Brighton Park Interlocking
July 6-9, 2007

Diamond Replacement And Interlocking Cut In
7 PM Friday July 6, workmen prepare to remove and replace the Brighton Park Diamonds
7:15 PM Friday July 6, workmen prepare to remove and Replace the Brighton Park Diamonds with a safety briefing
7:30 PM Friday, the last train operates of the Brighton Park Crossing using the stop signs and semaphores.
8:30 PM Friday July 6, the Semaphores installed In 1944 are removed
6:30 AM Saturday July 7, 2007, old diamonds have been removed and the location of the new diamonds excavated
7:45 AM Saturday July 7, ten concrete slabs are set in place on 12 inches of compacted crushed concrete.
8:30 AM Saturday July 7, drainage is installed between The slabs and 12 inches of compacted ballast place on top Of the slabs for the new diamonds
9 AM Saturday July 7, three Crane Master cranes begin to move the 250,000 # preassembled panel of 8 diamonds toward the ballast pad.
9:45 AM Saturday July 7, three Crane Master cranes move the diamonds to their final location
10:15 AM Saturday July 7, three Crane Master cranes set the diamonds to within ¼ inch of their design location.
5 PM Saturday July 7, tracks are attached to the new diamonds and are being raised on stone to the grade of the diamonds.
5 PM Saturday July 7, tracks are tamped on stone and dressed to the grade of the diamonds.
6 PM Saturday July 7, NS crews make final alignment and Surface changes to NS Track 3, so that a CSX intermodal train can be routed to the UP.
9 PM Saturday July 7, CSX Q157, an intermodal train to the UP is the first train to operate over the new Brighton Park Crossing
8 AM Sunday July 9, NS welders weld a connection to the Diamonds and a CSX crew tamps track connecting to the diamonds
Noon Sunday July 8, CN track is ready for traffic
2 PM Sunday July 8, all tracks have been connected to the diamonds and raised on stone to the new alignment.
New dispatchers control equipment at Ashland Yard
Retired 1944 control levers