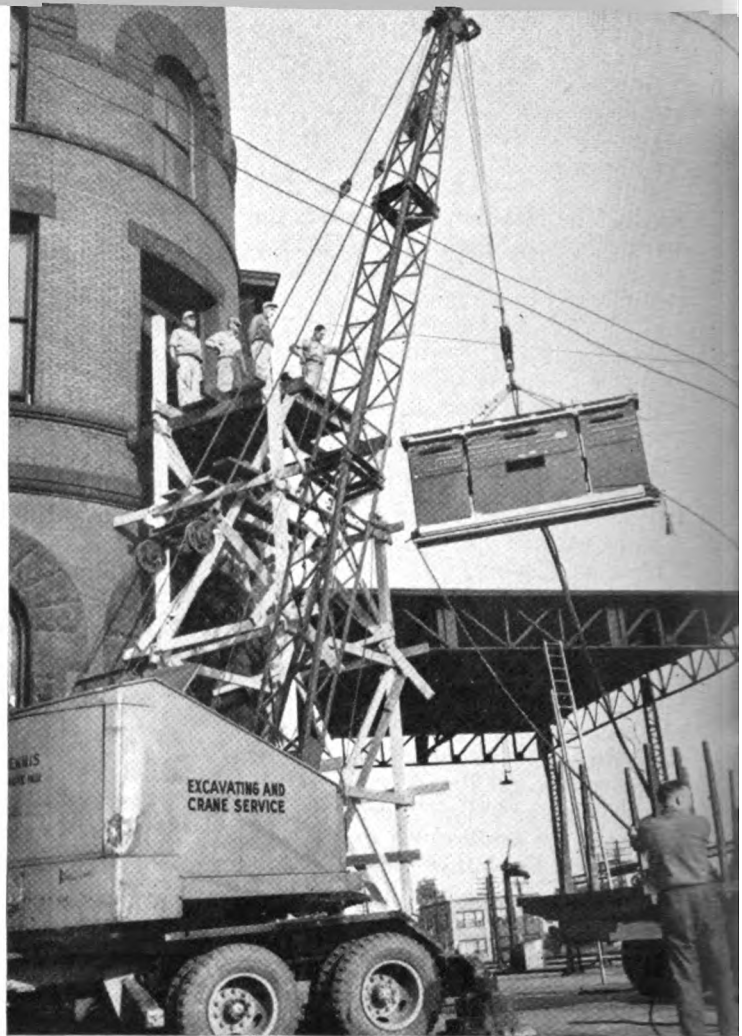
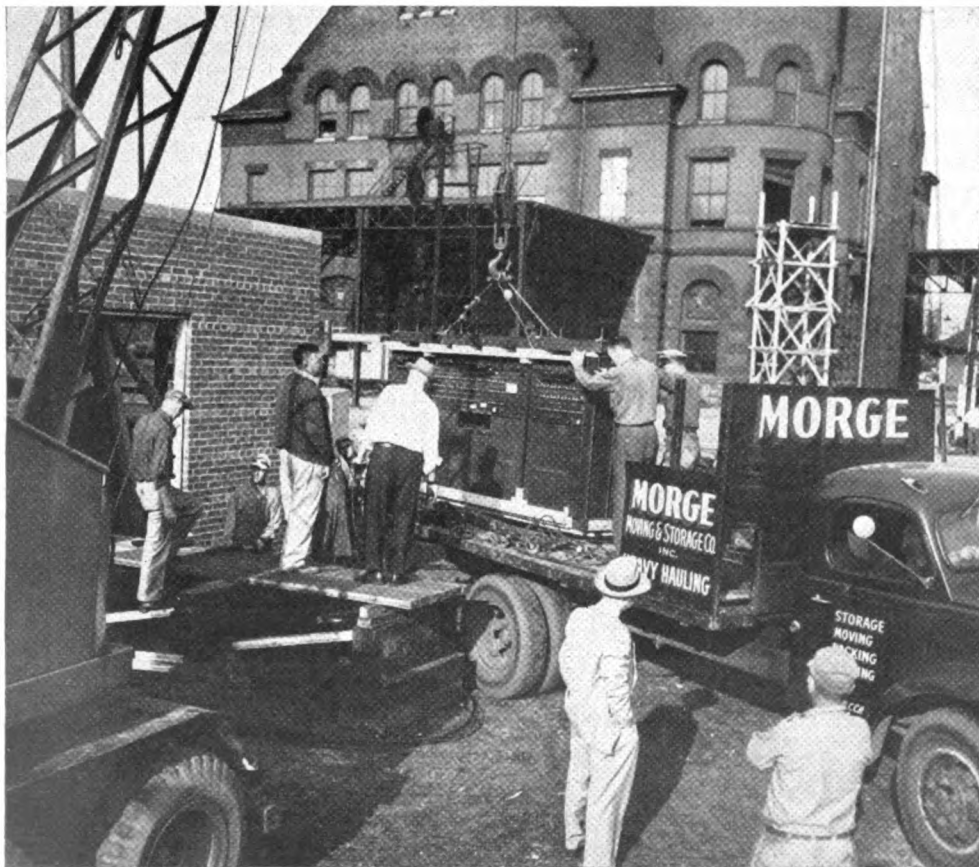


Control machine, in skeleton crate, ready to be moved out of second story window onto temporary platform



Crane swings C.T.C. machine off of temporary platform, outside second story, and sets it down on the truck



Crane lifts C.T.C. machine from the truck and sets it on plank platform at the entrance to new one-story fireproof building

CTC Machine Hangs High, But Trains Run

PENNSYLVANIA Railroad employees in Terre Haute, Ind., collaborated last month with well-planned precision in the unusual feat of moving a 2,700-pound centralized traffic control machine from the second story of the Union Station to a new fire-proof building across three Chicago & Eastern Illinois tracks, while maintaining all safety precautions for four trains that were then running on the 55 miles of track controlled from this machine.

This information concerning the moving of this C.T.C. machine, and the accompanying pictures, are published here through the courtesy of the "PENNSY," a magazine issued by the Pennsylvania.

R. E. Harlow, Pennsylvania supervisor of telegraphs and signals, made detailed preparation for the unique moving operation, which affected the territory between Harmony, Ind., and Casey, Ill. He had instructed 18 telegraph and signal men in their



Marguerite Cook, block operator, uninterruptedly controls switches and signals as truck hauls the control machine



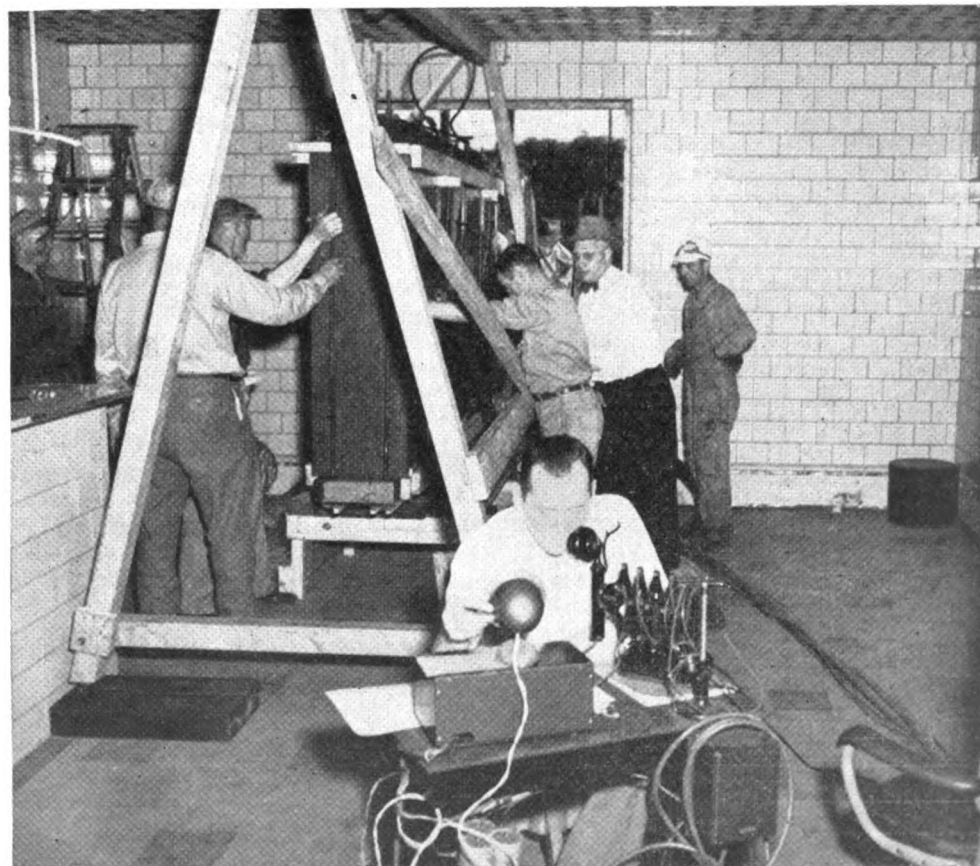
Throughout entire moving program the control machine was connected for normal operation by flexible cables

specific parts in the operation, which required the collaboration of employees of the Bridge & Building and the Division Operating departments, and when the moving was begun at 5:30 a.m. all were at their posts.

Passenger train No. 33, the St. Louisan, had just passed Terre Haute. The machine was eased through a window onto a specially constructed platform. There operations were halted while the block operator arranged signals and switches to move VL-2, an eastward freight, to the siding at Aden and be passed by No. 33.

Carrying slings were then attached to the machine and it was lowered 28 feet, by derrick, to a flat bed truck. The block operator again took over and set up route for VL-2 from Aden to Farrington, where it was passed by SL-31, a westward freight.

As the machine was moved to the new building, signalman J. W. Caruso, swinging from a high overhead wire, unfastened flexible control cables and let them trail behind the truck. Enroute over the C.&E.I. tracks the block operator took over and changed routes again, displaying signals so that SW-1, a westward freight, would be passed by VL-2 at Macksville. The moving operation was completed at 7:00 a.m.



In new building, overhead timber "horse" was used to lift machine from skid and to lower machine to final location