

FORTY-FIRST ANNUAL REPORT

OF THE

Railroad and Warehouse
Commission

OF THE

State of Illinois

Railroads for the Year Ending June 30, 1911.
Grain Inspection Department from Nov. 1, 1910 to June 30, 1911.
Office Expenses from December 1, 1910 to June 30, 1911.

COMMISSIONERS

ORVILLE F. BERRY, Chairman. **JAMES A. WILLOUGHBY.**
BERNARD A. ECKHART.

WILLIAM KILPATRICK, Secretary.
CHARLES J. SMITH, Assistant Secretary.
FRANK G. EWALD, Consulting Engineer.
THOMAS L. WOLF, Rate Clerk.


SPRINGFIELD, ILL.
ILLINOIS STATE JOURNAL CO., STATE PRINTERS
1912

INTERLOCKING ORDERS.

December, 1910, to November, 1911, Inclusive.

INTERLOCKING ORDERS.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the Illinois Central Railroad Company asking for permission to make certain changes in the interlocking plant at Galena, Ill.

It appearing to the commission that the Illinois Central Railroad Company has filed a petition, together with plans and specifications, for certain changes in the interlocking plant at Galena, Ill., said changes being to substitute a fixed distant signal in lieu of the one now in use which governs the movement of north-bound trains on the Chicago, Burlington & Quincy Railroad track at Galena; said change being necessary on account of the signal now in use being a wire connected mechanical signal, which it is difficult to maintain in good operating condition; and it appearing to the commission that the said plans and specifications have been examined and approved by F. G. Ewald, consulting engineer of said commission;

It is therefore ordered, adjudged and decreed that the said Illinois Central Railroad Company be, and the same is hereby authorized, to make the change in said interlocking plant according to said plans and specifications; and when said change is made, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 20th day of December, 1910.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the Chicago Great Western Railroad Company asking approval of certain changes and additions to the interlocking plant at Bellewood, Ill.

It appearing to the commission that the Chicago Great Western Railroad Company has filed a petition, together with plans and specifications, for certain changes and additions to the interlocking plant at Bellewood, Ill., at which point the tracks of the Indiana Harbor Belt Railroad Company cross the tracks of the Aurora, Elgin and Chicago Railway Company and the Chicago Great Western Railroad Company; said changes and additions being necessary to accommodate the extension of a second main track constructed by the Chicago Great Western Railroad Company; and it appearing to the commission that said plans and specifications have been examined and approved by F. G. Ewald, consulting engineer of said commission;

It is therefore ordered, adjudged and decreed that the said Chicago Great Western Railroad Company be, and the same is hereby authorized to make the said additions and changes to said interlocking plant according to said plans and specifications; and when said changes are made, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 20th day of December, 1910.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the Chicago and North Western Railway Company asking for approval of changes in interlocking plant at East Clinton, Ill.

It appearing to the commission that the Chicago and North Western Railway Company has filed a petition, together with plans and specifications, for certain changes in the interlocking plant at East Clinton, Ill.; and it appearing to the commission that said plans and specifications have been examined and approved by F. G. Ewald, consulting engineer of said commission;

It is therefore ordered, adjudged and decreed that the said Chicago and North Western Railway Company be, and the same is hereby authorized, to make said permanent arrangement at said interlocking plant, according to said plans and specifications; and when said change has been completed, the petitioner shall report the same to this commission for its approval.

By order of the commission this 22d day of December, 1910.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the Chicago and North Western Railway Company asking for approval of temporary arrangements connected with the interlocking plant at East Clinton, Ill.

It appearing to the commission that the Chicago and North Western Railway Company has filed a petition, together with plans and specifications, for some temporary arrangements connected with the interlocking plant at East Clinton, Ill., said arrangements to be made until such time as the material for the permanent arrangement can be secured and installed; and it appearing to the commission that said plans and specifications have been examined and approved by F. G. Ewald, consulting engineer of said commission;

It is therefore ordered, adjudged and decreed that the said Chicago and North Western Railway Company be, and the same is hereby authorized, to make said temporary arrangements in said interlocking plant, according to said plans and specifications; and when said arrangements are made, the petitioner shall report the same to this commission for its approval.

By order of the commission this 22d day of December, 1910.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the Chicago and North Western Railway Company asking for approval of an addition to interlocking plant at Clinton, Iowa, same controlling movement of trains on the Illinois side.

It appearing to the commission that the Chicago and North Western Railway Company has filed a petition, together with plans and specifications, for an addition to an interlocking plant which is installed near Clinton, Iowa, for the purpose of protecting traffic passing over the draw-bridge spanning the Mississippi river at that point, said addition being a "calling-on" signal to be located on the Iowa side, but comes under the jurisdiction of this commission in so far as it effects the locking of the apparatus governing the movement of trains from the Illinois side; and it

appearing to the commission that said plans and specifications have been examined and approved by F. G. Ewald, consulting engineer of said commission;

It is therefore ordered, adjudged and decreed that the said Chicago and North Western Railway Company be, and the same is hereby authorized, to install the said "calling-on" signal, according to said plans and specifications; and when said addition has been completed, the petitioner shall report the same to this commission for its approval.

By order of the commission this 22d day of December, 1910.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the Baltimore and Ohio Southwestern Railroad Company asking for approval of an interlocking plant to be installed at the Wabash river drawbridge.

It appearing to the commission that the Baltimore and Ohio Southwestern Railroad Company has filed a petition, together with plans and specifications, for an interlocking plant to be installed at the Wabash river drawbridge, same to include the protection to traffic passing over the drawbridge to and from the Illinois side; and it appearing to the commission that the said plans and specifications have been examined and approved by F. G. Ewald, consulting engineer of said commission;

It is therefore ordered, adjudged and decreed that the said Baltimore and Ohio Southwestern Railroad Company be, and the same is hereby authorized; to install and construct, according to said plans and specifications, said interlocking plant; and when said interlocking plant is so completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 22d day of December, 1910.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Pennsylvania Company asking for approval of certain changes in the interlocking system at Englewood, Chicago, Ill.

It appearing to the commission that the Pennsylvania Company has made application to this commission for the approval of certain changes in the interlocking system at Englewood, Chicago, Ill., at which point the tracks of the Pittsburgh, Ft. Wayne & Chicago Railway Company, which are operated by the Pennsylvania Company, cross at grade the tracks of the Chicago, Rock Island & Pacific Railway Company; and it appearing that said changes consist of eliminating signal No. 86, and said plans and specifications, together with said application, have been submitted to Mr. F. G. Ewald, consulting engineer of said commission, and he having examined and approved them, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes in said interlocking system be, and the same are hereby authorized.

By order of the commission this 27th day of December, 1910.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company asking for approval of the proposed reconstruction of the interlocking plant at Paxton, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans covering the proposed reconstruction of the interlocking plant at Paxton, Ill., where the tracks of the Lake Erie & Western Railroad Company cross at grade the tracks of the Illinois Central Railroad Company; and it appearing that said plans, together with said application, have been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the proposed reconstruction of the interlocking plant at Paxton, Ill., be, and the same is hereby authorized.

By order of the commission this 28th day of December, 1910.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company asking for approval of certain changes and additions to the interlocking plant at Elmhurst, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans for certain changes and additions to the interlocking plant at Elmhurst, Ill., at which point the tracks of the Illinois Central Railroad Company cross at grade the tracks of the Chicago & Great Western Railroad Company; and it appearing that the desired changes and additions are in connection with the construction of a second main track by the Chicago & Great Western Railroad Company, and said plans and application having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions in connection with said interlocking plant be, and the same are hereby authorized.

By order of the commission this 28th day of December, 1910.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company asking for approval of certain changes in the interlocking plant at Mt. Pulaski, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans for certain changes in the interlocking plant at Mt. Pulaski, Ill., at which point the tracks of the Peoria division of the Illinois Central Railroad Company cross at grade the tracks of the Springfield division of the Illinois Central Railroad Company; and it appearing that it is desired to change the numbering of the operated units handled by levers Nos. 16, 17 and 18,

and said plans and application having been examined and approved by F. G. Ewald, consulting engineer of said commission and the commission being fully advised in the premises;

It is thereby ordered, adjudged and decreed that the change in the numbering of the operated units handled by levers Nos. 16, 17 and 18, connected with said interlocking plant be, and the same is hereby authorized.

By order of the commission this 28th day of December, 1910.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 527.

In the matter of the application of the
East St. Louis, Columbia & Waterloo Ry.

v.

The St. Louis Valley Railway and
St. Louis, Iron Mountain & Southern Ry.

No. 528.

East St. Louis, Columbia & Waterloo Ry.

v.

Illinois Central Railroad.

No. 529.

East St. Louis, Columbia & Waterloo Ry.

v.

East St. Louis & Carondelet Ry.

For an extension of time to submit to the commission plans and specifications for an interlocking plant at the several crossings described in the petitions in said cases.

Now, on this day, comes the petitioner and shows to the commission that on account of delays in erecting said crossings and other matters, they have been unable to prepare and present to the commission their plans and specifications for the interlocking plant as required by the original orders entered in said cases, dated September 1, 1910;

And it appearing to the commission that said delay was unavoidable and that no injury can come to any of the parties in interest, and all consenting thereto, and the commission being fully advised;

It is therefore ordered, adjudged and decreed by the commission that the time for the filing of said plans and specifications for such interlocking plant be, and the same is hereby extended to the said petitioner to April 1, 1911, and that the time for installing such interlocking plant be, and the same is hereby extended to November 1, 1911.

By order of the commission this 3d day of January, 1911.

[Signed] O. F. BERRY, *Chairman*.

Attest:

WM. KILPATRICK, *Secretary*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of certain changes and additions to interlocking plant located at the Forbes Malleable Iron Works in Rockford, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans covering certain changes and additions to the interlocking plant at the Forbes Malleable Iron Works in Rockford, Ill., at which place junction points are formed by the tracks of the Illinois Central Railroad Company and the Chicago, Burlington & Quincy Railroad Company; and it appearing to the commission that the desired changes and additions are for the purpose of accommodating a sidetrack which is being constructed by the Chicago, Burlington & Quincy Railroad Company; and the plans having been examined and approved by Mr. F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized.

By order of the commission this 3d day of January, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of certain changes and additions to the interlocking plant at Girard, Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for the approval of plans covering certain changes and additions to the interlocking plant at Girard, Ill., at which point the main track of the Chicago, Burlington & Quincy Railroad Company crosses the tracks of the Chicago & Alton Railroad Company; and it appearing to the commission that the desired changes and additions are for the purpose of accommodating a second main track constructed by the Chicago & Alton Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of January, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for approval of plans for a new interlocking plant at Lyons Yard, "OD," near Danville, Ill.

It appearing to the commission that the Cleveland, Cincinnati, Chicago & St. Louis Railway Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed at Lyons Yard, "OD," near Danville, Ill., at which point junctions of their

two main tracks are formed; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company be, and the same is hereby authorized to install and construct, according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of January, 1911.

[Signed] O. F. BERRY, Chairman.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for approval of plans for certain changes and additions to the interlocking plant at Ridge Farm, Ill.

It appearing to the commission that the Cleveland, Cincinnati, Chicago & St. Louis Railway Company has made application to this commission for the approval of plans covering certain changes and additions to the interlocking plant at Ridge Farm, Ill., at which point the main track of the Toledo, St. Louis & Western Railroad Company crosses the main track of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; and it appearing to the commission that the desired changes and additions are made necessary on account of the construction of the second main track by this company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of January, 1911.

[Signed] O. F. BERRY, Chairman.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Wabash Railroad Company for approval of certain changes and additions to the interlocking plant at Iles, Ill.

It appearing to the commission that the Wabash Railroad Company has made application to this commission for the approval of plans covering certain changes and additions to the interlocking plant at Iles, Ill., at which point the tracks of the Chicago & Alton Railroad Company cross at grade the tracks of the Wabash Railroad Company; and it appearing to the commission that the desired changes and additions are required for the purpose of accommodating a second main track which the Chicago & Alton Railroad Company has constructed; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 16th day of January, 1911.

[Signed] O. F. BERRY, Chairman.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Eastern Illinois Railroad Company for approval of certain changes and additions to the interlocking plant at Westville, Ill.

It appearing to the commission that the Chicago & Eastern Illinois Railroad Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Westville, Illinois, at which point the tracks of the Chicago & Eastern Illinois Railroad Company cross at grade the tracks of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; and it appearing to the commission that the desired changes and additions are necessary on account of the construction of second main track by the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer for said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 17th day of January, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for approval of certain changes and additions to the interlocking plant at Eldorado, Ill.

It appearing to the commission that the Cleveland, Cincinnati, Chicago & St. Louis Railway Company has made application to this commission for the approval of plans covering certain changes and additions to the interlocking plant at Eldorado, Illinois, at which point the tracks of the Louisville & Nashville Railroad Company cross the tracks of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; and it appearing to the commission that the desired changes and additions are made necessary by the construction of a second main track by the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 17th day of January, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of certain changes in the interlocking plant at Mazonia, Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for the approval of plans covering certain changes in the interlocking plant at Mazonia, Ill., at which

point the main track of the Elgin, Joliet & Eastern Railroad Company crosses the main tracks of the Chicago & Alton Railroad Company; and it appearing that the desired changes provide for moving switch No. 22, derail No. 25 and signals No. 24 and No. 26, all located in a main track of the Chicago & Alton Railroad Company, about fifty feet north; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 17th day of January, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Eastern Illinois Railroad Company for approval of certain changes and additions to the interlocking plant at Westville, Ill.

It appearing to the commission that the Chicago & Eastern Illinois Railroad Company has made application to this commission for the approval of plans covering certain changes and additions to the interlocking plant at Westville, Ill.; and it appearing to the commission that these are revised plans submitted with a view of making changes in those previously approved and covered by interlocking order dated January 17th; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said changes and additions to said interlocking plant, be and the same are hereby authorized; and when said changes and additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 27th day of January, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Eastern Illinois Railroad Company for approval of plans for a new interlocking plant near Hudgens, Ill.

It appearing to the commission that the Chicago & Eastern Illinois Railroad Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed near and south of Hudgens, Ill., at which point there is a junction of the tracks of the Northern and Southern Illinois Railroad Company with the tracks of the Chicago & Eastern Illinois Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Eastern Illinois Railroad Company be, and the same is hereby authorized to install and construct according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 27th day of January, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Peoria Railway Terminal Company for approval of certain changes in the interlocking plant at Peoria, Ill.

It appearing to the commission that the Peoria Railway Terminal Company has made application to this commission for the approval of plans covering certain changes in the interlocking plant at Peoria, Ill., at which point the main track of the Chicago & Northwestern Railway Company crosses the single main track of the Peoria Railway Terminal Company; and it appearing to the commission that the change desired is to move the north derail in their single main track to a point 278 feet from the crossing of the main track of the Chicago & Northwestern Railway Company to accommodate a "Y" switch leading from their single main track near Krause av. to one of their double tracks in Krause av. in the city of Peoria, which switch is to be installed by the Peoria Railway Terminal Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the location of said derail be changed in accordance with plans submitted and approved; and when said change has been made, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 27th day of January, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of certain changes in the interlocking plant at DeKalb, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for the approval of plans covering a change in two dwarf signals of the interlocking plant at DeKalb, Ill.; and it appearing to the commission that dwarf signals No. 3 and No. 36 are to be changed into calling-on signals, and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 31st day of January, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Eastern Illinois Railroad Company for approval of plans for the construction of a new interlocking plant near West Vienna, Ill.

It appearing to the commission that the Chicago & Eastern Illinois Railroad Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed near West Vienna, Ill., at which point there is a junction of the tracks of the Northern and Southern Illinois Railroad Company with the tracks of the Chicago & Eastern Illinois

Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Eastern Illinois Railroad Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 1st day of February, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Rock Island & Pacific Railway Company for approval of plans for the reconstruction of the interlocking plant at Ottawa, Ill.

It appearing to the commission that the Chicago, Rock Island & Pacific Railway Company has made application to this commission for the approval of plans for the reconstruction of the interlocking plant at Ottawa, Ill., at which point the main track of the Chicago, Burlington & Quincy Railroad Company crosses two main tracks of the Chicago, Rock Island & Pacific Railway Company also crosses the drawbridge spanning the Illinois and Michigan canal; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago, Rock Island & Pacific Railway Company be, and the same is hereby authorized to reconstruct said interlocking plant according to said plans; and when said reconstruction is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 7th day of February, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Southern Illinois & Missouri Bridge Company for approval of certain changes and additions to the interlocking plant at North Junction, Ill.

It appearing to the commission that the Southern Illinois & Missouri Bridge Company has made application to this commission for the approval of plans covering certain changes and additions to the interlocking plant at North Junction, Ill., at which point the main tracks of the St. Louis, Iron Mountain & Southern Railway Company form a junction with the tracks of the Southern Illinois & Missouri Bridge Company; and it appearing to the commission that the desired changes and additions are for the purpose of accommodating a second main track constructed by the St. Louis, Iron Mountain & Southern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore, ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 9th day of February, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans for a new interlocking plant at Wilmette, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed at the junction of their tracks at Wilmette, Ill., at which point their first and second main tracks are connected with their third main track; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Northwestern Railway Company be, and the same are hereby, authorized to install and construct according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 1st day of March, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of certain changes in the interlocking plant at Looant, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Looant, Ill., at which point the main track of the Chicago, Indiana & Southern Railroad Company crosses the main track of the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes to said interlocking plant be, and the same are hereby, authorized; and when said changes are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 14th day of March, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

No. 527.

In the matter of the petition of the
East St. Louis, Columbia & Waterloo Ry.

v.

The St. Louis Valley Railway and
St. Louis, Iron Mountain & Southern Ry.

For a grade crossing near Dupo, Ill.

No. 528.

East St. Louis, Columbia & Waterloo Ry.

v.

Illinois Central Railroad.

For a grade crossing near Dupo, Ill.

No. 529.

East St. Louis, Columbia & Waterloo Ry.

v.

East St. Louis & Carondelet Railway.

For a grade crossing near Dupo, Ill.

Now on this day comes the respective parties herein and it appearing to the commission that by an order entered on the first day of September, 1910, the petitioners were required to submit within four months from that date, plans for an interlocking plant at said crossing; and, whereas, it also appears to the commission that on the third day of January, 1911, the said petitioners made application to this commission for extension of time for filing such plans for such interlocking plant, and also an extension of time for the installation of said interlocking plant, and after due consideration, it was ordered that the time for presenting such plans for such interlocking plant be extended to April, 1, 1911, and for the permanent installation of such interlocking plant to Nov. 1, 1911.

Now on this day comes the respective parties and presents to this commission plans for the interlocking plant for the protection of the respective crossings referred to in said former decrees, to provide for the protection of all trains passing through all of the crossings named in the said petitions and said orders, excepting at the point where the track of the Belleville & Carondelet Railway Company crosses the track of the East St. Louis & Carondelet Railway Company; it further appearing to the commission that the track of the East St. Louis & Carondelet Railway Company is operated by the Terminal Railroad Association of St. Louis and the track of the Belleville and Carondelet Railway Company is controlled by the Illinois Central Railroad Company, and is operated by that company westward to a point which is within about 400 feet of the grade crossing formed by their tracks and the East St. Louis & Carondelet Railway Company;

It further appearing to the commission that the trains of the Illinois Central Railroad do not operate over the entire line of the Belleville & Carondelet Railway track, and the plans presented for approval are drawn upon the basis that the trains of the Illinois Central Railroad Company do not operate over the crossing of the East St. Louis & Carondelet track, and

the East St. Louis, Columbia & Waterloo Railway, the petitioner in these cases, presents a plan for interlocking which provides for protection at all of the crossings, excepting the one herein referred to, all of which is shown by the plans presented for approval, and upon that basis, and leaving out of consideration the crossing of the track of the East St. Louis & Carondelet Railway with the track of the Belleville & Carondelet Railway, the plans for such interlocking plant so submitted, having been approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises;

It is hereby ordered, adjudged and decreed that said plans, so presented, be, and the same are hereby, approved; such plans being approved with the understanding and representation to this commission, that at any time when full use be made of the track of the Belleville & Carondelet Railway, the said interlocking plant shall be enlarged to protect traffic passing through the crossing formed by the track of the Belleville & Carondelet Railway with the track of the East St. Louis & Carondelet Railway.

By order of the commission this 28th day of March, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for approval of revised plans for a new interlocking plant at Lyons Yard, "OD," near Danville, Ill.

It appearing to the commission that the Cleveland, Cincinnati, Chicago & St. Louis Railway Company has made application to this commission for the approval of revised plans for a new interlocking plant to be constructed at Lyons Yard, "OD," near Danville, Ill., at which point junctions of their two main tracks are formed; and it further, appearing that plans submitted show a re-arrangement of signals which makes a saving in the number of levers to be installed; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Cleveland, Cincinnati, Chicago & St. Louis Railway Company be, and the same is hereby, authorized to install and construct according to said revised plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 5th day of April, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Western Indiana Railroad Company for approval of plans for the reconstruction of tower and the necessary apparatus contained therein, which is a part of the interlocking plant at 15th and Dearborn streets, Chicago, Ill.

It appearing to the commission that the Chicago & Western Indiana Railroad Company has made application to this commission for the approval of plans for the reconstruction of tower and the necessary apparatus contained therein; and it further appearing that this is tower "A" and a part of the interlocking plant at 15th and Dearborn streets, Chicago; and the plans having been examined by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Western Indiana Railroad Company be, and the same are hereby authorized, to re-construct said tower according to said plans; and when this tower is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 5th day of April, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago Great Western Railroad Company for approval of plans for an addition to the interlocking plant at Sycamore, Ill.

It appearing to the commission that the Chicago Great Western Railroad Company has made application to this commission for the approval of plans for an addition to the interlocking plant at Sycamore, Ill., at which point the main tracks of the Chicago Great Western Railroad Company cross at grade the main track of the Chicago and Northwestern Railway Company; and it appearing to the commission that the addition consists of the installation of a cross-over; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said addition to said interlocking plant be, and the same is hereby authorized; and when said addition is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 19th day of April, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Lake Shore & Michigan Southern Railway Company for approval of plans for a new interlocking plant at South Chicago, Ill.

It appearing to the commission that the Lake Shore & Michigan Southern Railway Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed at South Chicago, Ill., at which point the tracks of the Lake Shore & Michigan Southern Railway Company form junctions with each other; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Lake Shore & Michigan Southern Railway Company be, and the same is hereby authorized, to install and construct, according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 24th day of May, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Lake Shore & Michigan Southern Railway Company for the approval of plans for a new interlocking plant at East Side, Ill.

It appearing to the commission that the Lake Shore & Michigan Southern Railway Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed at a point in Cook county, known as East Side, at which point the tracks of the Lake Shore & Michigan Southern Railway Company cross the drawbridge spanning the Calumet river; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Lake Shore & Michigan Southern Railway Company be, and the same is hereby authorized to install and construct, according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 24th day of May, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Lake Shore & Michigan Southern Railway Company for the approval of plans for a new interlocking plant at Brookline, Ill.

It appearing to the commission that the Lake Shore & Michigan Southern Railway Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed at Brookline, Ill., at which point the tracks of the New York, Chicago & St. Louis Railroad Company form junctions with the tracks of the Lake Shore & Michigan Southern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Lake Shore & Michigan Southern Railway Company be, and the same is hereby authorized, to install and construct, according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 24th day of May, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago Great Western Railroad Company for approval of certain changes in the interlocking plant at Byron, Ill.

It appearing to the commission that the Chicago Great Western Railroad Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Byron, Ill., at which point the tracks of the Chicago Great Western Railroad Company cross the tracks of the Chicago, Milwaukee & St. Paul Railway Company; and it appearing to the commission that the desired change is the installation of

two cross-overs which fall within the limits of the interlocking plant at Byron; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said change in said interlocking plant be, and the same is hereby authorized; and when said change is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of June, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of certain changes in the interlocking plant at Lincoln, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes in the interlocking at Lincoln, Ill., said Company desiring to change the No. 4 distant signal located on the branch line of the Illinois Central at Lincoln, from a mechanically operated signal to a fixed signal; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said change in interlocking at Lincoln be, and the same is hereby authorized; and when said change is made, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of June, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans for a proposed interlocking plant to be installed at Wenona, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed at Wenona, Ill., at which point the tracks of the Illinois Central Railroad Company cross at grade the tracks of the Chicago & Alton Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Illinois Central Railroad Company be, and the same is hereby authorized to install and construct according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 6th day of June, 1911.

[Signed] O. F. BERRY, *Chairman*.

It is therefore ordered, adjudged and decreed that the said interlocking plant be enlarged, and the same is hereby authorized; and when said interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 5th day of July, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Pennsylvania Company for the approval of plans for certain changes in the interlocking plant at Englewood, Chicago, Ill.

It appearing to the commission that the Pennsylvania Company has made application to this commission for the approval of plans for certain changes in the interlocking plant at Englewood, Chicago, Ill., at which point the tracks of the Chicago, Rock Island & Pacific Railroad Company cross at grade the tracks operated by the Pennsylvania Company, and it being the desire of the Chicago, Rock Island & Pacific Railroad Company to substitute for one of the cross-over switches, a slip switch, also to remove the detector bars used in connection with locks Nos. 67, 72, 73, 76 and 77 and substitute in their place electric locking track circuits; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 18th day of July, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Terre Haute & Southeastern Railway Company for the approval of plans for two proposed interlocking plants at Brewer, Ill.

It appearing to the commission that the Chicago, Terre Haute & Southeastern Railway Company has made application to this commission for the approval of plans for two proposed interlocking plants to be located at Brewer, Ill., at which point the Chicago, Terre Haute & Southeastern Railway Company crosses the main track of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, and two main tracks of the Chicago & Eastern Illinois Railroad, these crossings being about 1,300 feet apart, each to be equipped by separate plant; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago, Terre Haute & Southeastern Railway Company be, and the same is hereby, authorized to install and construct, according to said plans, said interlocking plants; and when these interlocking plants are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 20th day of July, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Pennsylvania Company for approval of plans for an addition to the interlocking plant at Calumet Park, Ill.

It appearing to the commission that the Pennsylvania Company has made application to this commission for the approval of plans for an addition to the interlocking plant at Calumet Park, Ill., at which point the track of the South Chicago & Southern Railroad, which is operated by the Pennsylvania Company, crosses at grade the main tracks of the Michigan Central Railroad, the Baltimore & Ohio Chicago Terminal Railroad Company and the Indiana Harbor Belt Railroad Company, and said addition, consisting of a switch for the Michigan Central Railroad and numbered on the plan as No. 31; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said addition be, and the same is hereby, authorized; and when said addition is made to said interlocking plant, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 20th day of July, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of certain changes in the interlocking plant at Cache (Beach Ridge), Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans covering certain changes in the interlocking plant at Cache (Beach Ridge), this change in the locking of the machine being designed with a view of allowing trains to be signaled in both directions on the track of the Mobile & Ohio Railroad Company, in order to permit the towerman to go to his meals; and the plans having been examined and approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby, authorized; and when said changes are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 20th day of July, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans for certain changes in the interlocking plant at Calumet river drawbridge.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans covering certain changes in the interlocking plant on the K. & E. Line at the Calumet river drawbridge; and it further appearing that the K. & E. Line was built under the supervision of the Illinois Central Railroad Com-

pany as two single main tracks, one of these tracks being operated up to the present time as a single main track by the Chicago, Lake Shore & South Bend Railroad Company, and the other track not in operation; owing to an increase in the business of the Chicago, Lake Shore & South Bend Railroad Company, it is desired to arrange these two single tracks for double track service, involving a change in the signaling arrangement; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said change in interlocking plant be, and the same is hereby authorized; and when said change is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of July, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans for certain additions to the interlocking plant at Cragin Junction, Ill.

It appearing to the commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this commission for the approval of plans covering certain additions to the interlocking plant at Cragin Junction, Ill., at which point the tracks of the Chicago, Milwaukee & St. Paul Railway Company cross at grade the tracks of the Chicago & Northwestern Railway Company; and it appearing that it is the desire of the Chicago, Milwaukee & St. Paul Railway Company to install some additional cross-overs, which fall within the limits of the interlocking plant; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said additions to said interlocking plant be, and the same are hereby authorized; and when said additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 2d day of August, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of plans for certain changes and additions to the interlocking plant at East Dubuque, Ill.

It appearing to the commission that the Chicago, Burlington & Quincy Railroad Company has made application to this commission for the approval of plans for certain changes and additions to the interlocking plant at East Dubuque, Ill.; it further appearing that said changes and additions are made necessary by the construction of an additional main track and some track changes, also the change of the location of the tower from the east side of the tracks to the west side, where a better view may be had; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 8th day of August, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Vandalia Railroad Company for the approval of plans for certain changes and additions to the interlocking plant at Altamont, Ill.

It appearing to the commission that the Vandalia Railroad Company has made application to this commission for the approval of plans covering certain changes and additions to the interlocking plant at Altamont, Ill., at which point the tracks of the Vandalia Railroad Company cross the tracks of the Baltimore & Ohio Southwestern Railroad Company, said changes and additions being for the accommodation of track changes and additions which are being made by the Vandalia Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when same are completed, the said petitioner shall report same to this commission for its approval.

By order of the commission this 16th day of August, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Rock Island & Pacific Railway Company for approval of plans for a new interlocking plant at Joliet, Ill.

It appearing to the commission that the Chicago, Rock Island & Pacific Railway Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed at Joliet, Ill., at which point the tracks of the Chicago, Rock Island & Pacific Railway Company form a junction with the tracks of the Michigan Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago, Rock Island & Pacific Railway Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 16th day of August, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans for certain changes and additions to the interlocking plant at Blue Island Junction, Kensington, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Blue Island Junction, Kensington, Ill.; and the plans having been examined by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 16th day of August, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of certain changes and additions to the interlocking plant at Pinckneyville, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans covering certain changes and additions to the interlocking plant at Pinckneyville, Ill., at which point the tracks of the Illinois Central Railroad Company cross the main track of the Wabash, Chester & Western Railroad; and it appearing to the commission that the desired changes and additions are necessary on account of engines stopping to take coal; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 21st day of September, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering certain changes and additions to the interlocking plant at the Deering draw bridge in the city of Chicago, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for the approval of plans covering certain changes and additions to the interlocking plant located at the Deering draw bridge in the city of Chicago, Ill., at which point there is an electrical interlocking machine which controls movements of the Chicago & Northwestern Railway trains; and it appearing to the commission that it is desired to install another lever, the indication of which is controlled by certain track circuits, and this lever while in the normal position, will hold

rail lock levers No. 9 and No. 11 in normal position; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 21st day of September, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Pennsylvania Company for approval of certain changes in the interlocking plant at Burnham, Ill.

It appearing to the commission that the Pennsylvania Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Burnham, Ill., at which point the track of the South Chicago & Southern Railroad, which is operated by the Pennsylvania Company, crosses the tracks of the New York, Chicago & St. Louis Railroad, the Chicago & Western Indiana Railroad and the Kensington & Eastern Railroad; and it appearing to the commission that the tracks of the Kensington & Eastern Railroad were originally signaled up as two single main tracks, but it is now the purpose of said road to signal these two tracks as a double track road; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes to said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 21st day of September, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of certain additions to the interlocking plant at Grand av., Chicago, Ill.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for approval of plans covering certain additions to the interlocking plant at Grand av., Chicago, Ill., at which point the present interlocking plant provides protection to trains passing through a system of switches and cross-overs; and it appearing to the commission that the additions to this plant are made necessary by taking into it a cross-over switch which is designated as No. 33; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said additions to said interlocking plant be, and the same are hereby authorized; and when said additions are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 21st day of September, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Vandalia Railroad Company for approval of certain changes and additions to the interlocking plant at Effingham, Ill.

It appearing to the commission that the Vandalia Railroad Company has made application to this commission for approval of plans covering certain changes and additions to the interlocking plant at Effingham, Ill., at which point the tracks of the Vandalia Railroad Company cross the tracks of the Illinois Central Railroad Company; and it appearing to the commission that the desired changes and additions are for the purpose of accommodating an additional main track constructed by the Vandalia Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions to said interlocking plant be, and the same are hereby, authorized; and when said changes and additions are completed, said petitioner shall report to this commission for its approval.

By order of the commission this 21st day of September, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Baltimore & Ohio Southwestern Railroad Company for approval of plans covering the construction of a proposed interlocking plant at Olney, Ill.

It appearing to the commission that the Baltimore & Ohio Southwestern Railroad Company has made application to this commission for approval of plans covering the construction of a proposed interlocking plant at Olney, Ill., at which point the tracks of the Baltimore & Ohio Southwestern Railroad Company cross at grade the main track of the Illinois Central Railroad Company; and the plans having been examined by F. G. Ewald, consulting engineer of said commission, and he having approved them as amended in reference to the bracket signal west of the crossing, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Baltimore & Ohio Southwestern Railroad Company be, and the same is hereby authorized to construct and install according to said plans as amended and approved, said interlocking plant; and when same is completed, said petitioner shall report to this commission for its approval.

By order of the commission this 21st day of September, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Aurora, Elgin & Chicago Railroad Company for approval of plans for certain changes in the interlocking plant at Forest Park, Ill.

It appearing to the commission that the Aurora, Elgin & Chicago Railroad Company has made application to this commission for approval of plans for certain changes in the interlocking plant at Forest Park, Ill., at which point the tracks of the Aurora, Elgin & Chicago Railroad Company cross at grade

the tracks of the Baltimore & Ohio Chicago Terminal Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes to said interlocking plant be, and the same are hereby, authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of September, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes and additions to the interlocking plant at Thirty-third street and Central Park avenue, Chicago, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering certain changes and additions to interlocking plant at Thirty-third street and Central Park avenue, Chicago, Ill., at which point the tracks of the Illinois Central Railroad cross a switch track operated by the Illinois Northern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and additions be, and the same are hereby, authorized; and when said changes and additions to said interlocking plant are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of September, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of plans for a new interlocking plant to be constructed at Virden, Ill.

It appearing to the commission that the Chicago, Burlington & Quincy Railroad Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed and installed at Virden, Ill., at which point the cut-off of the main line of the Chicago, Burlington & Quincy Railroad Company crosses the main track of the St. Louis, Springfield and Peoria Railroad; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago, Burlington & Quincy Railroad Company be, and the same is hereby, authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of September, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans for a new interlocking plant at North Des Plaines, Illinois.

It appearing to the commission that the Chicago & Northwestern Railway Company has made application to this commission for the approval of plans covering the construction and installation of a new interlocking plant at North Des Plaines, Illinois, at which point the main tracks of the Des Plaines Valley Railway Company from a junction with the main tracks of the Wisconsin Division of the Chicago & Northwestern Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Northwestern Railway Company be, and the same is hereby authorized to construct and install according to said plans, said interlocking plant; and when same is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of September, 1911, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of plans for the reconstruction of the interlocking plant at Brighton, Illinois.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for approval of plans covering the reconstruction of the interlocking plant at Brighton, Illinois, at which point the tracks of the Chicago & Alton Railroad Company cross at grade the tracks of the Chicago, Burlington & Quincy Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Alton Railroad Company be, and the same is hereby authorized to reconstruct said interlocking plant; and when same is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of September, 1911, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the St. Louis, Iron Mountain & Southern Railway Company for approval of certain changes in the interlocking plant at Thebes, Illinois.

It appearing to the commission that the St. Louis, Iron Mountain & Southern Railway Company has made application to this commission for approval of plans covering a proposed re-arrangement of a part of the interlocking plant at Thebes, Illinois, at which point the tracks of the road formerly known as the Cairo & Thebes Railroad, now controlled and oper-

ated under a lease by the St. Louis, Iron Mountain & Southern Railway Company, form a junction with the tracks of the Southern Illinois and Missouri Bridge Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 26th day of September, 1911, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering proposed additions and re-arrangement of the interlocking plant at Hawthorne, Illinois.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering proposed additions and re-arrangement of the interlocking plant at Hawthorne, Illinois, as the result of the construction of a second main track by this company, at which point the main tracks of the Illinois Central Railroad Company cross at grade the main tracks of the Belt Ry. of Chicago and the main track of the Chicago & Illinois Western Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said additions and re-arrangement of said interlocking plant be, and the same are hereby authorized; and when said additions and re-arrangement are completed, said petitioner shall report the same to the this commission for its approval.

By order of the commission this 18th day of October, 1911, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Western Indiana Railroad Company for approval of plans for a proposed new interlocking plant at the Calumet river bridge, 126th st., Chicago, Ill.

It appearing to the commission that the Chicago & Western Indiana Railroad Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed at their new bascule bridge which spans the Calumet river (Grand) at 126th st., Chicago, Ill.; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Western Indiana Railroad Company be, and the same is hereby authorized to construct and install, according to said plans, said interlocking plant; and when same is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 18th day of October, 1911, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Eastern Illinois Railroad Company asking for approval of plans for the construction of a power distant signal at Hoopeston, Ill.

It appearing to the commission that the Chicago & Eastern Illinois Railroad Company has made application to this commission for approval of plans providing for the construction of a power distant signal on the line of the Lake Erie & Western Railroad Company, west of the Chicago & Eastern Illinois Railroad Company's crossing at Hoopeston, at which point the main track of the Lake Erie & Western Railroad Company crosses at grade the main tracks of the Chicago & Eastern Illinois Railroad Company, and it appearing that this power distant signal is to be substituted for a mechanical distant signal, which is now in operation; and the plans having been examined and approved by F. G. Ewald, consulting engineer of this commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that said power distant signal be, and the same is hereby authorized constructed, in accordance with said plans; and when same is completed, said petitioner will report the same to this commission for its approval.

By order of the commission this 18th day of October, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of plans covering a change in plans already approved for a new interlocking plant at Virden, Ill.

It appearing to the commission that the Chicago, Burlington & Quincy Railroad Company has made application to this commission for approval of revised plans covering the construction and installation of a new interlocking plant at Virden, Ill., at which point the main track of the St. Louis, Springfield & Peoria Railroad Company crosses the main track of the Chicago, Burlington & Quincy Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago, Burlington & Quincy Railroad Company be, and the same is hereby, authorized to construct and install said proposed interlocking plant according to said revised plans; and when this interlocking plant is completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 18th day of October, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering the reconstruction of the interlocking plant at Wann, Ill.

It appearing to the commission that the Chicago & Alton Railroad Company has made application to this commission for approval of plans covering the reconstruction of the interlocking plant at Wann, Ill., at which point junctions are formed by the tracks of the Chicago & Alton Railroad Company

and the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, with the understanding that two certain derails marked on the plans "A" and "B," are to be moved out to points 200 feet and 500 feet respectively, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago & Alton Railroad Company be, and the same is hereby, authorized to reconstruct said interlocking plant; and when the same is completed, the said petitioner shall report same to this commission for its approval.

By order of the commission this 1st day of November, 1911.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago & Western Indiana Railroad Company for approval of plans covering changes in the interlocking plant at the State line on the Kensington & Eastern Railroad Company.

It appearing to the commission that the Chicago & Western Indiana Railroad Company has made application to this commission for approval of plans covering changes of certain interlocking units located on the tracks of the Kensington & Eastern Railroad Company, which form a part of the interlocking plant at the State line; and it appearing to the commission that the desired changes are made necessary by reason of the fact that two main tracks, which were formerly operated as single main tracks, are to be operated as a double track system and made use of by the Chicago, Lake Shore & South Bend Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby, authorized; and when same are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 1st day of November, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman*.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering the enlargement and re-arrangement of the interlocking plant at Riverdale, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans covering the enlargement and re-arrangement of the interlocking plant at Riverdale, Ill., at which point the tracks of the Illinois Central Railroad Company cross at grade the tracks of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore & Ohio Chicago Terminal Railroad Company; and it appearing to the commission that the desired changes are for the purpose of accommodating two additional main tracks constructed by the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said interlocking plant be enlarged and re-arranged in accordance with said plans; and when said changes are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 1st day of November, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering the enlargement and re-arrangement of the interlocking plant at Harvey, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for approval of plans covering the enlargement and re-arrangement of the interlocking plant at Harvey, Ill., at which point the tracks of the Illinois Central Railroad Company cross at grade the tracks of the Grand Trunk Western Railway Company and the Baltimore & Ohio Chicago Terminal Railroad Company; and it appearing to the commission that the desired changes are for the purpose of accommodating two additional main tracks constructed by the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the enlargement and re-arrangement of said interlocking plant be, and the same is hereby, authorized; and when completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 1st day of November, 1911.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes and enlargement of the interlocking plant at Matteson, Ill.

It appearing to the commission that the Illinois Central Railroad Company has made application to this commission for the approval of plans covering certain changes and the enlargement of the interlocking plant at Matteson, Ill., at which point the tracks of the Illinois Central Railroad Company cross at grade the tracks of the Michigan Central Railroad Company; and it appearing that said changes and enlargement are made necessary by the construction of junctions formed by their third and fourth main tracks with the first and second tracks, which junctions fall within the limits of the interlocking plant located at Matteson; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and enlargement of said interlocking plant be, and the same is hereby, authorized; and when such changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 7th day of November, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Rock Island & Pacific Railway Company for approval of plans covering certain changes in the interlocking plant at Ottawa, Ill.

It appearing to the commission that the Chicago, Rock Island & Pacific Railway Company has made application to this commission for approval of plans covering certain changes in the interlocking plant at Ottawa, Ill., at which point the tracks of the Chicago, Rock Island & Pacific Railway Company cross at grade the main track of the Chicago, Burlington & Quincy Railroad Company; and it appearing that said change consists of the change in the location of the west bound distant signal located along the tracks of this road at Ottawa, also the location of an additional signal east therefrom; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes in said interlocking plant be, and the same are hereby, authorized; and when said changes are completed, said petitioner shall report the same to this commission for its approval.

By order of the commission this 7th day of November, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering the enlargement and reconstruction of the interlocking plant at Franklin Park, Ill.

It appearing to the commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this commission for approval of plans covering the enlargement and reconstruction of the interlocking plant at Franklin Park, Ill., at which point the tracks of the Chicago, Milwaukee & St. Paul Railway Company cross at grade the tracks of the Minneapolis, St. Paul & Sault Ste. Marie Railway; and it appearing that the desired changes are made necessary by the construction of two additional main tracks by the Chicago, Milwaukee & St. Paul Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said interlocking plant be enlarged and reconstructed in accordance with said plans; and when said changes are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 7th day of November, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of plans for the construction of an interlocking plant to be located at Beardstown, Ill.

It appearing to the commission that the Chicago, Burlington & Quincy Railroad Company has made application to this commission for the approval of plans for a new interlocking plant to be constructed at Beardstown, Ill., at which point this plant is designed to protect traffic moving over the draw-bridge which spans the Illinois river at Beardstown; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said Chicago, Burlington & Quincy Railroad Company be, and the same is hereby, authorized to construct and install according to said plans, said interlocking plant; and when this interlocking plant is completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 7th day of November, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

In the matter of the application of the Chicago, Rock Island & Pacific Railway Company for approval of plans covering changes and enlargement of the interlocking plant at Joliet, Ill.

It appearing to the commission that the Chicago, Rock Island & Pacific Railway Company has made application to this commission for approval of plans covering changes and enlargement of the interlocking plant at Joliet, Ill., at which point the tracks of the Chicago, Rock Island & Pacific Railway Company cross the tracks of the Elgin, Joliet & Eastern Railway Company; and it appearing to the commission that said changes and enlargement are made necessary by the elevation of the railroad lines passing through Joliet; and it appearing that this interlocking plant as at present installed and as it will be when changed and enlarged, provides protection for trains operating over the tracks of the Chicago, Rock Island & Pacific Railway Company and the Michigan Central Railroad Company, whose tracks cross those of the Elgin, Joliet & Eastern Railway Company, and also includes a junction of the tracks of the Elgin, Joliet & Eastern Railway Company and the main tracks of the Chicago, Milwaukee & Gary Railway Company; and the plans having been examined and approved by F. G. Ewald, consulting engineer of said commission, and the commission being fully advised in the premises;

It is therefore ordered, adjudged and decreed that the said changes and enlargement of said interlocking plant be, and the same is hereby authorized; and when said changes are completed, the said petitioner shall report the same to this commission for its approval.

By order of the commission this 15th day of November, 1911, dated at Springfield, Ill.

[Signed] O. F. BERRY, *Chairman.*