



Deerfield and Roundabout Railway

Original JGH 4-8-2015 Revised JGH 3-1-2020

DRTTRK98-1

GRAND CROSSING INTER-LOCKING
Rule 260 in effect on Routes 1, 2 and 3 within interlocking limits.

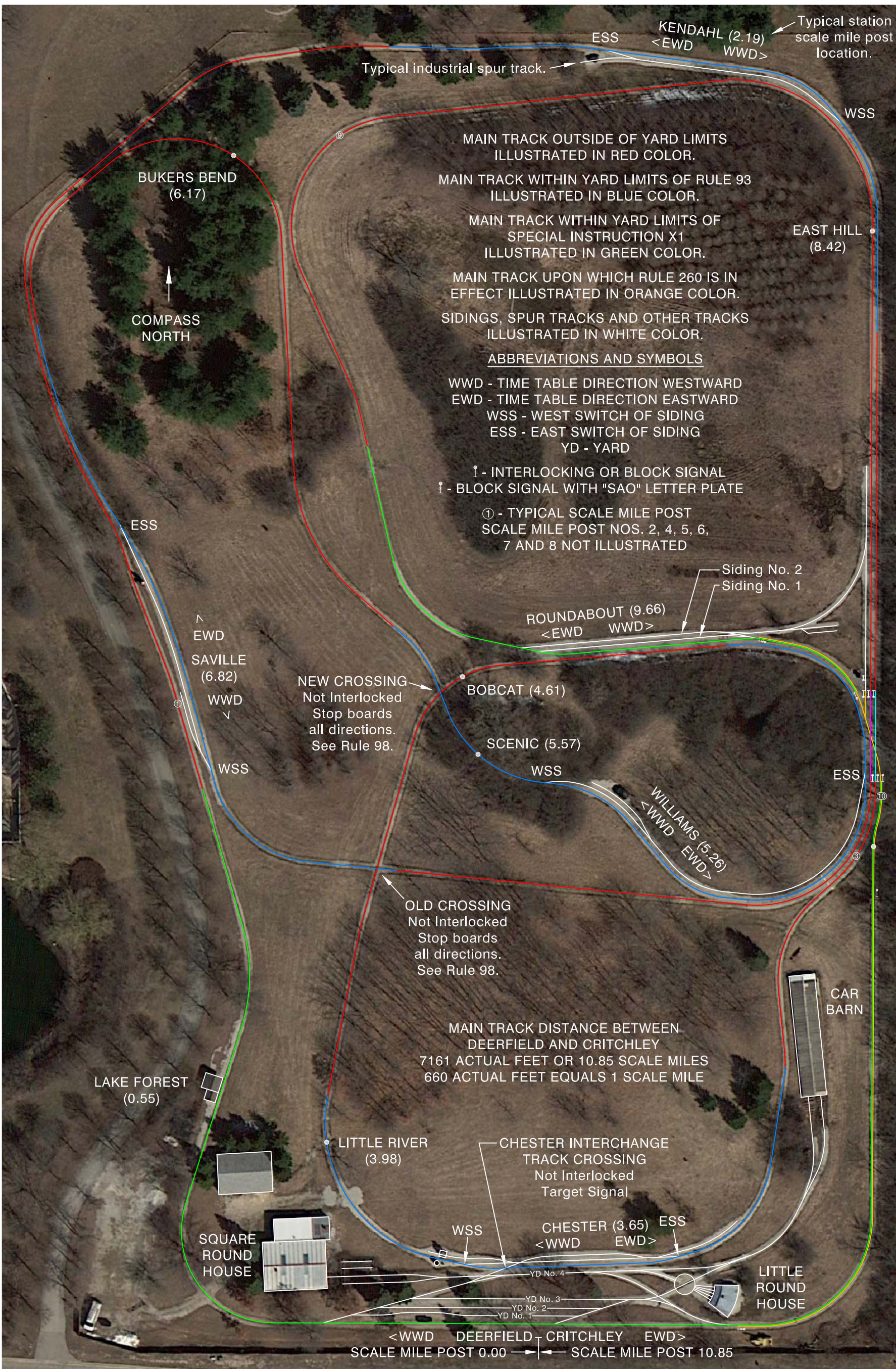
Route 1 in Magenta
Route 2 in Cyan
Route 3 in Orange

See Special Instructions B2, B5, B6 and B7.

CARLSON
(10.25)

Kennedy Road Main Line Track Layout With Aerial Image

Trackage traced from aerial image.





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DRTRK98-1

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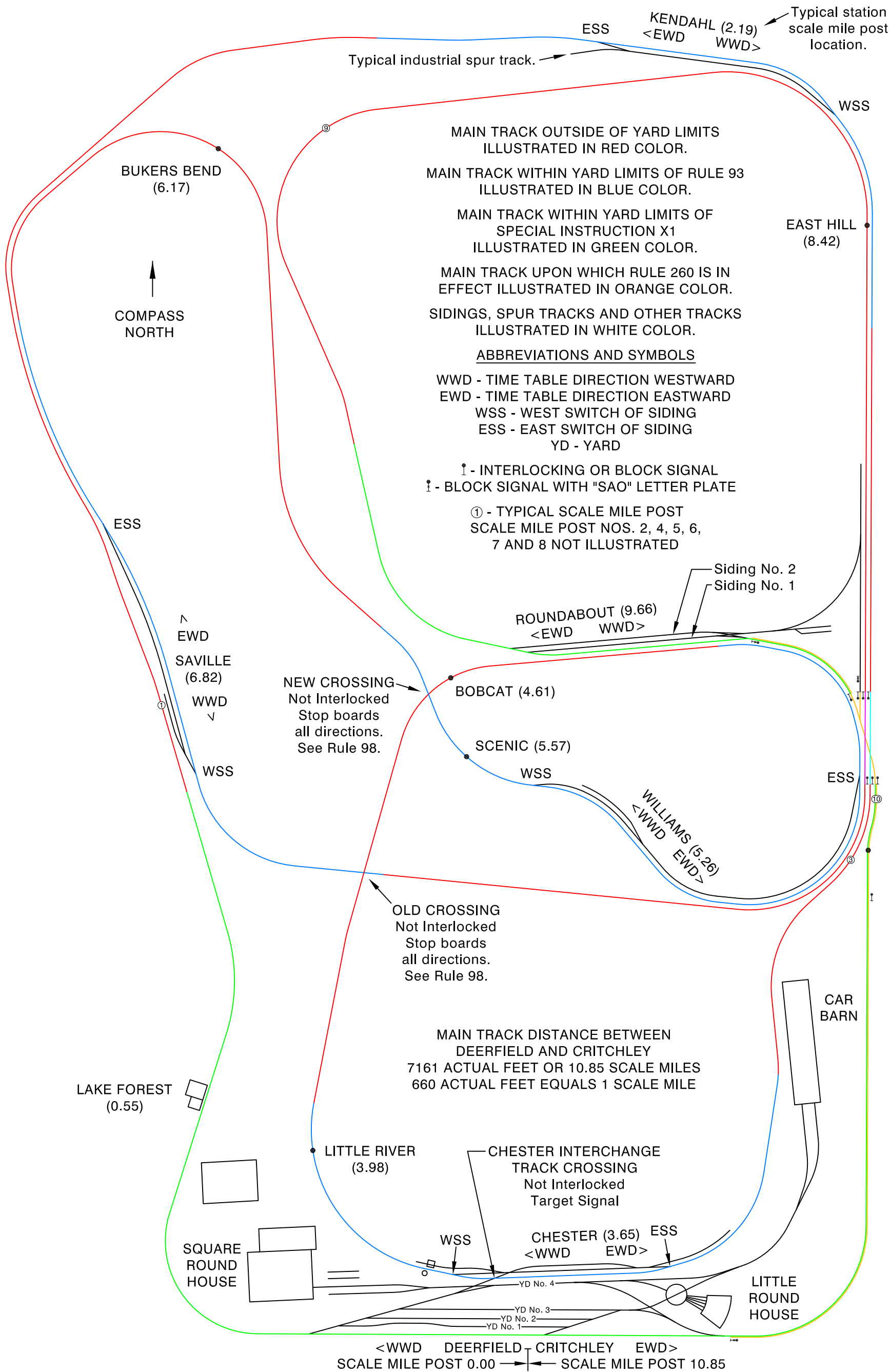
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DEERFIELD AND ROUNDABOUT RAILWAY									
WESTWARD		Time Table No.				EASTWARD			
READ DOWN		Telegraph calls or station abbreviations	Scale miles from Deerfield	Example		Scale miles from Critchley	Capacity of sidings in 40 scale foot cars	READ UP	
				March 1, 2020					
				STATIONS					
				★ No siding					
		DF	0.00	DEERFIELD		10.85	Yd.	A	
		LF	0.55	★ LAKE FOREST <small>0.55</small>		10.30			
		KD	2.19	KENDAHL <small>1.64</small>		8.66	22		
		GX	2.94	★ GX Interlocking Rt. 2 <small>0.75</small>		7.91			
		CH	3.65	CHESTER <small>0.71</small>		7.20	20		
		WL	5.26	WILLIAMS <small>1.61</small>		5.59	45		
		BB	6.17	★ BUKERS BEND <small>0.91</small>		4.68			
		SV	6.82	SAVILLE <small>0.65</small>		4.03	22		
		GX	7.77	★ GX Interlocking Rt. 1 <small>0.95</small>		3.08			
		EH	8.42	★ EAST HILL <small>0.65</small>		2.43			
		RB	9.66	ROUNDABOUT <small>1.24</small>		1.19	S1-21 S2-18		
		GX	9.92	★ GX Interlocking Rt. 3 <small>0.26</small>		0.93			
		CA	10.25	★ CARLSON <small>0.33</small>		0.60			
	A	CR	10.85	CRITCHLEY <small>0.60</small>		0.00	Yd.		

Manual block signal system (M.B.S.) in use between Roundabout and Critchley.

Extra trains between Roundabout and Critchley may be operated without train order authority.

Rule 4(A). Personnel whose duties are in any way affected by the time table must, while on duty, have a copy of the current time table in effect in their possession, unless the current time table in effect has no schedules for regular trains.

Personnel must be conversant with, and will be governed by, the current Deerfield and Roundabout Railway Transportation Rules, Special Instructions and Bulletins.

FOR THE INFORMATION AND GOVERNMENT OF PERSONNEL ONLY

SELECTED EXCERPTS FROM THE DEERFIELD AND ROUNDABOUT RAILWAY TRANSPORTATION RULES AND SPECIAL INSTRUCTIONS

Superseded by most recently published Transportation Rules or Special Instructions when inconsistent therewith.

DEFINITION - MAIN TRACK - A track, other than an auxiliary track, extending through yards and between stations which must not be occupied without authority or protection.

DEFINITION - SIDING - A track auxiliary to the main track for meeting or passing trains.

DEFINITION - YARD - A system of tracks within defined limits over which movements not authorized by time table, or by train order, may be made, subject to the prescribed signals and rules, or special instructions.

RULE 81. A main track must not be fouled or occupied without authority granted by rule or by special instruction, time table authority, or train order authority, unless protected as prescribed by Rule 99.

RULE 90. Trains must stop before siding switches, unless the switch is properly lined, the points are seen to fit and the track is seen to be clear.

SPECIAL INSTRUCTION X40. Trains must stop before siding trailing point spring switches, unless the track is seen to be clear. Position of the switch points when trailing through is of no consequence.

RULE 93. Yard limits will be indicated by track side signs or track markers or designated by special instructions. Within yard limits the main track may be occupied, clearing first class trains when due to leave the last station where time is shown. Protection against second and third class trains, and extra trains and engines is not required.

In case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99.

Second and third class trains, and extra trains and engines must move at restricted speed on main tracks within yard limits prepared to stop within one-half the range of vision short of train, engine, car, stop signal, derail, obstruction or switch not properly lined.

All trains and engines must move at restricted speed on yard tracks, sidings, wye tracks, spur tracks and other tracks not designated as main tracks prepared to stop within one-half the range of vision short of train, engine, car, stop signal, derail, obstruction or switch not properly lined.

RULE 98. Trains and engines must stop before the end of double or three or more tracks, junctions, railway crossings, and drawbridges, unless signals indicate proceed, or, where proceed signals cannot be displayed, the switches are properly lined and it has been ascertained that it is safe to proceed. See Rule 15(m).

RULE 15(m). Extra long whistle sound. Approaching railway crossings at grade. Signal must not be sounded until it has been ascertained that it is safe to proceed over the crossing. See Rule 98. Crossing must not be occupied unless signal has been sounded for not less than 3 seconds. To be prolonged until crossing is occupied by engine or cars if required to call attention of other trains or engines.

SPECIAL INSTRUCTION B2. The sounding of Rule 15(m) is not required when a train is proceeding on interlocking signal indication.

RULE 99 1st, 2nd, 3rd and 4th Paragraphs. When a train stops under circumstances in which it may be overtaken by another train, protection must be provided by a train crew member who must act as a flagman and go back immediately with flagman's signals a distance of not less than one-quarter scale mile (165 actual feet), the distance increased for descending grades and weather conditions, and until the flagman's view of an approaching train is unobstructed for not less than one-eighth scale mile (83 actual feet) beyond, and place a yellow signal consisting of a yellow flag and, in addition, a yellow light by night, on the side of the track that will be visible to and not obstruct an approaching train. After placing the yellow signal the flagman may return one-half the distance to the train. When recalled and safety to the train will permit, the flagman may return.

When the engineer is acting as the flagman, after placing the yellow signal and safety to the train will permit, the engineer may return to the engine.

The front of the train must be protected in the same way when necessary.

When a train is moving under circumstances in which it may be overtaken by another train, protection must be provided by a train crew member who must act as a flagman and take such action as may be necessary to insure full protection. When the view of an approaching train is obscured, yellow signals consisting of a yellow flag and, in addition, a yellow light by night, must be placed at proper intervals on the side of the track that will be visible to and not obstruct an approaching train.

YARD LIMITS AT

Deerfield and Lake Forest Extend from 454 actual feet east of the Deerfield depot to 209 actual feet west of the Lake Forest depot.

Kendahl Extend from 150 actual feet east of the east switch of the siding to 150 actual feet west of the west switch of the siding.

Chester and Little River Extend from 150 actual feet east of the east switch of Chester siding to 150 actual feet west of the west switch of Chester siding.

Williams Extend from 150 actual feet east of the east switch of the siding to 150 actual feet west of the west switch of the siding.

Saville Extend from 150 actual feet east of the east switch of the siding to 150 actual feet west of the west switch of the siding.

Roundabout, Carlson and Critchley Extend from 175 actual feet east of the east switch of Roundabout siding No. 2 to 375 actual feet west of the Critchley depot except does not include tracks within interlocking limits at Grand Crossing Interlocking.

RULE 260. On portions of the railway, trains will be governed by the indications of block signals and interlocking signals, whose indications will supersede the superiority of trains and authority to proceed granted by time table, train order or special instruction, except train orders or special instructions pertaining to a specific block or interlocking signal.

SPECIAL INSTRUCTION X1. At Deerfield, Lake Forest, Roundabout, Carlson and Critchley all trains and engines must move at restricted speed on main tracks within yard limits prepared to stop within one-half the range of vision short of train, engine, car, stop signal, derail, obstruction, or switch not properly lined, and main tracks within yard limits may be occupied without providing protection. Regular trains must avoid delay to superior regular trains. Extra trains and engines must avoid delay to regular trains.

APPROACH TO GRAND CROSSING INTERLOCKING

SPECIAL INSTRUCTION B5. A train approaching Grand Crossing Interlocking from Kendahl, Chester, Saville or East Hill shall do so at reduced speed and expecting a train in the same direction having not more than 20 cars to be stopped ahead and waiting near to a signal bridge at Grand Crossing Interlocking.

SPECIAL INSTRUCTION B6. A train approaching Grand Crossing Interlocking from Kendahl, Chester, Saville or East Hill and having not more than 20 cars and stopped near to a signal bridge at Grand Crossing Interlocking is not required to provide protection against a following train as prescribed by Rule 99.

SPECIAL INSTRUCTION B7. Special Instruction B6 does not apply when stopped behind a preceding train at Grand Crossing Interlocking.

TRACKS, CROSSINGS OR STATIONS NOT SHOWN AS STATIONS IN TIME TABLE

Chester:
Railway crossing at grade;
Crossing of interchange track located 36 actual feet east of the west switch of Chester siding;
Not interlocked;
Target signal governs all directions.

New Crossing:
Railway crossing at grade;
Not interlocked;
Stop board signs or track markers all directions;
See Rule 98.

Little River:
Scale miles from Deerfield 3.98;
No siding or other tracks.

Bobcat:
Scale miles from Deerfield 4.61;
No siding or other tracks.

Old Crossing:
Railway crossing at grade;
Not interlocked;
Stop board signs or track markers all directions;
See Rule 98.

Scenic:
Scale miles from Deerfield 5.57;
No siding or other tracks.

FACILITIES AT OR BETWEEN STATIONS

Deerfield:
Train crew bulletin board;
Train crew register;
Train register;
Standard clock;
Turntable;
Water;
Coal;
Fuel Oil.

Roundabout:
Train register;
Wye, length of stem 90 actual feet.

Chester:
Train register;
Turntable via interchange;
Water;
Coal.

Critchley:
Train crew bulletin board;
Train crew register;
Train register;
Standard clock;
Turntable;
Water;
Coal;
Fuel Oil.

SEE CURRENTLY PUBLISHED AND COMPLETE DEERFIELD AND ROUNDABOUT RAILWAY TRANSPORTATION RULES AND SPECIAL INSTRUCTIONS AT WEB SITE WWW.LFLSRM.ORG