

# Twelve-Track Yard Indicator on the Rock Island

Eliminates use of special train-orders specifying which track to enter

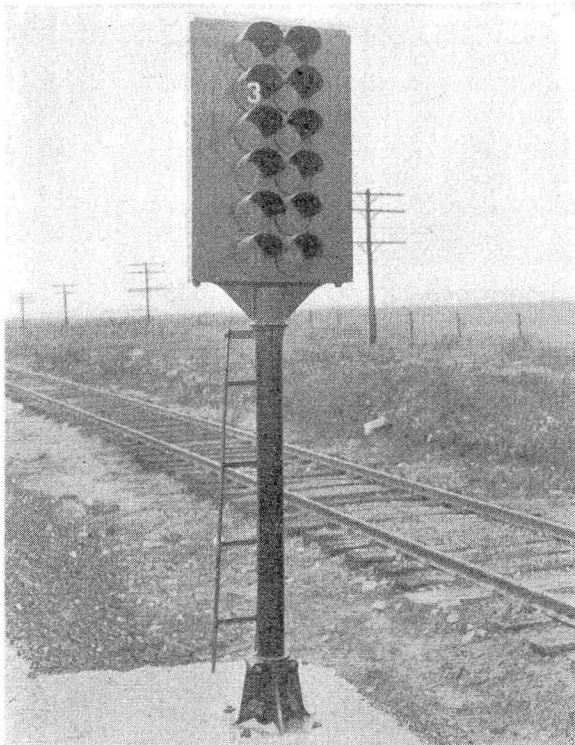
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**A**LL traffic for the southern and southwestern lines of the Chicago, Rock Island & Pacific is handled through the yards at Herington, Kan. In order to avoid delays to incoming westbound freight trains, a yard indicator has recently been installed at the east end of the yard to indicate to the trainmen of westbound

of the east entrance switch leading to the westward train yard and is plainly visible for all approaching westbound trains. The indicator has a capacity of 12 tracks, the yard tracks being designated by lighted figures numbering from 1 to 11, and the main line by the lighted letter M. The figures and letters are clear stencil in opaque glass and each is equipped with a reflector and a 10-volt, 10-watt lamp. The indicator was furnished by the Railroad Supply Company.

The selection for the various lights is made by a Strowger switch, which is housed in an instrument case near the track indicator. This switch is controlled over a two-wire circuit by a dial on the yardmaster's desk in the yard office, which is approximately 1.5 miles from the yard indicator. In addition to the dial, a small light indicator is provided, which indicates when a track number is displayed, and a pointer hand which shows for which track the number is displayed. Placing the pointer at "O" automatically takes down the number displayed and restores the apparatus for further use. The Strowger switch and dial were furnished by the Automatic



The control dial and indicator switch

freight trains which track they are to occupy. This indicator serves for both westbound main-line trains and Salina branch-line trains.

Formerly, the yardmaster would inform the dispatcher of the number of the track on which he wanted the incoming train to be placed. The dispatcher would then send this information to the train at the first open telegraph office east of Herington. Naturally, this practice often resulted in confusion due to the fact that yard conditions would change after the order was sent. Furthermore, if no message was received by the train crew, it was necessary for one of them to call the yardmaster on the yard telephone when they arrived at the east yard-entrance switch, and this, too, was a cause of delay.

The new yard indicator is located about 100 ft. east



The yard indicator

Electric Company. The light indicator and pointer switch were built by our signal repair shop.

The lights in the yard track indicator are lighted directly from an a-c. source and the power for the operation of the Strowger switch is obtained from a copper-oxide rectifier which was furnished by the Railroad Supply Company.