

Pennsylvania Uses Remote Control for Switches

Passing tracks and crossovers on 10-mile section controlled from existing tower

THE practicability of using remote control facilities on a busy double-track line, controlled in conjunction with existing interlockings, has been clearly demonstrated by the Pennsylvania on an installation completed recently on the Ft. Wayne division between Vandale, Ind., and Berlin, a 10-mile section of double track, involving four passing tracks and one crossover, as well as the signals for directing train movement in this area.

A single-track branch line of the Pennsylvania crosses the main line at Vandale, near Columbia City,



View looking west at Berlin

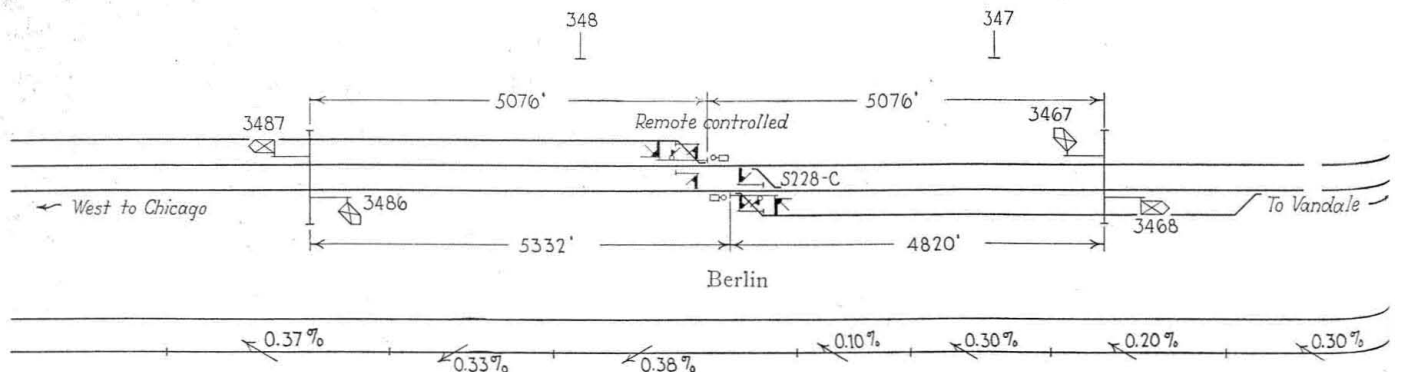


The control machine at Vandale

a mechanical interlocking for the protection of this crossing and for the operation of connecting tracks and crossovers having been in service at this point for years. The switches for the east end of the two

passing tracks just west of Vandale are connected into this interlocking. However, the switches at the west end of these passing tracks, about two miles further west, were hand-operated, and being located near the crest of a hill with a 0.38 per cent grade descending in each direction, considerable delay was occasioned to trains entering or leaving these passing tracks. Certain freight trains enter these passing tracks to set out and pick up cars in interchange for the Vandalia cross line, which requires from 30 to 45 min. When such an eastbound train is running close ahead of a passenger train, under the previous arrangement no chance was taken in delaying the passenger train, and as a result the freight took siding at Berlin, the next siding further west. Whereas with the power switch machines this freight can be run over to Vandale and into the passing track on close time ahead of a passenger, thus permitting the freight crew to proceed with its switching, while the following train goes by. From 45 min. to 1 hr. is thereby saved on each of several trains daily. Likewise, for westbound trains pulling out of these passing tracks, no stops are now required, thus saving 10 to 15 min. for each movement which often permits the advancing of a train when such a movement could not otherwise be made.

At Berlin, nine miles west of Vandale, there are two passing tracks, one for eastbound and the other



Track and signal plan showing terrain

