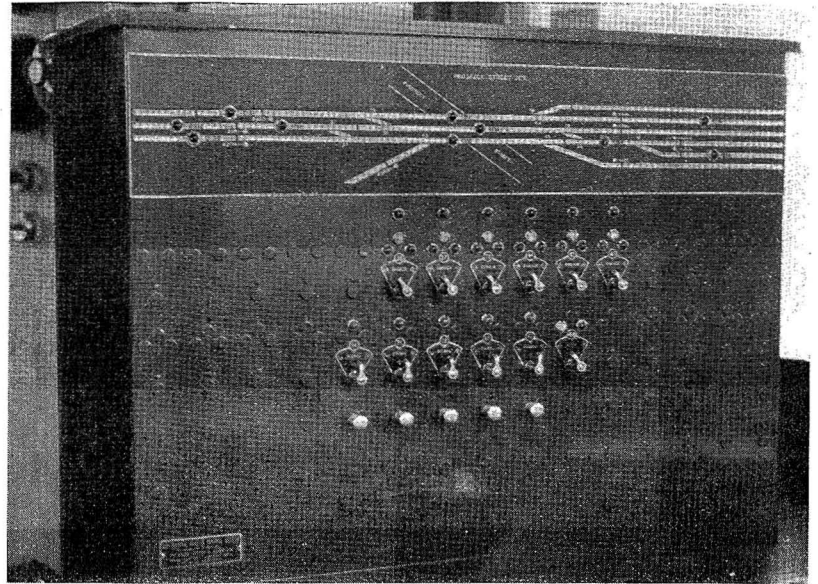


The control machine for the Prospect Junction layout is located in the tower at the Big Four crossing



Combination of interlockings, remote control and traffic locking improves safety, expedites the operation of trains and effects economies.

Signaling and Interlocking on the

IN ADDITION to the operation of the Union passenger station at Indianapolis, Ind., the Indianapolis Union Railway Company owns and operates a double-track outer Belt Line, which extends practically all the way around the city, making connections with 14 main lines of various railroads, as well as connecting with numerous yards, industries and public utility plants. No passenger trains are operated on this Belt Line, the traffic consisting of switching cuts being operated between different connections or yards, as well as through freight trains which are operated by way of the Belt Line to avoid the passenger terminal and business section of the city.

At a considerable number of the railroad crossings and junctions on

the Belt Line, interlockings have been in service for years, while at a few junctions, ends-of-passing-tracks, etc., hand-throw switches have been used. In 1937, an interlocking and signaling program was instituted to provide interlocking protection at some of these layouts, in order to improve safety and to expedite train operation.

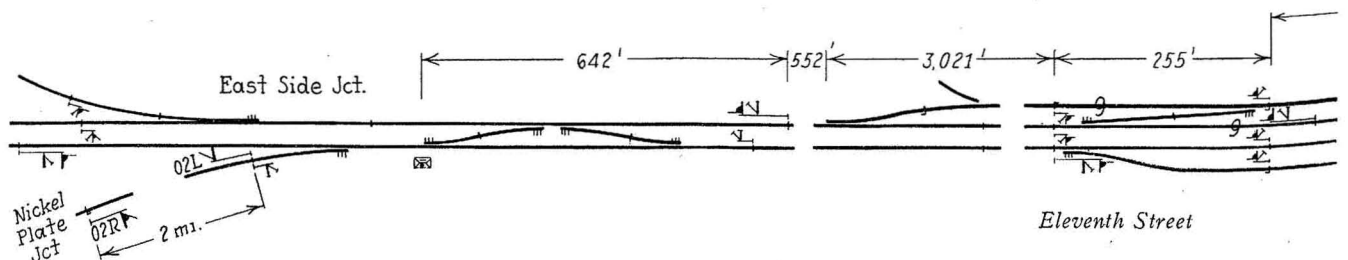
Improvements at East Side Junction

At East Side Junction, near the intersection of Sherman drive and Twenty-First street, the track layout includes two crossovers, a turnout to the east connecting with the Big Four line extending to Springfield, Ohio, and a turnout diverging to the west about two miles to L. E. & W.

Junction, where connections are made with the Nickel Plate and the Monon. Numerous industries requiring considerable switching are located on this line.

The switches in the East Side Junction layout were previously operated by hand-throw stands, handled by an operator who also controlled mechanical signals to direct the train movements over the junctions.

From East Side Junction at Twenty-Second street, two main tracks extend directly south to Eleventh street. In addition, a track on the east side, used principally for switching various industry spurs, extends from a point 1,100 ft. south of East Side Junction to Eleventh street. At Eleventh street there is



Track and signal plan of territory between

