



Above: Centralized traffic control in this project extends 37 miles from Skip to Oliver with the control machine at Mays Yard, New Orleans. This section includes the longest continuous curve in the U.S., 9.45 miles.

Right: New signals were installed at the end of double track at Skip, La. One-piece concrete bungalows were used at ends of double track and at ends of sidings. They were delivered by a work train and set in place using a crane. Swamp water necessitated using pile foundations for bungalows and at some locations.



IC Puts CTC Through Swamp

Substantial savings are expected from a recent centralized traffic control installation which the Illinois Central has made on 37 miles of road between Mays Yard, New Orleans, and Oliver, La. Former double track has been converted to single track with sections of second main track remaining in place for sidings. There are three sidings, each about two miles long with a capacity of 225 cars. Switches and signals at the ends of sidings and at the ends of present double track are controlled from a machine at Mays Yard, New Orleans.

In addition to the savings estimated to accrue from the release of portions of second main track for salvage and reduced expenditures for track maintenance, the railroad has been able to obtain savings from conversion or retiring of timber trestles. Specifically, the IC has been able to retire

In swamp country north of New Orleans, the Illinois Central mainline to Chicago skirts the western edge of Lake Ponchartrain. The line has been converted to single track with three sidings, with signals and switches controlled from a CTC machine at Mays Yard, New Orleans.

39 bridges on the southbound main, totaling 2,558 lineal feet; fill seven bridges on converted siding track, totaling 570 lineal feet; and fill and retire 23 bridges totaling 1,564 lineal feet on the northbound main.

Colorlight signals are used throughout with automatic signals spaced about two miles apart. Difficulties in stringing line wires and other construction work were related by Tom J. Kremer, Supervisor of Signals. "Because this is a swamp territory, our signal posts and houses had to be set

on piling foundations. When it came to working on pole lines, our men often had to wear hip boots because of the swamp water on each side of the right-of-way."

Robert W. Kile, Special Engineer, directed the construction under the jurisdiction of George Pipas, Signal Engineer. Working with Mr. Kile were Leo Luigs, Circuit Engineer; John L. McNabb, Assistant Engineer; W. Glenn Turner, Field Signal Engineer; Signal Supervisor Kremer; and William R. Brown, Signal Testman. ●