

Railway Signaling

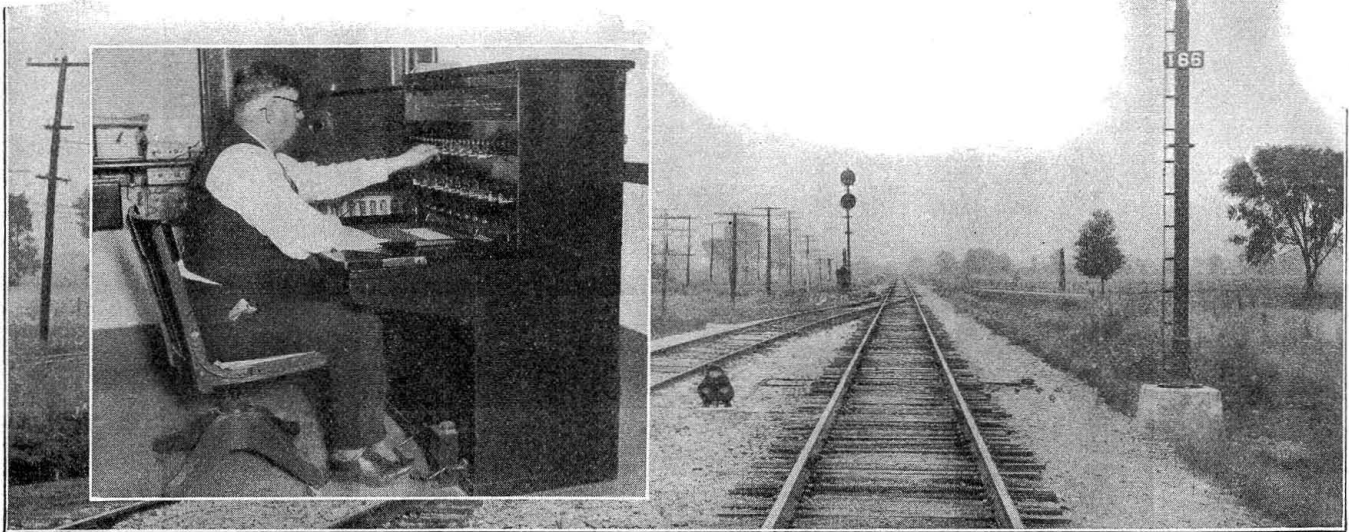
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Pere Marquette Installs Centralized Control Signal System

*Train movements directed by signal indication, and passing-track switches power-operated, on 20 miles of single track
—Train movements recorded automatically*



The movement of a lever in the controller's office at McGrew controls the operation of the switches and signals on the line

THE Pere Marquette has recently completed an installation of the Union Switch & Signal Company's centralized-controlled signal system between Mt. Morris, Mich., and Bridgeport, a 20-mile section of single track between two lines of double track. All train movements are directed by signal indication without written train orders, or rights to any train by direction or class. The signals, and also the power switch machines for the passing tracks, are controlled by a train controller located in the office at McGrew yard at North Flint. No operators are required at intermediate stations. Coincident with the installation of the centralized-control system, the three passing tracks were lengthened and the complete changes resulted in a decided improvement in train operation by eliminating train stops and reducing delays on the road, and also the spacing between trains has been reduced safely so that track capacity is increased.

The line traverses a rolling country with a maxi-

imum grade of 0.3 per cent. From Mt. Morris two tracks extend four miles south to Flint, while from Bridgeport the line is double track for 6.3 miles to Saginaw. Plans had been prepared for a second track between Mt. Morris and Bridgeport, which was estimated to cost about \$750,000 for the 20 miles. About this time the centralized-control system was developed, and it was decided to install it rather than to build a second track. It is anticipated that this new system will increase the track capacity sufficiently to meet the requirements for several years, at a cost of about \$160,000 for the track changes and signaling system. Also the signal equipment will be available without much change for use on the second track, when necessity requires further capacity.

Traffic Heavy at Certain Periods

This section of the Pere Marquette has become one of the busiest pieces of single track on the system,

