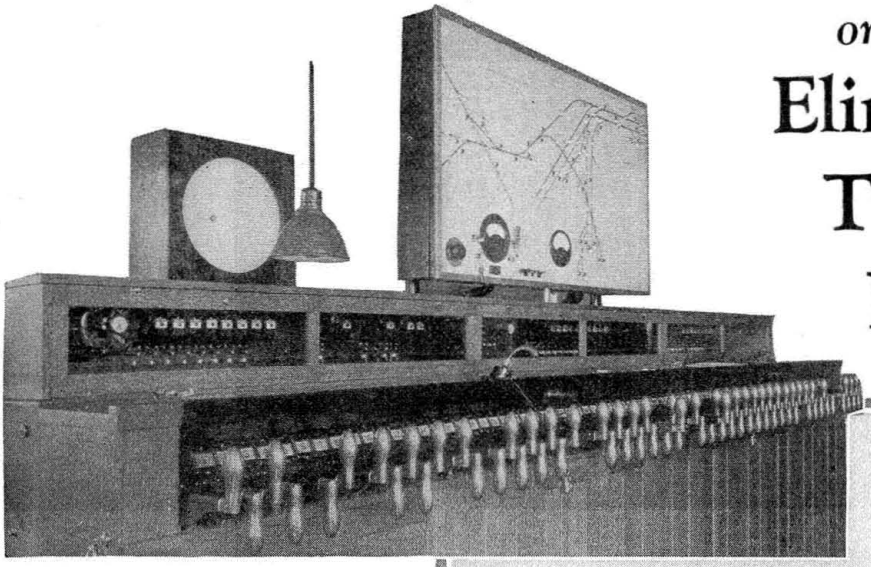
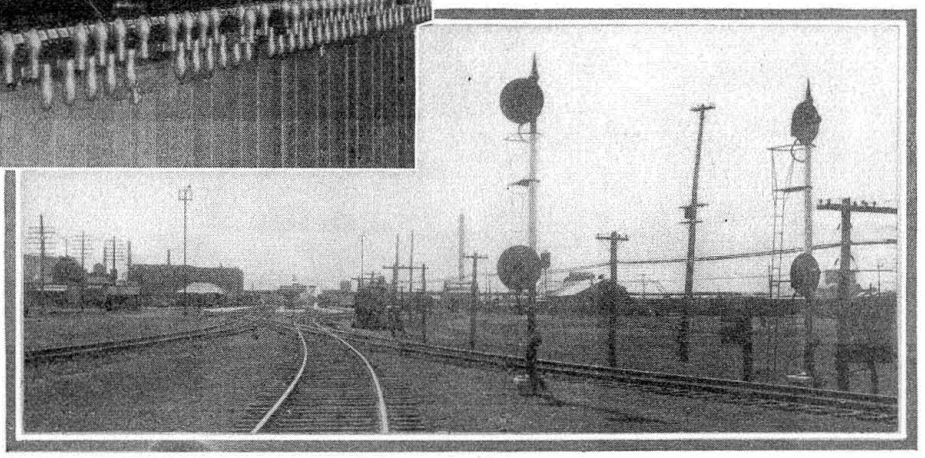
New Electric Interlocking on the Burlington Eliminates 160 Train Stops Per Day





Estimated savings will pay for plant in six years

By E. G. Wesson
Assistant Signal Engineer,
Chicago, Burlington & Quincy,
Lincoln, Neb.

A view from near the tower looking toward the station

THE Chicago, Burlington & Quincy completed and placed in service, on February 9, 1930, an electric interlocking plant that has proved itself to be economically sound and well justified. The installation is at the east end of the passenger and city yards in Lincoln, Neb. It culminates an estimated $1,300,000 construction program, started in 1927, which involved the rearrangement of tracks and the construction of new station facilities, with a view of providing modern facilities at Lincoln. In 1927, a three-story office and passenger station was erected, and, in 1928, all yard track changes were effected to provide a double-track entrance from the Omaha line into the station. Further track changes were made in the yard layout to provide better facilities for handling the city merchandise and freight-house business.

The traffic handled by this plant consists of passenger trains from the Billings, Columbus and Omaha lines, Union Pacific passenger trains into the station, as well as all eastward and westward freight trains on the Burlington and Union Pacific, and all of the switching and transfer moves incidental to the handling of the freight house and passenger station.

A General Railway Signal Company's Model-2 unit-lever type electric interlocking machine, with 78 working levers and 10 spare spaces, was installed. An illuminated diagram, placed over the machine, provides complete indication of track occupancy and repeats the signal indications.

Tower Arrangement

The interlocking tower is a three-story building with two and one-half stories above the ground line. The half-basement story houses a small work shop, battery

The track and signal plan of the new plant