

INTERSTATE COMMERCE COMMISSION

TABULATION OF STATISTICS

PERTAINING TO

SIGNALS, INTERLOCKING, AUTOMATIC TRAIN CONTROL
TELEGRAPH AND TELEPHONE FOR TRANSMISSION
OF TRAIN ORDERS, AND SPRING SWITCHES

AS USED ON THE RAILROADS OF THE UNITED STATES

COMPILED BY THE BUREAU OF SAFETY

ANUARY 1, 1948

WASHINGTON

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TABULATION OF STATISTICS PERTAINING TO SIGNALS, INTERLOCKING, AUTOMATIC TRAIN CONTROL,
TELEGRAPH AND TELEPHONE FOR TRANSMISSION OF TRAIN ORDERS, AND SPRING SWITCHES

The accompanying tables have been compiled from reports made by railroad companies in response to the Commission's order of October 24, 1939.

Table No. 1 shows the aggregate length of railroad line of each company reporting on which the block system was in use on January 1, 1948.

Table No. 2 indicates the kinds of automatic block signals used.

Table No. 3 and 4 show the apparatus in use and the practices and methods followed in the operation of the manual block system.

Tables No. 5A to E, inclusive, contain information relative to the automatic train-stop, train-control and cab-signal installations.

Table No. 6 includes information with respect to interlockings.

Table No. 7 indicates the extent to which centralized traffic control systems are in use.

Table No. 8 contains information relative to train operation by signal indication without train orders.

Table No. 9 contains a list of railroads on which the telegraph and telephone were used for transmitting train orders on January 1, 1948.

Table No. 10 shows the total number of spring switches reported as being in use on January 1, 1948.

As shown by Table 1, the total length of railroad in the United States operated under the block system on January 1, 1948, was 105,457.5 miles. Of this total 73,702.5 miles of road were automatic and 31,755.0 miles, nonautomatic. Comparing these figures with the corresponding figures contained in the bulletin of January 11, 1947, an increase is shown of 2,114.1 miles in the length of road operated by the automatic block system and a decrease of 1,381.4 miles of road operated by the nonautomatic block system, indicating a net increase of 732.7 miles of road operated under the block system.

Chart No. 1 shows the general trend of block-signal installation during the period January 1, 1910, to January 1, 1948, with respect to miles of road and track operated by automatic and nonautomatic block signals.

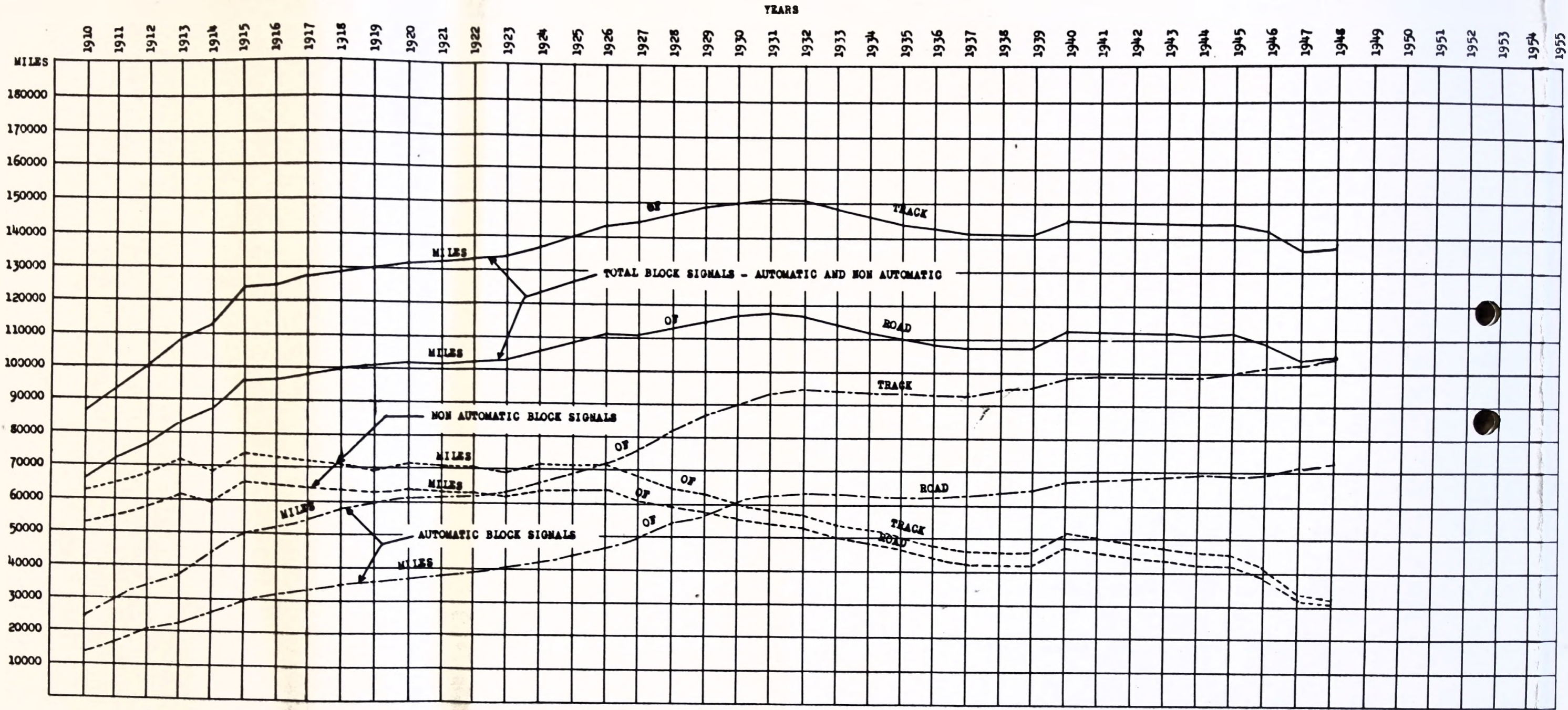


CHART I
 GENERAL TREND OF BLOCK-SIGNAL INSTALLATIONS SINCE 1910 WITH RESPECT TO
 MILES OF ROAD & TRACK OPERATED BY AUTOMATIC AND NONAUTOMATIC BLOCK SIGNALS.

Track operated jointly and equipped with block signals has been reported as follows,
the figures shown being miles of road

Railroads	Automatic		Nonautomatic	
	Single track	Double track	Single track	Double track
Atchison, Topeka & Santa Fe; Gulf, Mobile & Ohio	-	16.2	-	-
Atchison, Topeka & Santa Fe; Wabash	-	29.5	-	-
Atchison, Topeka & Santa Fe; Denver & Rio Grande Western	-	103.9	-	-
Atchison, Topeka & Santa Fe; Missouri Pacific	-	7.7	-	-
Atlanta & West Point; Central of Georgia	-	6.0	-	-
Baltimore & Ohio Chicago Terminal; South Chicago & Southern	-	4.7	-	-
Boston & Maine; Central Vermont	15.4	-	-	-
Boston & Maine; Delaware & Hudson	-	8.7	-	-
Central of Georgia; Southern	-	6.1	-	-
Chicago, Milwaukee, St. Paul & Pacific; Chicago, Burlington & Quincy .	-	19.5	-	-
Chicago, Milwaukee, St. Paul & Pacific; Chicago, Rock Island & Pacific	27.0	41.8	-	-
Chicago, Milwaukee, St. Paul & Pacific; Union Pacific	26.3	-	-	-
Erie; Cleveland, Cincinnati, Chicago & St. Louis	-	40.7	-	-
Erie; New York, Susquehanna & Western	-	4.9	-	-
Gulf, Mobile & Ohio; Cleveland, Cincinnati, Chicago & St. Louis ..	-	12.8	-	5.1
Illinois Central; Gulf, Mobile & Ohio	-	4.4	-	-
Illinois Central; Pennsylvania	7.4	-	-	-
Minneapolis & St. Louis; Chicago, Rock Island & Pacific	11.3	3.9	-	-
New York, Chicago & St. Louis; New York Central	-	3.7	-	-
New York, Chicago & St. Louis; Pennsylvania	-	9.3	-	36.8
Northern Pacific; Chicago, Milwaukee, St. Paul & Pacific Great Northern; Union Pacific	-	42.2	-	-
Northern Pacific; Great Northern	-	101.3	1.7	-
Northern Pacific; Great Northern; Union Pacific	-	95.8	-	-
Northern Pacific; Great Northern; Union Pacific; Spokane, Portland & Seattle	-	1.8	-	-
Northern Pacific; Great Northern; Spokane, Portland & Seattle ..	-	7.1	-	-
Northern Pacific; Spokane, Portland & Seattle	1.2	-	-	-
Seaboard Air Line; Southern	-	7.8	-	-
Southern Pacific; Western Pacific	-	177.7	-	-
Texas & New Orleans; Texas & Pacific	95.5	-	-	-
Texas & New Orleans; Atchison, Topeka & Santa Fe	11.2	-	-	-
Texas & New Orleans; Gulf, Colorado & Santa Fe; Galveston, Houston & Henderson	2.2	-	-	-
Wabash; Chicago, Burlington & Quincy	-	8.1	19.5	-
Wabash; Pere Marquette	-	3.2	-	-
Wabash; New York, Chicago & St. Louis	-	5.3	-	-

The reports submitted by the carriers covering block-signal statistics as of
January 1, 1948, compared with January 1, 1947, show principal changes as listed

Name of railroad	Automatic		Nonautomatic	
	Miles of road Increase	Decrease	Miles of road Increase	Decrease
Alton	-	424.8	-	119.9
Atchison, Topeka & Santa Fe	126.5	-	-	105.3
Canadian Pacific	31.6	-	-	-
Chesapeake & Ohio	45.3	-	-	40.0
Chicago & North Western	34.7	-	-	-
Chicago, Burlington & Quincy	4.8	-	-	55.0
Chicago, Milwaukee, St. Paul & Pacific	473.7	-	-	468.7
Chicago, Rock Island & Pacific	213.0	-	-	-
Chicago, Rock Island & Gulf	40.6	-	-	-
City Lines of West Virginia	-	29.6	-	.3
Cleveland, Cincinnati, Chicago & St. Louis.	46.4	-	-	46.4
Denver & Rio Grande Western	232.2	-	-	101.3
Denver & Salt Lake	-	128.5	-	-
Great Northern	273.3	-	-	-
Gulf, Mobile & Ohio	468.7	-	119.9	-
Louisville & Nashville	30.8	-	-	-
Missouri Pacific; International-Great Northern	143.0	-	-	-
St. Louis, Brownsville & Mexico	26.5	-	-	-
New York, Chicago & St. Louis	72.9	-	-	71.5
New York, Ontario & Western	-	2.2	-	45.8
Pennsylvania	-	.8	-	149.6
St. Louis - San Francisco	80.0	-	-	-
St. Louis Southwestern	26.9	-	-	-
Seaboard Air Line	234.1	-	-	239.3
Western Maryland	24.6	-	-	23.4
Western Pacific	39.0	-	-	-

Table No. 1

Aggregate Length of Lines and Parts of Lines on Which the Block-Signal System was in Use on January 1, 1948.

Name of railroad	Automatic				Nonautomatic				Total automatic and nonautomatic		Passenger lines operated		
	Single track	Two or more tracks	Total		Single track	Two or more tracks	Total		Miles of road	Miles of track	Miles of road	Miles of track	Percentage of miles of track block signalled
			Miles of road	Miles of track			Miles of road	Miles of track					
Ann Arbor	13.3	4.2	17.5	21.7	-	-	-	-	17.5	21.7	292.2	293.4	7.4
✓ Atchison, Topeka & Santa Fe	3,082.4	1,877.6	4,960.0	6,743.4	8.9	-	8.9	40.0	4,968.9	6,783.4	8,532.8	10,245.4	66.2
Atlanta & West Point	61.1	30.0	91.1	121.1	-	-	-	-	91.1	121.1	91.1	121.1	100.0
Western Ry. of Alabama	85.6	.9	86.5	87.4	-	-	-	-	86.5	87.4	133.4	134.3	65.0
Atlantic Coast Line	226.3	610.7	837.0	1,447.7	6.4	-	6.4	6.4	843.4	1,454.1	4,088.0	4,780.5	30.4
Baltimore & Annapolis	16.2	7.6	23.8	31.3	-	-	-	-	23.8	31.3	30.8	33.3	94.0
Baltimore & Ohio System:													
Eastern Region 1/	95.2	479.8	575.0	1,231.2	574.0	80.3	654.3	738.1	1,229.3	1,969.3	1,403.6	2,144.8	91.8
Central Region	176.2	708.5	884.7	1,635.3	230.4	91.8	322.2	382.5	1,206.9	2,017.8	1,256.7	2,063.9	97.7
Western Region	664.6	190.4	855.0	1,070.3	845.7	-	845.7	845.7	1,700.7	1,916.0	1,707.2	1,922.5	99.6
New York Terminal Region	-	23.2	23.2	46.4	5.4	-	5.4	5.4	28.6	51.8	28.6	51.8	100.0
Baltimore & Ohio Chicago Terminal	-	29.9	29.9	59.8	-	-	-	-	29.9	59.8	30.1	60.2	99.3
Barberger	21.4	4.8	26.2	30.2	-	-	-	-	26.2	30.2	36.3	54.9	55.0
Bangor & Aroostook 1/	16.6	-	16.6	16.6	-	-	-	-	16.6	16.6	536.8	566.6	2.9
Belt Ry. of Chicago 1/	-	13.1	13.1	27.4	-	-	-	-	13.1	27.4	-	-	-
Bessemer & Lake Erie 4/	10.5	39.3	49.8	88.6	46.2	102.0	148.2	250.2	198.0	338.8	141.5	248.5	99.1
Bingham & Garfield 1/	18.3	-	18.3	18.3	.6	-	.6	.6	18.9	18.9	-	-	-
Boston & Maine	350.3	592.9	943.2	1,552.8	6.8	1.1	7.9	9.2	951.1	1,562.0	1,419.1	1,966.4	80.2
Butte, Anaconda & Pacific	9.4	-	9.4	9.4	-	-	-	-	9.4	9.4	26.0	26.0	36.1
Camas Prairie	-	-	-	-	14.0	-	14.0	14.0	14.0	14.0	257.8	257.8	5.4
Canadian Pacific	165.5	-	165.5	165.5	.3	-	.3	.3	165.8	165.8	262.4	262.4	63.2
Cedar Rapids & Iowa City	27.2	-	27.2	27.2	-	-	-	-	27.2	27.2	27.2	27.2	100.0
Central of Georgia 5/	392.3	30.4	422.7	452.3	-	-	-	-	422.7	452.3	1,587.1	1,625.5	27.7
Central R.R. of New Jersey	39.6	97.1	136.7	335.9	-	-	-	-	136.7	335.9	200.5	398.2	84.3
Central R.R. of Pennsylvania	12.6	91.8	104.4	201.4	-	-	-	-	104.4	201.4	107.8	197.6	100.0
New York & Long Branch	1.2	38.4	39.6	78.0	-	-	-	-	39.6	78.0	39.6	78.0	100.0
Central Vermont	17.3	-	17.3	17.3	-	-	-	-	17.3	17.3	363.0	363.0	4.8
Chesapeake & Ohio:													
Chesapeake District	638.8	806.5	1,445.3	2,298.4	1,337.3	6.1	1,343.4	1,349.5	2,788.7	3,647.9	2,788.7	3,647.9	100.0
Pere Marquette District	263.3	93.8	357.1	451.0	-	-	-	-	357.1	451.0	857.9	949.3	47.5
Chicago & Eastern Illinois	130.9	149.9	280.8	430.7	121.4	-	121.4	121.4	402.2	552.1	755.4	906.2	60.9
Chicago & Illinois Midland	33.1	-	33.1	33.1	-	-	-	-	33.1	33.1	77.0	78.7	42.0
Chicago & North Western	499.9	908.7	1,408.6	2,390.5	1,365.2	6.1	1,371.3	1,377.4	2,779.9	3,767.9	7,249.3	8,264.8	45.6
Chicago & Western Indiana	-	28.0	28.0	60.4	-	-	-	-	28.0	60.4	28.0	60.4	100.0
Chicago, Aurora & Elgin	26.2	17.0	43.2	58.6	-	-	-	-	43.2	58.6	49.9	73.8	79.4
Chicago, Burlington & Quincy	1,319.9	828.7	2,148.6	3,020.8	5,894.0	180.6	6,074.6	6,243.4	8,223.2	9,264.2	8,223.2	9,264.2	100.0
Chicago Great Western	468.8	56.0	524.8	580.8	-	-	-	-	524.8	580.8	1,298.2	1,354.2	42.9
Chicago, Indianapolis & Louisville	391.7	-	391.7	391.7	-	-	-	-	391.7	391.7	392.6	392.6	99.7
Chicago, Milwaukee, St. Paul & Pacific	2,021.0	789.9	2,810.9	3,600.8	1,404.2	-	1,404.2	1,404.2	4,215.1	5,005.0	7,384.6	8,174.5	61.2
White Sulphur Springs & Yellowstone Park	-	-	-	-	19.3	-	19.3	19.3	19.3	19.3	19.3	19.3	100.0
Chicago, North Shore & Milwaukee .....	.8	56.1	56.9	112.0	-	20.9	20.9	41.8	77.8	153.8	108.6	216.4	71.1
Chicago, Rock Island & Pacific	2,072.2	435.7	2,507.9	2,959.7	-	-	-	-	2,507.9	2,959.7	5,845.6	6,257.0	47.0

Table No. 1 Continued

Aggregate Length of Lines and Parts of Lines on Which the Block-Signal System was in Use on January 1, 1948.

Name of railroad	Automatic				Nonautomatic				Total automatic and nonautomatic		Passenger lines operated		
	Single track	Two or more tracks	Total		Single track	Two or more tracks	Total		Miles of road	Miles of track	Miles of road	Miles of track	Percentage of miles of track block signalled
			Miles of road	Miles of track			Miles of road	Miles of track					
Chicago, Rock Island & Gulf	212.7	2.8	215.5	218.3	-	-	-	-	215.5	218.3	561.9	564.6	38.6
Chicago, St. Paul, Minneapolis & Omaha	73.6	167.7	241.3	407.3	32.3	-	32.3	32.3	273.6	439.6	1,037.2	1,221.2	36.0
Chicago, South Shore & South Bend	51.9	16.8	68.7	85.5	-	-	-	-	68.7	85.5	75.5	95.6	89.4
Clinchfield	14.3	-	14.3	14.3	-	-	-	-	14.3	14.3	276.8	276.8	5.2
Colorado & Southern	40.2	-	40.2	40.2	-	-	-	-	40.2	40.2	613.5	764.8	5.2
Cooperative Transit	5.8	-	5.8	5.8	-	-	-	-	5.8	5.8	12.9	14.3	40.5
Delaware & Hudson	179.6	258.0	437.6	716.3	-	-	-	-	437.6	716.3	422.4	589.8	89.0
Wilkes-Barre Connecting 1/	2.5	4.3	6.8	11.1	-	-	-	-	6.8	11.1	-	-	-
Delaware, Lackawanna & Western	304.0	483.4	787.4	1,387.6	6.2	-	6.2	6.2	793.6	1,393.8	956.2	1,553.4	89.7
Denver & Rio Grande Western	754.8	140.9	895.7	1,036.6	-	-	-	-	895.7	1,036.6	1,585.4	1,777.0	58.3
Detroit & Toledo Shore Line 1/	-	13.4	13.4	26.7	-	-	-	-	13.4	26.7	-	-	-
Detroit, Toledo & Ironton 1/	-	-	-	-	1.4	-	1.4	1.4	1.4	1.4	-	-	-
Duluth, Missabe & Iron Range	7.3	22.5	29.8	37.0	-	1.8	1.8	1.8	31.6	38.8	275.6	662.0	5.8
Duluth South Shore & Atlantic	-	-	-	-	440.1	-	440.1	440.1	440.1	440.1	440.1	440.1	100.0
Elgin, Joliet & Eastern 1/ v.....	39.2	30.6	69.8	82.6	-	-	-	-	69.8	82.6	-	-	-
Erie 6/	171.3	1,117.1	1,288.4	2,391.3	544.9	17.1	562.0	579.1	1,850.4	2,970.4	1,362.3	2,435.1	100.0
New Jersey & New York	20.7	-	20.7	20.7	-	-	-	-	20.7	20.7	20.7	20.7	100.0
Florida East Coast	27.2	319.1	346.3	665.4	-	-	-	-	346.3	665.4	530.8	851.0	78.2
Ft. Worth & Denver City	95.3	1.6	96.9	98.5	-	-	-	-	96.9	98.5	838.5	844.0	11.7
Galveston, Houston & Henderson	4.7	-	4.7	4.7	-	-	-	-	4.7	4.7	50.0	50.0	9.4
Georgia	162.9	7.4	170.3	177.7	-	-	-	-	170.3	177.7	301.6	308.8	57.5
Grand Trunk Western	7.7	347.7	355.4	703.0	-	-	-	-	355.4	703.0	783.1	1,140.8	61.6
Great Northern	2,258.5	684.0	2,942.5	3,626.6	-	-	-	-	2,942.5	3,626.6	5,724.7	6,150.0	59.0
Gulf, Mobile & Ohio	276.8	257.9	534.7	797.7	114.8	5.1	119.9	119.9	654.6	917.6	1,757.0	1,988.0	46.2
Hudson & Manhattan	-	7.8	7.8	15.7	-	-	-	-	7.8	15.7	7.8	15.7	100.0
Illinois Central	1,400.5	849.6	2,250.1	3,288.2	-	-	-	-	2,250.1	3,288.2	2,841.4	3,955.8	83.1
Paducah & Illinois	14.8	-	14.8	14.8	-	-	-	-	14.8	14.8	14.8	14.8	100.0
Illinois Terminal System	128.4	3.0	131.4	134.4	-	-	-	-	131.4	134.4	374.4	379.4	35.5
Jacksonville Terminal	-	.5	.5	1.0	-	-	-	-	.5	1.0	-	-	-
Janestown, Westfield & Northwestern	-	-	-	-	32.2	-	32.2	32.2	32.2	32.2	32.2	32.2	100.0
Kansas City Southern	97.0	-	97.0	97.0	-	-	-	-	97.0	97.0	788.9	801.8	12.1
Kansas City Terminal	-	10.1	10.1	27.2	-	-	-	-	10.1	27.2	14.7	51.5	52.6
Kentucky & Indiana Terminal	-	-	-	-	8.8	7.7	16.5	24.2	16.5	24.2	16.5	24.2	100.0
Lackawanna & Wyoming Valley	1.0	16.1	17.1	33.1	-	-	-	-	17.1	33.1	18.9	36.9	89.7
Lake Superior & Ishpeming	-	-	-	-	3.7	-	3.7	3.7	3.7	3.7	111.6	111.6	3.3
Lake Superior Terminal & Transfer	-	.5	.5	1.0	-	-	-	-	.5	1.0	-	24.3	4.1
Lehigh & Hudson River	72.5	-	72.5	72.5	.3	-	.3	.3	72.8	72.8	72.8	72.8	100.0
Lehigh & New England 1/	5.2	-	5.2	5.2	-	-	-	-	5.2	5.2	-	-	-
Lehigh Valley	95.1	513.1	608.2	1,200.3	214.8	1.9	216.7	218.7	824.9	1,419.0	709.8	1,244.8	100.0
Litchfield & Madison	8.3	-	8.3	8.3	-	-	-	-	8.3	9.3	9.6	9.6	86.4

Table No. 1 Continued

Aggregate Length of Lines and Parts of Lines on Which the Block-Signal System was in Use on January 1, 1948.

Name of railroad	Automatic				Nonautomatic				Total automatic and nonautomatic		Passenger lines operated		
	Single track	Two or more tracks	Total		Single track	Two or more tracks	Total		Miles of road	Miles of track	Miles of road	Miles of track	Percentage of miles of track block signalled
			Miles of road	Miles of track			Miles of road	Miles of track					
Long Island <u>11</u>	1.3	158.3	159.6	346.7	181.2	-	181.2	181.2	340.8	527.9	341.1	528.2	99.9
Louisville & Nashville <u>8</u>	1,568.4	463.1	2,031.5	2,491.6	-	-	-	-	2,031.5	2,491.6	3,973.7	4,520.5	55.1
Maine Central	338.5	54.6	393.3	448.1	-	-	-	-	393.3	448.1	785.2	839.6	53.4
Portland Terminal Co.	1.3	9.9	11.2	22.9	-	-	-	-	11.2	22.9	15.0	25.0	91.7
Manitowish & Northeastern	-	-	-	-	57.0	-	57.0	57.0	57.0	57.0	19.9	19.9	100.0
Minneapolis & St. Louis	11.3	4.3	15.6	19.9	-	-	-	-	15.6	19.9	1,088.4	1,100.6	1.8
Minneapolis, St. Paul & Sault Ste. Marie	13.8	1.1	14.9	16.0	4,014.1	37.0	4,051.1	4,088.1	4,066.0	4,104.1	2,548.6	2,575.3	100.0
Missouri-Kansas-Texas	410.4	53.1	463.5	516.9	-	-	-	-	463.5	516.9	1,358.1	1,481.1	34.9
Missouri-Kansas-Texas of Texas	272.4	8.9	281.3	290.1	-	-	-	-	281.3	290.1	1,129.0	1,148.0	25.3
Missouri Pacific	2,333.0	338.5	2,671.5	3,010.5	-	-	-	-	2,671.5	3,010.5	4,749.0	5,176.4	58.2
Beaumont, Sour Lake & Western	82.4	-	82.4	82.4	-	-	-	-	82.4	82.4	84.3	84.3	97.8
Houston Belt & Terminal	7.2	3.3	10.5	13.8	-	-	-	-	10.5	13.8	13.9	17.1	80.7
International-Great Northern	486.8	-	486.8	486.8	-	-	-	-	486.8	486.8	1,046.3	1,046.3	46.5
New Orleans, Texas & Mexico	46.9	-	46.9	46.9	-	-	-	-	46.9	46.9	137.5	137.5	34.1
St. Louis, Brownsville & Mexico	28.5	-	28.5	28.5	-	-	-	-	28.5	28.5	383.1	383.1	7.0
Monongahela	25.4	21.4	46.8	68.2	-	-	-	-	46.8	68.2	68.8	90.2	75.6
Monongahela Connecting <u>1</u> /	-	-	-	-	.6	2.7	3.3	5.9	3.3	5.9	-	-	-
Montour .....	.5	-	.5	.5	-	-	-	-	.5	.5	51.0	51.0	1.0
Municipal Bridge (St. Louis)	-	6.2	6.2	12.4	-	.3	.3	.7	6.5	13.1	6.5	13.1	100.0
Nashville, Chattanooga & St. Louis	336.1	47.0	383.1	430.1	1.4	-	1.4	1.4	384.5	431.5	1,050.8	1,108.7	38.9
Nevada Northern <u>1</u> /	-	-	-	-	-	.2	.2	.3	.2	.3	-	-	-
New York Central System: Lines East	8.2	830.4	838.6	2,430.7	978.1	35.5	1,013.6	1,062.4	1,852.2	3,493.1	1,852.2	3,493.1	100.0
Lines West	56.7	578.2	634.9	1,860.5	1,005.2	64.3	1,069.5	1,130.1	1,704.4	2,990.6	1,704.4	2,990.6	100.0
Boston & Albany	2.7	215.8	218.5	526.4	-	-	-	-	218.5	526.4	259.7	561.4	93.7
Chicago Junction <u>1</u> /	1.1	-	1.1	1.1	-	-	-	-	1.1	1.1	-	-	-
Cleveland, Cincinnati, Chicago & St. Louis	305.2	619.1	924.3	1,542.5	1,023.8	27.4	1,051.2	1,078.6	1,975.5	2,621.1	1,435.0	2,082.8	99.5
Indiana Harbor Belt <u>1</u> / <u>9</u> /	-	18.1	18.1	35.5	-	8.2	8.2	16.4	26.3	51.9	-	-	-
Lake Erie & Eastern	-	8.3	8.3	16.6	-	-	-	-	8.3	16.6	8.3	16.6	100.0
Louisville & Jeffersonville Bridge <u>1</u> / ...	-	-	-	-	3.5	-	3.5	3.5	3.5	3.5	-	-	-
Michigan Central <u>10</u> / <u>11</u> /	12.8	336.6	349.4	686.0	448.3	5.0	453.3	458.4	802.7	1,144.4	804.7	1,146.5	99.8
Peoria & Eastern	-	2.5	2.5	5.0	199.0	-	199.0	199.0	201.5	204.0	201.5	204.0	100.0
Pittsburgh & Lake Erie	6.2	128.9	135.1	354.6	34.2	-	34.2	34.2	169.3	388.8	118.0	326.6	100.0
Troy Union .....	.5	1.5	2.0	3.5	-	-	-	-	2.0	3.5	2.0	3.5	100.0
New York, Chicago & St. Louis <u>12</u> /	379.1	187.3	566.4	753.8	1,055.6	37.6	1,093.2	1,138.8	1,659.6	1,892.6	1,118.8	1,349.5	100.0
New York, New Haven & Hartford	1.6	486.5	488.1	1,177.4	1,231.7	55.9	1,287.6	1,351.4	1,775.7	2,528.8	913.3	1,554.6	100.0
New York Connecting <u>13</u> /	-	12.7	12.7	25.4	-	-	-	-	12.7	25.4	4.6	9.3	100.0
New York, Ontario & Western	22.2	-	22.2	22.2	113.3	3.7	117.0	120.6	139.2	142.8	139.4	143.0	99.9
New York, Susquehanna & Western	1.5	18.6	20.1	33.8	14.5	-	14.5	14.5	34.6	48.3	112.6	126.3	38.0
Norfolk & Western	864.9	630.4	1,495.3	2,136.0	174.5	-	174.5	174.5	1,669.8	2,310.5	1,659.8	2,299.5	98.0
Northern Pacific <u>14</u> /	1,799.1	664.1	2,463.2	3,127.3	30.7	-	30.7	30.7	2,493.9	3,158.0	4,587.1	5,249.6	59.7

Table No. 1 Continued

Aggregate Length of Lines and Parts of Lines on Which the Block-Signal System was in Use on January 1, 1948.

Name of railroad	Automatic				Nonautomatic				Total automatic and nonautomatic		Passenger lines operated		
	Single track	Two or more tracks	Total		Single track	Two or more tracks	Total		Miles of road	Miles of track	Miles of road	Miles of track	Percentage of miles of track block signalled
			Miles of road	Miles of track			Miles of road	Miles of track					
Northwestern Pacific	8.9	-	8.9	8.9	-	-	-	-	8.9	8.9	262.0	264.3	3.3
Oahu Ry. & Land Co.	3.7	10.0	13.7	23.7	-	-	-	-	13.7	23.7	70.4	80.4	29.4
Pacific Coast R.R.	10.0	8.9	18.9	27.8	-	-	-	-	18.9	27.8	18.9	27.8	100.0
Pacific Electric	14.3	46.9	61.2	118.8	9.8	-	9.8	9.8	71.0	128.6	215.1	391.4	32.9
Panama	49.0	-	49.0	49.0	-	-	-	-	49.0	49.0	49.0	49.0	100.0
Pennsylvania System <u>15/</u>	532.6	2,570.3	3,103.1	6,844.4	2,375.3	400.6	2,775.9	3,191.8	5,879.0	10,036.2	5,880.3	10,040.3	99.9
Pennsylvania-Reading Seashore Lines	-	132.6	132.6	269.8	183.5	-	183.5	183.5	316.1	453.3	316.1	453.3	100.0
Peoria & Pekin Union	-	7.1	7.1	14.1	2.1	-	2.1	2.1	9.2	16.2	11.0	19.8	81.8
Pittsburgh & West Virginia <u>1/</u>	1.0	2.3	3.3	5.7	-	-	-	-	3.3	5.7	-	-	-
Portland Fraction Company	19.5	-	19.5	19.5	-	-	-	-	19.5	19.5	26.0	32.0	60.8
Reading <u>16/</u>	46.4	480.3	526.7	1,162.2	271.0	14.2	285.2	299.5	811.9	1,461.7	690.9	1,273.2	87.7
Richmond, Fredericksburg & Potomac	-	113.7	113.7	242.7	-	-	-	-	113.7	242.7	113.7	242.7	100.0
Rutland	-	-	-	-	366.1	.3	366.4	366.7	366.4	366.7	331.3	331.6	91.9
Sacramento Northern	42.7	-	42.7	42.7	-	-	-	-	42.7	42.7	39.0	39.0	89.8
St. Louis - San Francisco	1,469.4	134.8	1,604.2	1,739.0	8.0	-	8.0	8.0	1,612.2	1,747.0	4,296.0	4,432.0	39.4
Birmingham Belt <u>1/</u>	1.1	-	1.1	1.1	.3	-	.3	.3	1.4	1.4	-	-	-
St. Louis, San Francisco & Texas	6.7	-	6.7	6.7	-	-	-	-	6.7	6.7	106.6	106.6	6.3
St. Louis Southwestern	194.3	24.3	218.6	242.9	-	-	-	-	218.6	242.9	968.7	993.0	24.4
San Diego & Arizona Eastern .....	.3	-	.3	.3	119.0	-	119.0	119.0	119.3	119.3	104.0	104.0	100.0
Seaboard Air Line <u>17/</u>	1,007.5	69.3	1,076.8	1,149.1	2,181.7	27.4	2,209.1	2,236.5	3,285.9	3,385.6	3,285.9	3,385.6	100.0
Macon, Dublin & Savannah	-	-	-	-	92.3	-	92.3	92.3	92.3	92.3	92.3	92.3	100.0
Southern	1,275.5	747.0	2,022.5	2,769.6	123.1	1.2	124.3	125.5	2,146.8	2,895.1	5,023.3	5,785.9	50.0
Alabama Great Southern	197.8	95.9	293.7	389.5	-	-	-	-	293.7	389.5	293.7	389.5	100.0
Cincinnati, New Orleans & Texas Pacific ..	93.0	242.5	335.5	578.1	-	-	-	-	335.5	578.1	335.5	578.1	100.0
Georgia, Southern & Florida	253.1	3.5	256.6	260.1	-	-	-	-	256.6	260.1	390.8	393.6	66.0
New Orleans & Northeastern	175.6	15.5	191.1	206.6	-	-	-	-	191.1	206.6	193.4	209.8	98.4
New Orleans Terminal	-	7.7	7.7	15.4	-	-	-	-	7.7	15.4	7.7	15.4	100.0
St. Johns River Terminal	1.1	2.0	3.1	5.0	-	-	-	-	3.1	5.0	3.1	5.0	100.0
Southern Illinois & Missouri Bridge .....	.2	4.3	4.5	8.8	-	-	-	-	4.5	8.8	4.5	8.8	100.0
Southern Pacific Co.; Pacific Lines	3,997.0	829.4	4,826.4	5,655.4	-	-	-	-	4,826.4	5,655.4	4,650.6	5,445.3	100.0
Texas & New Orleans	1,495.2	89.1	1,584.3	1,673.4	-	-	-	-	1,584.3	1,673.4	3,300.0	3,397.3	49.3
Spokane, Portland & Seattle	276.1	9.5	285.6	295.1	-	-	-	-	285.6	295.1	1,034.9	1,058.3	27.9
Terminal R.R. Association of St. Louis	-	11.5	11.5	23.0	-	1.1	1.1	2.3	12.6	25.3	15.3	30.5	82.9
St. Louis Merchants Bridge Terminal	-	10.5	10.5	21.1	-	-	-	-	10.5	21.1	11.4	22.0	95.9
Texas & Pacific	1,078.5	83.6	1,162.1	1,245.7	-	-	-	-	1,162.1	1,245.7	1,854.3	1,958.8	63.6
Texas Pacific-Mo. Pacific Term. of New Orleans.	1.8	-	1.8	1.8	-	-	-	-	1.8	1.8	1.8	1.8	100.0
Union <u>1/</u>	-	18.6	18.6	39.3	-	-	-	-	18.6	39.3	-	-	-
Union Pacific	3,041.9	1,239.5	4,281.4	5,522.7	.4	-	.4	.4	4,281.8	5,523.1	7,272.0	8,574.0	64.4
Utah <u>1/</u>	3.4	.4	3.8	4.1	-	-	-	-	3.8	4.1	-	-	-
Virginian	64.2	9.1	73.3	82.4	-	-	-	-	73.3	82.4	440.5	469.5	17.5

Table No. 1 Continued

Aggregate Length of Lines and Parts of Lines on Which the Block-Signal System was in Use on January 1, 1948.

Name of railroad	Automatic				Nonautomatic				Total automatic and nonautomatic		Passenger lines operated		
	Single track	Two or more tracks	Total		Single track	Two or more tracks	Total		Miles of road	Miles of track	Miles of road	Miles of track	Percentage of miles of track block signalled
			Miles of road	Miles of track			Miles of road	Miles of track					
Wabash 18/	743.9	362.6	1,106.5	1,429.8	887.4	2.3	889.7	892.0	1,996.2	2,321.8	1,617.0	1,979.1	100.0
Waterloo, Cedar Falls & Northern	6.1	-	6.1	6.1	.6	-	.6	.6	6.7	6.7	87.9	90.0	7.4
Western Maryland 19/	184.2	49.7	233.9	283.4	1.3	28.5	29.8	58.3	263.7	341.7	320.4	372.0	91.8
Western Pacific	355.2	-	355.2	355.2	-	-	-	-	355.2	355.2	921.9	921.9	38.5
Wheeling & Lake Erie	60.6	2.9	63.5	65.6	7.6	-	7.6	7.6	71.1	73.2	469.1	478.3	15.3
Youngstown & Northern 1/	-	-	-	-	3.3	-	3.3	3.3	3.3	3.3	-	-	-
Total	46,041.3	27,661.2	73,702.5	105,334.8	30,479.1	1,275.9	31,755.0	33,056.5	105,457.5	138,391.3	159,221.4	194,352.0	-

1. Operates no passenger trains.
2. In addition 28.0 miles of road included in multiple-track line in automatic signal territory are equipped with nonautomatic signals.
3. In addition there are 46.0 miles of road and 74.7 miles of track equipped with automatic signals and 97.9 miles of single track equipped with nonautomatic signals used exclusively for freight service.
4. Includes 8.9 miles of road and 17.4 miles of track equipped with automatic signals and 50.7 miles of road equipped with nonautomatic signals for freight service only.
5. In addition there are 12.5 miles of single track in nonautomatic territory protected by automatic signals.
6. Figures shown include freight lines comprising 123.2 miles of road equipped with automatic signals and 364.9 miles of road equipped with nonautomatic signals.
7. In addition there are 31.2 miles of track used for freight service only equipped with nonautomatic signals.
8. In addition there are 14.5 miles of road in "Time Interval" territory protected by automatic signals.
9. Operates 44.1 miles of road exclusively for freight service except 6.4 miles of road which are used and reported by the New York Central.
10. In addition there are 33.6 miles of track in nonautomatic and non-block territory equipped with automatic block signals and 1.3 miles of track are equipped with automatic signals and 386.7 miles of single track are equipped with nonautomatic signals for freight service only.
11. In addition to the mileage shown in these tables there are 243.0 miles of double track in Canada equipped with automatic block signals and automatic train stop.
12. In addition there are 4.0 miles of single track in nonautomatic territory protected by automatic signals.
13. The mileage shown includes 8.0 miles of double-track road used exclusively for freight service which is equipped with automatic signals.
14. Includes .3 miles of track in yards and 22.9 miles of track used exclusively for freight service or on which only 1 engine is operated equipped with automatic signals, and in addition 3.2 miles of track in nonautomatic territory are protected by automatic signals.
15. In addition to the figures shown, 2,194.0 miles of road and 2,705.6 miles of track used for freight service only, or over which but one engine is operated, are equipped with block signals.
16. Figures shown include freight line, comprising 92.1 miles of road and 177.0 miles of track equipped with automatic signals and 161.7 miles of road and 168.6 miles of track equipped with nonautomatic signals.
17. Nonautomatic block signals for rear-end protection only and only for first-class trains and trains carrying passengers, except 3.3 miles of double-track road.
18. In addition there are 38.4 miles of track in nonautomatic territory protected by automatic signals.
19. In addition there are 25.5 miles of track in nonautomatic territory protected by automatic signals.

Table No. 2

Kinds of Automatic Signals in Use, January 1, 1948

Name of railroad	Semaphore		Light		Not classified		Total automatic signals		
	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	No. of block sections
Ann Arbor	-	-	17.5	21.7	-	-	17.5	21.7	20
Atchison, Topeka & Santa Fe	3,215.1	4,247.5	1,569.5	2,140.9	1/ 175.4	355.0	4,960.0	6,743.4	5,235
Atlanta & West Point	91.1	121.1	-	-	-	-	91.1	121.1	57
Western Ry. of Alabama	86.5	87.4	-	-	-	-	86.5	87.4	14
Atlantic Coast Line	718.1	1,328.8	118.9	118.9	-	-	837.0	1,447.7	1,437
Baltimore & Annapolis	-	-	23.8	31.3	-	-	23.8	31.3	22
Baltimore & Ohio System:									
Eastern Region	312.3	736.4	262.7	494.8	-	-	575.0	1,231.2	948
Central Region	454.0	814.5	430.7	820.8	-	-	884.7	1,635.3	1,455
Western Region	251.8	326.2	603.2	744.1	-	-	855.0	1,070.3	1,309
New York Terminal Region	23.2	46.4	-	-	-	-	23.2	46.4	52
Baltimore & Ohio Chicago Terminal	20.2	40.4	9.7	19.4	-	-	29.9	59.8	82
Bamberger	-	-	26.2	30.2	-	-	26.2	30.2	28
Bangor & Aroostook	-	-	16.6	16.6	-	-	16.6	16.6	31
Belt Ry. of Chicago	-	-	13.1	27.4	-	-	13.1	27.4	18
Bessemer & Lake Erie	-	-	49.8	88.6	-	-	49.8	88.6	31
Bingham & Garfield	-	-	.7	.7	2/ 17.6	17.6	18.3	18.3	11
Boston & Maine 3/	299.8	332.6	643.2	1,219.9	4/ .2	.3	943.2	1,552.8	1,669
Butte, Anaconda & Pacific	-	-	9.4	9.4	-	-	9.4	9.4	9
Canadian Pacific	63.7	63.7	101.8	101.8	-	-	165.5	165.5	128
Cedar Rapids & Iowa City	-	-	27.2	27.2	-	-	27.2	27.2	12
Central of Georgia	203.0	226.5	219.7	225.8	-	-	422.7	452.3	370
Central R.R. of New Jersey	67.7	200.9	69.0	135.0	-	-	136.7	335.9	536
Central R.R. of Pennsylvania	97.7	183.4	6.7	18.0	-	-	104.4	201.4	257
New York & Long Branch	-	-	39.6	78.0	-	-	39.6	78.0	145
Central Vermont	-	-	17.3	17.3	-	-	17.3	17.3	20
Chesapeake & Ohio:									
Chesapeake District	-	-	1,445.3	2,298.4	-	-	1,445.3	2,298.4	1,481
Pere Marquette District	149.2	158.4	207.9	292.6	-	-	357.1	451.0	317
Chicago & Eastern Illinois	158.0	307.9	122.8	122.8	-	-	280.8	430.7	265
Chicago & Illinois Midland	-	-	33.1	33.1	-	-	33.1	33.1	26
Chicago & North Western	719.8	975.3	207.2	448.7	1/ 481.6	966.5	1,408.6	2,390.5	1,735
Chicago & Western Indiana	27.0	58.4	1.0	2.0	-	-	28.0	60.4	83
Chicago, Aurora & Elgin	-	-	43.2	58.6	-	-	43.2	58.6	110
Chicago, Burlington & Quincy	360.5	600.8	1,788.1	2,420.0	-	-	2,148.6	3,020.8	1,925
Chicago, Great Western	304.0	351.5	220.8	229.3	-	-	524.8	580.8	335
Chicago, Indianapolis & Louisville	391.7	391.7	-	-	-	-	391.7	391.7	287
Chicago, Milwaukee, St. Paul & Pacific	1,129.0	1,869.5	1,681.9	1,731.3	-	-	2,810.9	3,600.8	2,163
Chicago, North Shore & Milwaukee	-	-	56.9	112.0	-	-	56.9	112.0	118
Chicago, Rock Island & Pacific	305.3	345.9	2,202.6	2,613.8	-	-	2,507.9	2,959.7	1,884
Chicago, Rock Island & Gulf	5.4	5.4	210.1	212.9	-	-	215.5	218.3	126
Chicago, St. Paul, Minneapolis & Omaha	190.1	356.1	51.2	51.2	-	-	241.3	407.3	267

Table No. 2 Continued
 Kinds of Automatic Signals in Use, January 1, 1948

Name of railroad	Semaphore		Light		Not classified		Total automatic signals		
	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	No. of block sections
Chicago, South Shore & South Bend	-	-	68.7	85.5	-	-	68.7	85.5	66
Clinchfield	14.0	14.0	.3	.3	-	-	14.3	14.3	7
Colorado & Southern	-	-	40.2	40.2	-	-	40.2	40.2	27
Cooperative Transit	-	-	-	-	5.8	5.8	5.8	5.8	7
Delaware & Hudson	-	-	437.6	716.3	-	-	437.6	716.3	570
Wilkes-Barre Connecting	-	-	6.8	11.1	-	-	6.8	11.1	11
Delaware, Lackawanna & Western	561.7	873.0	225.7	514.6	-	-	787.4	1,387.6	1,694
Denver & Rio Grande Western	-	-	895.7	1,036.6	-	-	895.7	1,036.6	732
Detroit & Toledo Shore Line	-	-	13.4	26.7	-	-	13.4	26.7	29
Duluth, Missabe & Iron Range .....	.3	.3	29.5	36.7	-	-	29.8	37.0	31
Elgin, Joliet & Eastern	14.7	22.8	55.1	59.8	-	-	69.8	82.6	93
Erie	966.4	1,857.2	322.0	534.1	-	-	1,288.4	2,391.3	1,910
New Jersey & New York	20.7	20.7	-	-	-	-	20.7	20.7	31
Florida East Coast	-	-	346.3	665.4	-	-	346.3	665.4	542
Ft. Worth & Denver City	-	-	96.9	98.5	-	-	96.9	98.5	71
Galveston, Houston & Henderson .....	.4	.4	4.3	4.3	-	-	4.7	4.7	2
Georgia	13.3	13.3	157.0	164.4	-	-	170.3	177.7	28
Grand Trunk Western	-	-	355.4	703.0	-	-	355.4	703.0	483
Great Northern	1,076.0	1,537.0	1,866.5	2,089.6	-	-	2,942.5	3,626.6	3,084
Gulf, Mobile & Ohio	130.0	130.0	404.7	667.7	-	-	534.7	797.7	560
Hudson & Manhattan	-	-	7.8	15.7	-	-	7.8	15.7	206
Illinois Central	-	-	2,034.7	2,948.9	1/ 215.4	339.3	2,250.1	3,288.2	2,613
Paducah & Illinois	-	-	14.8	14.8	-	-	14.8	14.8	16
Illinois Terminal	-	-	131.4	134.4	-	-	131.4	134.4	115
Jacksonville Terminal	-	-	.5	1.0	-	-	.5	1.0	7
Kansas City Southern	13.9	13.9	83.1	83.1	-	-	97.0	97.0	62
Kansas City Terminal	6.2	11.4	3.9	15.8	-	-	10.1	27.2	38
Lackawanna & Wyoming Valley	-	-	17.1	33.1	-	-	17.1	33.1	33
Lake Superior Terminal & Transfer	-	-	.5	1.0	-	-	.5	1.0	4
Lehigh & Hudson River	34.0	34.0	38.5	38.5	-	-	72.5	72.5	15
Lehigh & New England	3.9	3.9	1.3	1.3	-	-	5.2	5.2	6
Lehigh Valley	470.1	905.1	138.1	295.2	-	-	608.2	1,200.3	865
Litchfield & Madison	-	-	8.3	8.3	-	-	8.3	8.3	5
Long Island	40.4	77.6	119.2	269.1	-	-	159.6	346.7	461
Louisville & Nashville	1,220.1	1,372.1	811.4	1,119.5	-	-	2,031.5	2,491.6	579
Maine Central	187.4	189.6	205.9	258.5	-	-	393.3	448.1	701
Portland Terminal	5.2	9.7	6.0	13.2	-	-	11.2	22.9	37
Minneapolis & St. Louis	3.9	7.8	11.7	12.1	-	-	15.6	19.9	10
Minneapolis, St. Paul & Sault Ste. Marie	2.0	2.0	12.9	14.0	-	-	14.9	16.0	16
Missouri-Kansas-Texas	300.3	304.4	163.2	212.5	-	-	463.5	516.9	388
Missouri-Kansas-Texas of Texas	134.4	143.2	146.9	146.9	-	-	281.3	290.1	246

Table No. 2 Continued

Kinds of Automatic Signals in Use, January 1, 1948

Page 11

Name of railroad	Semaphore		Light		Not classified		Total automatic signals		
	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	No. of block sections
Missouri Pacific	63.2	70.2	2,608.3	2,940.3	-	-	2,671.5	3,010.5	2,181
Beaumont, Sour Lake & Western	-	-	82.4	82.4	-	-	82.4	82.4	57
Houston Belt & Terminal	-	-	10.5	13.8	-	-	10.5	13.8	32
International-Great Northern	-	-	486.8	486.8	-	-	486.8	486.8	333
New Orleans, Texas & Mexico	-	-	46.9	46.9	-	-	46.9	46.9	42
St. Louis, Brownsville & Mexico	-	-	28.5	28.5	-	-	28.5	28.5	16
Monongahela	36.6	58.0	10.2	10.2	-	-	46.8	68.2	69
Montour	-	-	.5	.5	-	-	.5	.5	1
Municipal Bridge (St. Louis)	-	-	6.2	12.4	-	-	6.2	12.4	95
Nashville, Chattanooga & St. Louis	2.9	4.6	380.2	425.5	-	-	383.1	430.1	403
New York Central System:									
Lines East	184.4	589.1	654.2	1,841.6	-	-	838.6	2,430.7	2,987
Lines West	195.5	473.5	439.4	1,387.0	-	-	634.9	1,860.5	1,884
Boston & Albany	45.1	101.4	173.4	425.0	-	-	218.5	526.4	564
Chicago Junction	-	-	1.1	1.1	-	-	1.1	1.1	1
Cleveland, Cincinnati, Chicago & St. Louis	13.5	16.3	910.8	1,526.2	-	-	924.3	1,542.5	1,062
Indiana Harbor Belt	-	-	18.1	35.5	-	-	18.1	35.5	44
Lake Erie & Eastern	8.3	16.6	-	-	-	-	8.3	16.6	21
Michigan Central	87.5	167.0	261.9	519.0	-	-	349.4	686.0	679
Peoria & Eastern .....	.8	.8	1.7	4.2	-	-	2.5	5.0	6
Pittsburgh & Lake Erie	49.5	99.2	85.6	255.4	-	-	135.1	354.6	325
Troy Union	1.4	2.9	.6	.6	-	-	2.0	3.5	18
New York, Chicago & St. Louis	21.4	41.0	545.0	712.8	-	-	566.4	753.8	501
New York, New Haven & Hartford	212.5	554.5	275.6	622.9	-	-	488.1	1,177.4	1,076
New York Connecting	12.7	25.4	-	-	-	-	12.7	25.4	18
New York, Ontario & Western	19.4	19.4	2.8	2.8	-	-	22.2	22.2	17
New York, Susquehanna & Western	20.1	33.8	-	-	-	-	20.1	33.8	44
Norfolk & Western	102.2	196.2	1,393.1	1,939.8	-	-	1,495.3	2,136.0	1,777
Northern Pacific	2,168.6	2,769.0	249.6	313.3	2/ 45.0	45.0	2,463.2	3,127.3	3,919
Northwestern Pacific	1.0	1.0	7.9	7.9	-	-	8.9	8.9	9
Oahu Ry. & Land Co.	13.7	23.7	-	-	-	-	13.7	23.7	25
Pacific Coast R.R.	-	-	18.9	27.8	-	-	18.9	27.8	25
Pacific Electric	-	-	61.2	118.8	-	-	61.2	118.8	323
Panama	48.0	48.0	1.0	1.0	-	-	49.0	49.0	59
Pennsylvania System	85.9	178.2	3,017.2	6,666.2	-	-	3,103.1	6,844.4	6,693
Pennsylvania-Reading Seashore Lines	-	-	132.6	269.8	-	-	132.6	269.8	176
Peoria & Pekin Union	-	-	7.1	14.1	-	-	7.1	14.1	14
Pittsburgh & West Virginia .....	.6	.6	2.7	5.1	-	-	3.3	5.7	8
Portland Traction Company	-	-	-	-	5/ 19.5	19.5	19.5	19.5	20
Reading	56.0	135.0	290.8	656.2	5/ 179.9	371.0	566.7	1,162.2	1,262

Table No. 2 Continued

Kinds of Automatic Signals in Use, January 1, 1948

Name of railroad	Semaphore		Light		Not classified		Total automatic signals		
	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	No. of block sections
Richmond, Fredericksburg & Potomac	6.3	11.6	107.4	231.1	-	-	113.7	242.7	198
Sacramento Northern	-	-	42.7	42.7	-	-	42.7	42.7	45
St. Louis - San Francisco	1,063.5	1,172.0	540.7	567.0	-	-	1,604.2	1,739.0	2,270
Birmingham Belt	1.1	1.1	-	-	-	-	1.1	1.1	2
St. Louis, San Francisco & Texas	2.5	2.5	4.2	4.2	-	-	6.7	6.7	17
St. Louis Southwestern	1.2	1.2	217.4	241.7	-	-	218.6	242.9	194
San Diego & Arizona Eastern .....	.3	.3	-	-	-	-	.3	.3	1
Seaboard Air Line	-	-	1,076.8	1,149.1	-	-	1,076.8	1,149.1	671
Southern	207.8	215.2	1,814.7	2,554.4	-	-	2,022.5	2,769.6	2,145
Alabama Great Southern	293.7	389.5	-	-	-	-	293.7	389.5	316
Cincinnati, New Orleans & Texas Pacific	149.1	222.9	186.4	395.2	-	-	335.5	578.1	463
Georgia, Southern & Florida	-	-	256.6	260.1	-	-	256.6	260.1	221
New Orleans & Northeastern	191.1	206.6	-	-	-	-	191.1	206.6	163
New Orleans Terminal	7.7	15.4	-	-	-	-	7.7	15.4	18
St. Johns River Terminal	-	-	3.1	5.0	-	-	3.1	5.0	5
Southern Illinois & Missouri Bridge	-	-	4.5	8.8	-	-	4.5	8.8	11
Southern Pacific Co.: Pacific Lines	3,374.0	3,911.2	1,452.4	1,744.2	-	-	4,826.4	5,655.4	4,510
Texas & New Orleans	1,518.8	1,606.9	65.5	66.5	-	-	1,584.3	1,673.4	1,257
Spokane, Portland & Seattle	7.1	7.1	278.5	288.0	-	-	285.6	295.1	214
Terminal R.R. Association of St. Louis	-	-	11.5	23.0	-	-	11.5	23.0	48
St. Louis Merchants Bridge Terminal	1.0	2.1	9.5	19.0	-	-	10.5	21.1	72
Texas & Pacific	90.4	103.8	1,071.7	1,141.9	-	-	1,162.1	1,245.7	1,010
Texas Pacific - Missouri Pacific Term. of New Orleans	-	-	1.8	1.8	-	-	1.8	1.8	5
Union	-	-	18.6	39.3	-	-	18.6	39.3	73
Union Pacific	1,689.4	2,130.2	2,592.0	3,392.5	-	-	4,281.4	5,522.7	4,416
Utah	-	-	3.8	4.1	-	-	3.8	4.1	7
Virginian	-	-	73.3	82.4	-	-	73.3	82.4	36
Wabash	194.1	294.7	912.4	1,135.1	-	-	1,106.5	1,429.8	930
Waterloo, Cedar Falls & Northern	-	-	6.1	6.1	-	-	6.1	6.1	6
Western Maryland	194.2	216.3	39.7	67.1	-	-	233.9	283.4	233
Western Pacific	184.6	184.6	170.6	170.6	-	-	355.2	355.2	278
Wheeling & Lake Erie	-	-	63.5	65.6	-	-	63.5	65.6	24
Total	27,492.2	38,040.7	45,069.9	65,174.1	1,140.4	2,120.0	73,702.5	105,334.8	86,024

1. Automatic cab signals without wayside signals.

2. Semaphore and light signals interspersed.

3. Of the mileage shown, 153.2 miles of road and 259.2 miles of track are equipped for operation in either direction.

4. Electric slotted signals.

5. Disk signals.

Table No. 3

Methods and Apparatus used with Manual Block System, January 1, 1948

Name of railroad	Telegraph		Telephone		Electric bell or light		Controlled Manual		Train staff		Number of block signal stations
	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	
Atchison, Topeka & Santa Fe	-	-	8.9	40.0	-	-	-	-	-	-	16
Atlantic Coast Line	-	-	6.4	6.4	-	-	-	-	-	-	4
Baltimore & Ohio System:											
Eastern Region	195.4	204.0	505.3	580.5	-	-	1.5	1.5	-	-	85
Central Region	89.8	92.8	268.8	326.1	-	-	-	-	-	-	30
Western Region	616.4	616.4	546.4	546.4	-	-	-	-	-	-	103
New York Terminal Lines	5.4	5.4	-	-	-	-	-	-	-	-	2
Bessemer & Lake Erie	-	-	143.9	245.9	-	-	-	-	4.3	4.3	23
Bingham & Garfield	-	-	-	-	-	-	.6	.6	-	-	1
Boston & Maine	6.8	6.8	1.1	2.4	-	-	-	-	-	-	5
Camas Prairie	14.0	14.0	-	-	-	-	-	-	-	-	2
Canadian Pacific	-	-	-	-	-	-	.3	.3	-	-	1
Chesapeake & Ohio	-	-	1,343.4	1,349.5	-	-	-	-	-	-	158
Chicago & Eastern Illinois	49.4	49.4	72.0	72.0	-	-	-	-	-	-	25
Chicago & North Western	1,077.8	1,083.9	293.5	293.5	-	-	-	-	-	-	170
Chicago, Burlington & Quincy	3,150.6	3,150.6	2,947.8	3,116.6	-	-	-	-	-	-	647
Chicago, Milwaukee, St. Paul & Pacific	763.4	763.4	640.8	640.8	-	-	-	-	-	-	177
White Sulphur Springs & Y'stone Park ...	-	-	19.3	19.3	-	-	-	-	-	-	1
Chicago, North Shore & Milwaukee	-	-	20.9	41.8	-	-	-	-	-	-	3
Chicago, St. Paul, Minneapolis & Omaha	-	-	32.3	32.3	-	-	-	-	-	-	5
Delaware, Lackawanna & Western	-	-	-	-	-	-	3.7	3.7	2.5	2.5	5
Detroit, Toledo & Ironton	-	-	1.4	1.4	-	-	-	-	-	-	2
Duluth, Missabe & Iron Range	-	-	-	-	-	-	1.8	1.8	-	-	2
Duluth, South Shore & Atlantic	62.4	62.4	377.7	377.7	-	-	-	-	-	-	31
Erie	58.7	58.7	317.2	322.2	186.1	198.2	-	-	-	-	102
Gulf, Mobile & Ohio	119.9	119.9	-	-	-	-	-	-	-	-	19
Jamestown, Westfield & Northwestern	-	-	32.2	32.2	-	-	-	-	-	-	3
Kentucky & Indiana Terminal	16.5	24.2	-	-	-	-	-	-	-	-	15
Lake Superior & Ishpeming	3.7	3.7	3.7	3.7	-	-	-	-	-	-	2
Lehigh & Hudson River	-	-	.3	.3	-	-	-	-	-	-	2
Lehigh Valley	-	-	216.8	218.7	-	-	-	-	-	-	36
Long Island	-	-	164.9	164.9	-	-	16.3	16.3	-	-	47
Manistee & Northwestern	57.0	57.0	-	-	-	-	-	-	-	-	9
Minneapolis, St. Paul & Sault Ste. Marie ...	3,068.1	3,081.1	983.0	1,007.0	-	-	-	-	-	-	410
Monongahela Connecting	-	-	-	-	3.3	5.9	-	-	-	-	9
Municipal Bridge (St. Louis)	-	-	.3	.7	-	-	-	-	-	-	3

Methods and Apparatus used with Manual Block System, January 1, 1948

Name of railroad	Telegraph		Telephone		Electric bell or light		Controlled Manual		Train staff		Number of block signal stations
	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	
Nashville, Chattanooga & St. Louis	-	-	-	-	-	-	1.4	1.4	-	-	1
Nevada Northern	-	-	.2	.3	-	-	-	-	-	-	2
New York Central System:											
Lines East	116.0	116.0	897.6	946.4	-	-	-	-	-	-	140
Lines West	-	-	1,069.5	1,130.8	-	-	-	-	-	-	180
Cleveland, Cincinnati, Chicago & St. Louis	-	-	1,051.2	1,078.6	-	-	-	-	-	-	171
Indiana Harbor Belt	-	-	8.2	16.4	-	-	-	-	-	-	4
Louisville & Jeffersonville Bridge	-	-	-	-	-	-	3.5	3.5	-	-	3
Michigan Central	-	-	453.3	458.4	-	-	-	-	-	-	48
Peoria & Eastern	-	-	199.0	199.0	-	-	-	-	-	-	33
Pittsburgh & Lake Erie	34.2	34.2	-	-	-	-	-	-	-	-	2
New York, Chicago & St. Louis	-	-	1,087.3	1,132.9	-	-	5.9	5.9	-	-	140
New York, New Haven & Hartford	-	-	1,244.8	1,344.5	-	-	2.8	6.9	-	-	230
New York, Ontario & Western	117.0	120.6	-	-	-	-	-	-	-	-	14
New York, Susquehanna & Western	-	-	-	-	14.5	14.5	-	-	-	-	8
Norfolk & Western	-	-	174.5	174.5	-	-	-	-	-	-	19
Northern Pacific	25.9	25.9	1.7	1.7	-	-	-	-	3.1	3.1	10
Pacific Electric	-	-	-	-	9.8	9.8	-	-	-	-	8
Pennsylvania System	11.4	11.4	2,750.4	3,162.9	-	-	14.1	17.5	-	-	332
Pennsylvania-Reading Seashore Lines	-	-	183.5	183.5	-	-	-	-	-	-	18
Peoria & Pekin Union	-	-	1.7	1.7	-	-	.4	.4	-	-	4
Reading	-	-	284.4	298.7	-	-	-	-	.8	.8	60
Rutland	-	-	366.4	366.7	-	-	-	-	-	-	54
St. Louis - San Francisco	-	-	-	-	-	-	-	-	4.8	4.8	4
Birmingham Belt	-	-	-	-	-	-	.3	.3	-	-	8
San Diego & Arizona Eastern	-	-	119.0	119.0	-	-	-	-	-	-	5
Seaboard Air Line	-	-	2,209.1	2,836.5	-	-	-	-	-	-	232
Macon, Dublin & Savannah	-	-	92.3	92.3	-	-	-	-	-	-	9
Southern	99.8	99.8	17.0	18.2	-	-	-	-	5.9	5.9	29
Terminal R.R. Association of St. Louis	-	-	1.1	2.3	-	-	-	-	-	-	2
Union Pacific	-	-	-	-	-	-	-	-	.4	.4	1
Wabash	889.7	892.0	-	-	-	-	-	-	-	-	103
Waterloo, Cedar Falls & Northern	-	-	-	-	.6	.6	-	-	-	-	4
Western Maryland	29.8	58.3	-	-	-	-	-	-	-	-	10
Wheeling & Lake Erie	5.4	5.4	2.2	2.2	-	-	-	-	-	-	4
Youngstown & Northern	-	-	3.3	3.3	-	-	-	-	-	-	3
Total	30,694.5	30,698.6	21,206.0	22,412.4	214.3	228.3	52.9	60.1	21.8	21.8	3,406

Practices in the Operation of Manual Block System, January 1, 1948

Name of railroad	Permissive signalling forbidden		Permissive signalling allowed				Rear end protection	Name of railroad	Permissive signalling forbidden		Permissive signalling allowed				Rear end protection
	For all trains		For all trains		For all except passenger trains		only		For all trains		For all trains		For all except passenger trains		Single Tk.
	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of track		Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of track
Atchison, Topeka & Santa Fe	-	-	-	-	8.9	40.0	-	New York Central System:	-	-	-	-	1,013.6	1,062.4	-
Atlantic Coast Line	6.4	6.4	-	-	-	-	-	Lines East	-	-	-	-	1,069.5	1,130.1	-
Baltimore & Ohio System:	-	-	-	-	702.2	786.0	-	Lines West	-	-	-	-	1,051.2	1,078.6	-
Eastern Region	-	-	-	-	-	-	-	Cleveland, Cin., Chicago & St. Louis ..	-	-	-	-	8.2	16.4	-
Central Region	-	-	-	-	358.6	418.9	-	Indiana Harbor Belt	-	-	-	-	3.5	3.5	-
Western Region	-	-	-	-	853.9	853.9	-	Louisville & Jeffersonville Bridge ..	-	-	3.5	3.5	-	-	-
New York Terminal Lines	-	-	-	-	5.4	5.4	-	Michigan Central	-	-	-	-	453.3	458.4	-
Bessemer & Lake Erie	4.3	4.3	143.9	245.9	-	-	-	Peoria & Eastern	-	-	-	-	199.0	199.0	-
Bingham & Garfield	-	-	.6	.6	-	-	-	Pittsburgh & Lake Erie	-	-	34.2	34.2	-	-	-
Boston & Maine	-	-	1.1	2.4	6.8	6.8	-	New York, Chicago & St. Louis	-	-	163.4	163.4	929.8	975.4	-
Camas Prairie	-	-	14.0	14.0	-	-	-	New York, New Haven & Hartford	1,284.8	1,344.5	-	-	-	-	-
Chesapeake & Ohio	242.1	242.1	839.1	842.3	262.2	265.0	-	New York, Ontario & Western	-	-	10.0	10.0	107.0	110.6	10.0
Chicago & Eastern Illinois	-	-	121.4	121.4	-	-	-	New York, Susquehanna & Western	-	-	-	-	14.5	14.5	-
Chicago & North Western 1/	-	-	1,371.3	1,377.4	-	-	36.8	Norfolk & Western	-	-	-	-	174.5	174.5	-
Chicago, Burlington & Quincy	-	-	6,098.4	6,267.2	-	-	-	Northern Pacific	4.8	4.8	25.9	25.9	-	-	-
Chicago North Shore & Milwaukee	20.9	41.8	-	-	-	-	-	Pacific Electric	9.8	9.8	-	-	-	-	-
Chicago, St. Paul, Minneapolis & Omaha ..	-	-	-	-	32.3	32.3	-	Pennsylvania System	75.9	98.5	-	-	2,700.0	3,093.3	-
Delaware, Lackawanna & Western	6.2	6.2	-	-	-	-	-	Pennsylvania-Reading Seashore Lines ...	14.9	14.9	-	-	168.6	168.6	-
Duluth, Missabe & Iron Range	-	-	-	-	-	-	1.8	Peoria & Pekin Union	2.1	2.1	-	-	-	-	-
Duluth, South Shore & Atlantic	-	-	-	-	440.1	440.1	440.1	Reading .....	.8	.8	-	-	284.4	298.7	-
Erie	-	-	-	-	562.0	579.1	-	St. Louis - San Francisco	3.2	3.2	-	-	-	-	-
Gulf, Mobile & Ohio	-	-	-	-	562.0	579.1	-	San Diego & Arizona Eastern	-	-	102.9	102.9	16.1	16.1	-
Jamestown, Westfield & Northwestern	-	-	32.2	32.2	-	-	-	Seaboard Air Line	3.3	6.6	2,205.8	2,229.9	-	-	2,181.7
Kentucky & Indiana Terminal	-	-	15.6	23.3	-	-	-	Macon, Dublin & Savannah	-	-	92.3	92.3	-	-	92.3
Lake Superior & Ishpeming	-	-	3.7	3.7	-	-	-	Southern	5.9	5.9	-	-	116.8	118.0	-
Lehigh Valley	-	-	-	-	216.5	218.7	-	Terminal R.R. Association of St. Louis ..	1.1	2.3	-	-	-	-	-
Long Island	21.2	21.2	-	-	160.0	160.0	-	Union Pacific .....	.4	.4	-	-	-	-	-
Minneapolis, St. Paul & Sault Ste. Marie.	9.0	9.0	-	-	4,063.2	4,100.2	-	Wabash	-	-	-	-	889.7	892.0	-
Monongahela Connecting	-	-	-	-	3.3	5.9	-	Waterloo, Cedar Falls & Northern .....	.6	.6	-	-	-	-	-
Nashville, Chattanooga & St. Louis	1.4	1.4	-	-	-	-	-	Western Maryland	-	-	-	-	29.8	58.3	-
Nevada Northern .....	.2	.3	-	-	-	-	-	Wheeling & Lake Erie	-	-	-	-	-	-	5.4
								Youngstown & Northern	-	-	3.3	3.3	-	-	-
								Total	1,749.3	1,827.1	11,282.6	11,595.8	17,021.0	17,897.1	2,768.1

Note 1. - Freight trains not permitted to enter block occupied by passenger train.

Aggregate Length of Lines and Parts of Lines and Number of Locomotives Equipped with Automatic Train-Stop, Train-Control or Cab-Signal Devices on January 1, 1948

Name of railroad	Miles of road equipped	Miles of track equipped	Number of equipped locomotives and motor cars
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Table 5-A

Automatic Train-Stop and Train-Control Devices

Atchison, Topeka & Santa Fe	175.4	355.0	161
Atlantic Coast Line 1/	298.9	589.2	224
*Norfolk & Western	-	-	5
Baltimore & Ohio 2/	166.4	332.8	280
Boston & Albany	208.3	502.7	164
Boston & Maine	8.6	19.5	-
Chesapeake & Ohio:			
Chesapeake District	123.4	123.4	90
Pere Marquette District	135.0	146.0	147
Chicago & Eastern Illinois 3/	141.5	283.0	121
Chicago & North Western	506.3	1,031.6	300
*Chicago, Burlington & Quincy	-	-	2
*Chicago, St. Paul, Minneapolis & Omaha	-	-	4
Cleveland, Cincinnati, Chicago & St. Louis	235.2	384.5	288
Erie	242.2	484.2	164
*Delaware & Hudson	-	-	2
Gulf, Mobile & Ohio	113.8	203.5	61
Hudson & Manhattan	8.5	18.0	302
Illinois Central	219.6	343.5	193
Lehigh Valley	283.2	636.4	246
Long Island	7.7	15.2	761
Louisville & Nashville	297.9	309.2	110
Michigan Central 4/	315.5	631.0	252
New York Central	1,031.5	3,325.6	1,001
*Boston & Maine	-	-	4
*Canadian Pacific	-	-	5
*Cleveland Union Terminal	-	-	22
*Pennsylvania	-	-	36
*Toronto, Hamilton & Buffalo	-	-	3
New York, Chicago & St. Louis	139.1	157.6	105
*Chesapeake & Ohio	-	-	35
Pennsylvania	7.4	20.2	5
Pittsburgh & Lake Erie	64.0	214.8	75
*Erie	-	-	6
Richmond, Fredericksburg & Potomac	109.7	232.0	74
Southern System 5/	2,716.8	3,489.0	838
*Carolina & Northwestern	-	-	12
*Gulf, Mobile & Ohio	-	-	26
*Illinois Central	-	-	25
Southern Pacific	99.6	188.2	280
Union Pacific	84.0	86.5	64
Total, Table 5-A	7,739.5	14,122.6 X	6,493 X

1. Includes 2.8 miles of road and 5.7 miles of track on the R.F. & P.
2. Twenty-two of these locomotives are Diesel-electric equipped also to operate over National intermittent installation.
3. Forty-five of these locomotives also equipped to operate over C.C.C. & St.L. installation.
4. Includes locomotives operating over 481.3 additional miles of equipped track in Canada.
5. Includes 4.6 miles of road and track on L. & N. continuous territory, also equipped with intermittent roadway apparatus for operation of Southern locomotives.

Totals. Cab signals with or without Automatic Wayside Signals and Automatic Train Control Tables 5-B, 5-C, 5-D and 5-E, minus locomotives designated in Note 1, Table 5-E	4,319.3	8,982.2	5,548
Totals. Automatic Train-Stop, Train-Control, and Cab-Signals, Tables 5-A, 5-B, and 5-C, minus 391 locomotives and motor cars duplicated in Tables 5-A and 5-B	10,665.9	20,747.0	10,717

* Equipped locomotives and motor cars of this carrier operate over installation listed next above.

Name of railroad	Miles of road equipped	Miles of track equipped	Number of equipped locomotives and motor cars
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Table 5-B

Cab Signals in Connection with Automatic Wayside Signals, Without Automatic Train Control

Boston & Maine 1/	99.1	202.7	193
Central R.R. of New Jersey 2/	78.5	131.4	60
Chicago, Milwaukee, St. Paul & Pacific	209.9	417.1	142
Chicago, Rock Island & Pacific	166.0	332.0	132
Delaware, Lackawanna & Western	256.6	523.2	151
Long Island	44.1	85.1	358
New York, New Haven & Hartford	162.8	358.7	272
Norfolk & Western	238.7	251.6	79
*Chesapeake & Ohio	-	-	2
Pennsylvania 3/	1,257.2	3,508.5	2,797
*Hudson & Manhattan	-	-	66
*Lehigh Valley	-	-	3
Pennsylvania-Reading Seashore Lines	82.4	162.6	17
Reading	45.7	91.3	156
Union Pacific 4/	225.0	450.0	187
Totals, Table 5-B	2,866.0	6,514.2	4,615

1. Includes 4 steam and 62 Diesel-electric locomotives equipped with intermittent inductive automatic train-stop in addition to cab-signal equipment.
2. Includes 39.6 miles of road and 78.0 miles of track on the New York & Long Branch.
3. Includes 6.4 miles of road and 18.6 miles of track shown in Table 5-A and 33.0 miles of road and 85.7 miles of track on the B. & O. equipped for operation of cab-signal locomotives of P.R.R.
4. Includes 36 locomotives also equipped with automatic speed control.

Note. - Table 5-B includes 391 locomotives and motor cars also equipped with automatic train stop shown in Table 5-A.

Table 5-C

Cab Signals without Automatic Wayside Signals and without Automatic Train Control.

Central R.R. of New Jersey	10.6	10.6	Shown in 5-B
Pennsylvania	49.8	99.6	Shown in 5-B
Totals, Table 5-C	60.4	110.2	
Totals. (Cab Signals without Automatic Train-Control, Tables 5-B & 5-C)	2,926.4	6,624.4 X	4,615 X

Table 5-D

Cab Signals in Connection with Automatic Wayside Signals and Automatic Train Control.

Chicago & North Western	24.7	65.1	300
Louisville & Nashville	297.9	309.2	110
Richmond, Fredericksburg & Potomac	109.7	232.0	74
Union Pacific	84.0	86.5	64
Totals, Table 5-D (Included also in Table 5-A)..	516.3	692.8 X	548 X

Table 5-E

Cab Signals in Connection with Automatic Train Control, without Automatic Wayside Signals.

Atchison, Topeka & Santa Fe	175.4	355.0	161
Chicago & North Western	481.6	966.5	300
*Chicago, Burlington & Quincy	-	-	2
*Chicago, St. Paul, Minneapolis & Omaha	-	-	4
Illinois Central	219.6	343.5	193
Totals, Table 5-E	876.6	1,665.0	660

1. Included also in Table 5-D.

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Number and Kinds of Interlockings in Service on January 1, 1948

Name of railroad	Interlockings on line of reporting carrier	Interlockings Maintained by Reporting Carrier									Remotely controlled
		Automatic	Electric	Electro-mechanical	Electro-pneumatic	Mechanical	Pneumatic	Other types	Total		
Alton & Southern	10	4	-	-	-	-	-	-	4	-	
Angelina & Neches River	1	-	-	-	-	-	-	-	-	-	
Ann Arbor	13	-	1	1	-	-	-	-	2	-	
Atchison, Topeka & Santa Fe	239	19	100	7	1	50	-	5	182	1	
Atlanta & West Point	2	-	-	-	-	-	-	-	-	-	
Western Ry. of Alabama	1	-	-	-	-	-	-	-	-	-	
Atlanta Terminal	2	-	2	-	-	-	-	-	2	-	
Atlantic & Yadkin	1	-	-	-	-	-	-	-	-	-	
Atlantic Coast Line	113	5	8	29	4	35	-	-	81	-	
Baltimore & Ohio System: Eastern Region	90	-	29	8	6	36	-	1	80	-	
Central Region	70	-	9	1	9	28	-	-	47	-	
Western Region	93	1	19	6	-	27	-	-	53	2	
New York Terminal Region	7	-	3	-	2	1	-	-	6	-	
Baltimore & Ohio Chicago Terminal	28	5	2	-	2	9	-	-	18	-	
Bamberger	1	-	-	-	-	-	-	-	-	-	
Bangor & Aroostook	2	-	-	2	-	-	-	-	2	-	
Belt Ry. of Chicago	6	-	2	-	-	1	-	-	3	-	
Bessemer & Lake Erie	1	-	-	-	-	-	-	-	-	-	
Bingham & Garfield	2	-	-	-	-	-	-	-	-	-	
Birmingham Terminal	1	-	1	-	-	-	-	-	1	-	
Boston & Maine	99	1	50	3	14	23	-	-	91	26	
Burlington - Rock Island	3	-	-	-	-	-	-	-	-	-	
Canadian National	7	-	3	-	-	-	-	-	3	-	
Canadian Pacific	2	-	2	-	-	-	-	-	2	-	
Canton	5	-	1	-	-	2	-	-	3	-	
Carolina & North Western	1	-	-	-	-	-	-	-	-	-	
Central Indiana	2	-	-	-	-	-	-	-	-	-	
Central of Georgia	14	-	5	-	-	2	-	2	9	-	
Central R.R. of New Jersey	42	-	3	6	22	7	-	-	38	1	
New York & Long Branch	9	-	1	2	1	5	-	-	9	-	
Central R.R. of Pennsylvania	24	-	5	1	1	9	-	-	16	-	
Central Vermont	3	-	-	-	-	-	-	-	-	-	
Charles City Western	1	-	-	-	-	-	-	-	-	-	
Charleston & Western Carolina	4	-	-	-	-	1	-	-	1	-	
Chattanooga Station	1	-	1	-	-	-	-	-	1	-	
Chesapeake & Ohio: Chesapeake District	92	-	32	17	11	10	-	2	72	14	
Pere Marquette District	58	1	16	2	-	10	-	3	32	-	

Name of railroad	Interlockings on line of reporting carrier	Interlockings Maintained by Reporting Carrier									Remotely controlled
		Automatic	Electric	Electro-mechanical	Electro-pneumatic	Mechanical	Pneumatic	Other types	Total		
Chicago & Eastern Illinois	45	3	5	1	-	21	-	3	33	-	
Chicago Heights Terminal Transfer	4	-	-	-	-	-	-	-	-	-	
Chicago & Illinois Midland	7	-	1	-	-	-	-	-	1	-	
Chicago & North Western	210	34	55	1	2	31	-	-	123	16	
Chicago & Western Indiana	12	-	4	-	6	3	-	-	13	1	
Chicago, Aurora & Elgin	8	-	1	-	2	2	-	-	5	-	
Chicago, Burlington & Quincy	152	14	33	4	2	35	-	-	88	9	
Chicago Great Western	53	6	2	-	-	23	-	1	32	-	
Chicago, Indianapolis & Louisville	28	1	2	-	-	4	-	-	7	-	
Chicago, Milwaukee, St. Paul & Pacific	210	36	51	1	1	48	-	-	137	18	
Chicago, North Shore & Milwaukee	6	-	2	-	-	3	-	-	5	-	
Chicago, Rock Island & Pacific	135	29	22	1	-	20	-	5	77	-	
Chicago, Rock Island & Gulf	10	2	2	-	-	3	-	-	7	1	
Peoria Terminal	4	-	-	-	-	1	-	-	1	-	
Chicago, St. Paul, Minneapolis & Omaha	42	5	5	2	-	3	-	-	15	1	
Chicago, South Shore & South Bend	6	-	2	-	-	-	-	-	2	-	
Chicago Union Station	2	-	-	-	2	-	-	-	2	-	
Cincinnati Union Terminal	2	-	1	-	1	-	-	-	2	-	
Clinchfield	1	-	-	-	-	-	-	-	-	-	
Colorado & Southern	7	2	1	-	-	-	-	-	3	-	
Columbus & Greenville	2	-	-	-	-	-	-	-	-	-	
Conemaugh & Blacklick	1	-	-	1	-	-	-	-	1	-	
Copper Range	2	-	1	-	-	1	-	-	2	-	
Dayton Union	2	-	1	-	-	-	-	-	1	-	
Delaware & Hudson	34	-	12	1	-	12	-	-	25	-	
Delaware, Lackawanna & Western	83	2	13	2	20	24	-	-	61	11	
Delray Connecting	1	-	-	-	-	1	-	-	1	-	
Denver & Rio Grande Western	19	2	6	3	-	-	-	1	12	-	
Denver Union Terminal	2	-	2	-	-	-	-	-	2	-	
DeQueen & Eastern	1	-	-	-	-	-	-	-	-	-	
Des Moines Union	1	-	-	-	-	-	-	-	-	-	
Detroit & Toledo Shore Line	11	-	-	-	-	6	-	-	6	-	
Detroit Terminal	4	-	-	-	-	-	-	-	-	-	
Detroit, Toledo & Ironton	36	2	2	-	-	5	-	2	11	-	
Duluth, Missabe & Iron Range	12	1	2	1	-	4	-	-	8	-	
Duluth, South Shore & Atlantic	1	1	-	-	-	-	-	-	1	-	
Duluth, Winnipeg & Pacific	5	-	-	-	-	5	-	-	5	-	

Number and Kind of Interlockings in Service on January 1, 1948

Name of railroad	Interlockings on line of reporting carrier	Interlockings Maintained by Reporting Carrier							Total	Remotely controlled
		Automatic	Electric	Electro-mechanical	Electro-pneumatic	Mechanical	Pneumatic	Other types		
Durham & Southern	2	-	-	-	-	-	-	-	-	
Elgin, Joliet & Eastern	27	-	6	3	-	7	-	16	-	
Erie	149	-	48	8	4	45	-	105	28	
New Jersey & New York	1	-	-	-	-	-	-	-	-	
Fairport, Fainesville & Eastern	1	-	-	-	-	-	-	-	-	
Florida East Coast	12	3	6	1	-	-	-	10	-	
Pt. Dodge, Des Moines & Southern	7	-	-	-	-	6	-	6	-	
Pt. North & Denver City	14	2	-	-	-	-	-	2	-	
Gainesville Midland	1	-	-	-	-	-	-	-	-	
Galveston, Houston & Henderson	10	-	-	1	-	-	-	1	-	
Genesee & Wyoming	1	-	-	-	-	1	-	1	-	
Georgia	1	-	-	-	-	-	-	-	-	
Georgia & Florida	1	-	-	-	-	-	-	-	-	
Grand Trunk Western	53	-	6	-	-	21	-	29	-	
Great Northern	137	10	23	1	-	36	-	110	-	
Northwestern Coal Co.	2	-	-	-	-	2	-	2	-	
Green Bay & Western	7	2	-	-	-	-	-	2	-	
Gulf, Mobile & Ohio	68	8	9	-	-	20	-	38	-	
Hudson & Manhattan	8	-	2	-	5	-	-	7	-	
Illinois Central	163	9	49	12	-	37	-	107	10	
Chicago & Illinois Western	3	-	-	-	-	-	-	-	-	
Illinois Northern	5	-	-	-	-	-	-	-	-	
Illinois Terminal	21	2	-	-	-	6	-	8	-	
Indianapolis Union	14	-	3	1	3	-	-	7	2	
Jacksonville Terminal	3	-	-	1	2	-	-	3	-	
Jamestown, Westfield & Northwestern	1	-	-	1	-	-	-	1	-	
Kansas City, Kaw Valley	1	-	-	-	-	-	-	-	-	
Kansas City Southern	28	6	2	2	-	3	-	13	-	
Kansas City Terminal	12	-	-	-	8	-	-	8	-	
Kansas, Oklahoma & Gulf	6	-	-	-	-	-	-	-	-	
Kentucky & Indiana Terminal	3	-	3	-	-	-	-	3	-	
Lake Superior & Ishpeming	4	2	-	-	-	2	-	4	-	
Lake Superior Terminal & Transfer	1	-	-	-	-	1	-	1	-	
Lehigh & Hudson River	4	-	3	-	-	-	-	3	-	
Lehigh & New England	5	1	-	-	-	4	-	5	-	
Lehigh Valley	57	-	26	1	-	18	-	45	9	
Litchfield & Madison	6	-	-	-	-	-	-	-	-	
Long Island	32	-	5	1	15	11	-	32	1	

Name of railroad	Interlockings on line of reporting carrier	Interlockings Maintained by Reporting Carrier							Total	Remotely controlled
		Automatic	Electric	Electro-mechanical	Electro-pneumatic	Mechanical	Pneumatic	Other types		
Los Angeles Junction	1	-	-	-	-	-	-	1	1	-
Louisville & Nashville	78	2	21	16	3	14	-	56	9	-
Maine Central	15	2	10	-	-	3	-	15	-	-
Portland Terminal	5	-	1	4	-	-	-	5	-	-
Manistee & Northeastern	1	-	1	-	-	-	-	1	-	-
Memphis Union Station Co.	1	-	-	-	1	-	-	1	-	-
Meridian & Bigbee River	1	-	-	-	-	1	-	1	-	-
Midland Valley	4	-	-	-	-	-	-	-	-	-
Minneapolis & St. Louis	43	4	-	-	-	3	-	3	10	-
Minneapolis, Northfield & Southern	3	-	-	-	-	-	-	-	-	-
Minneapolis, St. Paul & Sault Ste. Marie	67	6	15	-	-	15	-	36	2	-
Mississippi Central	2	-	-	-	-	-	-	-	-	-
Missouri-Illinois Bridge & Belt	1	-	-	-	-	1	-	1	-	-
Missouri-Kansas-Texas	39	1	4	4	-	13	-	22	3	-
Missouri-Kansas-Texas of Texas	41	2	8	2	1	10	-	23	7	-
Missouri Pacific	132	14	16	-	1	34	-	65	11	-
Beaumont, Sour Lake & Western	2	-	-	-	-	2	-	2	-	-
Houston Belt & Terminal	10	1	5	-	-	2	-	8	3	-
Iberia, St. Mary & Eastern	1	-	-	-	-	-	-	-	-	-
International-Great Northern	23	1	-	-	-	11	-	12	-	-
Missouri-Illinois	5	-	-	-	-	1	-	1	-	-
New Iberia & Northern	1	-	-	-	-	-	-	-	-	-
New Orleans, Texas & Mexico	4	2	-	-	-	1	-	3	-	-
Orange & Northwestern	1	-	-	-	-	-	-	-	-	-
St. Louis, Brownsville & Mexico	11	1	2	-	-	3	-	6	-	-
San Antonio, Uvalde & Gulf	1	-	-	-	-	-	-	-	-	-
San Benito & Rio Grande Valley	1	-	-	-	-	-	-	-	-	-
Sugar Land	2	-	-	-	-	-	-	-	-	-
Municipal Bridge (St. Louis)	3	-	1	-	-	-	-	1	-	-
Nashville, Chattanooga & St. Louis	21	1	9	3	2	-	-	15	-	-
Newburgh & South Shore	3	-	1	1	-	-	-	2	-	-
New Jersey, Indiana & Illinois	1	-	-	-	-	-	-	-	-	-
New York Central System:										
Lines East	172	3	84	-	3	72	3	165	19	-
Lines West	180	4	65	14	-	39	-	122	18	-
Boston & Albany	41	-	14	-	-	23	-	37	5	-
Chicago Junction	2	-	-	-	-	1	-	1	-	-
Cleveland, Cin., Chicago & St. Louis	223	-	76	17	-	62	-	185	53	-
Indiana Harbor Belt	15	-	3	-	-	2	-	5	2	-

Table No. 6 Continued

Number and Kinds of Interlockings in Service on January 1, 1948

Name of railroad	Interlockings on line of reporting carrier	Interlockings Maintained by Reporting Carrier								Remotely controlled
		Automatic	Electric	Electro-mechanical	Electro-pneumatic	Mechanical	Pneumatic	Other types	Total	
New York Central System:										
Lake Erie & Eastern	1	-	-	-	-	-	-	-	-	-
Louisville & Jeffersonville Bridge ..	3	-	2	-	-	-	-	-	2	-
Michigan Central	70	-	13	1	-	16	-	-	30	2
Peoria & Eastern	3	-	-	1	-	2	-	-	3	-
Pittsburgh & Lake Erie	16	-	10	-	-	6	-	-	16	-
Troy Union	3	-	-	1	-	2	-	-	3	-
New York, Chicago & St. Louis	117	6	24	9	-	12	-	1	52	4
New York, New Haven & Hartford	98	3	39	5	-	51	-	-	98	-
New York, Ontario & Western	9	-	1	-	-	1	-	-	2	-
New York, Susquehanna & Western	8	1	2	-	-	3	-	-	6	-
Norfolk & Portsmouth Belt Line	5	-	1	1	-	-	-	-	2	-
Norfolk & Western	66	-	12	10	26	7	-	-	55	12
Norfolk Southern	10	-	1	1	-	-	-	-	2	-
Northeast Oklahoma	1	-	-	-	-	-	-	-	-	-
Northern Pacific	105	15	14	-	-	26	-	-	55	-
Northern Pacific Terminal	1	-	1	-	-	-	-	-	1	-
Northwestern Pacific	4	-	-	2	-	2	-	-	4	-
Oahn Ry. & Land Co.	1	-	-	-	-	1	-	-	1	-
Oklahoma City-Ada-Atoka	2	-	-	-	-	1	-	-	1	-
Omaha, Lincoln & Beatrice	2	-	-	-	-	-	-	-	-	-
Pacific Electric	26	2	11	-	1	2	-	-	16	1
Pennsylvania	694	3	186	104	187	72	-	3	555	188
Pennsylvania-Reading Seashore Lines	8	-	-	-	5	3	-	-	8	-
Peoria & Pekin Union	4	-	3	-	-	-	-	-	3	1
Quana, Acme & Pacific	1	-	-	1	-	-	-	-	1	-
Reading	118	-	23	5	8	61	-	-	97	7
Richmond, Fredericksburg & Potomac	18	-	4	1	11	2	-	-	18	8
River Terminal	3	-	-	-	-	1	-	-	1	-
Rutland	10	-	-	-	-	6	-	-	6	-
Sacramento Northern	12	2	1	1	1	-	-	-	5	-
St. Louis & O'Fallon	1	-	-	-	-	-	-	-	-	-
St. Louis - San Francisco	83	22	5	24	-	1	-	-	52	2
Birmingham Belt	3	-	-	1	-	-	-	-	1	-
St. Louis, San Francisco & Texas	6	1	-	1	-	-	-	-	2	-
St. Louis Southwestern	30	3	3	1	-	4	-	2	13	3
San Diego & Arizona Eastern	1	-	-	-	-	-	-	-	-	-
Savannah & Atlanta	1	-	-	-	-	-	-	-	-	-
Seaboard Air Line	160	12	52	19	-	15	-	28	126	45
Macon, Dublin & Savannah	1	-	-	-	-	-	-	-	-	-

Name of railroad	Interlockings on line of reporting carrier	Interlockings Maintained by Reporting Carrier								Remotely controlled
		Automatic	Electric	Electro-mechanical	Electro-pneumatic	Mechanical	Pneumatic	Other types	Total	
Southern	94	2	12	-	-	29	-	-	43	5
Alabama Great Southern	11	1	5	-	-	2	-	-	8	-
Cincinnati, New Orleans & Texas Pac..	15	-	7	-	-	7	-	-	14	-
Georgia Southern & Florida	4	1	-	-	-	-	-	-	1	-
Harriman & Northeastern	1	-	-	-	-	-	-	-	-	-
New Orleans & Northeastern	6	-	1	-	-	4	-	-	5	-
New Orleans Terminal	2	-	1	-	-	-	-	-	1	-
St. Johns River Terminal	2	-	-	-	-	-	-	-	-	-
Southern Illinois & Missouri Bridge Co..	2	-	1	-	-	1	-	-	2	1
Southern Pacific Co.: Pacific Lines	105	4	41	-	12	18	-	3	78	21
Texas & New Orleans	117	8	38	-	1	37	-	-	84	12
Spokane, Portland & Seattle	5	-	4	1	-	-	-	-	5	-
Springfield Terminal (Ill.)	4	-	-	-	-	-	-	-	-	-
Tennessee Central	1	-	-	-	-	-	-	-	-	-
Terminal R.R. Association of St. Louis ..	13	-	3	2	5	-	-	-	10	-
St. Louis Merchants Bridge Terminal ..	7	-	5	1	1	-	-	-	7	-
Texas & Pacific	39	9	12	-	1	7	-	1	30	3
Texas City Terminal	1	-	-	-	-	-	-	-	-	-
Texas Pacific-Mo. Pacific Term. of N.O. ..	3	-	2	1	-	-	-	-	3	-
Toledo, Peoria & Western	12	2	-	-	-	2	-	1	5	-
Toledo Terminal	13	-	1	-	-	-	-	-	1	-
Union	5	-	-	-	5	-	-	-	5	-
Union Pacific	114	19	40	-	-	18	-	-	77	1
Union Terminal Co. (Dallas, Texas)	2	-	-	-	2	-	-	-	2	-
Union Terminal Ry. (St. Joseph, Mo.)	2	-	-	-	-	-	-	-	-	-
Utah	1	-	-	-	-	-	-	-	-	-
Virginian	13	1	9	-	-	3	-	-	13	1
Wabash	106	7	10	1	-	27	-	6	51	3
Washington Terminal	3	-	-	-	3	-	-	-	3	-
Waterloo, Cedar Falls & Northern	3	-	-	-	-	-	-	-	-	-
Western Maryland	10	-	1	2	4	-	-	-	7	2
Western Pacific	32	3	4	-	-	5	-	-	12	2
Wheeling & Lake Erie	19	2	4	2	-	-	-	-	8	-
Wichita Falls & Southern	1	-	-	-	-	-	-	-	-	-
Winston-Salem Southbound	2	-	-	-	-	1	-	-	1	-
Yadkin	1	-	-	-	-	-	-	-	-	-
Youngstown & Northern	1	-	-	-	-	-	-	-	-	-
Total	6,730	435	1,661	395	430	1,502	3	77	4,503	607

Table No. 7

Centralized Traffic Control Installations in Service January 1, 1948

Name of railroad	Location	Miles of road	Miles of track	Number of passing sidings	Number of switches controlled	Number of signals controlled		Number of automatic signals		
						Semaphore	Light	Semaphore	Light	
Atchafalaya, Papak & Santa Fe	Kinsley - Dodge City, Kansas	33.7	41.1	6	22	-	46	-	24	
	Waynoka, Okla. - Canadian, Texas	110.8	112.5	18	74	-	158	-	94	
	Vaughan - Belen, N.M.	107.2	107.2	20	44	-	126	-	82	
	Holliday - Olathe, Kansas	12.5	25.0	1	6	-	13	-	28	
	Bardini - D.F. Jct., Calif.	2.2	2.2	1	2	-	6	-	2	
	Melrose - Jeffre, N.M.	96.7	96.7	16	38	-	106	-	68	
	Riverside - Fullerton, Calif.	42.0	42.0	14	32	-	79	-	34	
	Fullerton - El Toro, Calif.	23.0	27.0	5	16	-	37	-	14	
	El Toro - Old Town, Calif.	76.0	80.5	20	43	-	113	-	64	
	Houston - Alcoa, Texas	23.5	27.7	6	26	-	47	-	13	
	Ellinar - Eldorado, Kansas	47.4	47.4	8	14	-	42	-	22	
	Augusta - East Jct., Kansas	12.7	12.7	2	5	-	17	-	16	
	West Jct. - Cicero, Kansas	8.3	8.3	1	4	14	-	5	-	
	Newton - Wichita, Kansas	24.0	24.0	4	11	-	38	-	10	
	Canadian - Pampa, Texas	39.3	39.3	8	17	-	47	-	29	
	Atlantic Coast Line	Dunlop - Collier, Va.	8.7	17.1	-	29	46	-	4	-
		Dunlop - Appomattox Sta., Va.	2.6	2.6	-	-	2	-	-	-
	Baltimore & Ohio	North Lima - Roachton, Ohio	56.1	56.1	15	33	-	73	-	34
		West end D.T., Fairport - Maynard, Ohio	6.0	7.6	1	8	-	13	-	6
Gilkeson, Pa. - Wheeling, W. Va.		41.8	41.8	11	23	-	69	-	33	
Bessemer & Lake Erie	Headville Jct. - Piler, Pa.	49.9	88.6	-	13	-	58	-	-	
Bingham & Garfield	Fogarty Jct. - Bingham, Utah	16.3	16.3	6	3	20	29	7	-	
Boston & Maine	No. Chelmsford - Willows, Mass.	10.9	22.6	1	10	-	17	-	16	
	Willows - Ayer, Mass.	3.7	7.7	2	33	-	34	-	2	
	Wilmington - Lowell Jct., Mass.	4.7	6.8	-	11	-	15	-	2	
	Dover, N.H.	1.6	3.2	2	18	-	25	-	-	
	Dover, N.H. - Rigby, Me.	42.0	84.0	4	72	-	33	-	58	
	Wilmington - No. Woburn Jct., Mass.	1.7	2.9	-	11	-	14	-	1	
	Beverly - Salem, Mass.	1.7	1.7	-	6	-	12	-	1	
	Rigby, Maine	.8	1.6	-	14	-	14	-	-	
	West Cambridge - Hill Crossing, Mass.	1.5	1.5	-	12	-	6	-	1	
	North Cambridge - Hill Crossing, Mass.	1.1	1.1	-	-	-	1	2	-	
	East Fitchburg - Westminster, Mass.	8.8	17.7	3	52	-	37	-	18	
	Westminster - Tyter, Mass.	29.2	64.1	7	53	-	69	-	57	
	Montague - E. Deerfield, Mass.	3.6	7.2	2	17	-	28	-	3	
	E. Deerfield - Soapstone, Mass.	29.6	60.6	3	41	-	42	-	58	
	E. Deerfield - Deerfield Jct., Mass.	1.0	1.0	-	4	-	2	-	2	
	Soapstone - Williamstown, Mass.	14.2	31.2	2	29	-	32	-	30	
	Hoosick Jct. - Eagle Bridge, N.Y.	3.3	6.6	1	14	-	14	-	8	
Winchester - Montvale, Mass.	1.8	3.6	2	20	-	13	-	4		
Wendell - Bleachery, Mass.	3.3	6.6	2	51	-	40	-	4		
Lowell										
Canadian Pacific	McAdams, N.B. - Vanceboro, N.B.	.3	.3	-	-	-	1	-	-	

Table No. 7 Continued
 Centralized Traffic Control Installations in Service January 1, 1948

Name of railroad	Location	Miles of road	Miles of track	Number of passing sidings	Number of switches controlled	Number of signals controlled		Number of automatic signals	
						Semaphore	Light	Semaphore	Light
Central of Georgia	Ames - Ocmulgee, Ga.	4.8	4.8	1	4	10	2	4	-
	Macon - Payne, Ga.	6.1	6.1	2	3	-	12	-	-
	Terra Cotta - Echeconne, Ga.	8.6	9.7	2	5	9	8	7	-
	Payne - Collier, Ga.	24.2	24.2	3	3	-	22	-	16
	Echeconne - Carman, Ga.	15.0	15.0	6	3	16	8	11	-
Central R.R. of New Jersey	North Branch - White House, N.J.	4.4	17.6	-	4	6	4	14	-
Chesapeake & Ohio: Chesapeake District	"AR" Cabin - Highland Park, Va.	1.4	1.4	-	1	-	5	-	1
	"BY" Cabin - MP 283, Va.	2.5	5.0	-	9	-	9	-	-
	"R" Richmond - Poplar Springs, Va.	6.8	9.4	-	18	-	26	-	-
	Orange - Charlottesville, Va.	30.0	30.0	7	25	-	66	-	16
	Limeville - Edginton, Ky.	3.5	7.0	-	5	-	8	-	4
	Brighton - Chevoit, Ohio	5.0	5.0	1	4	-	12	-	6
	"WH" Cabin - "NG" Cabin, W.Va.	11.0	11.0	-	4	-	13	-	6
	W. Peach Creek - Peach Creek, W.Va.	1.1	1.1	-	2	-	5	-	-
	Strathmore - Greenway, Va.	45.5	47.4	6	16	-	42	-	24
	Caskie - Gladstone, Va.	1.6	1.6	-	-	-	3	-	4
	"OX" Cabin - Tuckahoe, W. Va.	9.5	18.0	2	19	-	30	-	6
	Joshua Falls - Tyree, Va.	8.0	8.0	1	2	-	9	-	12
	Lockwood - B U Cabin, Ky.	50.3	58.4	6	24	-	57	-	29
	Falcott - Hilldale, W.Va.	2.9	5.8	-	5	-	13	-	-
	Johns Creek - Beaver Jct., Ky.	16.1	20.6	1	8	-	19	-	14
	Beaver Jct. - Martin, Ky.	4.8	4.8	-	-	-	7	-	2
	Carntown - Stevens, Ky.	17.0	34.0	-	12	-	16	-	24
	Stamton - "JD" Cabin, Va.	55.2	55.2	13	28	-	84	-	35
	Lindsay - Whitlock, Va.	1.7	1.7	-	-	-	2	-	1
	Bewell, Va. - MacDougal, W.Va.	13.2	26.4	2	9	-	38	-	11
	Aden - Olive Hill, Ky.	8.3	8.3	3	8	-	20	-	4
	"CH" Cabin - Mosel, Ohio	.6	.6	-	-	-	5	-	-
Pere Marquette District	Mt. Morris - Bridgeport, Mich.	19.8	19.8	3	8	-	33	-	12
	Lake Odessa - Seymour, Mich.	28.0	28.0	3	3	-	22	-	17
	Grandville - East Saugatuck, Mich.	26.9	26.9	4	10	-	38	-	12
	Colona - Riversids, Mich.	3.9	3.9	-	-	3	-	-	-
	St. Joseph, Mich. - Porter, Ind.	48.5	52.4	6	11	-	50	-	34
Chicago & Eastern Illinois	Clinton - Haley, Ind. - Baker - Wausford, Ind.	117.2	117.2	16	29	-	109	-	66
Chicago & North Western	Kickapoo - Limestone, Ill.	1.2	1.2	-	1	-	4	-	2
	Green Bay - Dank Creek, Wis.	3.8	3.8	-	4	14	-	2	-
	Chadron - Dakota Jct., Neb.	4.5	4.5	1	1	7	-	5	-
	Manitowoc - Rosemere, Wis.	.7	.7	-	1	6	-	1	-
Chicago, Burlington & Quincy	Block 104 - MP 108.18, Ill.	4.7	4.7	-	4	-	8	-	-
	Amora - Steward Jct., Ill.	38.9	38.9	5	11	-	39	-	21
	Steward Jct. - Flag Center, Ill.	8.6	17.2	2	12	-	34	-	16
	Graham - Galesburg, Ill.	3.1	6.3	-	6	8	5	-	-

Table No. 7 Continued
 Centralized Traffic Control Installation in Service January 1, 1948

Name of railroad	Location	Miles of road	Miles of track	Number of passing sidings	Number of switches controlled	Number of signals controlled		Number of automatic signals	
						Semaphore	Light	Semaphore	Light
Chicago, Burlington & Quincy - Continued	Block 36 - Armour, Mo.	7.0	8.6	-	2	-	8	2	-
	Mark - West Quincy, Mo.	9.2	9.2	-	23	-	49	-	2
	Grand Crossing - Herrington, Wis.	5.1	6.8	-	5	-	13	-	3
	Sullivan - N. LaCrosse, Wis.	1.8	2.1	-	6	-	11	-	1
	Prescott, Wis. - St. Croix Jct., Minn.	3.0	5.8	-	9	-	15	-	-
	Plattsmouth, Neb. - Pacific Jct., Iowa	4.7	4.7	-	-	-	5	-	4
	Red Oak - Balfour, Iowa	26.2	29.7	6	23	-	69	-	8
	Greenwood - Waverly, Neb.	8.1	11.1	2	9	-	23	-	4
	Halpin - Maxon, Iowa	6.4	12.4	1	9	-	30	-	5
	Shannon - Chariton, Iowa	7.6	15.1	2	2	-	15	1	8
	Akron - Darby, Colo.	105.3	105.3	19	41	-	156	-	54
	Brickyard - Gaines (Hastings), Neb.	3.1	6.3	-	7	-	34	-	-
	Burlington, Iowa - Illinois Jct., Ill. ....	.6	1.3	-	8	4	5	-	-
	Lincoln - Hastings, Neb.	98.3	98.3	12	26	-	110	-	46
	Crawford - Ports, Wis.	1.7	1.7	-	3	-	4	-	-
	MP 360.74 - Mears, Wis.	2.5	3.9	-	5	-	10	-	1
	Hastings - McCook, Neb.	130.9	130.9	17	38	-	159	-	58
	Flag Center - Savanna Tower, Ill.	56.6	56.6	7	14	-	57	-	24
	McCook, Neb. - Akron, Colo.	142.4	142.4	15	30	-	122	-	64
Chicago Great Western	Winston - Rice, Ill.	1.5	1.5	2	2	-	6	-	-
	So. Des Moines - Burch, Iowa	1.2	1.2	-	1	-	7	-	-
Chicago, Milwaukee, St. Paul & Pacific ..	Faribault - Mendota, Minn.	45.6	45.6	7	10	-	55	-	13
	Red Wing - Duke, Minn.	3.1	6.2	-	8	12	3	2	1
	LaCrosse, Wis. - River Jct., Minn.	2.9	2.9	-	3	4	6	1	1
	Austin - Ramsey, Minn.	3.0	3.0	-	-	6	-	2	-
	Tunnel City - Raymore, Wis.	2.7	2.7	-	1	6	-	4	-
	Sturtevant - Lake, Wis.	16.1	32.2	2	9	6	6	5	-
	Beloit Yard, Wis. - Rockton, Ill.	2.5	2.5	1	-	-	6	-	2
	Beloit Jct. - Beloit, Wis. ....	.9	.9	1	1	-	6	-	1
	Fuder - Tailmade, Ill.	11.0	11.0	3	-	6	-	8	-
	Madrid - Bouton, Iowa	10.0	10.0	3	3	14	-	6	-
	Indian Creek - Covington, Iowa	7.4	7.4	-	-	2	2	7	-
	Shore Acres - West Yard, Sioux City, Iowa	1.7	1.7	1	-	-	9	-	1
	Manilla - Council Bluffs, Iowa	59.1	59.1	8	8	-	57	-	23
	Laredo - Polo, Iowa	51.4	51.4	5	12	-	48	-	21
	Ottumwa - Rutledge, Iowa	2.8	2.8	-	2	6	3	3	-
	Glencoe - Milbank, SD	138.9	146.7	19	34	-	135	-	49
	Polo - Air Line Jct., Mo.	41.8	83.2	7	27	-	56	-	34
Chicago, Rock Island & Pacific	Allerton, Iowa - Polo, Mo.	97.0	121.6	10	27	-	117	-	76
	Polo - Birmingham, Mo.	37.7	75.4	7	11	-	28	-	79
	Birmingham - Air Line Jct., Mo.	4.5	8.9	-	-	-	11	-	6
	Hot Springs Jct. - Biddle, Ark.	1.2	1.2	1	2	-	9	-	3
	Briark - Hulbert, Ark.	4.3	4.3	-	-	-	5	-	4
	Little Rock - N. Little Rock, Ark. ....	.8	.8	-	-	-	2	-	-
	Albert Lea - Manly, Minn.	28.2	28.2	5	11	-	50	-	17

Table No. 7 (Continued)

Centralized Traffic Control Installations in Service January 1, 1948

Name of railroad	Location	Miles of road	Miles of track	Number of passing sidings	Number of switches controlled	Number of signals controlled		Number of automatic signals	
						Semaphore	Light	Semaphore	Light
Chicago, Rock Island & Pacific	Continued								
	Faribault - Comus, Minn.	6.5	6.5	1	1	-	7	-	6
	Blue Island - Joliet, Ill.	24.1	48.3	4	10	-	24	-	40
	Rockdale - West of Morris, Ill.	20.2	40.4	6	8	-	36	-	22
	Spring Valley - Bureau, Ill.	12.8	25.6	6	15	-	57	-	15
	East of Atkinson - Silvis, Ill.	24.0	48.0	2	9	-	49	-	32
	El Reno - El Reno Jct., Okla.	1.7	1.7	-	1	-	7	-	-
	El Reno Jct., Okla. - Marion, Kans.	204.5	204.5	30	35	-	151	-	123
	Inver Grove - Newport, Minn.	1.8	1.8	-	-	-	3	-	3
Chicago, Rock Island & Gulf	Ft. Worth - Dallas, Texas	31.6	31.6	5	11	-	47	-	18
Delaware & Hudson	Mineveh, N.Y. - Lansboro, Pa.	17.7	26.3	-	8	-	16	-	23
	N. Windsor - S. Windsor, N.Y.	2.1	5.4	-	3	-	7	-	4
	Grover - Harpersville, N.Y.	3.4	6.8	-	12	-	16	-	2
	Port Crane - Binghamton, N.Y.	2.2	4.4	-	5	-	7	-	8
	South Jct. - Valcour, N.Y.	1.9	2.8	-	2	-	6	-	3
	Delanson - Central Br. Danta - Schenectady, N.Y.	22.5	48.9	2	26	-	32	-	44
	Watervleit Jct. - Albany, N.Y.	6.6	13.2	-	34	-	40	-	18
Wilkes-Barre Connecting	South Hudson Yard - Plains Jct., Pa.	2.0	2.0	-	2	-	5	-	1
Delaware, Lackawanna & Western	Chenango Bridge - Chenango Forks, N.Y.	6.2	7.4	1	4	-	10	-	7
Denver & Rio Grande Western	Provo - East Roper, Utah	39.5	54.8	5	26	-	82	-	27
	Gypsum, Colo. - Helper, Utah	289.1	289.1	63	132	-	477	-	151
	Tennessee Pass - Deen, Colo.	6.7	9.2	2	2	-	19	-	4
	Niche - Dotsero, Colo.	3.1	3.1	-	-	-	-	-	-
	Prospect Jct - Orested, Colo.	127.7	132.4	29	63	-	224	-	68
Duluth, Missabe & Iron Range	Wolf - Keenan, Minn.	11.9	17.2	-	16	-	46	-	20
Erie	Iron Jct. - Sparta, Minn.								
	Hackensack Br. - "HB" Jct., N.J.	1.9	1.9	-	1	-	5	-	2
	Lansboro, Pa. - Gulf Summit, N.Y.	6.5	6.5	-	2	1	1	4	-
	Lackawaxen - Tusten, Pa.	9.4	18.8	-	4	-	9	10	2
	Lackawaxen - "LJ" Wyoming Div., Pa.	1.6	1.6	1	1	-	4	-	-
	Elmira - Southport, N.Y. ....	.2	.4	1	6	-	12	-	-
	Buffalo - L.V. Jct., N.Y. ....	.7	.7	-	-	-	1	-	-
	River Jct., - Cuba Jct., N.Y.	32.6	32.6	4	4	-	30	-	20
	Olean - College Crossing, N.Y.	2.0	2.0	1	-	-	1	-	-
	Red House, N.Y.	1.3	2.6	-	1	-	4	-	-
	Waterboro - Randolph, N.Y.	5.2	5.2	-	-	-	3	-	-
	Niobe, N.Y. - Columbus, Pa.	9.2 WB 13.2 EB	22.4	2	8	-	17	11	23
	Atlantic - Stony Point, Pa.	5.8	5.8	2	3	14	6	1	1
	Amasa, Pa.	1.2	1.2	1	1	3	1	-	-
	Transfer - Sharpville, Pa.	6.6	8.0	1	4	4	10	-	-
	Hubbard, Ohio - Coles, Pa.	3.6	3.6	-	1	4	1	-	-
	Leavittsburg - Pymatuning, Pa.	28.6	28.6	2	2	5	28	-	11
	Wilders - Kouts, Ind.	7.4	14.8	-	4	11	1	6	4
Grand Trunk Western	Sedley - Valparaiso, Ind.	5.3	5.3	-	-	-	4	-	7
Gulf, Mobile & Ohio	Iselin Jct. - Iselin Yard, Tenn. ....	.9	.9	-	2	-	4	-	1
	South Joliet - Plaines, Ill.	2.8	2.8	1	-	3	-	-	1
	Plainview - Rinaker, Ill.	8.3	8.3	-	2	-	7	-	4

Table No. 7 Continued
 Centralized Traffic Control Installations in Service January 1, 1948

Name of railroad	Location	Miles of road	Miles of track	Number of passing sidings	Number of switches controlled	Number of signals controlled		Number of automatic signals	
						Semaphore	Light	Semaphore	Light
Gulf, Mobile & Ohio Continued	Godfrey - Wann, Ill.	7.5	7.5	-	-	-	5	-	6
	Murphrystown - Tamm, Tenn.	39.9	39.9	6	12	-	49	-	22
Illinois Central	Illinois, Ill. - Ballard, Ky.	1.6	1.6	-	2	-	18	-	-
	Dawson Springs - Scott Jct., Ky.	9.0	9.0	1	4	-	20	-	12
	Kuttawa - Gilbertsville, Ky.	11.7	11.7	2	6	-	20	-	16
	South Jct. - Decatur, Ill.	1.1	1.1	-	1	-	6	-	-
	Clinton - Kenney, Ill.	8.0	11.3	-	1	7	8	6	-
	Central City - Pond, Ky.	14.1	14.1	1	-	-	4	-	16
Paducah & Illinois	Paducah, Ky. - Metropolis, Ill.	14.8	14.8	2	13	-	30	-	4
Kansas City Southern	De Quincy, La. - Beaumont, Texas	46.1	46.1	7	18	-	51	-	21
Lehigh & New England	Lansford - Hauto, Pa.	1.3	1.3	-	3	-	9	-	-
Lehigh Valley	Mountain Top - Conway, Pa.	11.0	11.0	-	2	-	8	7	-
	Jersey City, N.J.	1.5	1.5	-	-	-	5	-	2
Louisville & Nashville	Brentwood, Tenn. - Athens, Ala.	92.5	92.5	11	25	-	102	1	52
	Welka - Catona, Ala.	110.5	110.5	24	34	-	152	-	59
	Vaughans, Ind. - Henderson, Ky.	4.4	4.4	-	-	3	-	5	-
	S. Paris - Irvine, Ky.	23.8	23.8	3	6	30	-	16	-
	Sibert - Miles, Ala.	55.9	55.9	9	16	-	73	-	41
	Combs - No. Hazard, Ky.	.7	.7	-	-	6	-	1	-
	Lebanon Jct. - Sinks, Ky.	107.1	107.1	11	23	-	93	-	50
	Cliddee - Poppsville, Ky.	1.0	1.0	-	-	3	-	2	-
	Henderson - Strawberry, Ky.	137.1	137.1	15	30	-	127	-	74
Minneapolis, St. Paul & Sault Ste. Marie	Prairie du Chien Jct. - Duplainville, Wis.	2.2	2.2	-	-	-	7	-	2
	Shiller Park, Ill.	2.3	2.3	-	2	-	11	-	-
	Superior, Wis.	1.5	1.5	1	1	-	6	-	2
	Duluth, Minn.	1.1	1.1	-	1	-	6	-	1
Missouri-Kansas-Texas	Chase - Muskogee, Okla.	4.2	4.2	1	1	11	4	3	-
Missouri-Kansas-Texas of Texas	Staley - Ray, Texas	3.9	3.9	-	1	9	-	-	1
	Ray - Pottsboro, Texas	3.5	3.5	1	3	14	-	3	-
	Bureka - Houston, Texas	3.4	3.4	3	-	-	6	-	11
Missouri Pacific	Valley Jct. - No. Dupo, Ill.	4.0	8.0	1	10	-	22	-	4
	Flinton - Raddle, Ill.	28.9	30.5	9	23	-	74	-	14
	Howardton - Halsey, Ill.	4.5	4.5	2	1	-	5	-	4
	Gale - North Jct., Ill.	1.4	1.4	-	5	-	12	-	-
	Kirkwood - H D Jct., Mo.	33.1	66.2	-	18	-	62	-	50
	S.G. Jct. - H.E. Jct. (Myrick) Mo.	3.8	7.6	-	2	-	16	-	-
	Osgo - A.A. Jct., Mo.	12.5	23.2	-	12	-	33	-	25
	Osconada - E.F. Jct., Mo.	.4	.4	-	3	10	3	-	-
	M.O. Jct. - Dexter, Mo.	2.4	2.4	-	-	-	3	-	2
	Dexter Jct. - Dexter, Mo.	1.1	1.1	-	-	-	6	-	-
	Pleasant Hill - Elm Park, Mo.	22.5	22.5	4	10	-	40	-	18
	Butler - Monteith Jct., Mo.	3.4	3.4	-	-	-	4	-	2
	Rich Hill - Rich Hill Jct., Mo.	1.7	1.7	1	1	-	12	-	-

Table No. 7 Continued

Centralized Traffic Control Installation in Service January 1, 1948

Name of railroad	Location	Miles of road	Miles of track	Number of passing sidings	Number of switches controlled	Number of signals controlled		Number of automatic signals	
						Semaphore	Light	Semaphore	Light
Missouri Pacific Continued	Poplar Bluff, Mo.	1.9	3.8	-	3	-	8	-	4
	Poplar Bluff, Mo. - Walnut Ridge, Ark.	56.8	63.0	10	26	-	95	-	38
	McArthur - McGehee, Ark.	6.4	6.4	1	-	-	4	-	-
	Walnut Ridge - Hoxie, Ark.	4.9	9.9	1	6	-	12	-	6
	Hoxie - Bradford, Ark.	45.6	57.8	9	18	-	96	-	35
	Bradford - Bald Knob, Ark.	14.4	16.3	2	12	-	42	-	14
	Benton - Curtis, Ark.	54.1	56.0	9	22	-	88	2	39
	Curtis - Bierne, Ark.	6.9	13.9	1	6	-	21	-	2
	Bierne - Texarkana, Ark.	60.9	70.8	9	22	-	80	-	38
	Little Rock - Benton, Ark.	22.6	45.2	1	11	-	29	-	34
	Almont - Briark, Ark.	3.6	3.6	1	2	-	7	-	4
	Van Buren - Greenwood Jct., Ark.	6.4	6.4	-	3	-	14	-	4
	Greenwood Jct. - Ft. Smith, Ark.	4.5	4.5	-	1	-	11	-	4
	Little Rock - E. Little Rock, Ark.	1.1	1.1	-	-	-	7	-	-
	N. Little Rock, U.D. Yard, Ark.	1.5	1.5	-	1	-	4	-	1
	Little Rock (Rock St.) - N. Little Rock, Ark.	.5	.5	-	-	-	5	-	-
	N. Little Rock, XO Jct., Ark.	.2	.2	-	-	-	3	-	-
	Benton, Ark. (H.S. Jct. - MP 369)	.4	.4	-	-	-	3	-	-
	N. Cypress - Edgewater Jct., Kansas	1.6	1.6	-	7	-	22	-	-
	Kaw Point - Edgewater Jct., Kansas	.9	.9	-	4	-	13	-	-
	Edgewater Jct. - Atchison, Kansas	42.4	42.4	12	27	-	107	-	27
	Atchison - Shannon, Kansas	8.2	8.2	1	-	-	14	-	19
	Laeda, Mo. - Kenneth, Kansas	17.5	17.5	7	8	5	36	-	9
	Kenneth - Paola, Kansas	25.9	25.9	7	10	6	40	4	9
	Paola - Osawatomie, Kansas	6.5	6.5	2	4	-	23	-	1
	Osawatomie, Kansas	1.3	2.6	-	9	-	18	-	1
	Osawatomie - Lane, Kansas	7.6	7.6	1	-	-	5	-	9
	Dearing - Coffeyville, Kansas	5.4	5.4	2	-	-	10	-	9
	Coffeyville - S. Coffeyville, Okla.	2.8	2.8	1	-	-	10	-	1
New Orleans, Texas & Mexico	Westona - MP Jct., La.	10.4	10.4	1	6	-	28	-	3
St. Louis, Brownsville & Mexico	Alcoa, Texas - BM Siding	2.0	2.0	1	1	-	4	-	-
	BM Siding - Edmonds, Texas	26.5	26.5	4	8	-	34	-	13
Municipal Bridge, St. Louis	St. Louis, Mo. - East St. Louis, Ill.	3.4	6.8	-	30	-	32	-	47
Nashville, Chattanooga & St. Louis	Nashville, Tenn. - Stevenson, Ala.	111.3	115.4	26	58	-	210	-	88
	Junta, Ga. - Chattanooga, Tenn.	86.6	86.6	15	30	-	116	-	86
	Shops - Bruceton, Tenn.	93.0	93.0	17	35	-	130	-	68
	Hills Park - Junta, Ga.	42.1	42.7	12	29	-	102	-	36
New York Central	Berwick - Stanley, Ohio	40.9	44.2	9	33	-	75	-	28
Boston & Albany	Webster Jct. - E. Brookfield, Mass.	13.4	13.4	-	8	-	22	-	12
	Athol Jct. - Int. 40, Springfield, Mass.	2.0	2.0	-	4	-	10	-	2
Pittsburgh & Lake Erie	Wampun - W. Pittsburgh, Pa.	3.1	6.3	-	20	-	12	-	4

Table No. 7 Continued
Centralized Traffic Control Installations in Service January 1, 1948

Name of railroad	Location	Miles of road	Miles of track	Number of passing sidings	Number of switches controlled	Number of signals controlled		Number of automatic signals		
						Semaphore	Light	Semaphore	Light	
New York, Chicago & St. Louis	K.O. - N.P. Ashtabula, Ohio .....	.9	.9	-	1	3	-	-	-
	Kishmas - Kinball, Ohio	21.6	21.6	5	10	-	51	-	18	
	Madison - Euclid, Ohio	28.2	28.2	5	10	-	49	-	20	
	Maumee - Toledo, Ohio	5.2	10.4	2	9	-	16	-	4	
	Arcadia - Lima, Ohio	40.2	40.2	4	9	-	50	-	20	
	Payne, Ohio - New Haven, Ind.	18.3	18.3	2	4	-	27	-	10	
	Radley - Claypool, Ind.	35.0	35.0	5	8	-	29	-	22	
	Brocton, N.Y. - Thorsten Jct., Pa.	55.7	55.7	14	33	1	133	-	46	
New York, Ontario & Western	Fulton, N.Y.	2.1	2.1	-	1	-	6	-	3	
	East Br. - Cadonia, N.Y.	8.7	8.7	-	1	-	3	-	5	
	Olyphant, Pa. ....	.6	.6	-	-	-	2	-	1
New York, Susquehanna & Western	So. Hawthorn - Riverdale, N.J.	1.5	1.5	1	-	3	-	-		
Norfolk & Western	Joe - Jack, Va.	7.0	7.0	2	1	-	13	-	2	
	Palaaki - Dora Jct., Va.	2.2	2.2	1	10	-	25	-	1	
	So. Roanoke - Stuarts Draft, Va.	85.2	95.7	14	39	-	145	-	54	
	Elliston - Christiansburg, Va.	5.9	11.8	2	26	-	56	-	9	
	Switchback - Bluestone, W. Va.	6.2	11.6	-	27	21	27	-	8	
	Bluestone, W.Va. - Clift Yard, Va.	4.7	5.8	-	2	4	5	-	8	
	Bluestone, W.Va. - Prochontas, Va.	1.0	1.0	-	-	1	1	-	-	
	Phoebe - Forest, Va.	20.1	20.1	4	5	-	1	-	13	
	Bentonville - Shenandoah, Va.	33.6	33.6	6	13	-	52	-	18	
	Devon, W.Va. - Home Creek, Va.	19.9	19.9	6	20	-	64	-	6	
	Belaspring - Walton, Va.	6.2	11.1	1	15	-	29	-	-	
	Walton - Radford, Va.	4.4	8.8	-	6	-	20	-	4	
	Radford - Bristol, Va.	102.9	102.9	23	49	-	197	-	42	
	Bristol, Va.	1.4	1.4	1	2	-	10	-	-	
	Tag - Farm, W.Va.	1.2	2.2	1	9	6	18	-	-	
	長者 - Ball, W.Va.	4.5	13.3	1	11	-	35	-	6	
	Vera - Clare, Ohio	96.2	100.9	15	34	-	133	-	60	
	Northern Pacific	Passo - Kennewick, Wash.	2.2	3.1	-	1	2	1	6	5
		Passo - Alsworth Jct., Wash.	4.7	4.7	-	2	-	6	-	3
Tekin - Garrison, Mont.		44.9	45.0	14	23	2	67	42	-	
Pennsylvania	Quarry - Cresswell, Pa.	35.8	44.3	2	12	-	35	-	15	
	Red Bank - Conemaugh - Buffalo Div. Beard, Pa. ...	42.9	42.9	4	8	-	20	-	18	
	Huntley - Sterling Run, Pa.	4.6	4.6	-	2	-	6	-	4	
	Tyrene - Lock Haven, Pa.	52.7	57.7	5	12	-	35	-	28	
	Oil City, Pa. - MP 120	9.4	9.4	-	-	-	2	-	4	
	Hubbard - Lake, N.Y.	21.9	21.9	7	5	-	15	-	10	
	Endess - Arlington, Ohio	11.5	11.5	2	4	-	15	-	4	
	Clare - Bendcomb Jct., Ohio	2.6	5.2	-	9	-	13	-	-	
	Bendcomb Jct. - Valley, Ohio	1.0	1.0	-	1	-	2	-	-	
	Red Bank - B & O Conn. E. Norwood, Ohio	4.0	4.0	-	3	-	11	-	2	
	Sw. 1 Oakley - Sw. 2 Oakley, Ohio .....	.6	.6	-	1	-	3	-	-
	Sw. 3 Oakley - Norwood Heights, Ohio	1.6	1.6	1	1	-	8	-	-	

Table No. 7 Continued

Centralized Traffic Control Installations in Service January 1, 1948

Name of railroad	Location	Miles of road	Miles of track	Number of passing sidings	Number of switches controlled	Number of signals controlled		Number of automatic signals	
						Semaphore	Light	Semaphore	Light
Pennsylvania Continued.....	Norwood Heights - Old River, Ohio	19.7	19.7	3	4	-	14	-	10
	Bloomville - Coleman, Ohio	11.1	11.1	1	3	-	12	-	4
	New River, Ohio - Glen, Ind.	39.1	39.1	6	7	-	25	-	24
	Broad - Foley, Ind.	2.2	2.2	-	1	4	-	-	-
	Davis - Limesdale, Ind.	32.5	36.8	6	16	-	40	-	14
	Limesdale - Brazil, Ind.	16.9	20.9	1	14	-	19	-	10
	Terre Haute, Ind. - 7th St. ....	.4	.4	-	2	-	5	-	-
	Louisville - Boyd, Ky.	5.7	8.3	-	24	-	48	-	2
	Ervermont - A & S Bldg. Ill.	1.7	3.5	-	8	-	12	-	-
	Macksville, Ind. - W. Caseyville, Ill.	34.3	36.1	6	19	-	45	-	19
	Farrington, Ill. - THAP Br.	1.2	1.2	1	2	-	3	-	-
	Arena - West Vandalia, Ill.	11.6	13.4	1	6	-	10	-	6
	West Vandalia - Smithboro, Ill.	12.7	14.4	-	1	-	3	-	10
Peoria & Pekin Union	Peoria - Pekin, Ill.	7.1	14.2	2	19	-	30	-	-
Reading	Ewing - West Trenton, N.J.	-	2.7	-	3	2	3	1	-
St. Louis - San Francisco	Springfield - East Yard, Mo.	41.7	44.9	7	13	-	78	-	27
	Dillon - Sleeper, Mo.	69.0	75.9	13	30	-	126	-	60
	Sleeper - Springfield, Mo.	64.2	73.4	10	26	-	154	-	58
	Turrell - Clarkdale, Ark.	4.5	4.5	1	1	6	1	2	-
	Critico, Ark. - Memphis, Tenn.	6.4	6.4	1	1	12	-	2	-
	Jasper - Cordova, Ala.	10.9	10.9	4	8	-	30	-	10
Birmingham Belt	Birmingham, Ala.	1.1	1.1	-	-	2	-	-	-
St. Louis Southwestern	Ancell - Dexter, Mo.	44.9	57.8	5	16	-	77	-	34
	Pine Bluff - Fordyce, Ark.	36.4	36.4	4	9	-	50	-	22
	Fordyce - N C Jct., Camden, Ark.	27.9	27.9	6	11	-	42	-	21
	S C Jct., Camden - Lewisville, Ark.	50.4	50.4	8	18	-	75	-	42
	Lewisville - Gertrude, Ark.	24.4	24.4	1	3	-	11	-	4
Seaboard Air Line	Richmond, Va. ....	.8	1.6	-	5	-	19	-	2
	Cary - Moncure, N.C.	21.4	21.4	9	14	-	32	-	18
	Richmond, Va. - Raleigh, N.C.	156.9	178.1	40	109	-	263	-	104
	Savannah - Blossom, Ga.	1.5	1.5	-	-	-	1	-	-
	Savannah - Thalmann, Ga.	63.9	63.9	14	27	-	95	-	44
	Wannoe - Nolan, Fla.	80.5	80.5	14	29	-	86	-	57
	Valrico - Yeoman, Fla.	7.9	7.9	1	3	-	10	-	8
Southern:									
Cincinnati, New Orleans & Texas Pac.	U.S. Jct. - Flat Rock, Ky.	18.8	23.3	4	11	-	30	-	17
Southern Pacific Co.:									
Pacific Lines	El Pinal - Polk, Calif.	39.3	41.9	11	23	-	96	-	74
	Redding - Black Butte, Calif.	80.5	80.5	23	50	-	217	-	101
	Lucia - Bridge, Utah	74.3	78.8	18	46	-	157	-	60
	Bona - Tehachapi, Calif.	32.3	32.3	12	28	-	111	-	35
	Santa Margarita - San Luis Obispo, Calif.	16.6	16.6	5	16	-	59	-	27
	Colton - Indio, Calif.	70.8	70.8	23	59	-	219	-	74
	Vista - Massie, Nevada	43.5	43.5	12	29	-	102	-	35

Table No. 7 Continued

Centralized Traffic Control Installations in Service January 1, 1948

Name of railroad	Location	Miles of road	Miles of track	Number of passing sidings	Number of switches controlled	Number of signals controlled		Number of automatic signals	
						Semaphore	Light	Semaphore	Light
Southern Pacific Co. Texas & New Orleans	Virginia Point - Island, Texas	2.3	4.6	-	21	40	6	-	-
	Alpine - Pecos, Texas	12.7	12.7	2	6	34	-	8	-
	Beville - Eldmore, Texas	10.9	10.9	2	5	31	-	9	-
	Bowie - Garrett, Texas	1.1	1.1	-	1	6	-	3	-
	Harrisburg - Tower 26, Texas	2.5	2.5	-	3	6	-	5	-
	Miller Yard - T & P Jct., Texas	3.9	3.9	1	9	23	-	4	-
	Macgdoches - Bonita Jct., Texas	3.1	3.1	-	1	7	-	3	-
	Tower 26 - Miles, Texas	1.9	1.9	-	-	-	16	-	-
	Sherman - Denison, Texas	8.3	8.3	-	1	-	15	-	8
	Texas & Pacific	Big Sandy, Texas	1.0	2.0	1	1	-	5	-
West Bridge Jct. - Avenale, La.		1.0	1.0	-	-	-	2	-	1
Terrell, Texas .....		.8	1.6	1	-	-	4	-	-
Longview - Longview Yards, Texas		1.6	1.6	-	2	-	16	-	2
Longview - Big Sandy, Texas		23.8	23.8	3	6	-	31	-	20
Cisco, Texas		1.0	1.9	1	1	-	5	-	1
Donaldsonville - Donaldsonville Yard, La. ....		.5	1.0	-	4	-	10	-	8
T & P Jct. - Orphan Home, Texas		3.5	3.5	1	1	-	9	-	2
Sierra Blanca - Arispe, Texas		4.9	4.9	1	1	-	14	-	2
Dallas - Ft. Worth, Texas		31.8	63.7	3	21	-	76	-	38
Ft. Worth - Hodge, Texas		3.2	3.2	1	2	-	13	-	2
Meiser - Lucas, via Out Off Jct., La.		10.6	10.6	1	-	-	13	-	10
Texarkana - Longview, Texas		88.5	88.5	14	31	-	166	-	72
Alexandria - Alexandria Yard, La.		1.7	1.7	-	-	-	14	-	2
Union Pacific	La Grande - Pendleton, Ore.	73.7	77.5	25	50	-	221	-	85
	Huntington - La Grande, Ore.	99.6	99.6	17	38	-	147	-	64
	Yermo - Daggett, Calif.	3.5	3.5	-	2	-	10	-	2
	Las Vegas, Nev. - Yermo, Calif.	172.2	172.2	37	72	-	292	-	121
	Pocatello - Glenn Ferry, Idaho	159.5	195.7	34	80	-	192	-	122
	Las Vegas - Caliente, Nevada	124.9	124.9	25	54	-	209	-	89
Virginian	Mullens - DB Tower, W.Va.	57.8	57.8	8	16	-	66	-	52
	Delphi - Lafayette, Ind.	16.1	16.1	3	6	2	25	10	-
Wabash	Lafayette Jct. - State Line, Ind.	37.0	37.0	6	13	3	53	20	6
	Walbridge Jct. - Wanick Jct., Ohio	5.3	10.6	2	26	-	34	-	7
	Huntsville - Salisbury, Mo.	13.2	13.2	1	4	-	18	-	8
	Oroville - Dellicker, Calif.	114.6	114.6	27	54	-	164	-	50
Western Pacific	Lonas - Adena Yard, Ohio	53.0	53.0	7	18	-	55	-	42
Wheeling & Lake Erie	Kemery - Harmon, Ohio	7.0	7.0	-	-	-	4	-	4
	Total	381 installations	6,892.2	9,971.5	1,549	4,613	597	13,957	300	6,093

Table No. 8
Train Operation by Signal Indication, January 1, 1948
(Without Train Orders)

Name of railroad	One-Direction Operation by Signal Indication								Either-Direction Operation by Signal Indication							
	Centralized traffic control		Block Signals						Centralized traffic control		Block Signals					
			Manual block		Controlled Manual block		Automatic block				Controlled Manual block		Automatic block		Automatic Block in one direction; traffic locking, reverse direction	
	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track		
Atchison, Topeka & Santa Fe	-	-	-	-	-	-	1,517.4	3,039.0	659.3	693.6	-	-	219.3	402.9	-	-
Atlantic Coast Line	-	-	-	-	-	-	120.9	203.8	11.3	19.7	-	-	14.2	14.2	-	-
Baltimore & Ohio System:																
Eastern Region	-	-	14.1	28.2	-	-	481.9	1,074.4	-	-	-	-	108.3	173.1	-	-
Central Region	-	-	9.1	18.2	-	-	583.1	1,196.7	41.8	41.8	-	-	11.5	16.6	-	-
Western Region	-	-	-	-	-	-	52.6	126.1	59.3	59.3	-	-	25.8	33.7	-	-
New York Terminal Region	-	-	-	-	-	-	23.2	46.4	-	-	-	-	-	-	-	-
Baltimore & Ohio Chicago Terminal	-	-	-	-	-	-	43.4	86.0	-	-	-	-	.6	.6	-	-
Belt Ry. of Chicago	-	-	-	-	-	-	13.1	27.4	-	-	-	-	-	-	-	-
Bessemer & Lake Erie	21.7	50.3	-	-	-	-	-	-	28.1	38.3	-	-	-	-	-	-
Bingham & Garfield	-	-	-	-	-	-	-	-	16.3	16.3	.6	.6	2.0	2.0	-	-
Boston & Maine	7.5	77.2	-	-	-	-	280.7	560.2	157.0	254.5	-	-	3.9	10.0	.5	2.0
Butte, Anaconda & Pacific	-	-	-	-	-	-	-	-	-	-	-	-	9.4	9.4	-	-
Canadian Pacific	-	-	-	-	-	-	-	-	.3	.3	-	-	-	-	-	-
Central of Georgia	-	-	-	-	-	-	8.4	16.8	58.7	59.8	-	-	-	-	-	-
Central R.R. of New Jersey	4.4	13.2	-	-	-	-	84.1	234.1	4.4	4.4	-	-	47.3	47.3	11.6	36.9
New York & Long Branch	-	-	-	-	-	-	39.6	78.0	-	-	-	-	-	-	-	-
Central R.R. of Pennsylvania	-	-	-	-	-	-	93.0	187.6	-	-	-	-	11.4	11.4	2.4	2.4
Chesapeake & Ohio:																
Chesapeake District	-	-	-	-	-	-	351.7	702.9	296.0	358.2	-	-	40.1	89.6	47.4	81.2
Pere Marquette District	-	-	-	-	-	-	88.2	176.4	127.1	131.0	-	-	5.5	5.5	-	-
Chicago & Eastern Illinois	-	-	-	-	-	-	-	-	117.2	117.2	-	-	-	-	-	-
Chicago & North Western	-	-	-	-	-	-	-	-	10.2	10.2	-	-	40.0	40.0	-	-
Chicago & Western Indiana	-	-	-	-	-	-	28.0	60.4	-	-	-	-	-	-	-	-
Chicago, Burlington & Quincy	-	-	-	-	5.8	5.8	41.1	65.6	689.5	719.4	-	-	161.3	302.6	-	-
Chicago Great Western	-	-	-	-	-	-	-	-	2.7	2.7	-	-	-	-	-	-
Chicago, Indianapolis & Louisville	-	-	-	-	-	-	-	-	-	-	-	-	1.5	1.5	-	-
Chicago, Milwaukee, St. Paul & Pacific	-	-	-	-	-	-	77.4	154.8	400.9	469.3	.8	.8	235.2	235.2	57.9	115.4
Chicago, Rock Island & Pacific	-	-	-	-	-	-	26.1	52.2	469.3	617.2	-	-	10.0	16.5	-	-
Chicago, Rock Island & Gulf	-	-	-	-	-	-	-	-	31.6	31.6	-	-	-	-	-	-
Delaware & Hudson	15.1	22.0	-	-	-	-	-	-	41.9	85.7	-	-	-	-	-	-
Wilkes-Barre Connecting	-	-	-	-	-	-	-	-	2.0	2.0	-	-	-	-	-	-
Delaware, Lackawanna & Western	-	-	-	-	-	-	53.2	113.7	-	-	6.2	6.2	34.6	48.4	1.2	1.9
Denver & Rio Grande Western	2.5	5.0	-	-	-	-	-	-	463.7	483.6	-	-	-	-	-	-
Detroit, Toledo & Ironton	-	-	1.4	1.4	-	-	-	-	-	-	-	-	-	-	-	-
Duluth, Missabe & Iron Range	5.3	10.6	-	-	-	-	-	-	6.6	6.6	-	-	-	-	-	-
Erie	-	-	16.7	33.4	-	-	996.1	1,869.6	122.6	146.3	-	-	28.9	39.1	25.7	36.3

Table No. 8 Continued

Train Operation by Signal Indication, January 1, 1948
(Without Train Orders)

Name of railroad	One-Direction Operation by Signal Indication								Either-Direction Operation by Signal Indication							
	Centralized traffic control		Block Signals				Centralized traffic control		Block Signals							
			Manual block		Controlled Manual block		Automatic block				Controlled Manual block		Automatic block in both directions		Automatic Block in one direction; traffic locking, reverse direction	
	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track
Grand Trunk Western	-	-	-	-	-	-	-	5.3	5.3	-	-	3.1	3.1	-	-	
Gulf, Mobile & Ohio	-	-	8.9	8.9	-	-	33.8	33.8	59.4	59.4	-	-	3.4	6.8	-	-
Hudson & Manhattan	-	-	-	-	-	-	-	-	-	-	-	-	-	7.8	15.7	
Illinois Central	-	-	-	-	-	-	98.9	348.3	33.8	37.1	-	-	66.7	88.7	-	-
Paducah & Illinois	-	-	-	-	-	-	-	-	14.8	14.8	-	-	-	-	-	-
Illinois Terminal	-	-	-	-	-	-	-	-	-	-	-	3.0	5.7	-	-	
Kansas City Southern	-	-	-	-	-	-	-	-	46.1	46.1	-	-	-	-	-	-
Kentucky & Indiana Terminal	-	-	16.5	24.2	-	-	-	-	-	-	-	-	-	-	-	
Lackawanna & Wyoming Valley	-	-	-	-	-	-	16.1	32.1	-	-	-	-	1.0	1.0	-	-
Lehigh & New England	-	-	-	-	-	-	-	-	1.3	1.3	-	-	.6	.6	-	-
Lehigh Valley	-	-	-	-	-	-	440.3	959.5	12.6	12.6	.6	.6	.5	.5	-	-
Long Island	-	-	9.7	31.2	-	-	155.1	337.7	-	-	16.3	16.3	7.9	19.5	-	-
Louisville & Nashville	-	-	-	-	-	-	86.2	147.3	533.1	533.1	-	-	4.5	4.5	-	-
Maine Central	-	-	-	-	-	-	14.1	28.2	-	-	-	-	-	-	-	-
Portland Terminal	-	-	-	-	-	-	8.5	19.9	-	-	-	-	-	-	1.4	1.4
Minneapolis & St. Louis	-	-	-	-	-	-	.4	.8	-	-	-	-	-	-	-	-
Minneapolis, St. Paul & Sault Ste. Marie	-	-	-	-	-	-	-	-	7.1	7.1	-	-	4.1	4.1	-	-
Missouri-Kansas-Texas of Texas	-	-	-	-	-	-	-	-	-	-	-	-	1.5	1.5	-	-
Missouri Pacific	2.4	2.4	-	-	-	-	173.9	350.7	530.4	653.5	-	-	6.5	6.5	-	-
New Orleans, Texas & Mexico	-	-	-	-	-	-	-	-	10.4	10.4	-	-	-	-	-	-
St. Louis, Brownsville & Mexico	-	-	-	-	-	-	-	-	28.5	28.5	-	-	-	-	-	-
Municipal Bridge (St. Louis)	-	-	-	-	-	-	-	-	3.4	6.8	-	-	-	-	2.8	5.6
Nashville, Chattanooga & St. Louis	-	-	-	-	-	-	-	-	333.1	337.8	-	-	-	-	-	-
New York Central System:																
Lines East	-	-	7.4	14.9	-	-	811.0	2,321.8	-	-	-	-	17.9	68.7	9.7	40.1
Lines West	-	-	-	-	-	-	584.5	1,788.9	40.9	44.2	-	-	-	8.4	9.5	19.0
Boston & Albany	-	-	-	-	-	-	215.9	523.9	15.4	15.4	-	-	-	-	-	-
Chicago Junction	-	-	-	-	-	-	1.1	1.1	-	-	-	-	-	-	-	-
Cleveland, Cin., Chicago & St. Louis	-	-	807.6	835.0	-	-	670.8	1,275.6	-	-	-	-	253.9	268.6	3.9	3.9
Indiana Harbor Belt	-	-	-	-	-	-	18.1	35.5	-	-	-	-	-	-	-	-
Lake Erie & Eastern	-	-	-	-	-	-	8.3	16.6	-	-	-	-	-	-	-	-
Louisville & Jeffersonville Bridge	-	-	-	-	-	-	-	-	-	-	3.5	3.5	-	-	-	-
Michigan Central	-	-	5.0	10.1	-	-	335.2	671.7	-	-	-	-	14.2	15.6	.9	.9
Peoria & Eastern	-	-	199.0	199.0	-	-	2.5	5.0	-	-	-	-	-	-	-	-
Pittsburgh & Lake Erie	-	-	-	-	-	-	67.5	220.5	3.1	6.3	-	-	-	-	-	-
Troy Union	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0	3.5

Table No. 8 Continued
 Train Operation by Signal Indication, January 1, 1948
 (Without Train Orders)

Name of railroad	One-Direction Operation by Signal Indication								Either-Direction Operation by Signal Indication							
	Block Signals								Block Signals							
	Centralized traffic control		Manual block		Controlled Manual block		Automatic block		Centralized traffic control		Controlled Manual block		Automatic block in both directions		Automatic Block in one direction; traffic locking reverse direction	
Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	Miles of road	Miles of track	
New York, Chicago & St. Louis	-	-	36.8	81.6	-	-	-	-	205.1	210.3	-	-	-	-	4.1	8.2
New York, New Haven & Hartford	-	-	-	-	1.9	3.7	473.2	1,141.2	-	-	.9	3.8	-	15.7	-	-
New York Connecting	-	-	-	-	-	-	12.7	25.4	-	-	-	-	-	-	-	-
New York, Ontario & Western	-	-	-	-	-	-	-	-	11.4	11.4	-	-	-	-	-	-
New York, Susquehanna & Western	-	-	-	-	-	-	-	18.6	32.3	1.5	1.5	-	-	-	-	-
Norfolk & Western	-	-	-	-	-	-	-	-	402.6	449.3	-	-	-	-	-	-
Northern Pacific	-	-	-	-	-	-	-	-	51.7	52.8	3.1	3.1	19.4	38.2	-	-
Pacific Electric	-	-	-	-	-	-	-	46.9	104.5	-	-	9.8	9.8	14.3	14.3	-
Pennsylvania	-	-	565.4	1,147.4	-	-	2,100.5	6,016.5	378.0	412.0	14.1	17.5	727.0	897.8	17.3	27.8
Pennsylvania-Reading Seashore Lines	-	-	-	-	-	-	131.2	267.0	-	-	-	-	-	-	1.4	2.8
Peoria & Pekin Union	-	-	-	-	-	-	-	-	7.1	14.2	.7	1.1	-	-	-	-
Pittsburgh & West Virginia	-	-	-	-	-	-	2.4	4.7	-	-	-	-	1.0	1.0	-	-
Reading	-	-	-	-	-	-	178.3	423.7	-	2.7	-	-	2.1	2.1	1.3	5.7
Richmond, Fredericksburg & Potomac	-	-	-	-	-	-	110.1	229.0	-	-	-	-	6.5	6.5	-	-
St. Louis - San Francisco	-	-	-	-	-	-	-	-	196.5	216.3	-	-	1.2	2.4	-	-
Birmingham Belt	-	-	-	-	-	-	-	-	1.1	1.1	-	-	-	-	-	-
St. Louis Southwestern	-	-	-	-	-	-	-	-	184.0	196.9	-	-	9.2	9.2	4.1	6.1
Seaboard Air Line	-	-	-	-	-	-	31.9	66.8	232.9	354.9	-	-	253.9	259.7	-	-
Southern	-	-	1.3	2.6	-	-	105.4	199.0	-	-	5.9	5.9	25.3	26.3	-	-
Alabama Great Southern	-	-	-	-	-	-	25.7	51.4	-	-	-	-	-	-	-	-
Cincinnati, N. Orleans & Texas Pacific	-	-	-	-	-	-	24.8	49.6	18.8	23.1	-	-	8.5	10.0	-	-
Georgia Southern & Florida	-	-	-	-	-	-	3.8	7.6	-	-	-	-	-	-	-	-
Southern Pacific Co.: Pacific Lines	-	-	-	-	-	-	232.8	360.9	357.3	364.4	-	-	15.8	18.9	26.4	52.0
Texas & New Orleans	-	-	-	-	-	-	-	-	2.3	4.6	-	-	-	-	-	-
Texas & Pacific	1.0	1.0	-	-	-	-	3.8	7.7	176.0	211.1	-	-	2.6	2.6	-	-
Union	-	-	-	-	-	-	18.6	39.3	-	-	7.5	10.0	-	-	-	-
Union Pacific	-	-	-	-	-	-	-	-	633.4	673.4	-	-	-	-	2.3	4.6
Virginian	-	-	-	-	-	-	6.9	13.8	57.8	57.8	-	-	8.6	10.8	-	-
Wabash	-	-	-	-	-	-	-	-	71.6	76.9	132.4	132.4	2.2	2.2	-	-
Western Maryland	-	-	29.8	58.3	-	-	-	-	-	-	-	-	-	-	-	-
Western Pacific	-	-	-	-	-	-	-	-	116.4	116.4	-	-	1.4	1.4	-	-
Wheeling & Lake Erie	-	-	-	-	-	-	2.9	5.0	59.1	59.1	-	-	1.5	1.5	-	-
Total	69.9	181.7	1,728.7	2,494.5	7.7	9.5	12,275.9	28,236.4	8,661.1	9,698.9	202.4	211.6	2,500.1	3,324.0	241.6	473.4

Use of Telegraph and Telephone in Transmitting Train Orders, January 1, 1948

Name of railroad	Tele- graph Miles of road	Tele- phone Miles of road	Total Miles of road	Name of railroad	Tele- graph Miles of road	Tele- phone Miles of road	Total Miles of road	Name of railroad	Tele- graph Miles of road	Tele- phone Miles of road	Total Miles of road
Ponda, Johnstown & Gloversville	20	-	20	Lehigh & New England	65	139	139	Missouri Pacific Continued: International-Great Northern	127	941	1,068
Ft. Dodge, Des Moines & Southern	-	144	144	Lehigh Valley	-	1,202	1,202	Missouri-Illinois	-	172	172
Ft. Smith, Subiaco & Rock Island	-	15	15	Ligonier Valley	-	14	14	New Iberia & Northern	-	58	58
Ft. Worth & Denver City	-	838	838	Litchfield & Madison	44	44	44	New Orleans, Texas & Mexico	-	181	181
Wichita Valley	233	-	233	Live Oak, Perry & Gulf	-	57	57	Orange & Northwestern	62	-	62
Gainesville Midland	-	41	41	Long Island	-	341	341	Rio Grande City	-	20	20
Galveston, Houston & Henderson	50	-	50	Lorain & West Virginia	-	25	25	St. Louis, Brownsville & Mexico	54	526	580
Genesee & Wyoming	-	10	10	Louisiana & Northwest	-	99	99	San Antonio Southern	29	-	29
Georgia	57	249	306	Louisville & Nashville	399	3,404	3,803	San Antonio, Uvalde & Gulf	165	150	315
Georgia & Florida	371	37	408	McCloud River	-	61	61	San Benito & Rio Grande Valley	-	76	76
Georgia, Ashburn, Sylvester & Camille	-	50	50	Maine Central	942	18	960	Sugar Land	15	-	15
Georgia Northern	68	68	68	Portland Terminal	17	-	17	Monongahela	-	157	157
Grafton & Opton	-	13	13	Manistee & Northeastern	60	20	60	Monongahela Connecting	-	11	11
Grand Trunk Western	427	473	900	Manistique & Lake Superior	-	41	41	Montana, Wyoming & Southern	-	22	22
Great Northern	2,033	5,966	7,999	Manitou & Pikes Peak	9	9	9	Montour	-	51	51
Montana Western	-	20	20	Maryland & Pennsylvania	77	78	78	Morehead & North Fork	-	4	4
Great Western	-	83	83	Meridian & Bigbee River	-	50	50	Morristown & Erie	-	11	11
Green Bay & Western	250	-	250	Midland Continental	-	68	68	Narragansett Pier	-	8	8
Gulf, Mobile & Ohio	525	2,086	2,611	Midland Terminal	57	57	57	Nashville, Chattanooga & St. Louis	-	656	656
High Point, Randleman, Ashboro & Southern ...	27	-	27	Midland Valley	-	334	334	Nelson & Albemarle	-	8	8
Huntingdon & Broad Top R.R. & Coal Co.	-	69	69	Milwaukee Electric Ry. & Transport	-	10	10	Nevada Northern	155	164	164
Illinois Central	1,745	4,526	6,271	Minneapolis & St. Louis	1,314	-	1,314	Newburgh & South Shore	-	14	14
Illinois Terminal System	-	475	475	Minneapolis, Northfield & Southern	-	63	63	New York Central System: Lines East	116	1,736	1,852
Interstate	-	59	59	Minneapolis, St. Paul & Sault Ste. Marie	2,966	1,044	4,010	Lines West	-	1,704	1,704
Ironton	-	13	13	Mississippi Central	150	10	160	Boston & Albany	-	340	340
Jamestown, Westfield & Northwestern	-	32	32	Mississippi Export	-	42	42	Cleveland, Cin., Chicago & St. Louis ...	-	2,312	2,312
Kahului	-	15	15	Missouri-Illinois Bridge & Belt	-	3	3	Lake Erie & Eastern	-	8	8
Kansas City, Kaw Valley	-	35	35	Missouri-Kansas-Texas	568	1,139	1,721	Michigan Central	-	1,190	1,190
Kansas City Southern	28	818	846	Beaver, Meade & Englewood	105	-	105	Peoria & Eastern	-	202	202
Kansas, Oklahoma & Gulf	308	308	308	Missouri-Kansas-Texas of Texas	334	855	1,189	Pittsburgh & Lake Erie	-	198	198
Kentucky & Tennessee	-	22	22	Missouri Pacific	1,621	4,890	6,511	New York, Chicago & St. Louis	1,459	1,459	1,459
Lackawanna & Wyoming Valley	-	19	19	Asherton & Gulf	32	-	32	New York, New Haven & Hartford	44	1,776	1,776
Lake Champlain & Moriah	-	4	4	Asphalt Belt	-	18	18	New York Connecting	-	9	9
Lake Erie, Franklin & Clarion	-	16	16	Beaumont, Sour Lake & Western	-	89	89	New York, Ontario & Western	35	446	481
Lake Superior & Ishpeming	87	135	135	Houston & Brazos Valley	-	34	34	New York, Susquehanna & Western	20	66	86
Lancaster & Chester	-	29	29	Houston Belt & Terminal	6	4	10	Norfolk & Portsmouth Belt Line	-	27	27
Lehigh & Hudson River	-	73	73	Houston North Shore	-	26	26	Norfolk & Western	-	1,278	1,278

Table No. 9 Continued

Use of Telegraph and Telephone in Transmitting Train Orders, January 1, 1948

Name of railroad	Tele- graph Miles of road	Tele- phone Miles of road	Total Miles of road	Name of railroad	Tele- graph Miles of road	Tele- phone Miles of road	Total Miles of road	Name of railroad	Tele- graph Miles of road	Tele- phone Miles of road	Total Miles of road
Norfolk Southern	530	615	684	St. Louis Southwestern	615	792	1,407	Texas Electric	-	176	176
Northampton & Bath	-	8	8	San Diego & Arizona Eastern	103	119	119	Texas-Mexican	161	161	161
Northeast Oklahoma	-	42	42	Savannah & Atlanta	-	144	144	Texas, Oklahoma & Eastern	-	40	40
Northern Pacific	3,379	2,891	6,270	Seaboard Air Line	325	3,672	3,997	Texas Southeastern	-	21	21
Walla Walla Valley	-	18	18	Macon, Dublin & Savannah	-	92	92	Toledo, Peoria & Western	221	118	231
Northwestern Pacific	169	159	328	Sierra	57	57	57	Toledo Terminal	24	29	29
Oklahoma City-Ada-Atoka	132	132	132	South Buffalo	-	6	6	Tremont & Gulf	-	97	97
Oneida & Western	-	38	38	South Georgia	-	76	76	Tucson, Cornelia & Gila Bend	-	43	43
Oregon & Northwestern	-	51	51	Southern	3,057	2,923	5,980	Unadilla Valley	-	49	49
Pacific Electric	-	211	211	Alabama Great Southern	-	294	294	Union	-	2	2
Panama	48	48	48	Cincinnati, New Orleans & Texas Pacific	-	336	336	Union Pacific	3,397	4,802	8,199
Paris & Mt. Pleasant	-	51	51	Georgia Southern & Florida	134	257	391	Utah	22	22	22
Pennsylvania & Atlantic	-	25	25	Harriman & Northeastern	-	15	15	Valley & Siletz	-	41	41
Pennsylvania System	167	8,232	8,399	New Orleans & Northeastern	-	195	195	Virginia & Carolina Southern	-	55	55
Pennsylvania-Reading Seashore Lines	-	316	316	New Orleans Terminal	-	8	8	Virginia & Truckee	-	46	46
Petaluma & Santa Rosa	-	35	35	State University	10	-	10	Virginian	-	518	518
Piedmont & Northern	-	129	129	Woodstock & Blockton	-	8	8	Visalia Electric	-	23	23
Pittsburg & Shawmut	-	88	88	Southern Illinois & Missouri Bridge	-	5	5	Wabash	724	1,231	1,955
Pittsburgh & West Virginia	-	129	129	Southern Iowa	-	27	27	Waco, Beaumont, Trinity & Sabine	-	41	41
Pittsburgh, Chartiers & Youghiogheny	-	17	17	Southern Pacific Co. Pacific Lines	2,251	5,817	8,068	Warren & Ouachita Valley	-	16	16
Port Angeles Western	-	53	53	Texas & New Orleans	870	3,200	4,070	Washington & Old Dominion	-	52	52
Portland Traction	-	38	38	Spokane International	150	-	150	Washington, Idaho & Montana	-	47	47
Port Townsend	-	12	12	Spokane, Portland & Seattle	303	609	912	Washington Terminal	-	2	2
Potomac Edison	-	18	18	Springfield Terminal (Vt.)	-	7	7	Waterloo, Cedar Falls & Northern	-	86	86
Prescott & Northwestern	-	32	32	Tallahassee Falls	57	-	57	Western Allegheny	-	18	18
Quanaah, Acme & Pacific	-	110	110	Tennessee	19	-	19	Western Maryland	10	707	717
Rapid City, Black Hills & Western	-	34	34	Tennessee, Alabama & Georgia	95	-	95	Western Pacific	45	913	958
Raritan River	-	12	12	Tennessee Central	248	-	248	Wheeling & Lake Erie	-	445	445
Reading	13	1,169	1,182	Terminal R.R. Association of St. Louis	-	15	15	Wichita Falls & Southern	169	-	169
Richmond, Fredericksburg & Potomac	-	114	114	St. Louis Merchants Bridge Terminal	-	9	9	Winona	-	22	22
Rock Island Southern	-	55	55	Texas & Pacific	344	1,356	1,700	Winston-Salem Southbound	92	92	92
Roscoe, Snyder & Pacific	-	30	30	Abilene & Southern	-	55	55	Wrightsville & Tennille	36	36	36
Rutland	-	393	393	Denison & Pacific Suburban	-	7	7	Yadkin	41	-	41
Sacramento Northern	-	248	248	Pecos Valley Southern	-	40	40	Youngstown & Northern	-	3	3
St. Johnsbury & Lake Champlain	96	-	96	Texas-New Mexico	-	112	112	Youngstown & Southern	-	54	54
St. Louis - San Francisco	1,769	2,605	4,374	Texas Short Line	-	21	21				
St. Louis, San Francisco & Texas	82	21	103	Weatherford, Mineral Wells & Northwestern ..	-	24	24	Total	68,775	150,060	218,835

Spring Switches in Service January 1, 1948

Name of railroad	Total number of spring switches	Classification as to territory						Classification as to application					Number equipped with		Number of protecting signals	
		Automatic block	Manual block	C T C	Nonblock	Inter-locking	Yard	End of siding	End of double track	Junction	Yard tracks	Other tracks	Facing-point locks	Electric locks	Low signals	High signals
Alton & Southern	6	-	-	-	6	-	-	1	5	-	-	-	6	-	6	-
Atchison, Topeka & Santa Fe	841	798	-	-	6	16	21	742	15	12	33	39	5	-	496	1,421
Atlanta & West Point	14	14	-	-	-	-	-	13	1	-	-	-	-	-	-	56
Western Ry. of Alabama	22	22	-	-	-	-	-	21	-	-	1	-	22	-	-	88
Atlantic Coast Line	68	53	1	1	7	-	6	47	9	-	11	1	56	1	2	86
Baltimore & Annapolis	12	8	-	-	-	-	4	-	8	-	4	-	-	-	4	8
Baltimore & Ohio System:																
Eastern Region	32	18	1	-	3	8	2	16	13	1	2	-	-	-	28	21
Central Region	40	22	7	-	1	10	-	28	10	1	1	-	-	-	56	45
Western Region	9	6	1	-	-	-	1	5	3	-	1	-	2	-	8	14
New York Terminal Region	5	4	1	-	-	-	-	-	1	-	-	4	-	-	9	1
Baltimore & Ohio Chicago Terminal	2	-	-	-	1	1	-	2	-	-	-	-	-	-	-	3
Bamberger	30	10	-	-	20	-	-	-	15	-	8	7	-	-	6	8
Belt Ry. of Chicago	2	-	-	-	-	-	2	-	-	-	2	-	-	-	-	-
Bingham & Garfield	16	5	-	8	3	-	-	7	-	4	4	1	-	-	1	20
Boston & Maine	50	13	-	9	-	8	20	20	11	-	19	-	-	-	50	56
Butte, Anaconda & Pacific	3	3	-	-	-	-	-	-	1	-	2	-	-	-	1	2
Canadian Pacific	1	1	-	-	-	-	-	-	-	-	1	-	1	-	-	2
Central California Traction	33	-	-	-	23	-	10	4	5	1	14	9	5	-	-	10
Central of Georgia	104	93	-	3	1	6	1	86	10	4	1	3	87	-	103	206
Central of New Jersey	12	3	-	-	-	7	2	3	-	-	9	-	-	7	6	-
New York & Long Branch	2	-	-	-	-	2	-	-	2	-	-	-	-	-	-	2
Central of Pennsylvania	10	9	-	-	1	-	-	7	3	-	-	-	-	-	7	4
Central Vermont	2	-	-	-	-	-	2	-	-	-	1	1	-	-	1	1
Charleston & Western Carolina	2	-	-	-	2	-	-	-	2	-	-	-	-	-	-	-
Chesapeake & Ohio:																
Chesapeake District	129	101	15	3	1	7	2	104	13	3	8	1	67	-	181	175
Pere Marquette District	25	11	-	3	11	-	-	18	1	3	3	-	17	-	2	9
Chicago & Eastern Illinois	9	6	3	-	-	-	-	-	4	1	4	-	5	-	10	14
Chicago & Illinois Midland	34	16	-	-	17	-	1	28	2	-	-	4	-	-	18	16
Chicago & North Western	74	47	-	-	10	4	13	37	11	8	18	-	10	-	67	94
Chicago, Aurora & Elgin	100	18	-	-	9	8	65	15	5	-	57	23	-	-	6	52
Chicago, Burlington & Quincy	88	47	29	2	-	1	9	60	11	4	8	5	69	-	24	120
Chicago Great Western	4	3	-	1	-	-	-	-	3	-	1	-	3	-	2	8
Chicago, Indianapolis & Louisville	42	40	-	-	1	-	1	40	-	-	1	1	-	-	-	160
Chicago, Milwaukee, St. Paul & Pacific	293	205	39	14	24	4	7	229	36	17	11	-	233	-	179	461
Chicago, North Shore & Milwaukee	308	74	23	-	70	-	141	22	4	5	139	138	1	-	1	147
Chicago, Rock Island & Pacific	59	47	-	8	1	3	-	43	5	4	7	-	34	-	50	103
Chicago, Rock Island & Gulf	2	1	-	-	1	-	-	-	2	-	-	-	-	-	1	2
Chicago, St. Paul, Minneapolis & Omaha	4	-	-	-	1	-	3	-	1	-	3	-	-	-	-	-
Chicago South Shore & South Bend	38	34	-	-	4	-	-	17	13	-	5	3	-	-	21	9

Table No. 10 Continued
Spring Switches in Service January 1, 1948

Name of railroad	Total number of spring switches	Classification as to territory						Classification as to application					Number equipped with		Number of protecting signals	
		Automatic block	Manual block	C P C	Nonblock	Interlocking	Yard	End of siding	End of double track	Junction	Yard tracks	Other tracks	Facing-point locks	Electric locks	Low signals	High signals
Colorado & Southern	8	2	-	-	6	-	-	1	2	2	3	-	4	-	9	10
Conemaugh & Black Lick	8	-	-	-	-	-	8	-	-	-	8	-	8	-	9	1
Cooperative Transit	38	14	-	-	24	-	-	13	3	19	3	-	23	7	-	-
Davenport, Rock Island & Northwestern ...	1	-	-	-	-	-	1	-	1	-	-	-	-	-	-	1
Delaware & Hudson	5	5	-	-	-	-	-	1	-	-	-	4	1	-	5	14
Delaware, Lackawanna & Western	59	16	-	-	4	3	36	8	10	2	30	9	-	-	5	33
Denver & Intermountain	4	-	-	-	4	-	-	2	-	-	-	2	-	-	-	2
Denver & Rio Grande Western	71	47	-	11	3	10	-	53	9	-	3	6	16	-	72	115
Des Moines Union	6	-	-	-	6	-	-	-	1	2	3	-	-	-	2	1
Detroit Terminal	1	-	-	-	1	-	-	-	-	-	4	1	-	-	1	-
Duluth, Missabe & Iron Range	13	1	-	3	7	1	1	6	-	5	2	-	-	-	-	-
Duluth, South Shore & Atlantic	6	-	6	-	-	-	-	-	2	1	3	-	-	-	-	6
Elgin, Joliet & Eastern	19	8	-	-	11	-	-	15	3	1	-	-	2	-	5	19
Erie	40	24	5	3	1	1	6	18	12	4	6	-	23	-	49	53
Florida East Coast	20	20	-	-	-	-	-	8	4	2	5	-	-	-	20	34
Ft. Dodge, Des Moines & Southern	4	-	-	-	-	-	4	-	-	-	4	-	-	-	-	-
Ft. Worth & Denver City	4	2	-	-	2	-	-	-	4	-	-	-	-	-	-	5
Georgia	46	46	-	-	-	-	-	44	1	1	-	-	25	-	-	184
Grafton & Upton	1	-	-	-	-	-	1	1	-	-	-	-	-	-	-	1
Grand Trunk Western	7	1	-	2	2	-	2	1	4	-	2	-	-	-	6	5
Great Northern	184	164	-	-	10	-	10	155	9	2	13	5	169	-	359	330
Gulf, Mobile & Ohio	3	1	-	1	-	1	-	2	-	-	-	1	-	-	4	2
Illinois Central	268	121	-	1	141	-	5	219	12	6	19	12	1	-	51	304
Illinois Terminal	2	-	-	-	-	-	2	-	-	-	2	-	-	-	3	-
Jacksonville Terminal	2	-	-	-	-	-	2	-	-	-	2	-	-	-	3	-
Jamestown, Westfield & Northwestern	2	-	-	-	-	-	2	-	-	-	-	2	-	-	-	3
Kansas City Kaw Valley	2	-	-	-	-	-	2	-	-	-	2	-	-	-	-	2
Kansas City Southern	5	-	-	-	4	1	-	-	2	-	-	3	-	-	5	3
Lackawanna & Wyoming Valley	2	1	-	-	-	1	-	2	-	-	-	-	-	-	2	-
Lake Superior & Ishpeming	1	-	-	-	-	1	-	-	-	1	-	-	-	-	-	3
Lehigh & Hudson River	2	2	-	-	-	-	-	1	-	1	-	-	-	-	-	2
Lehigh & New England	5	-	-	-	-	-	5	1	1	-	3	-	-	-	1	-
Lehigh Valley	19	14	-	-	4	1	-	5	9	1	-	4	2	-	32	20
Litchfield & Madison	1	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-
Long Island	4	3	-	-	-	-	1	-	3	-	1	-	3	-	4	6
Louisville & Nashville	449	382	-	29	18	19	1	379	25	10	25	10	-	-	165	850
Maine Central	8	8	-	-	-	-	-	2	6	-	-	-	1	-	4	20
Portland Terminal	5	1	-	-	-	-	4	-	1	-	4	-	1	-	5	2
Mason City & Clear Lake	20	-	-	-	-	-	20	-	-	-	20	-	20	-	2	12

Table No. 10 Continued
Spring Switches in Service January 1, 1948

Name of railroad	Total number of spring switches	Classification as to territory						Classification as to application					Number equipped with		Number of protecting signals	
		Automatic block	Manual block	C T O	Nonblock	Interlocking	Yard	End of siding	End of double track	Junction	Yard tracks	Other tracks	Facing-point locks	Electric locks	Low signals	High signals
River Terminal	6	-	-	-	-	-	6	-	-	-	6	-	-	-	6	-
St. Louis - San Francisco	90	77	1	2	7	3	-	75	3	4	8	-	59	-	7	166
St. Louis - San Francisco & Texas	2	-	-	-	2	-	-	1	-	-	1	-	1	-	-	1
St. Louis Southwestern	15	7	-	-	8	-	-	6	2	3	2	2	15	-	6	23
Salt Lake Rail & Bus Terminal	32	-	-	-	13	-	19	-	1	-	19	12	-	-	-	-
San Diego & Arizona Eastern	1	-	-	-	-	-	1	-	-	-	1	-	-	-	1	-
Savannah & Atlanta	1	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-
Seaboard Air Line	54	30	14	9	-	-	1	36	2	3	11	2	53	-	8	96
Southern	633	621	-	-	5	7	-	583	21	8	9	12	-	-	125	1,155
Alabama Great Southern	62	62	-	-	-	-	-	75	5	1	-	1	-	-	10	160
Cincinnati, New Orleans & Texas Pacific	75	73	-	-	-	2	-	70	5	-	-	-	-	-	9	120
Georgia Southern & Florida	73	73	-	-	-	-	-	68	3	2	-	-	-	-	19	144
New Orleans & Northwestern	71	71	-	-	-	-	-	66	1	2	1	1	-	-	5	139
New Orleans Terminal	5	1	-	-	1	3	-	-	3	2	-	-	2	-	7	4
St. Johns River Terminal	2	2	-	-	-	-	-	-	2	-	-	-	-	-	-	4
Southern Pacific Pacific Lines	194	167	-	9	-	5	13	144	22	11	5	12	143	-	86	330
Texas & New Orleans	63	46	-	1	-	5	11	22	14	8	18	1	7	-	26	179
Spokane, Portland & Seattle	11	7	-	-	4	-	-	5	1	4	1	-	5	-	10	12
Springfield Terminal (Ill.)	3	-	3	-	-	-	-	-	-	-	3	-	3	-	-	-
Tennessee	4	-	-	-	4	-	-	4	-	-	-	-	4	-	4	-
Tennessee Central	2	-	-	-	1	-	1	-	-	1	1	-	-	-	-	-
Texas & Pacific	57	46	-	11	-	-	-	27	6	5	17	2	-	-	59	91
Texas Pacific-No. Pac. Term. R.R. of N.O. ..	1	1	-	-	-	-	-	-	-	-	1	-	-	-	1	2
Toledo, Peoria & Western	3	-	-	-	1	1	1	-	2	-	1	-	-	-	1	4
Toledo Terminal	1	-	1	-	-	-	-	-	1	-	-	-	-	-	-	1
Tucson, Catalina & Gila Bend	7	-	-	-	-	-	7	-	-	-	7	-	7	-	7	-
Union	7	4	-	-	2	-	1	4	1	-	1	1	-	-	2	5
Union Pacific	122	106	-	1	11	4	-	86	12	9	6	9	10	3	104	281
Utah	1	-	-	-	-	-	1	-	-	-	1	-	1	-	-	-
Virginian	20	-	-	2	16	-	2	15	2	-	1	2	4	-	-	18
Wabash	8	1	-	-	-	2	5	2	1	-	5	-	2	-	6	6
Washington, Idaho & Montana	1	-	-	-	-	-	1	-	-	-	1	-	-	-	-	1
Washington Terminal Company	9	-	-	-	-	-	9	-	-	-	9	-	-	-	3	-
Waterloo, Cedar Falls & Northern	12	3	-	-	9	-	-	4	1	2	-	5	-	-	12	-
Western Maryland	46	29	-	-	12	-	5	12	25	2	6	1	13	-	13	30
Western Pacific	2	-	-	-	-	-	2	-	-	-	2	-	-	-	1	2
Wheeling & Lake Erie	3	-	-	-	3	-	-	-	3	-	-	-	2	-	-	3
Winston-Salem Southbound	1	-	-	-	-	-	1	-	-	-	1	-	-	-	-	1
Wisconsin	2	-	-	-	-	-	2	-	-	-	2	-	-	-	-	-
Total	6,525	4,426	238	163	948	189	560	4,154	618	248	830	674	1,699	19	3,279	9,120