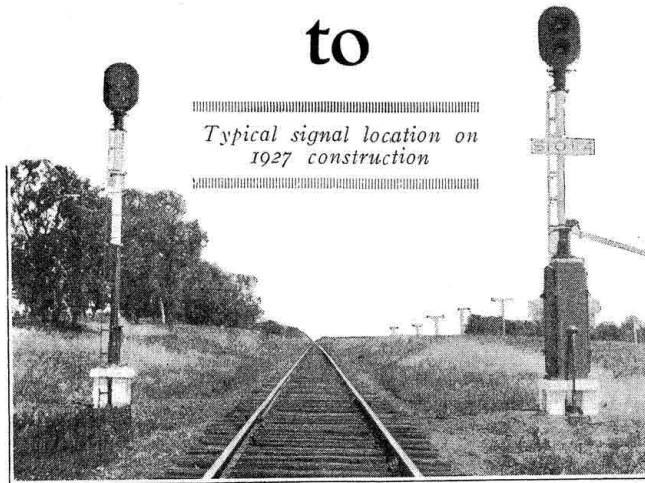


Burlington Completes Automatic Signals Chicago to Denver

2,106 miles of road
and 2,914 track-miles
now equipped with
automatics



Typical signal location on
1927 construction

Latest construction
features include
parkway and aerial
cables

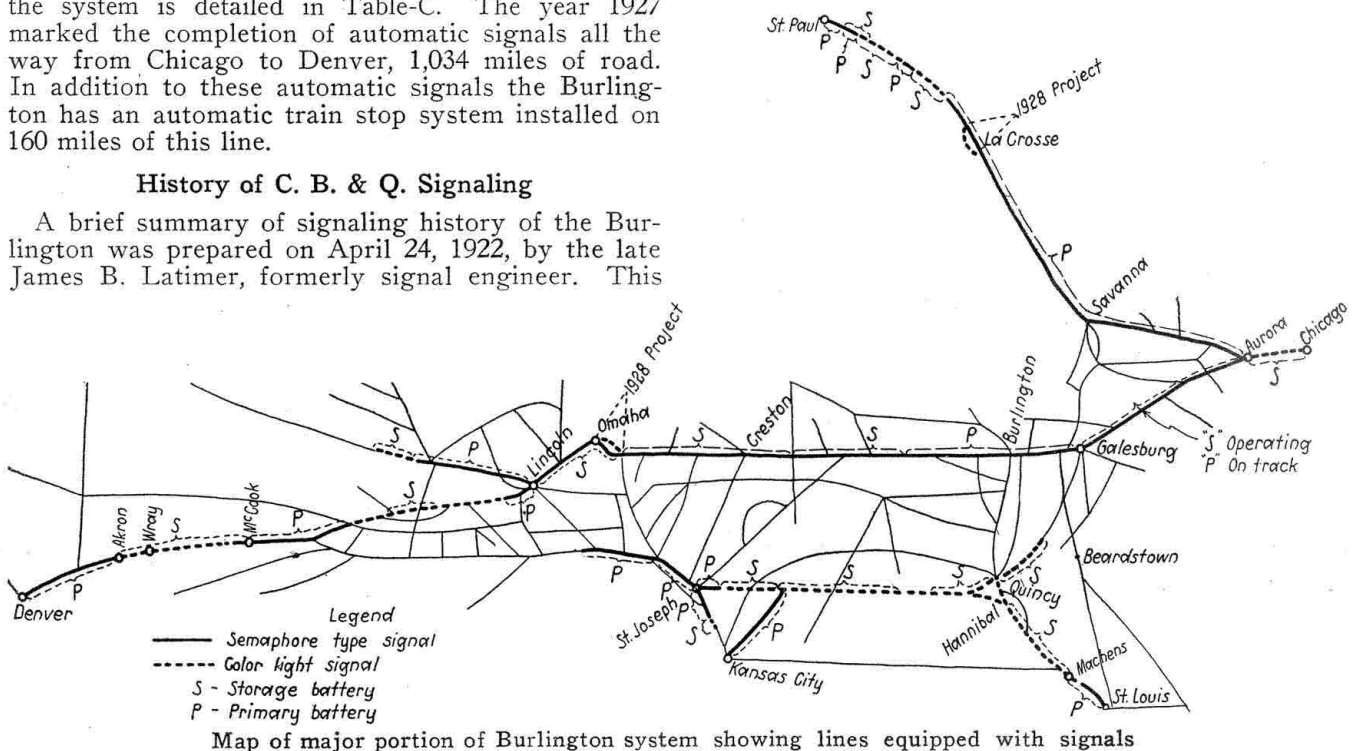
DURING each of the past 16 years the Chicago, Burlington & Quincy has been carrying on an extensive signaling program with the view of providing automatic block signals on all of the main traffic lines, particularly the lines between Chicago and Denver, Colo.; Aurora, Ill., and St. Paul, Minn.; St. Louis, Mo., and Kansas City, and Galesburg, Ill., and Kansas City, Mo. Prior to 1911 a few small signal installations were in service in and around large terminals. Subsequent progress in signaling the system is detailed in Table-C. The year 1927 marked the completion of automatic signals all the way from Chicago to Denver, 1,034 miles of road. In addition to these automatic signals the Burlington has an automatic train stop system installed on 160 miles of this line.

History of C. B. & Q. Signaling

A brief summary of signaling history of the Burlington was prepared on April 24, 1922, by the late James B. Latimer, formerly signal engineer. This

ment performance record, but it is more than this; it is an interesting example of what one American railroad has accomplished to provide maximum safety and facility of operation in passenger and freight transportation by rail:

"In January, 1903, the Chicago, Burlington & Quincy had no automatic block signals in service except in the Chicago yard from Jefferson street to Crawford avenue, on the two main passenger tracks, a distance of 4.4 miles, and from North Market



somewhat condensed report of Mr. Latimer's has a double significance in this instance, for in addition to recording installation of manual and automatic signals on the Burlington it recalls the early development period of what is known as the A. P. B. (absolute permissive block) system of single track signaling. The Burlington has the distinction of having placed in service the first section of A. P. B. signaling in the United States. The report, an abstract of which follows, is in effect a signal depart-

street, St. Louis, to West Alton, double track main line, a distance of 16.5 miles. The Chicago signals were of the semaphore type and of the electro-pneumatic design of the Union Switch & Signal Company.

"The signals between North Market street, St. Louis, and West Alton were of the Hall Signal Company's disc or "banjo" type and had been installed by the company in 1893 when the line from Old Monroe to St. Louis was completed.

