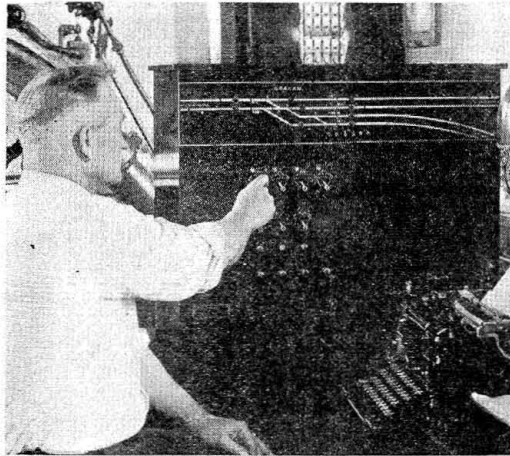
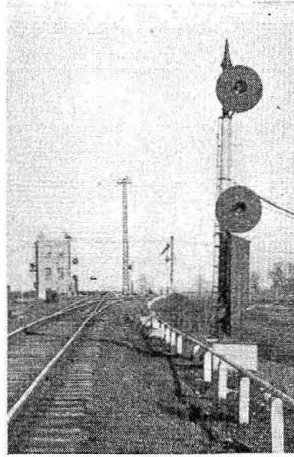


Burlington's Reconstruction Program at Galesburg Involves

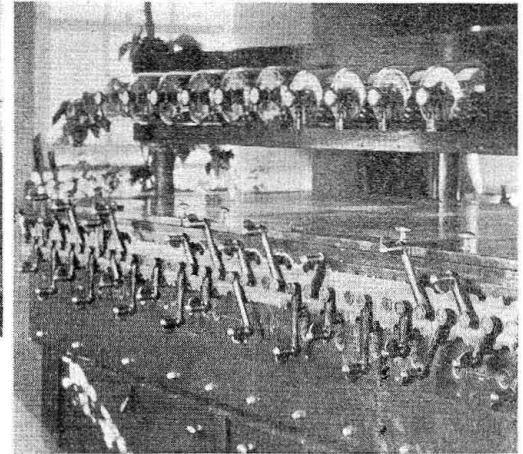
Modern Interlocking Plants



C.T.C. machine for Graham



Searchlight signals near the tower at Waterman



Model-14 interlocking machine for Waterman

Two separate plants are controlled from one tower...

Electro-pneumatic system for adjacent plant... Code-type remote control for distant layout

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THE fifth and sixth signal projects involved in the rearrangement and reconstruction of the yard and terminal facilities at Galesburg, Ill., on the Chicago, Burlington & Quincy, are the Waterman interlocking, and the Graham interlocking, respectively. The latter is remotely controlled from Waterman. As these two installations are so closely interwoven they can best be described in a single article.

The Waterman plant is south of the new east-bound retarder-operated classification yard, as well as south of the present rider-operated west-bound classification yard. Consequently, it controls the receiving tracks of the east-bound yard, as well as the departure tracks of the west-bound yard. It also handles connections with the Galesburg-Quincy-Kansas City main line and the double-track freight line to Graham. In fact, this plant is an important unit in the general operation of the yards, and will become even more important when the west-bound classification yard is rebuilt and placed under a retarder system.

Formerly there was an old mechanical plant at the Waterman layout, which controlled a very different track arrangement than that which is in use at present. The old mechanical interlocking machine contained 9 levers for 9 high signals, 8 levers for 8 dwarf signals, 7 levers for 12 switches, 6 levers for 6 derails, 15 levers for 15 detector bars, and 9 levers for 9 switches and 9 detector bars.

All the tracks in the present layout are of new construction and represent a general revamping, both as to tracks and grade, the major portion of the plant being

on a new fill well above the old track level. The new plant is of the Union Switch & Signal Company's electro-pneumatic type, installed in accordance with the standards of the signal department, by whose staff the engineering was handled and the plans were prepared. The interlocking machine has a 43-lever frame with 19 switch levers controlling 25 switches, 18 signal levers controlling 36 signals and 6 square spaces reserved for future additions.

The most southernly extremity of the pneumatic tube communication system is in the tower building where the operator is in charge of tubing the way bills of inbound freight trains. He also handles train-orders for west-bound Quincy-Kansas City freight trains as well as west-bound main-line freight trains for the territory west of Graham.

Fireproof Tower

The tower building is of fireproof brick construction, consists of two stories and a basement, and is 22 ft. 8 in. long by 15 ft. 4 in. wide. Because this structure stands on the edge of a fill, the foundation rests on piles. An iron stairway gives entrance to the first and second floors. The building is heated by an individual hot-water plant. The view from the second story windows is comprehensive, which is an advantage in permitting the operator to see the inbound freight trains and also to be in a position to handle way-bills through the pneumatic tubes. It also permits him to impart information to the yard office and the hump office at the east-bound classification yard, as well as to handle the moves of the hump engines.

The basement is divided into three rooms. The furnace room, which is 20 ft. 6 in. by 6 ft. 4 in., contains the boiler and heating accessories. The coal room is

