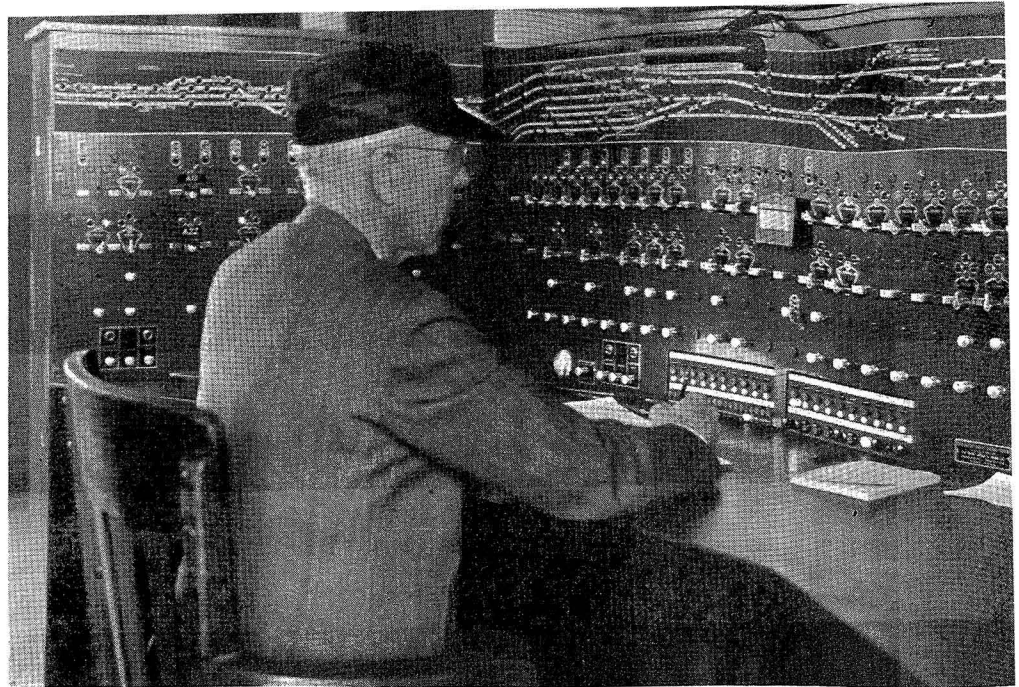


The miniature-lever machine at Columbia controls the interlocking at that point and also five remote-control layouts



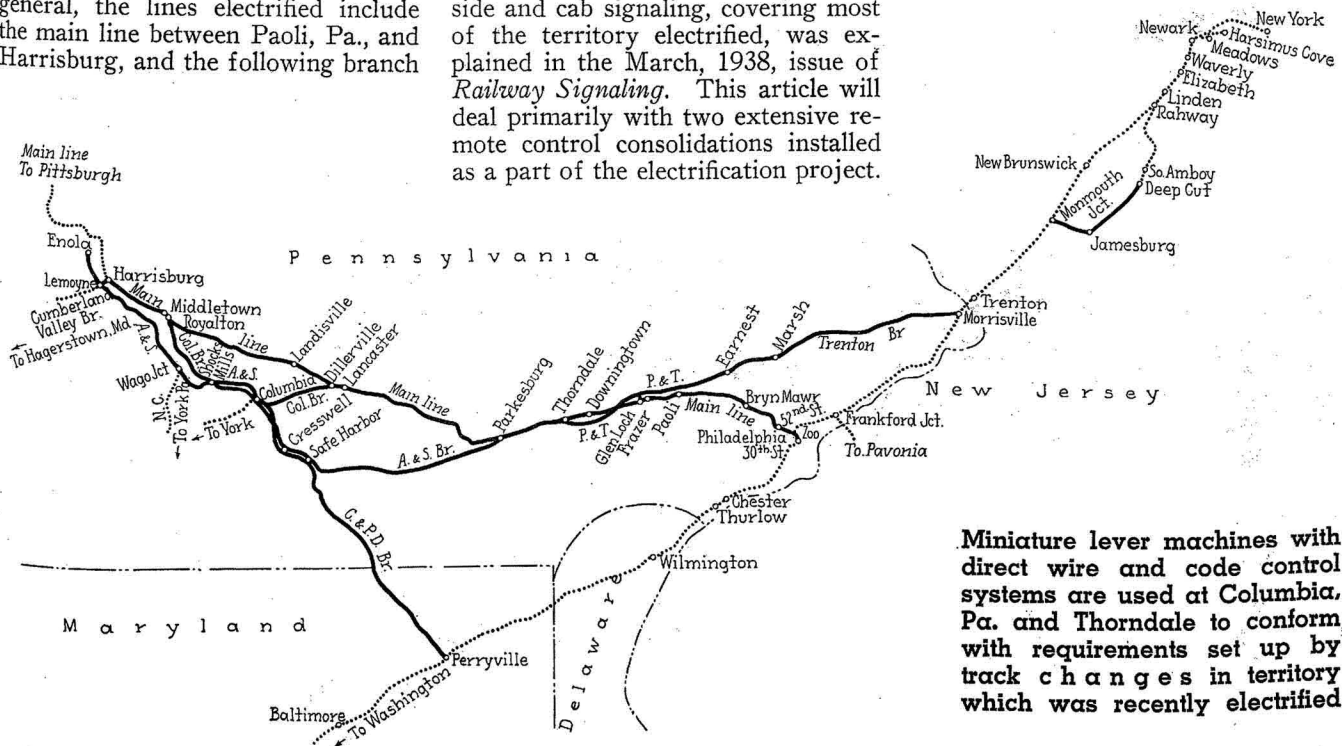
Interlocking Changes on the Pennsylvania

EARLY in 1938, the Pennsylvania completed the electrification of 315 road miles, involving 773 track miles, of lines in the territory between Philadelphia, Pa., Harrisburg, and Trenton, N.J., along with certain other branch lines necessary to obtain full benefit of electric traction. In general, the lines electrified include the main line between Paoli, Pa., and Harrisburg, and the following branch

lines: Morrisville, N.J., to Thorndale, Pa.; Parkesburg, Pa., to Enola; Creswell, Pa., to Perryville, Md.; Lancaster, Pa., to Royaltown via Columbia; Monmouth Junction, N.J., to South Amboy via Jamesburg Junction; and South Philadelphia, Pa.

The installation of automatic wayside and cab signaling, covering most of the territory electrified, was explained in the March, 1938, issue of *Railway Signaling*. This article will deal primarily with two extensive remote control consolidations installed as a part of the electrification project.

When surveying the lines to be electrified, consideration was given to changing certain track arrangements at outlying points to facilitate train movements. On the main line, between Coatesville, Pa., and Dale (junction of Trenton branch with



Miniature lever machines with direct wire and code control systems are used at Columbia, Pa. and Thorndale to conform with requirements set up by track changes in territory which was recently electrified

