased traffic, largely freight, which this road has been handling. Its lines extend from Buffalo, Detroit and Toledo on the east, to Chicago, St. Louis, Kansas City, Des Moines and Omaha on the west, and it has the distinction of being the only road in the eastern district with a Kansas City or Omaha connection over its own rails. Traffic men point to the road's peculiar advantage in having a direct line from the important Niagara "gateway" to Kansas City, avoiding the congested terminals at St. Louis and Chicago, but at the same time having access in each direction to both of these important railroad centers. Due to its traffic advantages the road has held a favored position in fast freight service eastward from Kansas City and is said to have handled for many years a large share of the packing house products moving east out of that city. The phenomenal growth of the automobile industry at Detroit has also favored this road to a considerable degree. Thus, comparing 1926 with 1916, the Wabash enjoyed an increase in revenue ton-miles of over 17 per cent whereas the railroads of the eastern district as a whole had an increase in their revenue ton-miles of only 1.1 per cent. Considering only the increase in tonnage of manufactured and miscellaneous products, this road handled 85 per cent more business of this character during the same 10-year period.

Coupled with the substantial increase in traffic in the past few years, this road has displayed an improvement in its operating efficiency, indicating that it is interested

in not only getting the business but also in handling it expeditiously, the two being related to a certain extent. As an illustration, the Wabash reports one of the highest figures of any railroad in the country for average



Wabash main line between St. Louis, Chicago and Detroit showing principal automatic block and station signaling

freight train speed—14.5 miles per train-hour—the average being 12 miles per train-hour. This unusually high average train speed, coupled with an increase in its average gross train load of 18.1 per cent (comparing 1926 with 1920) has effected an increase since 1920 of 49.6 per cent in its gross ton-miles per train-hour, a factor of importance in gaging operating efficiency.











