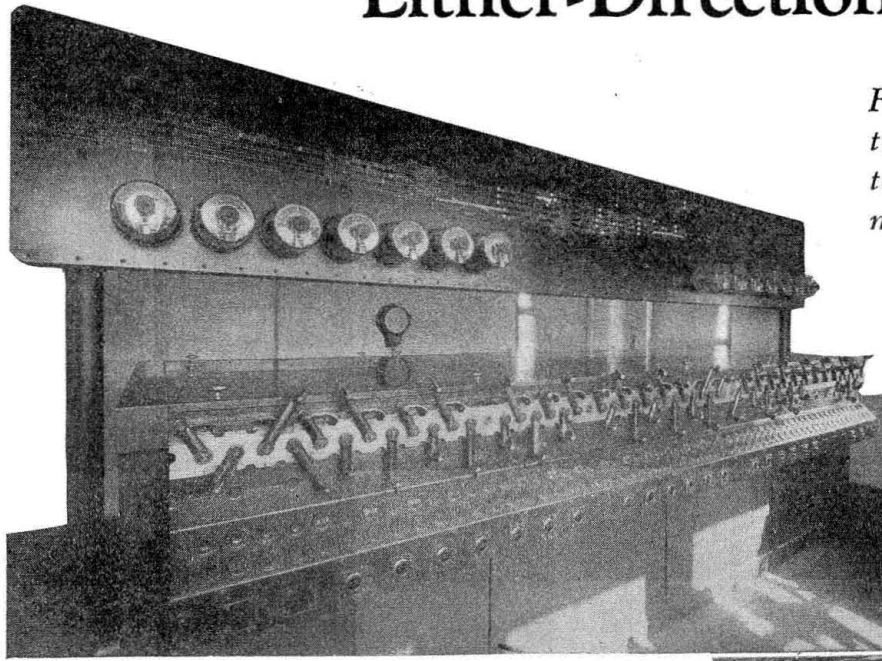


C. & O. Installs New Interlocking and Either-Direction Signaling



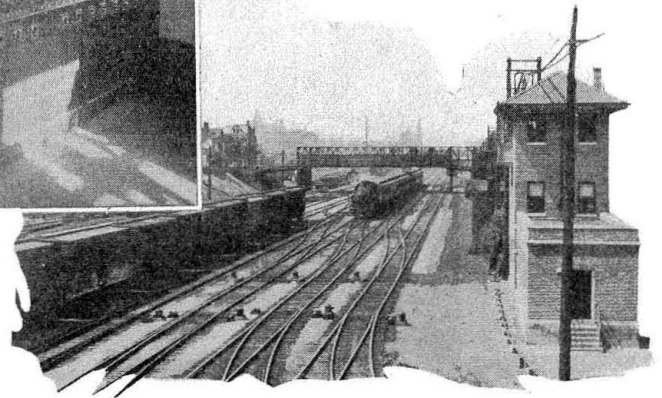
Above—Interlocking machine at "KC"

Right—View looking west through the "KC" layout

Four-mile section of multiple-track road from Newport, Ky., to Cincinnati, Ohio, includes a new bridge and extensive track elevation

By C. A. Taylor

Superintendent of Telegraph and Signals, Chesapeake & Ohio

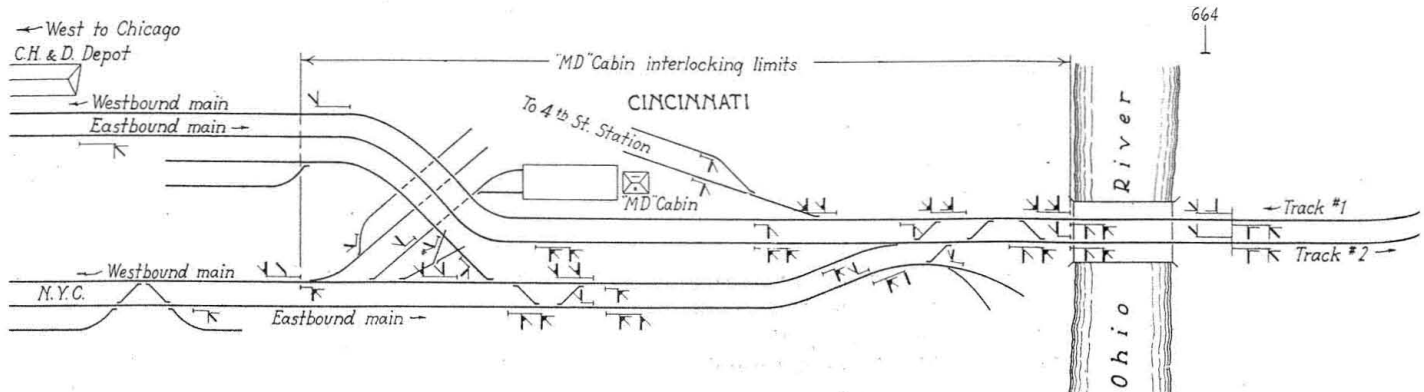


TRAINS are now directed in either direction by signal indications, without written train orders, on a four-mile section of double-track railroad on the Chesapeake & Ohio between Cincinnati, Ohio, and Covington, Ky. To permit this, three new electro-pneumatic interlockers were built and one mechanical interlocker was converted to electro-mechanical, in this district, which embraces a new double-track bridge across the Ohio River and an extensive four-track elevation project through Covington which lies on the south bank of the Ohio River across from Cincinnati.

The old bridge was built in 1886-1888 and is owned by a subsidiary of the Chesapeake & Ohio, which not only owns the bridge and its approaches, including the approach tracks on the Kentucky side to Sara-

toga Alley in Covington, a distance of about 3,600 ft. east of the river bank, but serves also as a terminal ownership company from Cincinnati to "KC" Junction where the Chesapeake & Ohio is joined by a line of the Louisville & Nashville. This route is used daily by about 23 passenger and express trains of the Chesapeake & Ohio and the Louisville & Nashville, all of which move across the bridge twice, because the engine terminals and coach yards of both roads are on the Kentucky side. Freight traffic is handled in transfer trains which vary in number with the traffic.

The old bridge was inadequate to carry locomotives weighing over 92 tons, which prevented the use of regular road engines over the bridge. As a result, freight transfers were sent over the bridge



Track and signal plan of territory from

