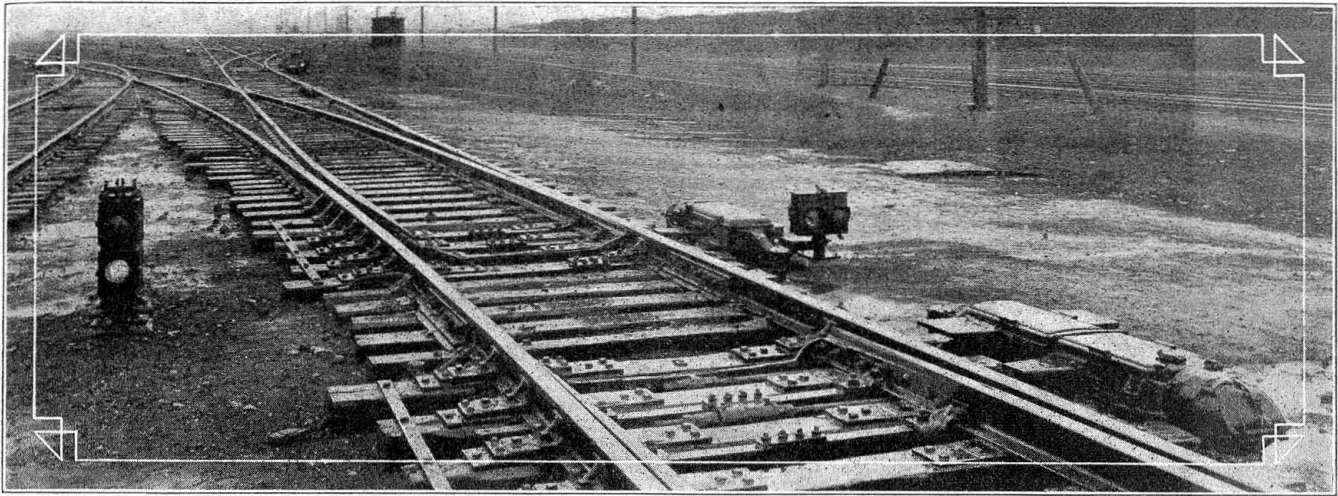


Railway Signaling

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At extreme right is one of the Model-5A machines for interlocking—Above it is one of the Model-6 high-speed machines for yard switching, the two layouts meet at these switches

Electric Interlocker and Switch Control Speeds Up Yard Operation

New York Central completes dual installation of G-R-S electric interlocking and yard switching facilities at Gibson, Ind.

ON December 22, the New York Central placed in service a combination electric interlocker and yard switch control plant at the east end of the westbound receiving yard of the Indiana Harbor Belt at Gibson, Ind. Approximately 500 engine and train movements are made daily through this plant. The unique feature of this installation is the combination within one tower of two distinct electrically-operated plants, one an interlocking layout and the other purely a yard switch control layout. A G-R-S Model-2 unit-lever type electric interlocking machine with 14 working levers, 3 of them for operation of G-R-S Model-5A switch machines and 11 for the operation of color-light home and dwarf signals, is located in the center of the operating room and directly in front of the illuminated track diagram. To the left of the interlocking machine is located the yard switch control machine. The latter is in every respect similar to the G-R-S control machines made for car retarder installations, the control levers for the retarder units being omitted. Sixteen G-R-S Model-6 high-speed switch machines are controlled from this board.

The tower is a two-story brick and concrete structure, the first floor containing the battery room, charging and relay room, yardmaster and bill clerks room, while the upper floor houses the two control machines and communication facilities for the tower-

man. The basement contains steel locker facilities for yard switchmen and other employees.

Interlocking Plant Has No Derails

Owing to the fact that all train and engine movements through this track layout are at slow speed, it was possible to simplify the interlocking installation considerably. No derails are employed and distant signals are omitted. The interlocking layout comprises two single-track crossings, all tracks belonging to the New York Central, together with three power-operated switches. The three switches govern the approach to the receiving yard lead tracks for all trains entering from the south or north.

The east crossing is protected with four G-R-S two-position color-light slow-speed home signals located approximately 35 ft. from the diamond. The top unit is a two-indication color-light signal with yellow or red signal aspects, red being at the bottom. A separate marker signal unit is located directly below the top signal unit and continuously provides a red aspect to signify an absolute interlocking signal. These home signals, and in fact all of the signals in the Gibson yard layout, are continuously lighted by alternating current, 8-volt 18-watt lamps being used in both the high and dwarf signals. The dwarf signals provide two indications, yellow and purple to govern reverse traffic operation.

