

# Railway Signaling

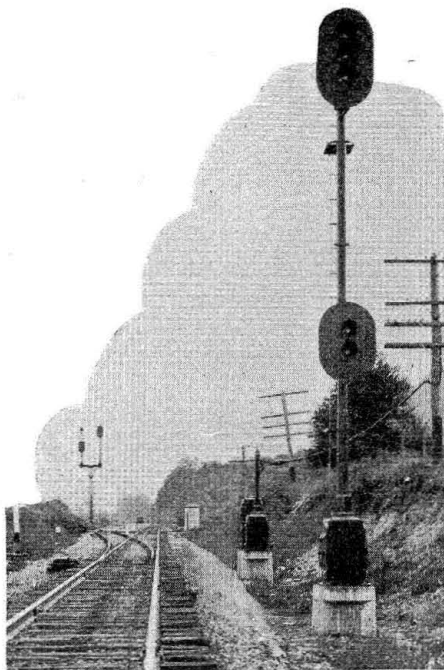
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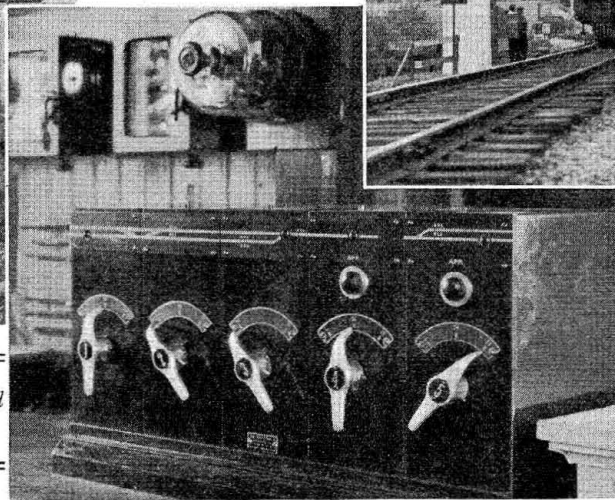
No. 9

## Erie Equips Complete Division with Signals and Interlockers

*Color-light train-order signals and remote control of absolute signals are features of installation — Solid conductors used for wiring cases*



*Remote-control switch and signals at end of siding*



*Above—View of controlled signal at east end of Randolph*

*Left—Control levers at "RH"*

AS a part of the program to complete the signaling of the main lines of the Erie, the Meadville division from Salamanca, N. Y., to Meadville, Pa., 106 miles, has been equipped with color-light automatic block signals, including four remote-control power switch layouts, two new interlockings and the reconstruction of several old plants. The signaling is unique in that it includes sections of single-track A. P. B., having head-block signals lever controlled and one section of double track on which trains are run in either direction; the remainder being regular double-track signaling. The complete installation makes possible the direction of all regular and some irregular train movements by signal indication over the entire division.

### The Track Layout in General

In brief, the track layout of the division from east to west is as follows: About 1.5 miles west of the Salamanca station, a single-track line branches off,

going northwest to Dunkirk, N. Y. At this junction a new 16-lever electro-mechanical interlocking plant was constructed to handle the signals and the switches for the junction, the end of the yard and the crossovers. From this new "WC," plant color-light signaling was installed on the double track which extends westward for 6.5 miles to Red House. Two color-light telephone train order signals are located at this station. From Red House westward to Steamburg, about 4.3 miles, the two tracks are separated from 500 to 1,500 ft. on account of the eastbound track, which was built years after the old line, being constructed on a different location to secure a better grade line. Regular double-track signaling was employed in this territory. However, in view of the fact that there is no pole line along the westbound track, the signals are operated by primary battery and the track circuits are polarized, using primary battery. DNL track relays are used for approach lighting. Wherever the pole line is available, the signal-









