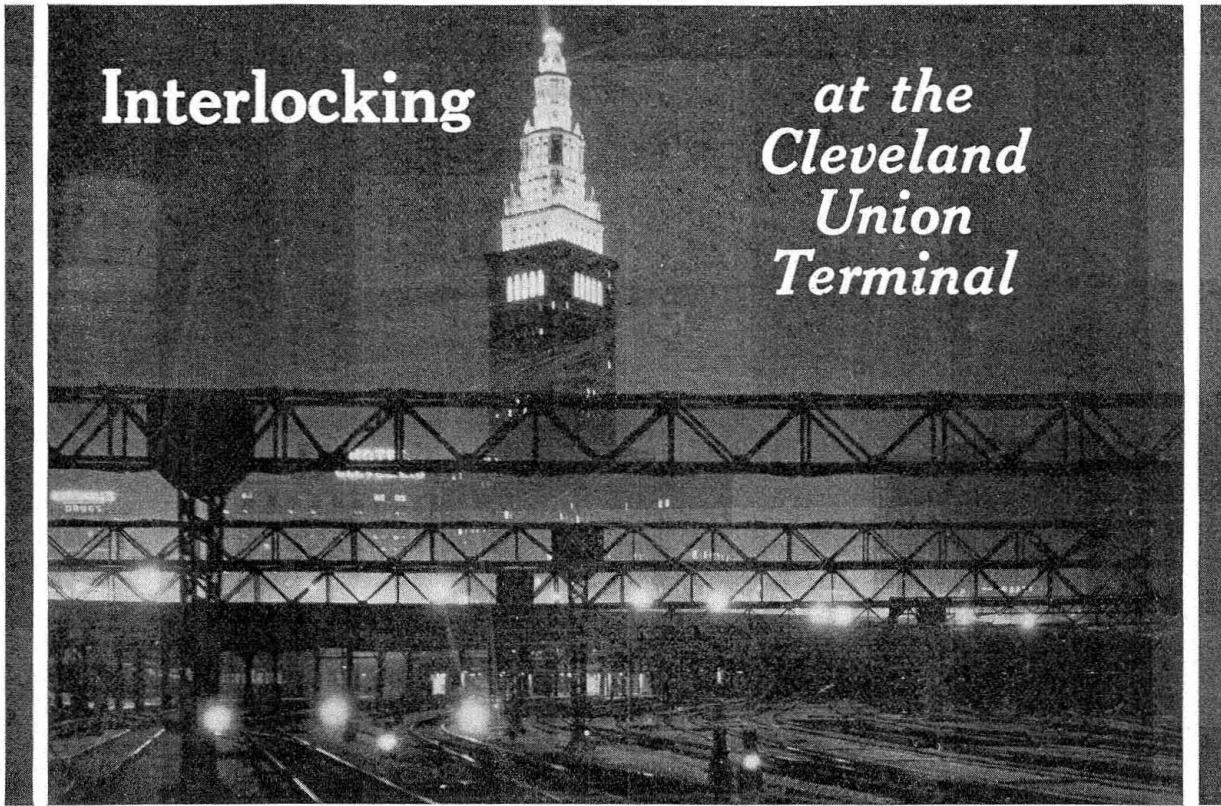


Railway Signaling



Interlocking

**at the
Cleveland
Union
Terminal**

A night view of the west end of the station layout

One machine controls terminal and approaches including 3.8 miles—Operation expedited by elimination of indication locking—No lock rods on switches

By C. D. Cronk

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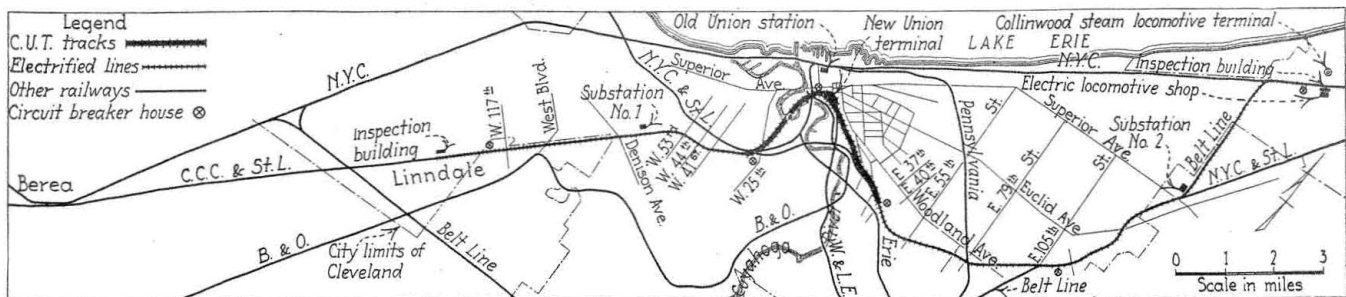
THE Cleveland Union Terminals Company, on June 29, placed in full operation the new passenger terminal at Cleveland, an important part of which is the interlocking facilities. The New York Central, the New York, Chicago & St. Louis, and the Cleveland, Cincinnati, Chicago & St. Louis are joint owners in the Cleveland Union Terminals Company and trains of these three roads, as well as those of the Wheeling & Lake Erie, now use the station. However, adequate space has been provided to handle also the passenger trains entering Cleveland on all the other roads in case they later decide to use this terminal.

The terminal layout consists of 12 station tracks with platforms, and 10 yard tracks now used for the storage

of coaches. The entire layout of the tracks controlled from the interlocking station, as shown in the accompanying map, is approximately 3.8 miles in length, the distant switches on the west being approximately 8,000 ft., and those on the east approximately 9,200 ft., from the signal station. There are 124 switches, double-slip switches, movable-point frogs and derails, 193 signals, and 2 check-lock levers comprising the layout. Of the signals 153 are four-position and 40 are three-position.

Signal Station

The signal station is a two-story and basement structure of fireproof, reinforced construction. Outside stairways of steel lattice construction are provided at



How the trains of the various roads reach the station

