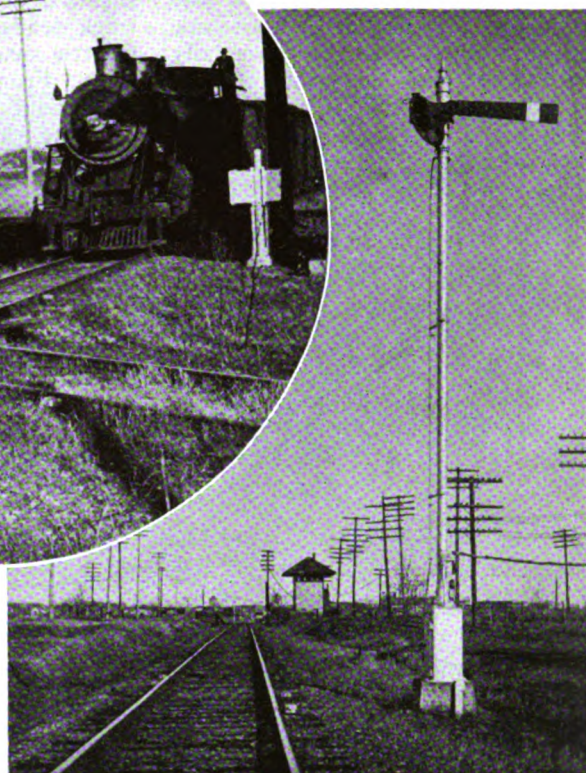
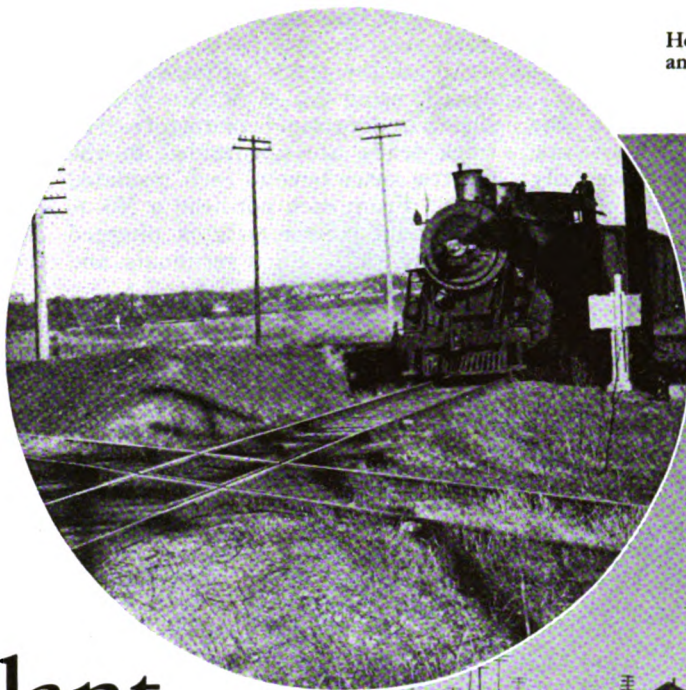


Home signal on the T. & P.
and one of the crossing frogs



Power Plant Replaced by an Automatic

The Texas & Pacific has converted a 29-lever electric interlocking to provide automatic operation at Paris, Tex., where it crosses the Southern Pacific and Santa Fe

AN AUTOMATIC interlocking of unusual interest has been constructed at Paris, Tex., by the Texas & Pacific. At this point the north branch of the T. & P., connecting Texarkana, Tex., and Ft. Worth, via Sherman and Paris, crosses single-track branch lines of the Gulf, Colorado & Santa Fe and the Southern Pacific. The project involved the conversion of a manually-controlled electric interlocking to an unattended automatic plant.

In 1909, when the conditions of operation differed from those now prevailing, a first-class continuously-attended interlocking was constructed for the purpose of handling through traffic. The previous 29-lever, Union Switch & Signal Company all-electric interlocking utilized 110-volt d-c. switch machines of the screw type, 110-volt, Style-B two-position semaphores, and a system of pulsating-current indications. In late years, the practicability of the

automatic-interlocking scheme became apparent, owing to the reduction in the number of trains operated and the ruling of the Texas Railroad Commission permitting the elimination of derails at railroad grade crossings under certain specified conditions. Accordingly, in 1933, the Texas & Pacific designed and constructed the present automatic plant as a means of reducing operating expenses. Under these circumstances it was logical to utilize the existing 110-volt Style-B semaphore signals, as well as the storage battery for their operation, and this has been done.

The track configuration of the revised layout is of especial interest in that the four railroads involved, including the St. Louis-San Francisco which has an industry track in the plant, require three crossing frogs and five pairs of home signals. Four of the seven separate approaches to the interlocking limits are equipped

with operative distant signals. Such signals are unnecessary on the two approaches leading from the Paris yard and station near by and on the Frisco industry track.

In the vicinity of the tower, the Dallas to Paris branch of the Santa Fe extends north and south paralleling the Southern Pacific line, which extends from Paris southward to Terrell, Tex. The Texas & Pacific crosses both of these lines. As the two parallel tracks are but 121 ft. apart at the crossing, no intervening signals on the T. & P. are required.

The St. Louis-San Francisco alternate main line from St. Louis, Mo., to Dallas, Tex., connects with the Santa Fe at a point near the interlocking, and the Frisco trains are operated by the Santa Fe on into Dallas. As illustrated in the plan, an industry track, originating midway of the Frisco and Santa Fe southward approach, crosses over the S. P. track and extends eastward several hundred feet to a cotton compress near the T. & P. track. This crossover occasions what might be regarded as an automatic interlocking in itself, for it necessitates two additional pairs of home signals. However, the control equipment for the entire layout is located