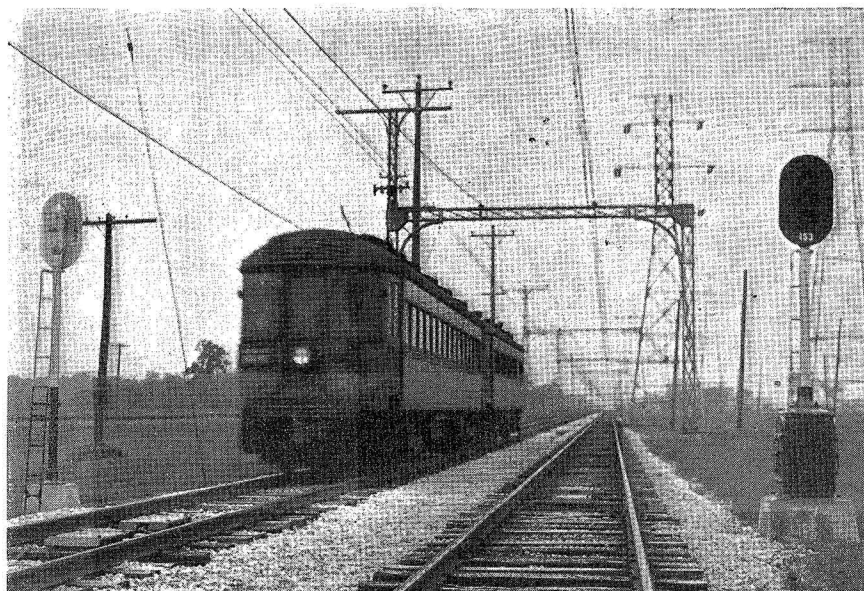


Southbound electric train at signal No. 152, just south of Glenayre station



## North Shore Installs Automatics

**Line circuits in underground cable, pre-wired instrument cases, and extensive provision of switch indicators are outstanding features of recent installation on 25 miles of double-track electrified line**

ON MAY 19, the Chicago, North Shore & Milwaukee, the North Shore Line, placed in service the last section of a 25-mile automatic block signaling system on the double-track Skokie Valley division between Howard Street Junction in Chicago, and North Chicago, Ill.

### Signaling to Increase Safety

Prior to the provision of signal protection in this territory, regular trains were operated on time-table authority and train orders were issued for non-scheduled or extra movements. Traffic includes 30 southbound and 32 northbound regularly scheduled passenger trains daily, and approximately 9 freight trains not

scheduled and extra trains. On the south end, between Howard street and Dempster street, Niles Center, Ill., a distance of 5 mi., traffic is considerably heavier due to the added operation of Chicago Rapid Transit Company trains over this section of the North Shore tracks. During the rush hours, 7 to 9 a.m. and 4 to 6 p.m., trains are operated in either direction on 8 min. headway; during the remainder of the day, until 12 midnight, service is provided on 24-min. intervals; while from 12 midnight to 6 a.m. trains are scheduled every hour. The automatic block signaling system, involving 55 color-light signals, was installed to provide increased safety of operation.

The electrified North Shore Line, extending between Chicago and Milwaukee, operates over the lines of the Chicago Rapid Transit Company out of Chicago as far as Howard street. From Howard street the North Shore operates over two routes to North Chicago: i.e., the Shore Line Route, which follows the shore line of Lake Michigan, and the Skokie Valley route, which was constructed further inland in 1925 and 1926 as a high-speed line, primarily to by-pass the shore line cities for through Chicago-Milwaukee traffic. At North

Chicago the two routes join and extend on to Milwaukee.

The recent installation consisted of the provision of three-indication color-light signaling on the double-track Skokie Valley division between Howard Street Junction, where the North Shore joins the lines of the Chicago Rapid Transit Company, and North Chicago.

### Three Interlockings in Territory

Three interlockings are located in this territory: Dempster Street interlocking, a 24-lever mechanical plant located 5 mi. north and west of Howard street, at the terminal point for rapid transit trains operated over the North Shore tracks from Howard street; Skokie Junction interlocking, a 31-lever all-electric plant located at a crossing of the North Shore and the Chicago & North Western Lake Bluff cut-off; and South Upton interlocking, a 55-lever all-electric plant at a wye and crossing layout involving the Skokie Valley division and the Libertyville branch of the North Shore, and the Chicago & North Western freight route, tracks 3 and 4, between Chicago and Milwaukee. Also involved in the installation were 25 highway grade crossings, including:





