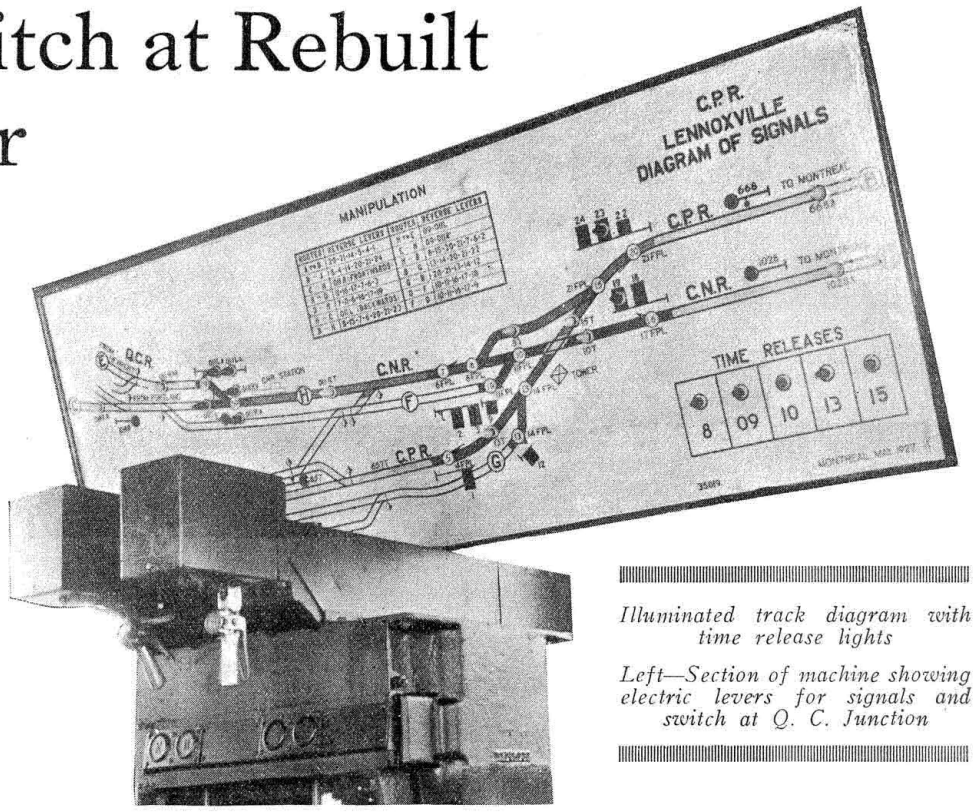
Canadian Pacific Installs Remote Power Switch at Rebuilt Interlocker

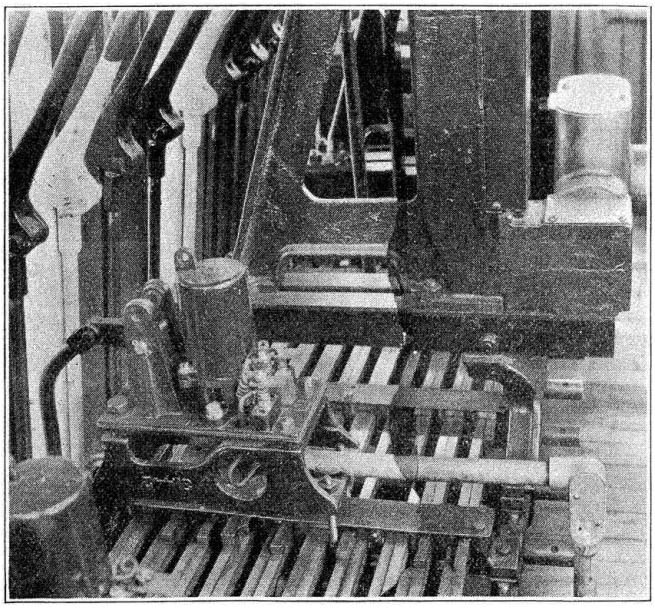
Train stops eliminated at junction switch and additional protection provided by electric locking—Time release lights on track diagram a novel feature



Illuminated track diagram with time release lights

Left—Section of machine showing electric levers for signals and switch at Q. C. Junction

THE Canadian Pacific has recently rebuilt a mechanical interlocking at its crossing with the Canadian National at Lennoxville, Que., on the Quebec district, adding a two-lever electro-mechanical unit to the machine together with a remote control power switch machine and necessary signal protection to handle the connection of the Quebec Central with the Canadian National about a half-mile from the crossing. The track layout in the plant was also changed to provide a connection from the Canadian National to the Canadian Pacific so that Quebec Central trains could run into Sherbrooke on the Canadian Pacific rather than over the Canadian National. The Quebec Central trains were formerly required to stop to allow this switch to be thrown and to get orders before going onto the C. N. main line, which resulted in considerable loss of time.



View of machine showing electric lock with cover off, also conduit connections

Plant Revised Without Rebuilding Tower

The old plant was a straight mechanical one with detector bars but without electrical features excepting an annunciator. No space was available for additional mechanical levers in the tower, and as six new levers were required for the operation of the junction switch and the new track connection inside the home signals, a revision of the machine was necessary.

The four old distant signals were operated by wire connections from four levers in the machine. By replacing these signals with color-light signals, controlled automatically by track circuits and the home signals, no levers are now required for distant signals, thus releasing four levers in the old mechanical machine, two of which are now used to operate and lock each end of the new track connection in the plant. For the operation and control of the power-operated switch and the signals at the Quebec Central junction, a Type S-8 Union, electro-mechanical unit was mounted over the mechanical machine as shown in the heading illustration.

Electric Locking Installed

All detector bars were eliminated and track circuits were installed throughout; approach, route, and detector locking being used on the facing point lock levers. Union, solenoid type, forced drop, electric locks with connection to the rocker link were used. The track relays in the plant are located in the tower and are mounted on the same rack as the