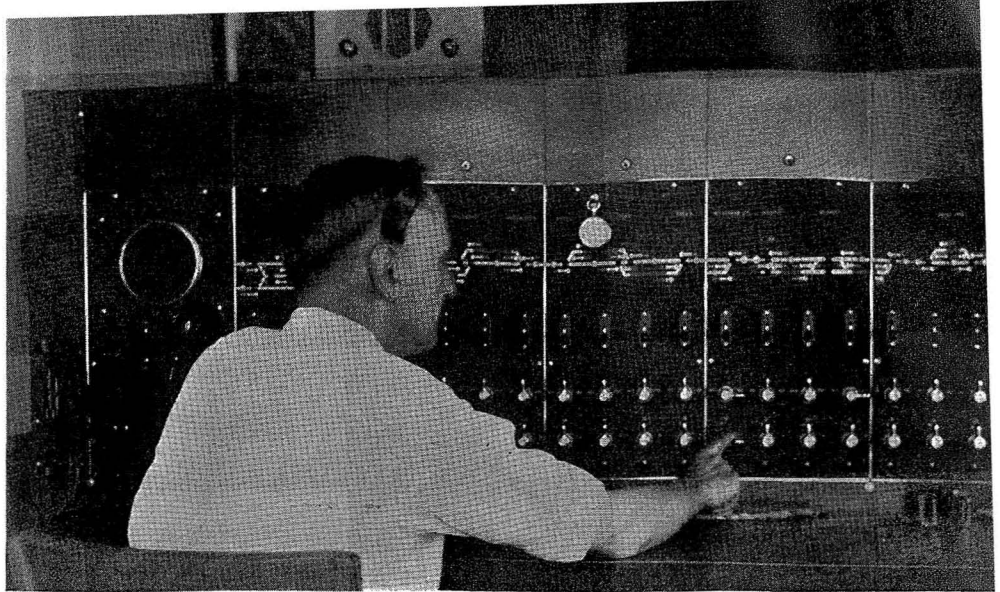


The centralized traffic control machine for the 27-mile territory is located in the office at Chester, Ill.



## C.T.C. on the Missouri Pacific

THE Missouri Pacific has installed centralized traffic control on 27.2 miles of single track between Flinton, Ill., and Raddle Junction, which is a part of the Illinois division, extending south from East St. Louis, Ill., along the east side of the Mississippi river, 119 miles to North Junction near Thebes, Ill. From Thebes, one line extends to Cairo, Ill., and one line extends across a bridge over the Mississippi river at Thebes to serve the Arkansas, Louisiana and Texas territory.

In view of the fact that this Illinois division is a low-grade line throughout, practically all of the Missouri Pacific freight traffic to and from the south is handled on this route, rather than on the more direct Iron Mountain line between St. Louis, Mo., and Poplar Bluff, via Bismarck, because the Iron Mountain line crosses a range of the Ozark mountains with heavy grades and curvature. Only the through passenger trains and a limited amount of merchandise, originating in or destined to St. Louis proper, are routed over the Iron Mountain route.

On the Illinois division, the Missouri Pacific operates one motor-type local passenger train each way daily between St. Louis and Marion, Ill., and the St. Louis-Southwestern operates one regular through passenger train each way daily. Branch line passenger trains of the Missouri Pacific operate each way daily between Flinton and Chester, and also between Chester and M. V. Junction. The

M.P. operates five scheduled freight trains each way daily, and the St.L.-S.W. operates three such trains each way daily. A local freight is operated each way daily except Sunday. With the average number of extra freight

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### Project includes 27-mile section of single track extending between sections of double track on division handling as many as 63 trains daily

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trains, the total traffic at present is about 35 trains daily, and when business is good, 50 to 60 trains are operated daily. During the latter part of March, 1937, the number of trains daily ranged from 55 and 56 to as high as 63.

The majority of the southbound freight traffic consists of merchandise and manufactured products, while the northbound traffic includes fruit, vegetables, packing house products, live stock, lumber and agricultural products, all of which is moved on fast schedules. In addition, coal is moved northward to East St. Louis, this coal for the most part being handled in solid trains on slower schedules. About two trains including coal are operated from the Mt.

Vernon line daily. A new mine, opened in 1937, on this branch line, will result in an increase in coal traffic. The majority of the coal handled on the division, however, comes from the Southern Illinois coal fields in the vicinity of Bush, Ill., this traffic entering the main line at Gorham, Ill., 22.6 miles south of Chester.

#### General Track Layout

The Illinois division is double track from East St. Louis to Flinton, 49 miles, single track 27 miles to Raddle Junction, double track 14 miles to Howardton, single track 4.5 miles to Halsey, double track 24 miles to North Junction, at Thebes. Centralized traffic control, controlled from Halsey, has been in service several years on the 4.5 miles of single track between Howardton and Halsey. This left the 27 miles of single track between Flinton and Raddle Junction as the neck of the bottle, with extended sections of double track on either end. When as many as 50 to 63 trains were being operated daily during the early months of 1937, delays were excessive on the section of single track, and something had to be done to relieve this congestion. The passenger trains and some of the merchandise freight trains were given preference, but the remainder of the freight trains met serious delays. On the average, from two to three hours was often required to move coal trains between Raddle Junction and Flinton.







