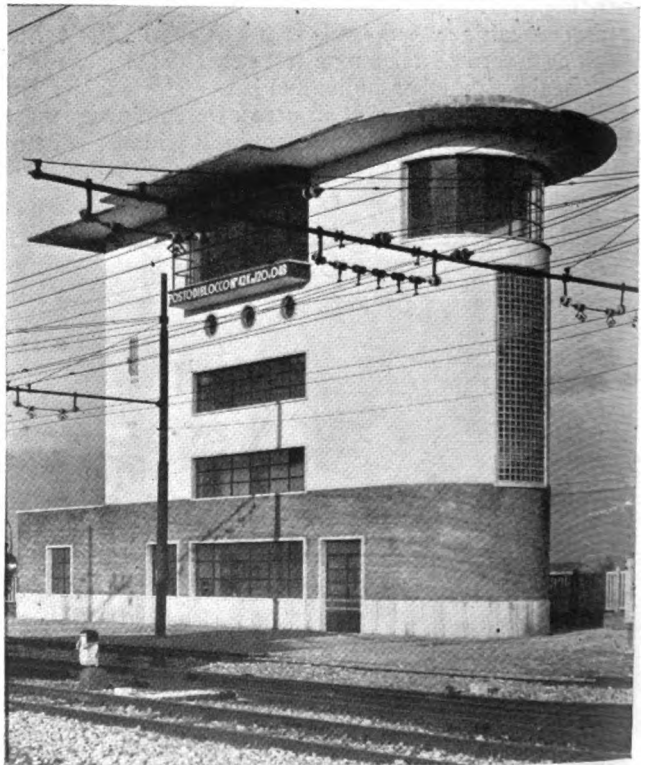
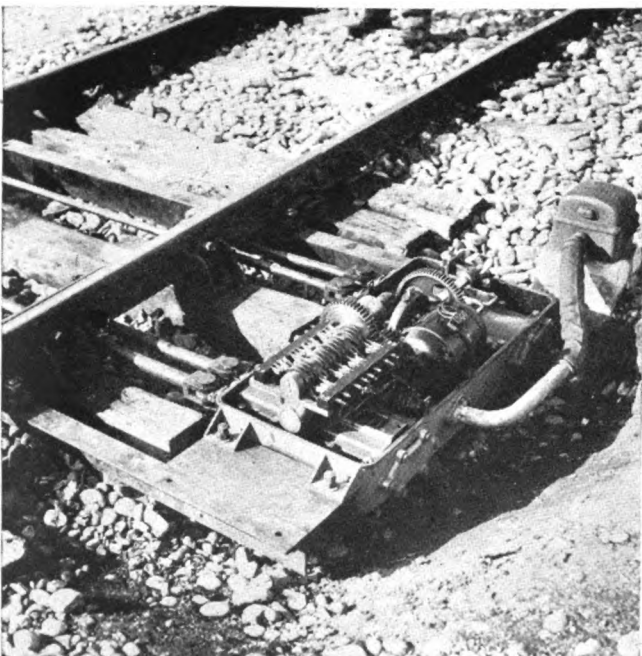
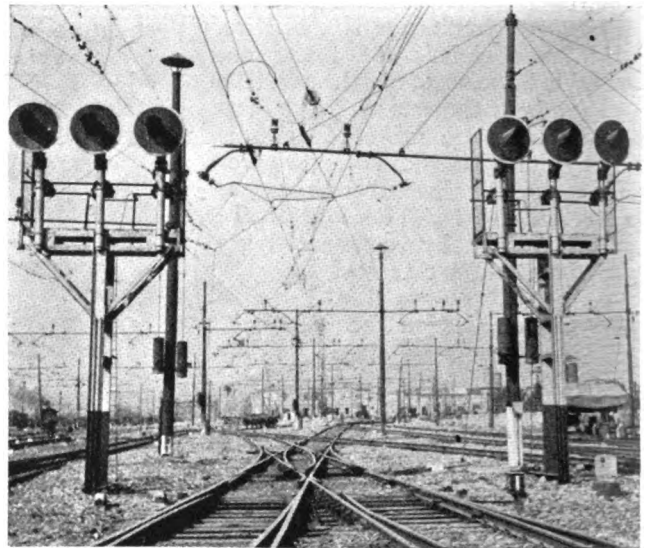
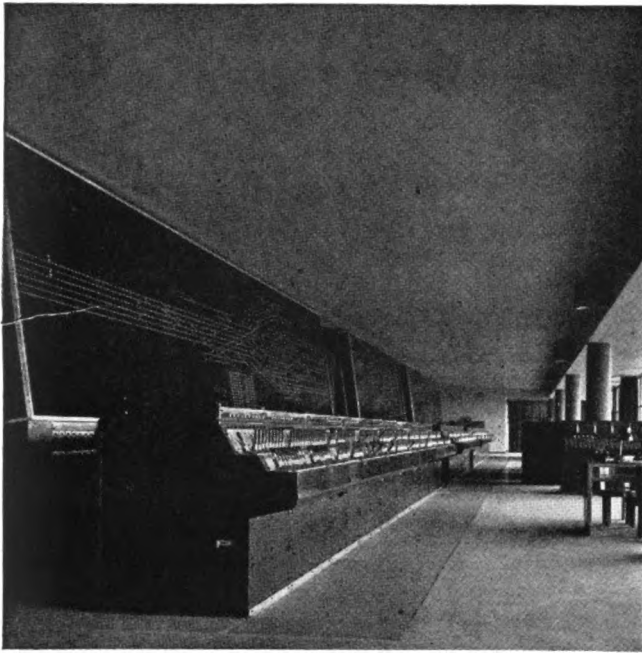
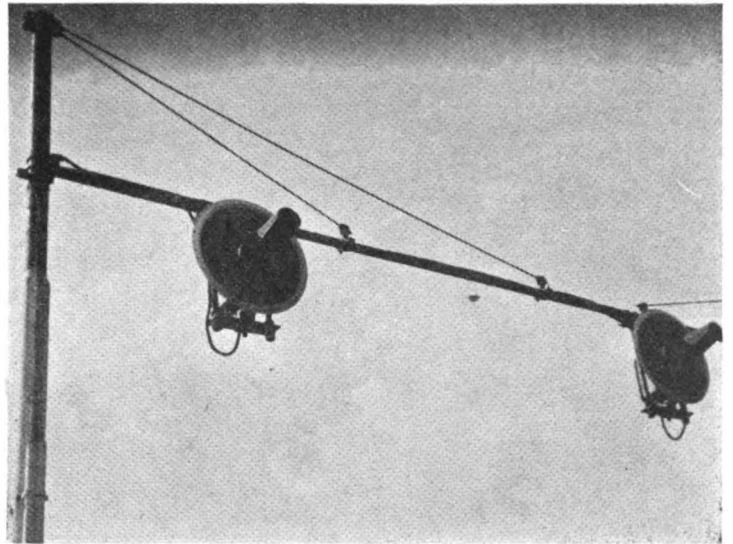
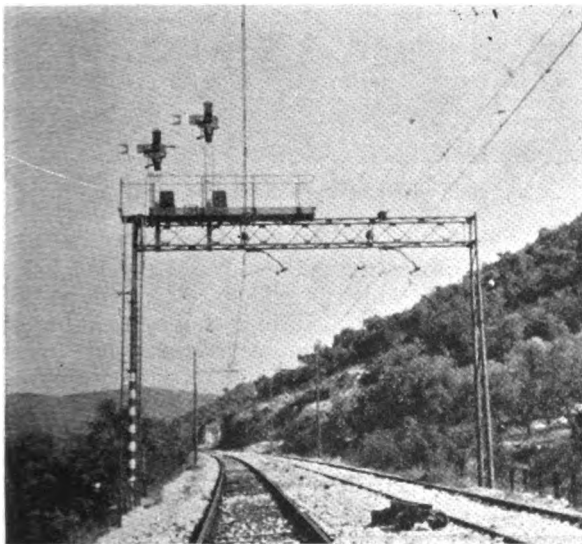
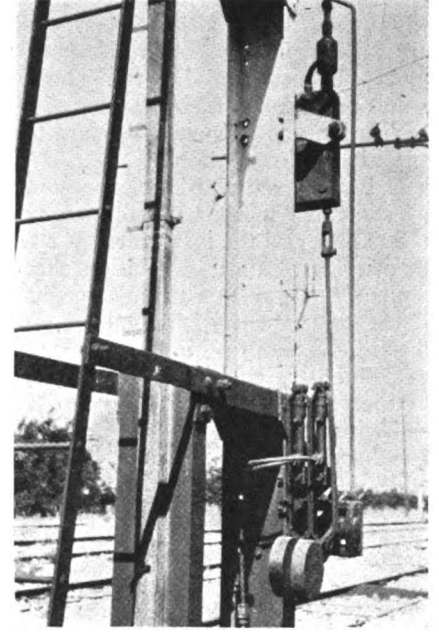
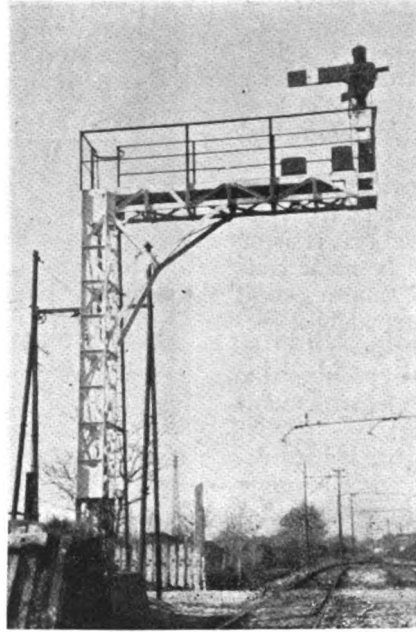
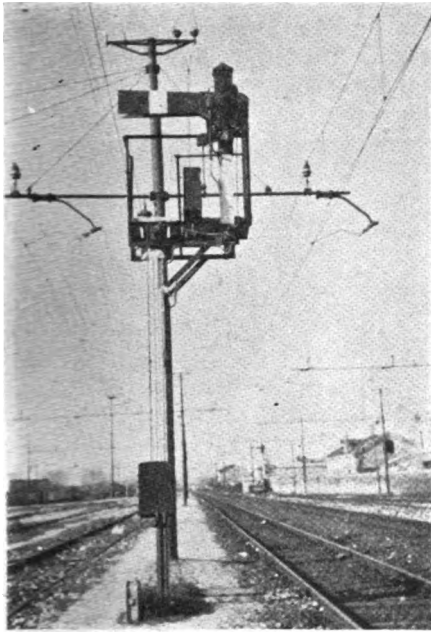
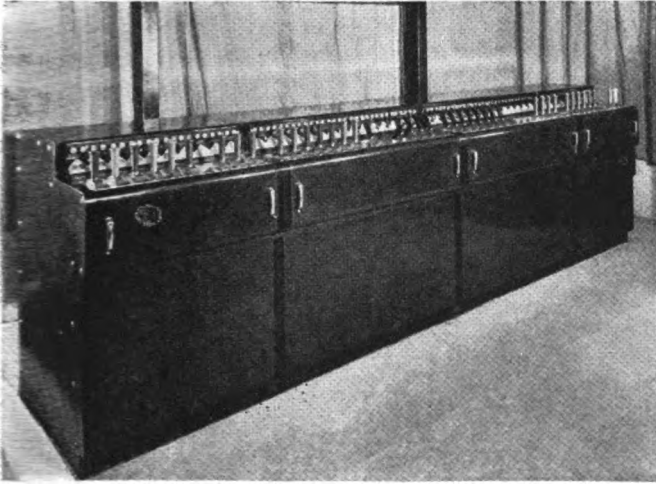


Signaling and Interlocking *in Italy*



The above pictures and those on the following page show signaling and interlocking facilities on the Italian State Railways. Some views were taken shortly before World War II, while others were taken during Allied occupancy and operations in Italy. A considerable amount of signaling and interlocking equipment was destroyed during the war, but some installations were undisturbed. Upper left—Modern electric interlocking machine and illuminated track and signal diagram at Rome, Italy. This installation was undisturbed. Upper right—Bracket-mounted searchlight signals at an undisturbed portion of the main passenger terminal at Florence, Italy. Lower left—An electric switch machine. Lower right—Modern tower building in northern Italy.



Top left—Electric interlocking machine. Top right—Main-line bonding in electrified territory, showing welded rail-head traction bond and double 3 mm. signal bond with channel pins. Center left—Three-indication electric semaphore signal, bracket mounted to offset the signal from the center line of catenary columns, thus preventing obscurity of vision. Center middle—Electric semaphore signal mounted on cantilever bridge. Center right—Electric slot on hydraulic semaphore signal. Bottom left—Tubular-steel signal bridge with semaphore distant signals in automatic block territory on the main coastal route of the I.S.R., Naples to Rome. Bottom right—Searchlight signals mounted over tracks on light tubular catenary-type structure.