

Rules Governing Operation of Joint Double Track Between East Grand Avenue and First Street, Springfield

1. **All trains will take the right hand track.** The left hand track will be used only under such proper protection as will absolutely prevent accident.
2. The speed of trains or engines must not exceed ten (10) miles per hour.
3. All trains and engines will run prepared to stop expecting to find the main track occupied, and switches in use.
4. Freight trains and yard engines will avoid delay to passenger trains, yard engines will avoid delay to freight trains, giving way immediately upon their approach.
5. Trains and engines must approach end of double track at First street prepared to stop and will not proceed until the switches are right and track is known to be clear.

Yards:

East Grand Ave. to First Street, Springfield.

Within yard limits the main track may be used, clearing the time of first class trains.

Second class and inferior trains must run carefully through yard limits expecting to find the main track occupied. In case of accident the responsibility rests with the approaching trains.

Trains and yard engines occupying the main track within yard limits must be protected by flagman during fogs, storms or other unfavorable conditions; also, where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains under such conditions.

NOTE—Yard limits will be indicated by yard limit boards and location shown in time-table.

6. Railroad Crossings:—

Interlocked:

East Grand Avenue

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| I. C. R. R. |
| B. & O. R. R. |
| C. & I. M. Ry. |

Not Interlocked:

- | |
|-------------------------------------|
| Tenth Street Wabash R. R. |
| Third Street Alton R. R. |

The Junction switches at East Grand Avenue are controlled by interlocking plant.

When an interlocked signal cannot be cleared after derails are closed, engineer will, after coming to full stop, accept yellow hand signal from signalman on the ground.

Automatic crossing protection signal is in operation over Wabash-I.C.-B. & O. crossing 10th and Madison Sts. Springfield. All trains reduce speed to five miles per hour approaching this crossing, this speed not to be exceeded until engine or first car passes over crossing. Color light dwarf home signals are located 75 feet from each side of crossing. Indications: Red—Stop, Yellow—Proceed. Normal indication is red, if crossing is clear, indication will change to yellow when approaching train reaches a point 270 feet from signal. When signal gives stop indication without apparent cause, manual cut-out switch located in box in southwest angle of crossing should be operated, after which train will proceed on hand signal.

Trains will stop before crossing Alton R. R. at Third Street. When the semaphore arm is in a vertical or inclined position trains using the joint track may cross. Position of the semaphore arm is indicated at night by red or green lights.

Following code of signals will govern movements over interlocking plant at East Grand Avenue:

<p>I. C. trains for main —</p> <p>B. & O. trains for main — —</p> <p>C. & I. M. trains for main — — —</p> <p>B. & O. trains to or from Indianapolis Divn. . . 00000</p> <p>All trains inbound desiring to use joint track in reverse direction will add 0</p> <p>C. & I. M. trains to or from Spg. Dist. main 0—0</p> <p>B. & O. trains from Indianapolis Divn. to or from double track 00—</p>	<p>For B. & O. "wye" by trains from either di- rection — — 0000</p> <p>I. C. trains from north for Spr. Dist. main 0000</p> <p>I. C. trains from siding for Spr. Dist. main . . 0000 —</p> <p>C. & I. M. to or from St. Louis Division — — 00</p> <p>C. & I. M. to or from Indianapolis Division — — 000</p> <p>P. & N. Yard to or from St. Louis Divn. . . . — — — 0</p> <p>P. & N. Yard to or from Indianapolis Divn. — — — 00</p>
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7. Unless the movement is properly protected no train or engine will be permitted to pass between the passenger station and a train receiving or discharging passengers.

8. Unless otherwise instructed conductors of trains scheduled to receive or discharge passengers at the passenger station will record, on register provided at this point and located at Ticket Office window, full information required by form.

9. Switches must be left set and locked for main track after having been used.

W. ATWILL,

Vice Pres. and Gen. Mgr. I. C. R. R.

J. W. HEVRON

Gen. Supt., I. C. R. R.

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