

# Interlocking Controlled Remotely

*Burlington replaces mechanical plant at railroad crossing with electrical equipment controlled from centralized machine 1.5 miles away*

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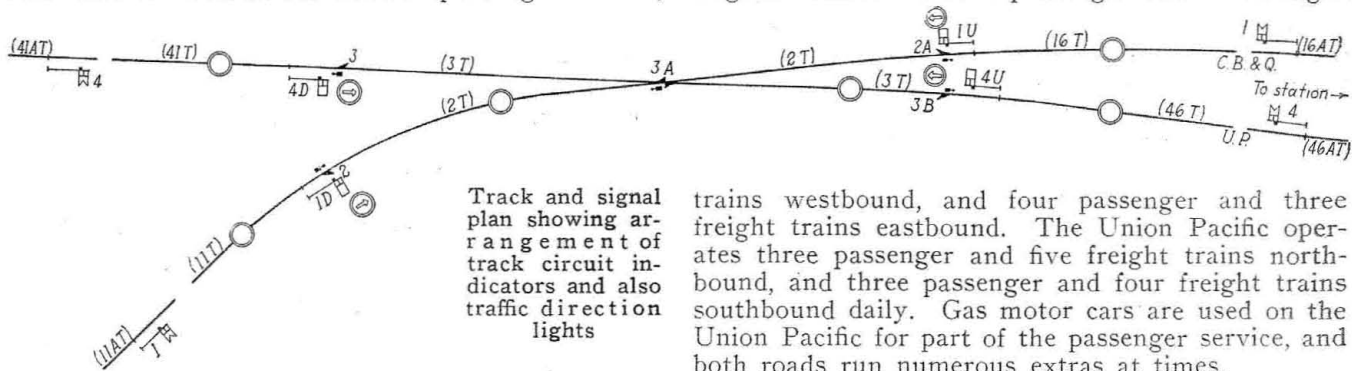


*Tower building and all mechanical fittings will be removed shortly—New remote control facilities in wooden shelter at right*

**T**HE first application of the centralized dispatcher system for the remote control of an entire interlocking plant was placed in service February 14, 1929, by the Chicago, Burlington & Quincy at Lincoln, Neb., where a mechanical interlocking, known as the Sherman plant at the crossing of two single-track lines, was replaced by an all-electric low-voltage plant, the control machine being located in the tower of another interlocking at Hall street, about 1.5 mi. away. This new arrangement further completes the program of the consolidation of control facilities west of the Lincoln passenger station,

Kansas City, Mo., and the single-track main line of the Union Pacific between Valley, Neb., and Manhattan, Kan. The Burlington grade is 0.2 per cent eastbound and the Union Pacific is approximately the same. The two lines cross at an angle of 8 deg. 10 min., which requires crossing frogs with movable points to be included in the interlocking. Complete derail protection is provided, the Burlington using the Wharton lift type, and the Union Pacific the split-point type, all for 90-lb. rail.

The daily traffic through this plant on the Burlington consists of four passenger and two freight



as the Hall tower also controls the Cobb Junction layout located 7 mi. west on the main line to Denver, Colo.

The Sherman plant on the Lincoln division protects the crossing of the single-track main line of the Burlington running from Billings, Mont., to

trains westbound, and four passenger and three freight trains eastbound. The Union Pacific operates three passenger and five freight trains northbound, and three passenger and four freight trains southbound daily. Gas motor cars are used on the Union Pacific for part of the passenger service, and both roads run numerous extras at times.

## Economy Derived by New Installation

The mechanical plant, constructed in 1911, was of the Saxby & Farmer type, equipped with electric route locking. The operation of this plant required a force of three levermen, one for each trick. The





