10	Levers for signals.
0	Lever for switch. & Dft
1	Lever for F.P.L. & Lock Lev.
5	Lock Levers
18	Working Levers
30	Spare Spaces
3	Spare Levers.
48	Lever Frame.

TUSCOLA, ILL. SD 19

INTERLOCKING TRACK PLAN

OFFICE OF SIGNAL ENGINEER
I.C.R.R. CHICAGO, ILL.

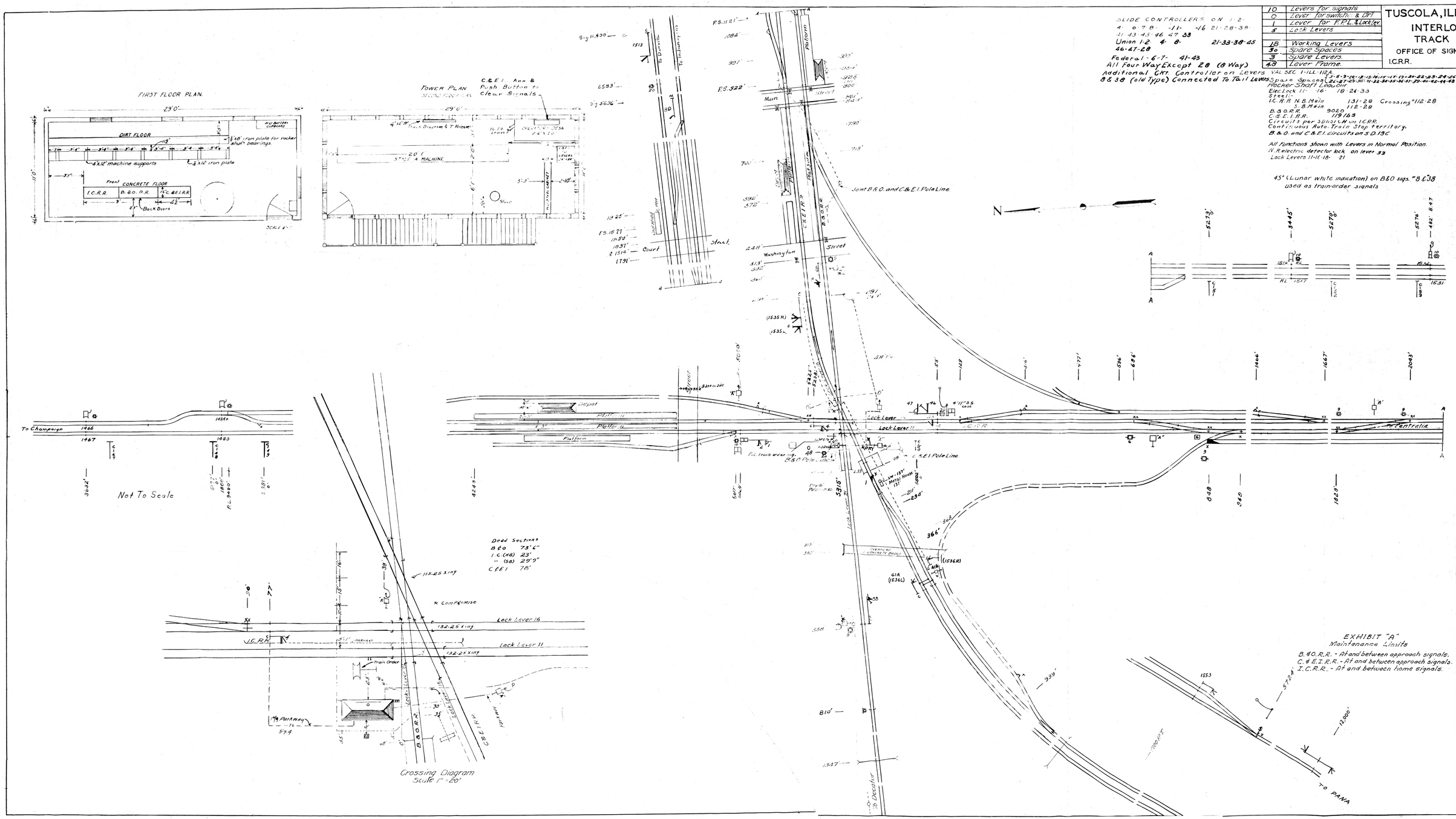
SLIDE CONTROLLERS ON 1-2-
4-6-7-8 -11- -16 21-28-38-
31-43-45-46-47-33
Union 1-2 4-8- 21-33-38-45
46-47-28
Federal - 6-7- 41-43
All Four Way Except 28 (8 Way)
Additional Ckt. Controller on Levers 8 & 38 (old Type) Connected To Tail Levers

VAL SEC. I-ILL-112A
Spare Spaces 1-5-9-10-12-13-14-15-17-19-20-22-23-24-25-26-27-29-30-31-32-34-35-36-37-39-40-42-44-46
Rocker Shaft 1 Lock Dir
Elec Lock 11 -16- 18 21-33
Steels
I.C.R.R. N.B. Main 131-28 Crossing "112-28
S.B. Main 112-28
B.&O.R.R. 902.0
C.&E.I.R.R. 119.169
Circuits per Sig. 31 CH on I.C.R.R.
Continuous Auto. Train Stop Territory.
B.&O. and C.&E.I. circuits on S.D.136.

All Functions shown with Levers in Normal Position.
N.R. electric detector lock on lever 33
Lock Levers 11-16-18- 21

45° (Lunar white indication) on B&O sigs. "8 & 38 used as train-order signals

Checked:
Approved:
Supervised:
Signal Engineer
Dec 2, 1912.
May 1, 1913.
In Service July 1, 1913
July 2, 1913.
Nov. 10, 1913.
Dec. 2, 1913.
June 28, 1916.
April 14, 1921.
April 1, 1925.
Feb. 9, 1926.
April 21, 1926.
July 30, 1927.
Nov. 21, 1929.
Aug. 21, 1931.
Nov. 4, 1931.
Nov. 1, 1932.
Nov. 10, 1932.
Aug. 29, 1933.
Aug. 13, 1934.
May 11, 1935.
Sept. 27, 1937.
Dec. 15, 1937.
Dec. 31, 1942
Home signals on I.C. changed to color light May 26, 1948
Sigs. 6-7-8 changed to S.L. Sigs. 3-4-5-45 to C.L. and Sigs. 5-41 and Sw. 15 re-located. Maintenance. Dec. 31, 1945
Aug. 1, 1947
Dec. 30, 1947
Dec. 13, 1951
Sept. 17, 1956
June 22, 1964
Dec. 9, 1966
June 21, 1971



Drawn by H.W.D. | Checked: | Scale 1" = 100'