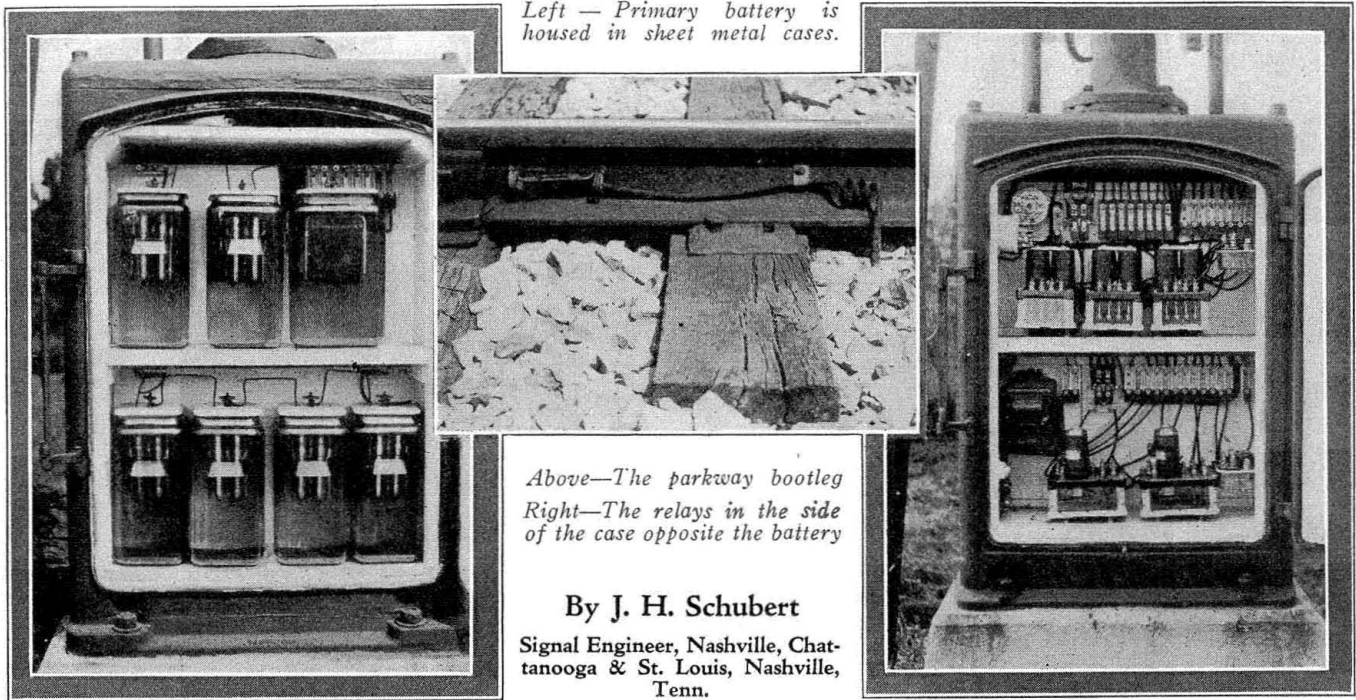


# N. C. & St. L. Completes Signaling from Nashville to Atlanta, 288 Miles

*This railroad handles its own construction, including the pouring of foundations in place, pole line work and installation of parkway cables*



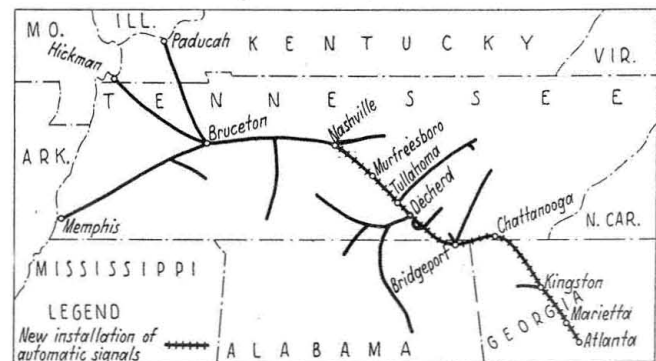
**D**URING the last three years, the Nashville, Chattanooga & St. Louis, known as the "Dixie Line," has carried on an active signaling program, constructing color-light automatic block signals on the main line from Nashville, Tenn., to Atlanta, Ga., so that the entire route, 288 miles, between these cities, is now signaled.

In the line from Nashville to Atlanta, about 238 miles is single track and 50 miles, double track. This is the route of Dixie Flyer and Dixie Limited as well as other fast trains, making a total of 16 passenger trains and 14 freight trains over most of the line. In addition to this traffic, the Louisville & Nashville operates about 39 trains over this line on the 48 miles of single track between Junta, Ga., and Atlanta, making an average total of about 65 trains a day on this section. The major portion of the line traverses rather rough country with numerous curves, so that automatic signals are of decided benefit in promoting safety of train operation as well as increasing track capacity.

With such heavy traffic, it was decided that some method of power supply for the signals should be used that would render continuous service, in spite of outages of the alternating current supply. The a-c. primary system was therefore adopted as the power supply for the signal system. Normally the current for the light signals is furnished from the alternating current supply, but in case of an outage

of the a-c., a relay cuts the signal operation over to a set of Edison 1,000-a. h. primary batteries. These primary batteries are also used for the line control circuits. Three cells of the same kind of primary battery are used in each track circuit.

The signals are the Union Switch & Signal Company's Style-P color-light type mounted on the top



Map showing territory equipped with automatic signals

of the masts, which in turn are set on top of sheet metal instrument cases for housing the batteries and relays. The entrance block signals are lighted continuously with 8-volt, 18-watt lamps, and have vertical lunar-white marker lights, with 6-8 volt lamps.





