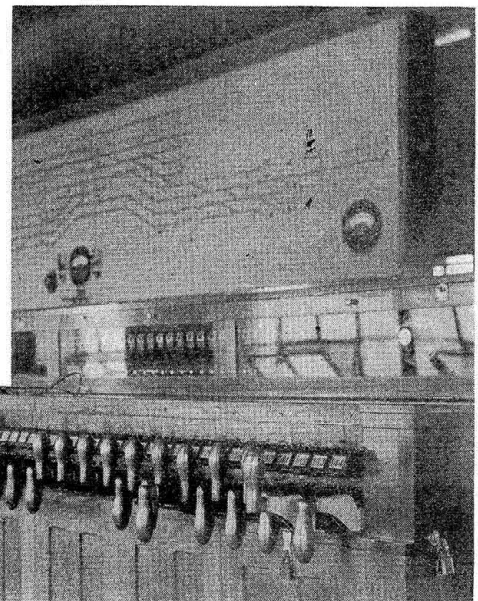


## Burlington Installs Extensive New Electric Interlocking

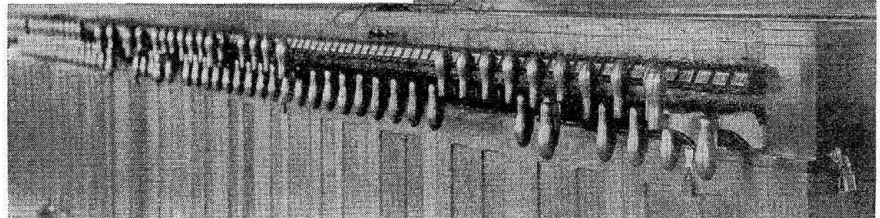


Left—Searchlight signals on signal bridge  
Below—Interlocking machine in tower



By W. F. Zane

Signal Engineer, Chicago, Burlington & Quincy



### Solves train operation problems at important track layout in terminal area

**T**HE all-electric interlocking plant installed recently by the Chicago, Burlington & Quincy near Union avenue, Chicago, handles a new and extensive track layout, which, in brief, includes not only numerous yard and transfer connections but also the crossover layouts involved in the eastern end of the four-track line with the connections to the two passenger tracks extending into the Chicago Union station. The rearrangement of tracks in this vicinity was brought about primarily by the straightening of the south branch of the Chicago river and an important grade separation project west of the river near 16th street, whereby the St. Charles Air Line and the Baltimore & Ohio main line were elevated over the main tracks of the Burlington and the Pennsylvania.

Due to the separation of the grades between the Burlington, B. & O., and St. Charles Air Line, the general operating conditions were greatly improved as it eliminated the only railroad grade crossing on the Burlington's main line between Chicago and Earlville, Ill., a distance of 72 miles, and on the main line to St. Paul and Minneapolis it eliminated all railroad grade crossings

between Chicago and Shabbona, Ill., a distance of 67 miles.

This grade separation permitted the Burlington to rearrange its tracks and facilities in the entire area from 12th street to Racine avenue, about 3 miles. Two main tracks owned 100 per cent by the Burlington connect with the Chicago Union station layout at 12th street and from that point extend south to 16th street where they turn west under the Canal street viaduct. Just west of Canal street two additional main tracks from the 14th street passenger yard and the central freight house combine with the two main tracks before-mentioned to form a four-track system which extends continuously to a point west of the Chicago city limits, about 6.9 miles. Also, at Union street, the double-track main-line connections of the St. Charles Air Line diverge from this four-track system. In addition to the main tracks referred to, there are numerous yard tracks and transfer tracks connecting with the Pennsylvania railroad; also wye facilities for turning not only Burlington but also Pennsylvania and Chicago & Alton passenger trains.







