

SYSTEM OF NUMBERING CIRCUIT PLANS

Under this system all 11" x 17" standard sized circuit plans and other signal drawings will be assigned a number consisting of three parts, the first part of which designates the division and line, the second part designates the approximate mile post location and the third part the number of the sheet in the mile. For instance, in the case of the number:

L3-45-2

- "L" indicates that the location is on the Milwaukee Division.
- "3" indicates that the location is on the Rondout-Gano Line.
- "45" indicates that the location is between Mile Post 45 and 46 on the Rondout-Gano Line.
- "2" indicates that this is the second sheet west of Mile Post 45.

Each drawing including tracks or track circuits will have an individual number in consecutive order starting with 1 at the east end of the mile, for instance L3-45-1, L3-45-2, L3-45-3 and L3-45-4. To assist in establishing continuity the numbers of adjoining sheets, if any, should be indicated at the right and left hand sides of each sheet.

Supplementary sheets required to complete circuits will have the same number as the track circuit sheet with which they are associated with the addition of letters "A", "B", "C", "D", Etc., for instance L3-45-2A, L3-45-2B and L3-45-2C. References to supplementary sheets should be shown on the lower right-hand corner of the track circuit sheet. If general track plans, manipulation charts, etc. are provided for a given location, they should be identified in the same manner as supplementary circuit sheets, with letter designations following after circuit sheets. For instance if supplementary circuit sheets L3-45-2A and L3-45-2B are required and a general track plan is also provided as at an interlocking plant, it would be designated L3-45-2C.

If a track circuit sheet covers territory on each side of a Mile Post, the second part of the drawing number should be based on the first mile post to the east of the principal feature on the drawing. Thus if highway crossing protection signal layout is

located 500 feet west of Mile Post 45 with the eastward approach circuit extending 1500' east of Mile Post 45, the drawing would be identified by Mile Post 45 rather than 44 since the crossing is the important feature. In cases of two or more features of equal importance, for instance two automatic signal locations or three cut sections, the drawing should be identified by the Mile Post to the east of the most easterly feature on the plan.

Sheet numbers within a given mile should be kept in consecutive order and if additional sheets are added, all sheets in the mile should be renumbered as required and new plans furnished to all concerned.

The designation for the several divisions and lines, together with approximate mile post limits are tabulated in the following statement. Relation of Mile Posts to tracks, bridges and streets can be obtained with sufficient accuracy from condensed profiles. In the case of certain branches or spurs there may be no established mile posts and the second part of the drawing number should be indicated as "0" and the third part in consecutive order from the east end. For instance, plans for the East Side Spur at Minneapolis would be identified as R6-0-1, R6-0-2, R6-0-3, etc.

REVISIONS:
7-31-50

Mile Posts

A. Chicago Terminal Division

1. Union Station to Bensenville	0-18
2. Kinzie St. to Willmette	0-14
3. C&E Jct. to Pacific Jct.	0-4
4. Bensenville to Bryn Mawr	0-3
5. Dunning Line	0-2

B. Coast Division

1. Othello to Maple Valley	1986-2154
2. Maple Valley to Seattle	2154-2176
3. Black River Jct. to Tacoma	2166-2194
4. Tacoma Jct. to Tacoma Shops	2192-2195
5. Beverly Jct. to Vernita	0-21
6. Cedar Falls to Everett	0-55
7. Bagley Jct. to Enumclaw	0-8
8. Tacoma to Morton	0-65
9. Park Jct. to Ashford	0-6
10. Frederickson to Hoquiam	0-95
11. Maytown to Raymond	0-67
12. Chehalis to Longview	0-43
13. Bellingham High Line	0-3
14. Bellingham to Glacier	0-46
15. Hampton to Lynden	0-6
16. Port Townsend to Disque	0-68

C. Dubuque & Illinois Division

1. Bensenville to Sabula	17-141
2. Green Island to LaCrescent	11-160
3. Sabula to Clinton	141-157.5
4. DRI&NW Ry. Clinton to East Moline	0-46
5. Kirkland to DeKalb	20-35
6. Ashdale to East Moline	0-52
7. Davenport to Dixon	0-22
8. Crescent Draw, Davenport to W, Davenport	1-2
9. Savanna to Ebner	0-4
10. Waukon Jct. to Waukon	0-23
11. West Davenport to Kansas City	2-306
12. Ottumwa Jct. to Ottumwa	0-2

