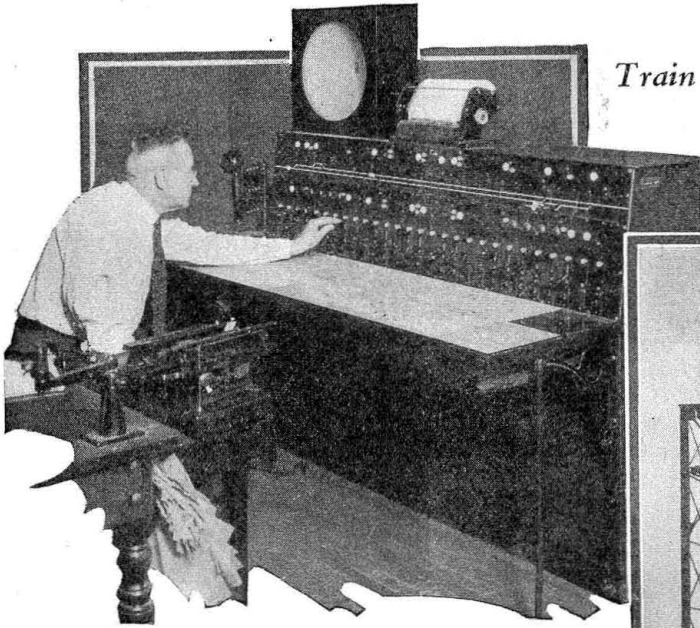


Burlington Installs

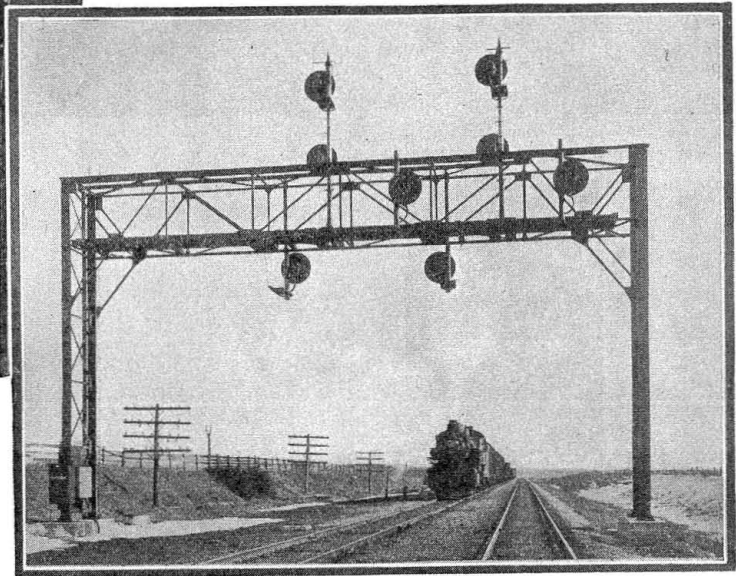
Centralized-Control

on Nine Miles of Double Track

Train operation by signal indication in either direction on both tracks—Two interlockings removed



The control machine at Rochelle



Train approaching home signal bridge at Flag Center

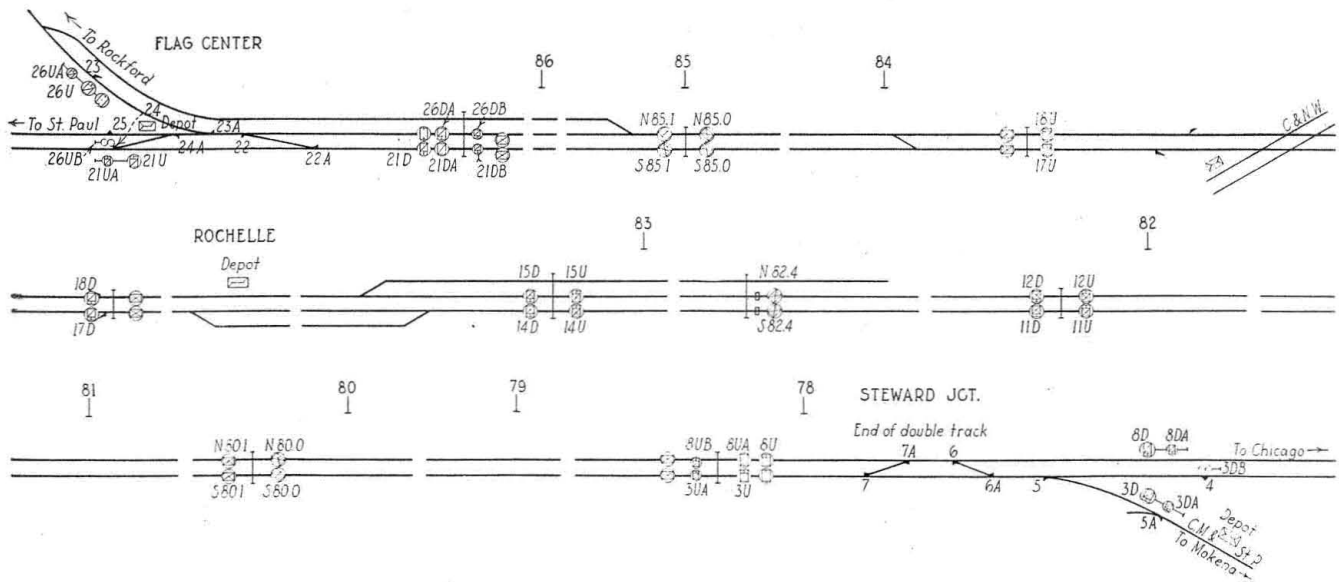
By W. F. Zane

Signal Engineer, Chicago Burlington & Quincy, Chicago

IN pursuance of a policy of increasing efficiency economically, and at the same time promoting safety of operation, the Chicago, Burlington & Quincy has installed a centralized-control system on a nine-mile section of double track between Flag Center, Ill., and Steward Junction, on its main line between Chicago and

St. Paul, Minn. The control machine is located at Rochelle, Ill., three miles from Steward Junction, the west end of the territory.

Previous to the present installation, this territory was operated under a double-track automatic block system, employing semaphore signals of the lower-quadrant,



Track and signal plan of territory from Flag Center to Steward Junction

