TO: P. J. Smith
FROM: B. R. Pohlot
SUBJECT: Northeast Interlocking

DATE: March 15, 1983
File: I 7.0

Attached is information you requested regarding New Northeast.

ERF/int
Attachment

cc: J. L. Aviles
    O. M. Head
    W. A. Johnson
Staging of placing New North East into Service.

**Step I** - Cut and throw 4 to 3 at Old North East.

**Discussion:** There is no need for parallel moves 4 to 2 and 2 to 3. Thus it is practical to Cut New North East into Service then make the Cut and throw.

Reverse signaling will not be in service between Prien and North East on Number 3 Track until New North East is in service.

Number 13 crossover would remain in service - Number 11 crossover would be out of service.

The track will run Southbound - Davis to New North East.

**Step II** - Immediately after Step I is Complete place New North East into Service.

Spike No 13 crossover - Old N.E. in reverse.

Interface 21 N.E. and Old N.E. on 2 to 3 Tracks.

Number 1 Track will be out of service by New N.E. to Davis until Number 21 is placed into Service - which should be within week of Cut ever.

**Step III** - Cut and throw 2 to 3 Track at Old North East - 2nd week after New North East - 2nd week after Cut ever. This will eliminate Old N.E.
North Bend district signal 532 will remain as district signal for new P.E.

Ejecting South Bend district signals 497-498 will be removed. Signal 433 will become the South Bend district signal for new P.E. Bottom arm will be

... Sig. B.R. 17-6