



INTERLOCKING AND BLOCK SIGNAL SYSTEM, MILWAUKEE DIVISION—C. & N. W. RY.

This country of ours is a great country, not only in people and in wealth, but in distances. The only way that it can be fairly developed is by a cheap and intelligent system of transportation. It will not do to compare our railway system with that of England or other European countries, for our distances are immense and the railways must adapt their systems to this fact. It is the greatest interest we have in this country, not only in the employment and wealth of our people, but in the development of the country. If it is not treated fairly it will not prosper, and when the railways cease to prosper then it will be the end of the prosperity of the people. Therefore, it is for the interest of every one, whether railway owners, railway employees, shippers, or consumers that fair and just laws should be passed and that the officials managing the great systems of transportation should be made to live up to them.

At the annual meeting of the Pittsburgh, Cincinnati, Chicago & St. Louis road, to be held April 11, the action of the directors in authorizing the execution and delivery of the mortgage of this company to the Farmers' Loan & Trust Company of New York, dated and executed October 1st, 1890, to secure this company's 4½ per cent. bonds, issued and to be issued, to the extent of 75 million dollars,

which was done pursuant to the arrangement of consolidation creating said company, will be submitted to the stockholders for formal approval and ratification.

INTERLOCKING AND BLOCK SIGNAL SYSTEM C. & N. W. RAILWAY.

In our issue of February 18th, a description was given of a portion of the system of interlocking and block signaling being installed on the Chicago & Northwestern Railway. The section illustrated was the Galena division from Chicago to West Fortieth street. The illustration herewith shows the Milwaukee division, which completes the system. All trains start from the same depot and cross the river over the same bridge, at the west of which the Milwaukee line diverges. On this division the main tracks for quite a distance pass through a large storage yard where passenger coaches not in use are kept. This yard is

not interlocked but all switches opening on the main tracks are protected and operated from the towers in connection with the block system. The power for operating the machines on this division is supplied by the same plant as furnishes it for the Galena division, the systems being connected.

The towers are numbered consecutively with those on the Galena division and as there were seven on that line the first one in the illustration herewith is No. 8. This tower is located near the corner of Jefferson and West Indiana streets and controls the signals and switches as shown connected therewith. Tower No. 9, is at George street, No. 10 is at Clybourn Junction and controls quite an extensive system at that point; No. 11 is placed on the draw of the bridge over the north branch of the Chicago river, and controls derailing switches on both sides of the bridge and also for protecting the crossing with the Chicago, Milwaukee & St. Paul Railway which is at this point.