

# Railway Signaling

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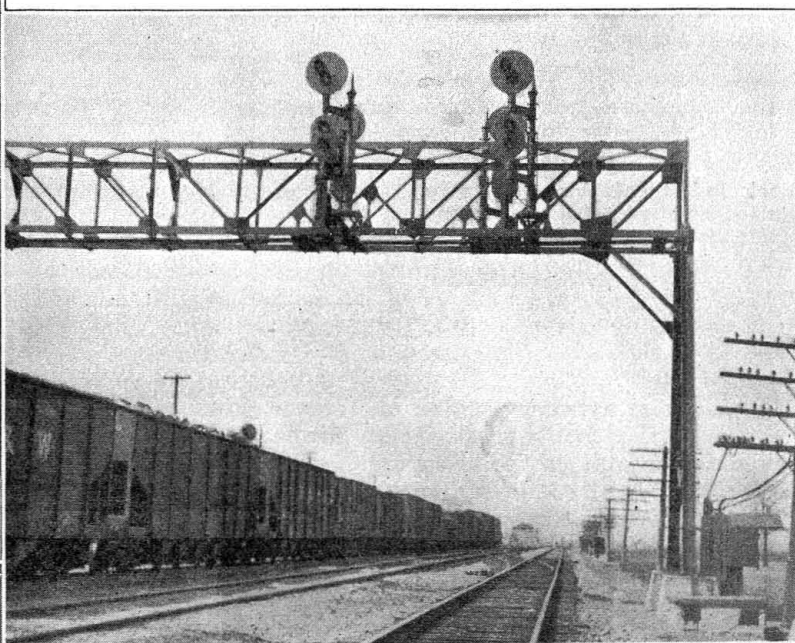
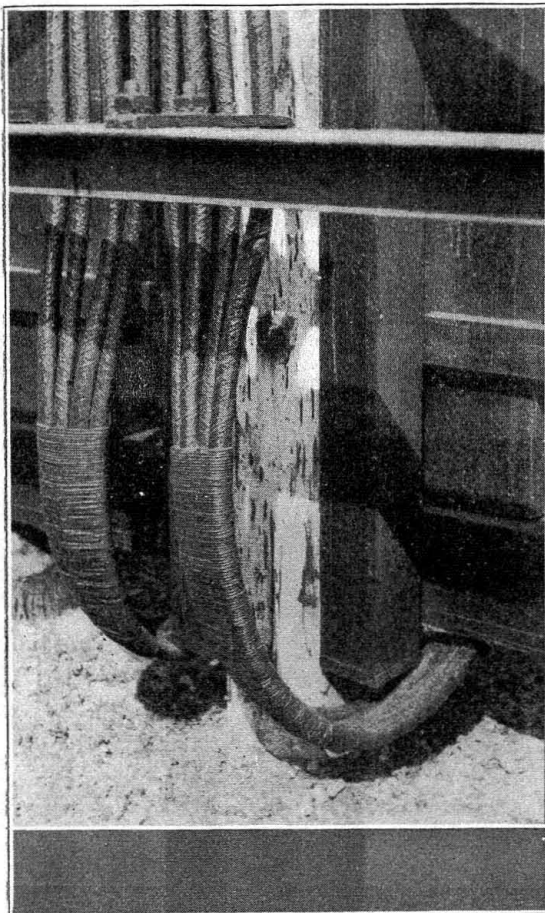
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## Electric Plant on N. Y. C. Replaces Two Mechanical Plants

*Plant spread over extensive area—Derails, parkway cable and telephone system are features of installation*

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*Parkway cable is carried out through the bottom of the relay cases at the bridges and then run up the bridge to the signals*

THE Ohio Central Lines of the New York Central has recently placed in service a 152-lever electric interlocking (130 working levers, 22 spare spaces) at the crossing of the Eastern subdivision with the Toledo Terminal railway at Stanley, Ohio, near Toledo. In addition to protecting the crossing, this plant also includes numerous switches and connections, for this is also the junction point of the Western subdivision of the New York Central (Ohio Central Lines) via Columbus, Ohio. New York Central (Ohio Central Lines) and Big Four passenger trains which operate over the Eastern subdivision of the Ohio Central Lines leave their own lines at Stanley to enter on the tracks of the Toledo Terminal railway enroute to Toledo and Detroit, Mich., and these movements require several crossovers and connecting tracks. Large yards and terminal facilities are located both north and south of Stanley, and the several yard lead switches and wye switches are also connected into this plant. This plant replaces two mechanical plants which heretofore con-

trolled crossings and connections between the Eastern subdivision and Toledo Terminal railway at Stanley, and similar crossings and connections between the Western subdivision and the Toledo Terminal railway at Hickox. The track layout was rearranged and enlarged and the Hickox plant eliminated.

The interlocking is the all-electric type of the General Railway Signal Company. The machine is the Model-2, unit-lever type, and the switch machines are the Model-5A. The high signals are color-light triangular type with  $8\frac{3}{8}$ -in. doublet lenses, and the dwarf signals are color-light vertical type using  $5\frac{3}{8}$ -in. lenses with 10-volt, 18-watt lamps.

The usual 110-volt General Railway Signal control circuits (dynamic indication) are used for switches. Color-light signal control circuits are 12-volt, with battery indication. The battery for signal lighting is located adjacent to each signal, all of which are approach lighted. Route locking and "SS" control are in use throughout. Signal repeater lights are used and are







