

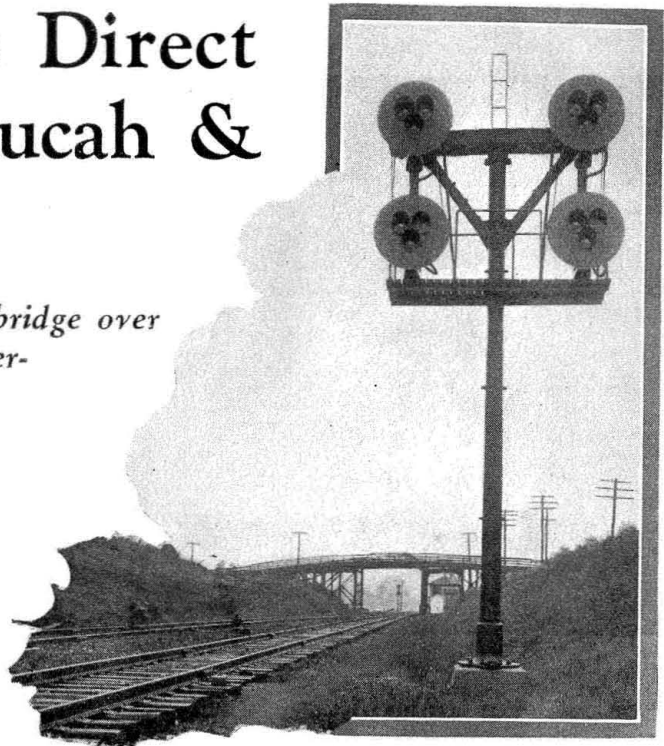
# Signal Indications Direct Trains on the Paducah & Illinois

*Entire railroad, involving five junctions and bridge over the Ohio river, included in dispatcher-controlled system*

By J. H. Schubert

Signal Engineer, Nashville, Chattanooga & St. Louis

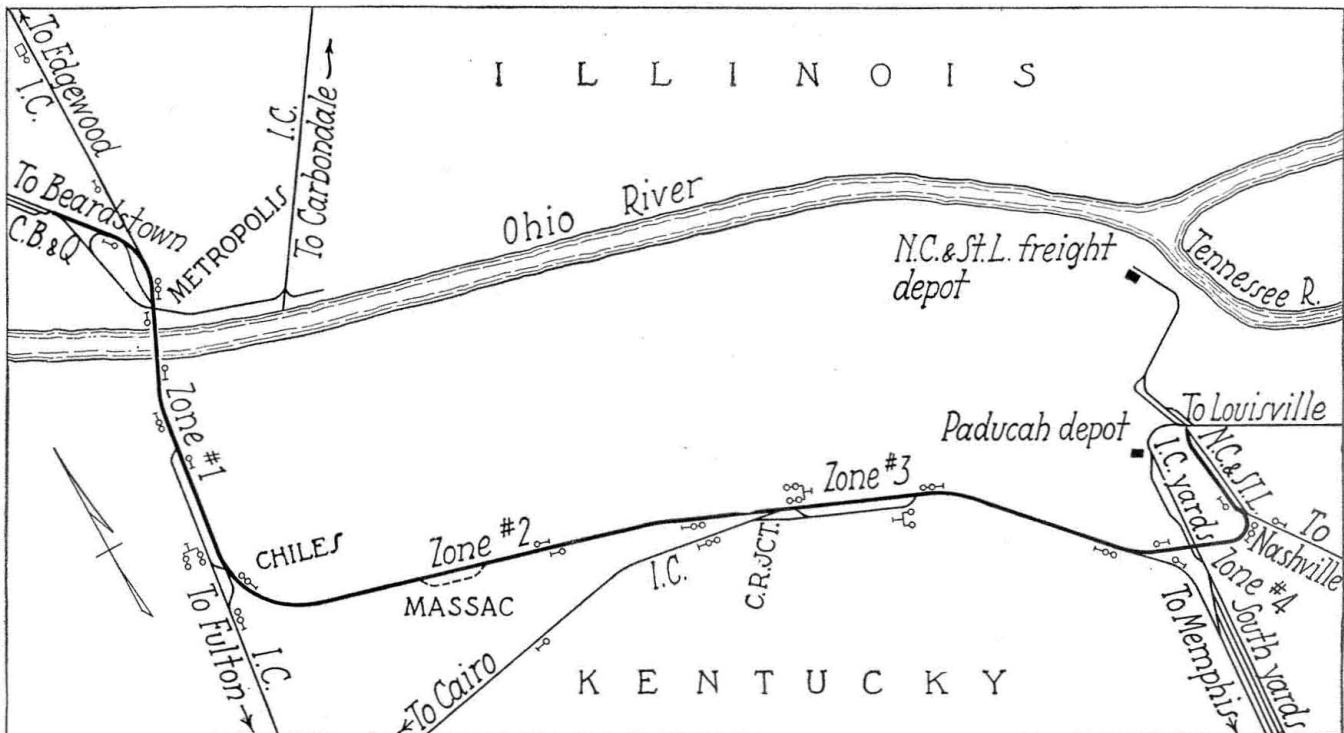
THE Paducah & Illinois has recently placed in service an installation of the Union Switch & Signal Company's dispatcher-controlled signal system by means of which train movements are directed by signal indication on the entire railroad, which includes about 15 miles of single-track line involving a bridge over the Ohio river and five junctions with the several roads which use this bridge. The Paducah & Illinois, owned jointly by the Nashville, Chattanooga & St. Louis, Chicago, Burlington & Quincy, and Illinois Central, was organized to construct and operate the bridge across the Ohio river at Metropolis, Ill., as well as the connections with the existing lines at Metropolis and Paducah, Ky. The bridge over the Ohio river, as well as the piers, wing walls, etc., for the smaller bridges, were all constructed for two main tracks, however, only the one track was laid, and the line is operated as single track. The P. & I. property extends from the junction switches of the Illinois Central and the Burlington, just north of the station at Metropolis, to



*At CR Junction looking west*

Paducah, about 15 miles, and is maintained by the N. C. & St. L., which has jurisdiction over the operation, although the trains of the other roads operate over this territory.

In tonnage, the most important single commodity handled over the P. & I. is coal from the Western Kentucky fields, while diversified manufactured and agricultural products also form an important percentage of the traffic. Four passenger trains, and from 40 to 60 freight trains are being operated over the bridge daily, and this number is to be increased fol-



Map of the P. & I. showing the zone limits and signals











