	Mechanical Machine
11	Levers for Signals
14	Levers for Switches & Derails
9	Levers for F.P.L.
2	Levers for Switch Locks
36	Working Levers
20	Spare Levers
4	Spare Spaces
60	Lever Frame

Spare Levers 4-9-10-11-26-27-29-31-35-37-38-39-47-48-49
50-51-53-36-54

Spare Spaces 12-32-40-57

Switch Locks 28-41

AVENUE SD48
SPRINGFIELD, ILL.
INTERLOCKING TRACK PLAN
I.C.G.R.R.

Chicago, Ill.
Checked
Checked
Approved
Signal Engineer

This Plan Signed June 1, 1948
Dec. 20, 1955 Track plan only for I.C.C.
March 5, 1956
Dec. 4, 1964 Track Addn only for I.C.C.
JAN. 14, 1966
DEC. 7, 1967
JULY 8, 1974

Drawn by G.A.B.
Scale-1"=100'

Time Release Panel
Illuminated Diagram Suspended fr. Ceiling

60 Lever National Machine

25'0"

34'2"

Operators Desk

Control Panel mounted on Jones Couplers fabricated on new 3ft X 6ft Telegraph Table

Wood Panel board 11"x39"

40"

10"

INSIDE DIMENSIONS OF TOWER
SCALE $\frac{1}{4}$"=1ft.

10'

Made up cable #14 with #6 Pullman Standard wire spliced on machine end.

INTERLOCKING CONC. HSE.

CTC CONC. HSE.

N

Scale:-1"=10'

Note: Bonds marked X are Cadweld

Manganese frog
End of rail on frog is 3.75ft from ℄ of frog.

Wood Strap Key Switch in Wooden Box near Lock at A1

Duplex Lock Circuit Controller

Clear Lake Ave.

Jefferson St.

Adams St.

Washington St.

Capitol Ave.

Lincoln St.

Clear Lake Ave.

Driveway

Joint I.C.G.-B&O

To Peoria C&I.M. Jct.

See SD 1161

See SD 1019

See Detail 17th St. IC 192.320 3 1 700' from Switch

SB START-27 SEC. WARNING AT 40 MPH

SB START-22 SEC. WARNING AT 25 MPH

SB START-31 SEC. WARNING AT 25 MPH (GIVE 22 CLEAR)

NB START-34 SEC. WARNING AT 35 MPH (GIVE 28 CLEAR)

NB START-63 SEC. AT 25 MPH (GIVE 52 CLEAR)

SB START-60 SEC. WARNING AT 25 MPH

SB START-28 SEC. WARNING AT 20 MPH

T5 T3 T1 R2 R4 R3A

T4 R1 R3 R5

T6 T2 T1 R2 R4 R3B

R1 R3 R5

T3

B&O

I.C.

G.M.&O.

C.&I.M.

G.M.&O.

U.S.E.&S. Co. Case

C.&I.M. APPROACH SIGNAL

WB Start IC 192.320

WB Start 192.320

WB Restr. IC 192.320

WB Start 192.320

Yard office

Washington

T-20 Tandem

T-20 Tandem

T-20 Tandem

Plunger Lock Circuit Controller

4"=1'-0" Case

4"=1'-0" S.C. Case

4"=1'-0" S.C. Case

175 P.S. & 10 m.p.h. WYE TRACK

EB Start for IC 192.320

W. A. Plan SD48
Red-In Yellow-Out
Date JULY 16, 1974
Office of Signal Engineer
I. C. G. Railroad Chicago, Illinois
For SUPERVISOR OF SIGNALS