COMMUNICATIONS

JANUARY, 1960

Signal Construction Steady in 1959

MODERATE IS THE WORD for ignal construction during 1959, but here were gains in two major areas: entralized traffic control and highvay crossing protection. Information ompiled this year is more detailed han previously, and also includes ome information not heretofore obained. Electric locks, for example re included, and spring switches in TC territory with and without facng point locks. This latter fact acounts for the smaller number of pring switches appearing in that able. Not previously included are afety devices such as hot box detecors, wheel detectors, dragging equipnent detectors and slide fences. Thus he grand totals for 1959 appear reater than 1958, but for comparuble items, the two figures are within 149 of each other.

Over 2,000 road-miles of CTC were installed in 1959, the largest innual mileage ever reported to Railway Signaling and Communications. This compares with 1,086 road-miles nstalled in 1958. A healthy start was nade by the Canadian National on ts program of equipping mainlines with CTC. CNR installed 700.4 miles, all of it single-track territory. Much of this is modified CTC with a spring switch at one end of a siding and a power switch at the other end. Next to the CNR in size of CTC projects was the Pacific Lines of the SP, which installed 333.4 road-miles. Over 250 miles of this 1959 total are controlled from a pushbutton type of control machine (RS&C, July 1959, p. 17).

Some railroads which have had CTC in service for several years are re-examining their installations to see if improvements should be made to reflect changed operating conditions (CTC planning RS&C, June 1959, p. 24). The L&N, for example, is re-arranging and simplifying the CTC between Nashville, Tenn., and Stevenson, Ala. The first installation was made in 1943 when trains were

Signal Installations for 1955 through 1959

	1959	1958	1957	1956	1955
Automatic block signaling					
Signals	363	493	423	864	754
Electric locks	21				
Automatic train stop					
Rolling stock	174	222			
Wayside units	155				
Rolling stock with cab signals	2				
Centralized traffic control					
Power switches	536	458	586	8 19	305
Spring switches with facing point lock	12				
Spring switches without facing point lock	82				
Electric locks	405				
Controlled signals	1,485	1,116	1,454	1,948	885
Automatic signals	986	671	1,030	1,453	483
Classification yards					
Car retarders	48	44	61	69	54
Power switches	164	248	383	254	247
Highway crossing protection					
Crossings with flashing-light signals only	1,012	961	1,175	984	781
and actes	387	419	455	336	289
Interlockings					
Power switches	264	432	585	536	561
Home signals	440	826	1,003	1,036	1,021
Distant signals	142				
Safety devices					
Dragging equipment detectors	23				
Hot box detectors	121				
Wheel detectors	10				
Feet of slide detector fence	39,125				
Spring switches					
Spring buffer mechanisms	47	80	127	147	107
Spring switches with facing point locks	17	52	59	41	35
Signals at spring switches	61	129	208	268	183
Grand totals	6.957	6,151	7,549	8,755	5,705
Units not included in other years	879	222			

hauled by steam power. The advent of dieselization brought about fewer and longer trains, hence today the L&N is lengthening some sidings, and removing others not needed. On 24 miles of double-track CTC in Iowa, the Milwaukee Road retired 18 miles of one main track and converted 6 miles into three 2-mile sidings.

While six fewer railroads installed crossing protection equipment in 1959, 75 roads equipped 1,397 highway-railroad grade crossings or 17 more than in 1958. For the fifth straight year a gain was registered for the number of crossings equipped with the joint use of railroad and government funds (federal, state or local municipalities). Television to permit a watchman to view a highway grade crossing just beyond his range of vision was installed by the

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D&H at Cohoes, N.Y. (RS&C, Oct. 1959 p. 15).

Although interlocking construction during 1959 fell considerably below 1958, the drop off was not so steep as the table indicates. Some of this construction and rebuilding is hidden in CTC. Conventional practice is to absorb local interlockings into CTC projects. For example, the NYC Syracuse-Buffalo installation, now nearing completion, will absorb six major interlockings with considerable savings in wages. The City of Philadelphia installed a train identification system in its subway whereby the interlockings are controlled automatically by the trains.

Retarder yard projects fell off from 1958, but should pick up in 1960. The Missouri Pacific has announced plans to construct a new retarder



Slide fence installations totaled 39,125 ft.

Ciassification Yard Projects Installed in 1959

		Po	wer Swite	ches Installed		Engines	5	
Railroad	& Location	Retarders	inter- locked	Non-In - terlocked	Class Tracks	with Cab Signals	Mfr	
88.M	Mechanicville, N.Y.	2 (replo	aced)				GRS	
C&O	Presque Isle, Ohio	3		9	10		US&S	
LS&I	West Yard			3			GRS	
MP	Kansas City, Mo. East Yd.	13		39	40	3	GRS	
	West Yd.	11		31	32	2	GRS	
PRR	Conway, Pa.	1	2		6		US&S	
RF&P	Alexandria, Va.	7		39	39		US&S	
StI-SF	Tulsa, Okla. Cherokee Yd.	11		40	40	2	GRS	
SAL	Hamlet, N.C.		1(odded)			US&S	
		48	3	161	167	7		

Signal Expenditures to Reach \$50 Million

Railroads can be expected to spend about \$50 to \$60 million in 1960 for additions and betterments in signaling. Heaviest spending will be for subways, retarder yards and centralized traffic control.

The New York City Transit Authority plans to spend upwards of \$15 million on signal modernization programs. The Chicago Transit Authority will probably begin signal work on its Lake street line elevation on C&NW right-of-way. Work will begin on six or eight retarder classification yards during the year.

Considerable activity on CTC projects will occur during the year. Several roads are well along on programs of CTCing their mainlines: AT&SF, C&O, CNR, NYC, NP, SP and UP. About 1,500 road-miles of CTC should be installed during 1960.

Hot box detector installations should make significant gains. Several roads plan to install them throughout their systems. Several western railroads may install hot box detectors this year, because the detectors can now be operated in conjunction with the signal system to set a signal to Stop. classification yard at North Lit Rock, Ark. The New York Central now constructing a similar yard Indianapolis, Ind., and has plans f a yard at Detroit, Mich., and a thi yard on the Eastern district. The yards are expected to be started 1960. Also, the Erie and the Lack wanna are seriously considering co struction of a retarder yard at Buffal N.Y. During 1959, the RF&P r built the southward hump at Potom yard, providing semi-automatic r tardation and automatic switchin Ten classification tracks were add to the existing yard.

Gains in wayside train stop equip ment installations were due to sign construction and modernization pro grams on the Boston, New York ar Philadelphia subways. Lackawann trains using Erie-DL&W joint track age between Binghamton and Gibson N.Y. (about 76 miles) were equippe with intermittent inductive train stop The DL&W so equipped 93 locometives in 1959.

The Jersey Central Lines has equipped 81 units of rolling stock including some RDC cars, with trais stop equipment capable of being a tuated by subway-type mechanic trips. The trips were installed on the Passaic river and Newark bay draw bridges. Recommendations for the trips and train stop equipment were made by the New Jersey Public Util ties Commission following a 1958 ac cident in which a JCL commuter trais ran through the open Newark bas drawbridge, killing 48 persons.

The CRI&P put cab signals o two locomotives that operate betwee Chicago and Joliet, Ill. This was th only cab signal installation reporte except for retarder yard engines.

Safety detectors including the amount of slide fence installed we obtained for the first time. With few men along the wayside to wat trains, the importance of these d tectors is growing (RS&C, Feb. 195! p. 28). By installing a slide fence i a rock cut, the P&LE was able (eliminate watchmen's jobs (RS& Dec. 1959, p. 19). One railroad planning to install over 50 hot be detectors on its system. All detect recorders will be monitored at a cen tral location, and train crews will informed of the exact locations of h boxes by two-way radio.

RAILWAY SIGNALING and COMMUNICATION

erlockings Installed in 1959 (type of construction indicated)

		No. of Power	No. of Home	No. of Distant			F	No. of Power	No. of Home	No. of Distant	
road & Location		Switches Installed	Signals Installed	Signals Installed	Mfr	Potland & Longtion	S	witches	Signals	Signals	
3F			,					nstalled	installed	Installed	Mfr
illiamsfield, Ill.	R	5	6		US&S	S.E. Yara Willowshby (Knowville)Teen	N	1	3		US&S
iporia, Kan.	N C	2	1		US&S	Ashley, III.	R PA		4	0	USES
mor, Nun. mon City Kan	c				0562	Louisville, Ky.	RA	_	10	5	
eva, Kan.	č				0565	MTA			10	5	
prence, Kan.	č	-			US&S	Boston, Mass.Beacon St.Jct. Brookline, Mass.	NĂ	2	3	2	US&S
licia, Fla.	N	A	4		US&S	Reservoir Yard	NA	2	10	2	US&S
phyrville, Fla.	N	A	4		US&S	Newton, Mass.					
						KIVERSIGE Jerm. Yord MARSH	NA		3		US&S
mur Kill Bridge			•			Hedrick Jowa	NA	_	4	2	
ida lad		·	3		GRS	MP			•	2	0363
ites, Ohio	R	17	20		GR	Nevada, Mo.	NA		2	1	GRS
Α			~		0.0	Conroe, Texas	NA	·			GRS
werly, Mass.	R		1		GRS	NYC					• • •
nery, N.H.	R		2		GRS	Mortimer, N.Y.	RA		4		GRS
R					GRS &	Cleveland, O., Clark Ave.	R				GRS
wk Point Sub.MP 4.1, Man.	R		4	2	US&S	North Liberty Ind	N	I	3		GRS
Iris, Ont.	R	8	8	3	GRS	Oris, Ind.	KA DA		4		GRS
Lambert, Que.	N	0	12		GRS	Toledo, Ohio, Tower K	D		0		GRO
Louis, Que.	N	1	2	2	GRS	Broadway	2		0		610
men. Man.	P		4		C PS	Centerburg, Ohio	RA		Á		GK
0	r.		•		GRS	NYCTA			-		
over, Ind.	RA	1	5	2	1158.5	New York, N.Y.					
untington, W. Va.	N	\ \	6	ī	USAS	De Kalb Ave., BMT	R	8	15	16	GRS
oswell, Va.	R	1	3		US&S	Liberty Jct. (Aqueduct)BMT	N	2	2		GKS
nn Pere, Mich.	RA	1	5	4	GRS	96th St7th Ave.					
NW						Broadway, IKI	R	12	14	19	US&S
arshalltown, lowa	N/	· ·	6	2	GRS	NYCESH		11			GRS
Iveriy, lowa	N	2	3		GRS	North Findley, Ohio		2			
and du loc Wis	RA D		2		GRS	N&W	K/A	2	-		0303
StP&P	ĸ	•			GRO	Burkeville, Va.	С	4	8		US&S
hicago, III.	N	13	2	2	GR	Pamplin, Va.	č	4	10		US&S
lalz, 111.	RA			2	USAS	NP	-				
heneyville, Ill.	R				US&S	Seattle, Wash.	Ν	9	10		GRS
innickinnic Draw,						PRR					
Milwaukee, Wis.	R	6			US&S	Hagerstown, Md.	R	13	6		US&S
umham Draw, Milwaukee	R	3			US&S	Baltimore Add	N	2	4		US&S
	_					Baden, Pa.	N	14			0565
hicago, III.	R		3		US&S	Pine, Pa.	D D	10	3		116.8 5
Aw	ĸ		6		US&S	Hoover, Ind.	RA				USAS
lest End Seconduct NL 1	N		2			Liverpool, Ind.	RA		6		US&S
ast Kingsland N I	N	-	7		0292	CITY of PHILA					
E		-	,		0303	Philadelphia, Pa.					
inghamion, N.Y.	Ν	6	4	1	GRS	Erie Station	NA	7	6	20	US&S
est Binghamton, N.Y.	Ν	4	6	2	GRS	Fairmount-Girard	R	5	5	14	US&S
ibson, N.Y.	Ν	4	6	2	US&S		R				US&S
uttalo, N.Y.	R		6		US&S	Hauchs Pa		•			~ ~
alconer, N.Y.	R	10			US&S	RF&P	ĸ	y			GRS
طامب الل						Richmond, Va.	ы	6	5		116.9.5
ives Tenn	KA		6		GRS	StL-SF	IN	5	5		0393
S	K/A		0		GRS	Kimbrough, Ala.	NA		4	4	US&S
hrewbury (New Orleans) La.	NA	·	6		GRS	Rosedale, Kan.	N	1	i		US&S
X&G					0.0	SOUTHERN					
^{luskogee} , Okla.	Ν	2				Eloud St.	NA		8	4	GRS
nk .						SP (Pacific Lines only)	R	2	8	2	GRS
noover, N.J.	Ν	1			US&S	Visitacion Cal	~	2			
in lickevilla bi be	۰.	_				UNION	C	3	0		0565
Feedort N. M. A	N	2	13		US&S	Duquesne, Pa.	c				116.9.5
N	м	/	7	1	US&S	WABASH	<u> </u>				0303
oyles (Birmingham) Ala						Lodge, III.	R	1	5		US&S
Freight Yard	R	5	7	2	11585	WP			-		
Black Creek	R	6	6	4	USAS	Sacramento, Cal.	RA				
Bow(N	2	4	1	USAS	- .					
	R	3	5	3	US&S	Totals		264	4 40	142	
ACL lunation											
	Ν	1	3	2	US&S	C = Consolidated R = Reb	uilt	N = Ne	w A = /	Automatic	

SIGNAL CONSTRUCTION IN 1959 continued

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Centralized Traffic Control Installed During 1959 in the United States and Canada

Railroad and Location	Miles S	Power Switches	Facing Point Lock	Facing Point Lock	Electric Locks	Controlled Signals	Automatic Signals	: Mfr
AT&SF								
E. Ft. Madison-E. Shopton, Ia.	3.5d				6		4	USA
W.Shopton, laMedill, Mo.	28.7d	10			7	16	32	US&
Strong City, KanNeva	4. ls			1			2	US&
Pampa, Texas	2.6d	5			9	5	3	US&
Abajo, N.MIsleta	11.0s	5			11	13	6	US&
Rowe, N.MLamy	16.0s	2		6	1	24	15	US&
ACL								
Dunnellon, FlaN.Croom	36.6s	8			12	22	13	US&
Vitis, FlaTampa	28.5s	5			19	10	13	US&
B&M								
Somerville Jct., Mass Hill Crossing	2.6s				9	7	2	GR
Concord, N.H.	0.7s	2				3		GR
CNR								
Dugald, Man Redditt, Ont.	112.75	14		13	4	42	41	GRS. US&S. SG
Winning Man - Dungld	6.95	1		1	2		2	GK
Boston Bar B C -Bost Mann	114 0-	17		12	10	40	24	
Cannol Ont Followet	140.2	17		15	10	47	20	
Capreol, Ontroleyer	148.35	1/		15	3	00	32	GRS, USAS, SGR
Homepayne, Ont, -Nakina	131.65	18		13	/	6/	31	GRS, US&S, SG
Coteau, QueHawthorne, Ont.	73.0s	8		8	13	32	14	GRS, SG
Napadogan, N.BEdmundston	113.0s	16		10	8	58	26	GRS, US&S, SGE
CPR								
Trenton, OntPort Hope	41.4s	8			5	28	22	GR
Moose Jaw, Sask-Ernfold	65.ls	18			5	44	32	US&S
Revelstoke, B.C. – Taft	23. ls	7				21	12	GK
CofG		•						•
Barnesville Ga -loving	15 0				4	2	7	11545
	13.03				-	-	,	050
	12.14	20			14	47	17	11646
Sandstone, W. VaPrince	13.10	27			14		.,	11010
Hinton, W. VaCW Cabin	1.90	2			10	4		0300
Shelby Jct., KyElkhorn City	15.65	7			18	2/	13	0.263
Trowbridge, MichLansing	2.6s				4		2	GIÓ
CB&Q								
Congress Park, IIIDowners Grove	8.11	8			10	19	8	GK
Kansas City, MoSt. Joseph	51.ls							
,	3.7d	13			15	65	26	US&S
C MS +PR P								
E Madrid ka - Collins	24.0s	7						
	2.1.05	•						
Putterunged De Hudeen	5 7.8	4 5				11	2	GR
Buttonwood, PaHudson	2.730					5	_	G
Carbondale, MaW. Carbondale	2.00					20	7	G
Ballston Spa, N.YSaratoga Springs	13.45,0	1,1 17			7	27	'	UM
D&RGW			-				07	
Avon, Colo Bond	60.0s	14	2		n	34	2/	Gin
DL&W								
E. Lincoln Park, N.JMontville	6.ls	4			2	6	5	US&
Port Morris, N.JSlateford, Pa.	25.0s	8			2	16	20	USa
DM&IR								
Biwabik, MinnLargo	7.7s	4			5	12	5	US&
	8.5d	5			5	15	3	US&
FRIF								
Elmina N.VW. Elmina	1.94	6			1	9		US&
Chinity 19, 1, -W, Chinity	20.3	1			5	9	6	1158
Huntington, IndKound Lake	20.35					,		
Round Lake, IndAkron	10.34	1			3	5	8	USa
GTW								
Battle Creek, Mich.	2.4s	6				10		US
GN								
Brookston, MinnGunn	51.0s	16	1		4	44		GR
Wheelock, N.DEpping	5.2s	2			1	6		G
Dodson Mont -Pacific let	75.6	25			23	53		G
GMEO								- 1
	A 1-	1				7	3	C.
Muzoniu, In-requor	נו יד בר כ	1			-	,	0	~1
	2./d							
NTC					-		-	
Jackson, MichRives Jct.	5.0s	2	2		2	6	8	Gl

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RAILWAY SIGNALING and COMMUNICATION Digitized by Google

;entralized Traffic Control Installed During 1959 in the U.S. and Canada (cont'd.)

			Spring	Switches	_			
			With	Without	-			
		Power	Facing-	Facing-	Electric	Controlled	Automatic	
lailroad and Location	Miles	Switches	Point Lock	Point Lock	Locks	Signals	Signals	Mfr
N&W								
S. Norfolk, VaGilmerton	5.0d	10			6	23		US&S
Petersburg, VaCamp Lee Jct.	2.7s		1			3		US&S
Belspring, Va. –Eggleston	6.8s	2			1	6	4	US&S
Shepherdstown, W. Va.		1				1		US&S
Berryville, Va.		1				1		US&S
Ashby, Va.		1				1		US&S
Waynesboro, Va.		2						US&S
Carbo, Va.						2		US&S
Omega, Ohio-Lunbeck	10.0s	3				6	6	US&S
NP								
Garrison, MontMissoula 189	67.0s	17	1		16	64	42	GRS
Milton Ba -Williamsport	24.25	5			9	15	11	US&S
Nishat Pr -Pine	9.8	ĩ			2	3	2	US&S
Columbus Obio	0.4				ī	ī		US&S
SNSRI	••••				•			
Sent Iles Que -Knob Lake-Scheffervill	e	6			3	18	5	GRS
EADING	J	•			÷			
Barnesville, PaE. Mahanov Jct.	0.7s	1			1	3		US&S
HL-SF						4		
W. Cherokee, OklaNorris	I./d	I				4		0363
Norris, OklaOma	5.0s						2	0565
Oma, OklaSapulpa	1.5d	1			3	4		0282
AL		-			•			
Hermitage, VaRichmond	2.9d	2			2	4	4	0282
	1.ls						I	0282
OUTHERN								0.05
Springfield, VaBristow	19.4d	12			11	12	34	GKS
P (Pacific Lines only)						•	10	
Massie, NevPerth	47.0s	11				36	40	0282
Mescal, Ariz Lordsburg, N.M.	124.1s	39	1	2	14	122	106	US&S
Lordsburg, N.MAnapra	140.5s	34			9	100	130	USAS
Corporal, CalLogan	6.7s		2		1	4	6	USAS
Tuc son, ArizPFE Yard	2 .5 s	6	2		3	10	2	US&S
Tresend, Utah-Bridge	12.6s	3			1	9	12	US&S
&P		_				10		
Dothan, TexClyde	25.0s	7				18		GRS
IP		-				24	24	
Reverse, IdaGlenns Ferry	15.0d	9			4	24	2 4 50	0303
Nampa, IdaOrchard	44.0s	/			30	28	50	0303
/ABASH	05.0				10	•		11585
Lodge, IIIGibson City	25.05	4			13	7		0303
143.5d 8.1t Road Miles	1,855.3s 2,006.9	536	12	82	405	1,485	986	

utomatic Block Signaling and Train Stop Equipment Installed During 1959

ailroad	& Location	Miles	Signals	Locks	Stops	Mfr	Rai Iroad	& Location	Miles	Signals	Locks	S tops	Mfr
8M	System	6.9d	8			GRS	NYCTA	New York, N.Y	1.0f	9		9	GRS
		1.8s	4			GRS			1.1f	18		18	US&S
									1.5d	43		43	US&S
.TA	Chicago, Ill.	1.0d	13			US SS							
							NP	System	18.0s	36	2		GRS
L&W	Scranton, Pa. – Taylor	2.5t	7			US&S		•	26.0d	28			GRS
	Cayuga, PaClarks Summ	it 4.0s	2			US&S							
	Binghamton, N.YGibson	ı			93*		ONL	Swastika , Ont. – Bourkes	20.05	27	١		
I&E	Griffith, IndVan Loon	2.8d	2			GRS	CYofPA	Philadelphia,Pa.	3.0d	45	12	40	US&S
UE	Waverly, N.YBig Flats			3		US&S	SOU	Knoxville, Tenn Coster	1.Os	2		2	
a	Bayonne, N.J.	1.5f			81*	US&S	SP&S	Cliffs, Wosh,	1.65	2			GRS
	Mechanical trip-type stop	s			10	US&S							
							UP	Council Bluffs, lowa	0.5	2			US&S
EC	Winthrop, Me-Waterville	28.65	28			GRS	-						
								75.5s. 53.4d. 2.5	t. 3.6f	363	21	155	
TA	Boston, Mass.	12.2d	87	3	33	US&S		Road Miles	135.0	* Rollin	g stock	174*	

NUARY 1960

SIGNAL CONSTRUCTION IN 1959

الاسوارة الأرار المتدافيتينية الماميوسية

continued

Spring Switches Installed in 1959

·····		Facing-Point	Signals at
Railroad	Spring Switches	Locks	Spring Switches
AT&SF	2		4
ACL	1		
B&M	2		
CNR	1		1
C&NW	10	4	
CB&Q	2	2	3
DL&W	2		5
DT&I	1		1
ERIE	3	3	9
GN	1	1	2
IC	1		
L&NE	2		2
LIRR	1	1	
LåN	3		
MTA	2		2
NYC	1		2
NYC&StL	1	1	2
SAL	1	1	1
SP (Pacific Lines only	A 7	4	18
T&P	3		9
	47	17	61

Safety Detectors Installed in 1959

		Dragging			
	Wheel	Equipment	Hot Box	Slide Detect	or
Railroad	Detectors	Detectors	De tec tors	Fence, fee	t Other
ACL		1	2		
8&M			7		
CPR				235	
C&O			11		
C&NW				200	
CB&Q	1	2			
CMS tP&P			1		
Clinchfield			1	1,724	
D&H			2		
D&RGW			2	400	
DM&IR			1		
ERIE		6			
GN				3,683	
L&N	1	1	7		
NYC			16		
NYCTA					2 smoke
					de tec tors
N&W			3		
NP				2,000	
PRR		5	19		
PALE		2	4	4,000	
REAP		2			
SHI-SE			2		5,032 feet
512 51			-		fire protec-
					tion(bridge)
SAI	1				
SOUTHERN	7	2	36		
SP (Poc. Lin	es on lvi	- 2	4	580	
SPAS				20.925	
TEP			2		
iour IID				3 923	
VGN			1		
WP				1,455	
***				.,	
	10	23	121	39,125	

Highway Crossing Protection in 1959

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