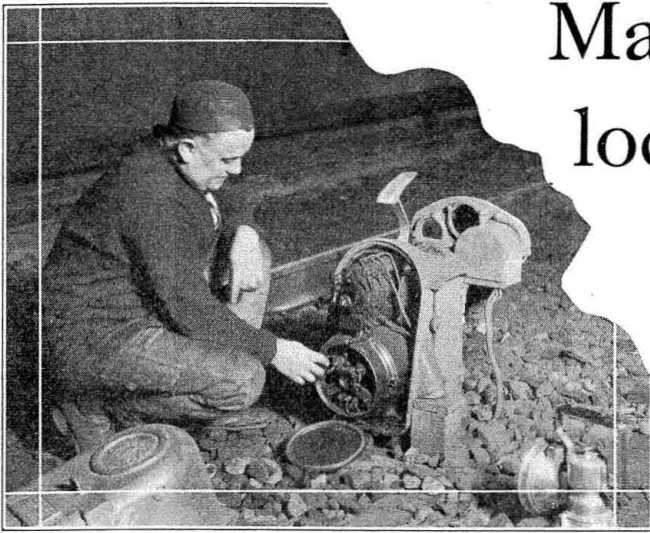


Maintenance of Interlockings in the Grand Central Terminal



Signals are inspected on the second track

Extensive layout, all underground, involves special problems to eliminate delay on account of heavy traffic

By *F. E. Wass*

Signal Supervisor, Grand Central Terminal, New York

THE maintenance of the five electric interlocking plants at the Grand Central Terminal, New York, totaling 2,022 operating units or levers, requires a force of 18 maintainers, 15 assistants, helpers, oilers, etc., in addition to a foreman, two assistant supervisors and one signal supervisor. All work on the entire terminal has to be done under artificial light as the terminal has been completely covered over with streets, avenues, large hotels, apartment houses and office buildings. Electric propulsion is used for all train movements.

Heavy Traffic Permits No Delays on Account of Defective Maintenance

The present train schedule includes the movement of 719 trains on week-days and 414 on Sundays. During the past year this number has been greatly increased due to many of the trains being run in two

or more sections to take care of the heavy travel; some trains having as high as 18 sections on special occasions. Of the 719 week-day trains, 390 are scheduled to the upper level and 329 to the lower level, the upper level handling all through passenger, mail and express service, while the lower level handles all suburban and local service. All through trains are sent to Mott Haven Yard, five miles away, for cleaning and inspection, and the suburban and local trains are held on the lower level for inspection and cleaning.

The Grand Central Terminal covers the area extending from 42nd street on the south to 59th street on the north, Lexington avenue on the east and Madison avenue on the west and consists of two track levels. The upper level consists of 42 tracks, 27 of which are station platform tracks, the balance being used for mail, express and storage purposes. The

