



View looking east through station, tower at right

## Pennsylvania Installs

# Interlocking at Lancaster, Pa.

*Electro-pneumatic plant with wires distributed in lead cable—Relay cabinets in tower are made of asbestos*

ON April 28, the Pennsylvania placed in service a 59-lever electro-pneumatic interlocking plant in connection with the track layout at the new passenger station at Lancaster, Pa. This new station is located near the edge of the city on the main line between Philadelphia, Pa., and Harrisburg, whereas the old passenger station, located in the center of the main business district, was served by a loop line which left the main route at a point east of the city and returned to it at about a mile further west. On account of the numerous street crossings on this loop line it was necessary to operate trains at reduced speed. Street traffic was likewise congested. All factors considered, it was decided that the city could be served better by placing the new station on the main line. A section of the loop through the

main business section was taken up and the rest of it was left for switching connections to industries and freight houses.

Although the new routing of passenger trains that stop at Lancaster saves only four to five minutes in the schedule time of these trains, the new arrangement eliminates numerous crossover movements which delayed other trains as well. It is now also practicable to give better passenger service to the growing city of Lancaster by stopping more of the through trains when passengers wish to take certain trains.

### Station Arranged for Through Moves

The main station building is located on an embankment to the south of the main line with an enclosed









