

**FORTY-THIRD ANNUAL REPORT**

**OF THE**

**ILLINOIS**

**RAILROAD AND WAREHOUSE**

**COMMISSION**

**OF THE**

**STATE OF ILLINOIS**

**For the Year Ending June 30, 1913**

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**DECISIONS AND OPINIONS OF THE COMMISSION**

**December 1, 1912, to December 31, 1913, inclusive**

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**COMMISSIONERS:**

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

**RICHARD YATES**

**William Kilpatrick, Secretary**

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**Volume II**

## ORDERS OF THE RAILROAD AND WAREHOUSE COMMISSION APPROVING THE OPERATION OF INTERLOCKING PLANTS

*In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of plans covering changes and additions to the interlocking plant at Jacksonville, Illinois*

It appearing to the Commission that the Chicago, Burlington & Quincy Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Jacksonville, Ill., at which point one main track of the Chicago, Burlington & Quincy Railroad Company crosses a main track of the Chicago & Alton Railroad Company; and it appearing that said changes and additions are made necessary because of the construction of a second main track by 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 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 9th day of December, 1912, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering changes in the interlocking plant at West Lake Bluff, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to this Commission for approval of plans covering changes in the interlocking plant at West Lake Bluff, Ill., at which point crossings are formed by the tracks of the Chicago & Milwaukee Electric Railroad Company and the Chicago & Northwestern Railway Company; and it appearing that these changes are necessary on account of the elimination of the Chicago & Northwestern Railway Company's passing 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 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 9th day of December, 1912, dated at Springfield, Illinois.

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

*In re application of the Chicago Great Western Railroad Company for approval of plans covering changes connected with certain distant signals at the interlocking plant at DeKalb, Illinois*

It appearing to the Commission that the Chicago Great Western Railroad Company has made application to this Commission for approval of plans

covering changes connected with certain distant signals at the interlocking plant at DeKalb, Ill., at which point the main track of the Chicago, Milwaukee & Gary Railway Company crosses at grade the respective main tracks of the Chicago & Northwestern Railway Company and the Chicago Great Western Railroad Company; sufficient reasons being given for said changes 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 by the Commission that said changes 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 9th day of December, 1913, dated at Springfield, Illinois.

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

*In re application of the Baltimore & Ohio Chicago Terminal Railroad Company for approval of plans covering changes in the interlocking at Argo, Illinois*

It appearing to the Commission that the Baltimore & Ohio Chicago Terminal Railroad Company has made application to this Commission for approval of plans covering changes in the location of a distant signal governing movements of eastbound trains on the tracks of the Baltimore & Ohio Chicago Terminal Railroad Company, also to permit the use of fixed semaphore arm on this signal instead of a movable arm, at Argo, Ill., at which point the tracks of the Baltimore & Ohio Chicago Terminal 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 by the Commission that said changes in said interlocking 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 9th day of December, 1913, dated at Springfield, Illinois.

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

*In re application of the Baltimore & Ohio Southwestern Railroad Company for approval of plans covering the reconstruction of the interlocking plant at Shattuc, Illinois*

It appearing to the Commission that the Baltimore & Ohio Southwestern Railroad Company has made application to this Commission for approval of plans covering the reconstruction of the interlocking plant at Shattuc, Ill., at which point the main track of the Baltimore & Ohio Southwestern Railroad Company crosses at grade 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 by the Commission that the said plans for the reconstruction of said interlocking plant be, and the same are hereby approved; and when said plant is completed, said petitioner shall notify the Commission for its approval.

By order of the Commission this 9th day of December, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes in the interlocking plant at Tamaroa, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes in the interlocking plant at Tamaroa, Ill., at which point a main

track of the Wabash, Chester & Western Railroad crosses the main tracks 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 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 10th day of December, 1912, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering the reconstruction of the interlocking plant at West Roodhouse, 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 interlocking plant at West Roodhouse, Ill., at which point the main track of the Chicago & Alton 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 reconstruction of said interlocking plant according to said plans be, and the same is hereby authorized; and when said interlocking plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 10th day of December, 1912, dated at Springfield, Illinois.

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

*In the matter of the application of the Illinois Central Railroad Company for approval of revised plans covering changes and additions to the interlocking plant at Riverdale, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of revised plans covering changes and additions to the interlocking plant at Riverdale, Ill., at which point the tracks of the Illinois Central Railroad Company, the Pittsburg, Cincinnati, Chicago & St. Louis Railway Company and the Baltimore and Ohio Chicago Terminal Railroad Company cross each other at grade; 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, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 12th day of December, 1912, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes and additions to the interlocking plant at Portage, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Portage, Ill., at which point the tracks of the Illinois Central Railroad 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 by the Commission that 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 12th day of December, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Western Indiana Railroad Company for approval of plans covering changes and additions to the interlocking plant at State Line*

It appearing to the Commission that the Chicago & Western Indiana Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at State Line, at which point the main track of the Indiana Harbor Belt Railroad Company crosses at grade the tracks of the Baltimore & Ohio Chicago Terminal Railroad Company, the New York, Chicago & St. Louis Railroad Company and the Chicago & Western Indiana Railroad Company, including junctions of tracks one road with another; and the plans having been examined by F. G. Ewald, Consulting Engineer of said Commission, and approved by him as amended with respect to location of derail numbered 146, and the Commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed by the Commission that 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 12th day of December, 1913, dated at Springfield, Illinois.

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

*In re application of the Elgin, Joliet & Eastern Railway Company for approval of revised plans showing changes and additions to the interlocking plant at West Chicago, known as Tower "A"*

It appearing to the Commission that the Elgin, Joliet & Eastern Railway Company has made application to this Commission for approval of revised plans covering changes and additions to the interlocking plant at West Chicago, Ill., known as Tower "A," at which point a main track of the Elgin, Joliet & Eastern Railway Company crosses at grade the tracks of the Chicago and 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 by the Commission that 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 12th day of December, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Illinois Central Railroad Company for approval of plans covering changes connected with the interlocking plant at Branch Junction, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes in connection with the interlocking plant at Branch Junction, Ill., at which point the main track of the Freeport lines form a junction with the main line 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 by the Commission that said changes 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 19th day of December, 1912, dated at Springfield, Illinois.

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

No. 773

Chicago & Illinois Western Railroad, Petitioner

v.

Chicago & Western Indiana Railroad Company,

Belt Railway Company of Chicago,

Illinois Central Railroad Company, Respondents

*In re petition to enter interlocking plant at South Forty-sixth Avenue near West Thirty-first Street, Chicago, Illinois*

This is a petition for permission to interlock the crossings formed by a track of the Chicago & Illinois Western Railroad with the tracks of the Chicago & Western Indiana Railroad Company and operated by The Belt Railway Company of Chicago in connection with the existing interlocking plant located at the crossings formed by the tracks of the said Chicago & Western Indiana Railroad Company and the tracks of the Illinois Central Railroad Company, which companies have a proprietary interest in said existing interlocking plant and located at a point at South Forty-sixth Avenue near West Thirty-first Street in the city of Chicago, county of Cook, State of Illinois.

The said Chicago & Illinois Western Railroad having been authorized to cross with one track at grade four tracks of the Chicago & Western Indiana Railroad Company in accordance with an order filed in case known as No. 772, and it appearing that under a certain contract dated December 6, 1913, by and between the petitioner, the Chicago & Illinois Western Railroad and the Chicago & Western Indiana Railroad Company and The Belt Railway Company of Chicago, the said Chicago & Western Indiana Railroad Company and The Belt Railway Company of Chicago in so far as their proprietary interests are involved in said existing interlocking plant, give the said Chicago & Illinois Western Railroad permission to make use of, enlarge and reconstruct the existing interlocking plant in order that the proposed crossings formed by a track of the Chicago & Illinois Western Railroad with the tracks of the Chicago & Western Indiana Railroad Company as specified in the order rendered in Case No. 772 may be interlocked in connection with the existing interlocking plant; and it further appearing that the Illinois Central Railroad Company, which also has a proprietary interest in the said existing interlocking plant has entered into a contract dated January 12, 1906, with the said Chicago & Illinois Western Railroad, giving the petitioner in this case permission and right to make use of, enlarge and reconstruct the said existing interlocking plant in order that the aforesaid crossings formed by a track of the Chicago & Illinois Western Railroad may be interlocked.

It is therefore ordered that the crossings formed by a track of the Chicago & Illinois Western Railroad with the tracks of the Chicago & Western Indiana Railroad Company and operated by The Belt Railway Company of Chicago shall be interlocked in connection with the existing interlocking plant in accordance with plans, subject to the approval of this Commission.

Inasmuch as all parties connected with this proceeding have entered into contracts which provide for the cost of enlarging and reconstructing the existing interlocking plant and apportioning the division of cost pertaining to the operation and maintenance of the said existing interlocking plant when enlarged and reconstructed, no order is made relative thereto.

It is further provided that this Commission will retain jurisdiction of the subject matter and the parties hereto for the purpose of rendering any further orders which may be necessary herein.

By order of the Commission this 23d day of December, 1913, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*,  
RICHARD YATES, *Commissioner*.

*In re application of the Illinois Central Railroad Company for approval of plans covering changes and additions to the interlocking plant at Cairo Junction, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Cairo Junction, Ill., at which point the tracks of the Illinois Central Railroad 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 by the Commission that 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 23d day of December, 1913, dated at Springfield, Illinois.

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

*In re application of the Louisville & Nashville Railroad Company for approval of revised plans covering the construction of an interlocking plant near East St. Louis, Illinois*

It appearing to the Commission that the Louisville & Nashville Railroad Company has made application to this Commission for approval of revised plans covering the construction of an interlocking plant near East St. Louis, Ill., at a point where the main track of the Alton & Southern Railway Company crosses the tracks of the Louisville & Nashville Railroad Company and the St. Louis & O'Fallon Railway 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 by the Commission that said Louisville & Nashville Railroad Company be and the same is hereby authorized to construct said interlocking plant in accordance with said plans; when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 29th day of December, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Alton Railroad Company for approval of plans covering changes and additions to the interlocking plant at Atlanta, Illinois*

It appearing to the Commission that the Chicago & Alton Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Atlanta, Ill., at which point the tracks of the Chicago & Alton Railroad Company cross at grade a main track of 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 by the Commission that said changes in said interlocking plant be and the same are hereby authorized; and when said changes and additions are completed, said petitioner shall notify this Commission for its approval.

By order of the Commission this 2d day of December, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes in the interlocking plant at Paxton, Illinois*

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 Paxton, Ill., at which point the Illinois Central Railroad Company is arranging to take up the east house track, where the same crosses the main track of the Lake Erie and Western Railroad Company, the elimination of which track will relieve levers numbered 9 and 21; 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 by the Commission that 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 3d day of December, 1912, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of plans covering additions to the interlocking plant at Plum River, Illinois*

It appearing to the Commission that the Chicago, Burlington & Quincy Railroad Company has made application to this Commission for approval of plant covering additions to the interlocking plant at Plum River, Ill., at which point the main track of the Chicago, Burlington & Quincy Railroad Company crosses a main track of 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 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 9th day of December, 1912, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering changes in the interlocking plant at Upton, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to this Commission for approval of plans covering changes in the interlocking plant at Upton, Ill., at which point the main track of the Elgin, Joliet & Eastern Railway Company crosses the main tracks of the Chicago & Northwestern Railway Company; and it appearing that said changes are made necessary on account of the elimination of the Chicago & Northwestern Railway Company's passing 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 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 9th day of December, 1912, dated at Springfield, Illinois.

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

*In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes in the interlocking plant at Neoga, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes in the interlocking plant at Neoga, Ill., at which point the main track of the Toledo, St. Louis & Western Railroad Company crosses the main tracks 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 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 9th day of December, 1912, dated at Springfield, Illinois.

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

*In the matter of the application of the Wabash Railroad Company for approval of plans covering additions to the interlocking plant at Essex, Illinois*

It appearing to the Commission that the Wabash Railroad Company has made application to this Commission for approval of plans covering additions to the interlocking plant at Essex, Ill., at which point the main track of the Wabash Railroad Company crosses the main track of 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 said additions to said interlocking plant be, and the same are hereby authorized; and when said additions are completed, said petitioners shall report the same to this Commission for its approval.

By order of the Commission this 9th day of December, 1912, dated at Springfield, Illinois.

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

*In the matter of the application of the Baltimore & Ohio Southwestern Railroad Company for approval of revised plans covering the rehabilitation of the interlocking plant at Sandoval, Illinois*

It appearing to the Commission that the Baltimore & Ohio Southwestern Railroad Company has made application to this Commission for approval of revised plans covering the rehabilitation of the interlocking plant at Sandoval, Ill., at which point the main track of the Baltimore & Ohio Southwestern 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, as to the location of units in the track of the Baltimore & Ohio Southwestern Railroad Company, and the Commission being fully advised in the premises:

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

By order of the Commission this 9th day of December, 1912, dated at Springfield, Illinois.

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

No. 614

Egyptian Southern Railway Company

v.

Chicago & Eastern Illinois Railroad Company

Now on this day comes the petitioner herein and presented its petition for an extension of the order in reference to connection and interlocking

until May 1, 1914. There being no objections, and the Commission being fully advised, it is therefore ordered, adjudged and decreed that the said order be and the same is extended until May 1, 1914.

By order of the Commission this 7th day of November, 1913, dated at Springfield, Illinois.

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

No. 613

Egyptian Southern Railway Company

v.

Illinois Central Railroad Company

Now on this day comes the petitioner herein and presented its petition for an extension of the order in reference to connection and interlocking until May 1, 1914. There being no objections, and the Commission being fully advised, it is therefore ordered, adjudged and decreed that the said order be and the same is extended until May 1, 1914.

By order of the Commission this 7th day of November, 1913, dated at Springfield, Illinois.

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

*In re application of the St. Louis, Iron Mountain & Southern Railway Company for approval of plans covering changes connected with the interlocking plant at Vulcan, 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 changes connected with the interlocking plant at Vulcan, Ill., at which point a switching track of the St. Louis, Iron Mountain & Southern Railway Company crosses the track of the Mobile & Ohio 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 by the Commission that said changes in said interlocking plant be, and the same are hereby approved and 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 November, 1913, dated at Springfield, Illinois.

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

*In re application of the Pennsylvania Company for approval of plans (revised) providing for interlocking Calumet River, Chicago, Illinois*

It appearing to the Commission that the Pennsylvania Company has made application to this Commission for approval of plans (revised) covering the interlocking of junction of their tracks with the tracks of the Lake Shore & Michigan Southern Railway Company, located near each end of the drawbridge spanning the Calumet River in 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 by the Commission that said plans for said interlocking be, and the same are hereby authorized; and when said interlocking is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 18th day of November, 1913, dated at Springfield, Illinois.

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

*In re application for approval of plans by the Illinois Central Railroad Company, covering changes in the locking of signals numbered 6 and 19, forming a part of the interlocking plant at Odin, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes in the locking of signals numbered 6 and 19, forming a part of

the interlocking plant at Odin, Ill., at which point the main tracks of the Illinois Central Railroad Company cross a main track of the Baltimore & Ohio Southwestern 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 by the Commission that said changes 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 November, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Western Indiana Railroad Company for approval of plans covering changes and additions to the interlocking plant at One Hundred and Twelfth Street, South Deering, Chicago, Illinois*

It appearing to the Commission that the Chicago & Western Indiana Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at One Hundred and Twelfth Street, South Deering, Chicago, Ill., at which point the tracks of this company form junctions; 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 by the Commission that said plans for said changes and additions 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 18th day of November, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Eastern Illinois Railroad Company for approval of plans covering changes in the signal circuits at Thornton Junction, Illinois*

It appearing to the Commission that the Chicago & Eastern Illinois Railroad Company has made application to this Commission for approval of plans covering changes in the signal circuits at Thornton Junction, Illinois, in order to provide for approach locking to protect the movement of high speed trains on the line of this road, at which point the main tracks of the Chicago & Eastern Illinois Railroad Company cross at grade the main tracks of the Grand Trunk Western 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 by the Commission that said changes in said signal circuits 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 November, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago, Rock Island & Pacific Railway Company for approval of plans covering the installation of a new interlocking machine at Washington Heights, Chicago, Illinois*

It appearing to the Commission that the Chicago, Rock Island & Pacific Railway Company has made application to this Commission for approval of plans covering the installation of a new interlocking machine at Washington Heights, Chicago, Illinois, where the tracks of this company cross the tracks of the Pittsburg, Cincinnati, Chicago & St. Louis Railway Company; it appearing that the installation of this new machine will in no way effect the character or location of the ground units, but it is the intention

of the company within the very near future to present plans for approval, providing for some changes and improvements in connection with the outside work; 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 by the Commission that the said plans for the installation of said new interlocking plant be and the same are hereby approved; and when said 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 November, 1913, dated at Springfield, Illinois.

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

*In re application of the Mobile & Ohio Railroad Company for approval of revised plans providing for the reconstruction of interlocking plant at Davis, Illinois*

It appearing to the Commission that the Mobile & Ohio Railroad Company has made application to this Commission for approval of revised plans covering the reconstruction of the interlocking plant at Davis, Ill., at which point the tracks of the Mobile & Ohio Railroad Company form junctions at three points; 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 by the Commission that said revised plans for the reconstruction of said interlocking plant be and the same are hereby approved; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 25th day of November, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago, Rock Island & Pacific Railway Company for approval of plans covering the construction of an interlocking plant at Joliet, Illinois*

It appearing to the Commission that the Chicago, Rock Island & Pacific Railway Company has made application to this Commission for approval of plans covering the construction of an interlocking plant at Joliet, Illinois, at which point the following crossings are embraced within the limits of the proposed interlocking plant:

*First*—The crossing of the tracks of the Chicago, Rock Island & Pacific Railway Company and the Michigan Central Railroad Company with the tracks of the Chicago & Alton Railroad Company and the Atchison, Topeka & Santa Fé Railway Company, and known as the central point of crossing.

*Second*—At a point north of the central crossing where the tracks of the Chicago & Alton Railroad Company and the Atchison, Topeka & Santa Fé Railway Company form junctions and cross each other at grade.

*Third*—At a point south of the central crossing where the tracks of the Chicago & Alton Railroad Company and the tracks of the Atchison, Topeka & Santa Fé Railway Company form junctions and cross each other at grade.

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 by the Commission that said plans for the construction of said interlocking plant be and the same are hereby approved; and when said interlocking plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 25th day of November, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Northwestern Railway Company for approval of plans covering changes in the interlocking at Mayfair, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to this Commission for approval of plans covering the elimination of a fixed distant signal, No. 80, located along the tracks of the Chicago & Northwestern Railway Company at Mayfair, Ill., at which point the tracks of the Chicago & Northwestern Railway Company form junctions with each other and cross the tracks of the Chicago, Milwaukee & St. Paul Railway Company; sufficient reasons having been given for this change, 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 by the Commission that said change in said interlocking be and the same is hereby authorized; and when said change is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 25th day of November, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago, Burlington & Quincy Railroad Company for approval of plans for an interlocking plant at Savanna, Illinois*

It appearing to the Commission that the Chicago, Burlington & Quincy Railroad Company has made application to this Commission for approval of plans covering an interlocking plant at Savanna, Ill., at which point the tracks of the Chicago, Burlington & Quincy Railroad Company form junctions; 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 by the Commission that said plans for said interlocking plant be and the same are hereby approved; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 25th day of November, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago, Burlington & Quincy Railroad Company for approval of plans covering the construction of an interlocking plant at Graham, Illinois*

It appearing to the Commission that the Chicago, Burlington & Quincy Railroad Company has made application to this Commission for approval of plans covering the construction of an interlocking plant at Graham, Ill., at which point the tracks of the Chicago, Burlington & Quincy Railroad Company form a junction; 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 by the Commission that the construction of said interlocking plant be, and the same is hereby authorized; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 4th day of October, 1913, dated at Springfield, Illinois

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

*In re application of the Chicago Great Western Railroad Company for approval of plans covering the construction of an interlocking plant at Winston, Illinois*

It appearing to the Commission that the Chicago Great Western Railroad Company has made application to this Commission for approval of plans covering the construction of an interlocking plant at Winston, Ill., at which

point a junction is formed by the tracks of the Chicago Great Western 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 by the Commission that the construction of said interlocking plant according to said plans be, and the same is hereby authorized; and when same is completed, said petitioner shall notify this Commission for its approval.

By order of the Commission this 4th day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago Great Western Railroad Company for approval of plans covering the construction of an interlocking plant at Rice, Illinois*

It appearing to the Commission that the Chicago Great Western Railroad Company has made application to this Commission for approval of plans covering the construction of an interlocking plant at Rice, Ill., at which point a junction is formed by the tracks of the Chicago Great Western 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 by the Commission that the construction of said interlocking plant according to said plans be, and the same is hereby authorized; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 4th day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the Louisville & Nashville Railroad Company for approval of plans covering construction of an interlocking plant at East St. Louis, Illinois*

It appearing to the Commission that the Louisville & Nashville Railroad Company has made application to this Commission for approval of plans covering the construction of an interlocking plant at East St. Louis, at which point a crossing is formed by the main track of the Alton & Southern Railway Company with the tracks of the Louisville & Nashville Railroad Company and the St. Louis & O'Fallon 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 by the Commission that the construction of said interlocking plant according to said plans be, and the same is hereby authorized; and when said plant is completed, said petitioner shall notify this Commission for its approval.

By order of the Commission this 4th day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the Peoria & Pekin Union Railway Company for approval of plans covering changes and additions to the interlocking plant at Grove, Illinois*

It appearing to the Commission that the Peoria & Pekin Union Railway Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Grove, Ill., at which point the tracks of the Chicago & Alton Railroad Company form junctions with the tracks of the Peoria & Pekin Union 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 by the Commission that 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 4th day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the St. Louis, Peoria and Northwestern Railway Company for approval of plans covering changes in the location of the interlocking tower at Hollis, Illinois*

It appearing to the Commission that the St. Louis, Peoria and Northwestern Railway Company has made application to this Commission for approval of plans covering changes in the location of the interlocking tower at Hollis, Ill., it further appearing that additions are being made to this plant and it is being reconstructed because of the new crossings formed by the main track of the St. Louis, Peoria and Northwestern Railway Company with the main track of the Peoria Railway Terminal Company and the Peoria & Pekin Union 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 by the Commission that 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 4th day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago, Burlington & Quincy Railroad Company for approval of plans covering the reconstruction of the interlocking plant at Christopher, Illinois*

It appearing to the Commission that the Chicago, Burlington & Quincy Railroad Company has made application to this Commission for approval of plans covering the reconstruction of the interlocking plant at Christopher, Ill., at which point a main track of the Illinois Central Railroad Company crosses at grade a 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 by the Commission that said plans for reconstruction of said interlocking plant be, and the same are hereby approved; and when said interlocking plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 4th day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes and additions to the interlocking plant at North Litchfield, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at North Litchfield, Ill., at which point a main track of the Illinois Central Railroad Company crosses the tracks of the Wabash Railroad Company at grade; it further appearing that said changes and additions are made necessary by the construction of a second main track by the Wabash 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 by the Commission that 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 4th day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago, Peoria & St. Louis Railroad Company for approval of plans covering the reconstruction of the interlocking plant at Curran, Illinois*

It appearing to the Commission that the Chicago, Peoria & St. Louis Railroad Company has made application to this Commission for approval of plans providing for the reconstruction of the interlocking plant at Curran, Ill., at which point a main track of the Chicago, Peoria & St. Louis Railroad Company crosses a main track of the Wabash 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 by the Commission that plans for the reconstruction of said interlocking plant be, and the same are hereby approved; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 9th day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the St. Louis, Iron Mountain & Southern Railway Company for approval of plans covering changes and additions to the interlocking plant at Vulcan, 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 changes and additions to the interlocking plant at Vulcan, Ill., at which point a branch line of the St. Louis, Iron Mountain & Southern Railway Company crosses a main track of the Mobile & Ohio Railroad Company; and said plans having been examined and approved by F. G. Ewald, Consulting Engineer of said Commission, with suggestions concerning location of Signal No. 4, and the Commission being fully advised in the premises:

It is therefore ordered, adjudged and decreed by the Commission that 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.

By order of the Commission this 21st day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes and additions in the interlocking plant at Neoga, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes and additions connected with the interlocking plant at Neoga, Ill., at which point the two main tracks of the Illinois Central Railroad Company cross a main track of the Toledo, St. Louis & Western 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 by the Commission that said changes and additions to said interlocking plant be, and the same is 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 21st day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes and additions to the interlocking plant at Kinmundy, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Kinmundy, Ill., at which point the two main tracks of the Illinois Central Railroad Company crosses at grade a main track 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 by the Commission that 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 October, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes and additions to the interlocking plant at Riverdale, Illinois*

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 Riverdale, Ill., said change being made necessary by the construction of a main track of the Calumet & South Chicago Railway Company, and at which point a main track of the Calumet & South Chicago Railway Company crosses at grade the tracks of the Illinois Central Railroad Company, north of the Calumet River Bridge; 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 by the Commission 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 notify this Commission for its approval.

By order of the Commission this 21st day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the Pennsylvania Company for approval of plans covering construction of an interlocking plant at Calumet River, Chicago, Illinois*

It appearing to the Commission that the Pennsylvania Company has made application to this Commission for approval of plans covering the construction of an interlocking plant at Calumet River, Chicago, Ill., at which point the tracks of the Lake Shore & Michigan Southern Railway Company cross a drawbridge and form junctions with the tracks of the Pennsylvania Company near each end of the drawbridge; 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 by the Commission that the said Pennsylvania Company be, and the same is hereby authorized to construct said interlocking plant in accordance with said plans as amended with respect to the use of distant signals along the tracks of the Lake Shore & Michigan Southern Railway Company; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 21st day of October, 1913, dated at Springfield, Illinois.

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

## ORIGINAL PETITION

*In the matter of the petition of the East St. Louis Belt R. R. Company for crossing over the tracks of the Chicago, Peoria & St. Louis Ry. Co. of Illinois in Madison County, Illinois*

*In the matter of the petition of the East St. Louis Belt R. R. Co., the St. Louis, Troy & Eastern R. R., and the Chicago, Peoria & St. Louis Ry. Co., for division of costs of construction, maintenance and operation of the interlocker provided for in the original order herein entered and prayed for in the original petition herein filed*

The original petition of the East St. Louis Belt Railroad Company prayed for grade crossing and double track across the Chicago, Peoria & St. Louis Railway at grade in the county of Madison, State of Illinois. After hearing such petition the prayer thereof was granted and an order entered allowing such crossing, on September 20, 1912, which original order authorizing such crossing directed the installation, according to plans and specifications of an interlocking plant at such crossing.

The division of expense of construction, maintenance and operation of such interlocking plant was reserved by the Commission for a further hearing if the respective parties could not agree upon such division. The respective parties not being able to agree upon the division of cost of construction, maintenance and operation, they afterwards filed a petition herein asking said Commission to hear, determine and make an order in relation to the division of expense of construction, maintenance and operation of such interlocking plant; and the said petition together with the answers thereto coming on for hearing and each of the respective parties being represented by their respective counsel and the case being fully heard and afterwards the arguments of counsel were submitted to the Commission for its consideration and decision.

*Construction and maintenance.*—Upon the hearing of the petition for division of cost and maintenance there was but little difference between the respective parties as to the amount each respective company should be assessed for construction and maintenance of said interlocking plant. The figures submitted by the respective parties after comparison and careful checking only in a small way disagree as to amount, and the records show a substantial agreement.

The Commission, therefore, finds that the amounts to be charged against the respective roads for construction and maintenance and to be paid by them shall be as follows:

	PER CENT
Chicago, Peoria & St. Louis R. R. Co. ....	10
St. Louis, Troy & Eastern R. R. Co. ....	13
East St. Louis Belt R. R. Company .....	77

100

*Cost of operation.*—Considerable testimony was taken and extensive arguments in the discussion of the proper basis for apportioning the cost of operation by the respective parties; from a very careful analysis of such arguments and facts as set forth by the respective parties there really is not a great difference among the contending parties as to what this shall be if we use the basis which the Commission believes, everything considered, is the proper one. In the record this basis of division was discussed from four standpoints:

*First*—Dividing expense of operation among the four roads interested, which would be 25 per cent to each. The Commission after due consideration of this contention in view of the fact and circumstances in this case finds that such is not the proper basis of division.

*Second*—The other proposition discussed at considerable length was the function basis by which if adopted the C., P. & St. L. R. R. Co. would be

assessed 18.701 per cent. This basis the Commission finds is not a proper one, for the reason that a road which might operate only one through train a day each way through the crossing might have several switches located within interlocking limits which necessarily would have to be interlocked while they moved. The number of functions assigned to each crossing or set of crossings is not indicative necessarily of the amount of traffic passing through the crossings, and in view of this record in this case we do not believe this is a fair basis of adjustment.

*Third*—The third basis discussed was based on the number of individual crossings amounting in all to fourteen. This was figured out in the discussion fully, but on this basis the amount assessed the Chicago, Peoria & St. Louis R. R. Co. would be 16.66% per cent. Under the present situation the C., P. & St. L. Ry. Co., which has one track, is crossed four times by tracks of the St. Louis Belt R. R. Co., therefore on the basis of the individual crossings, the C., P. & St. L. R. R. Co. should be assessed for one-half of the crossings and the East St. Louis Belt for the other half. Continuing this theory, with the understanding that the C., P. & St. L. R. R. Co. has but one track, the East St. Louis Belt Railroad might cross them twenty times, making twenty crossings, in which the proportion chargeable to the C., P. & St. L. R. R. Co. would be materially raised. For this and other reasons the Commission concluded that this is not a proper basis of apportioning the operating cost.

*Fourth*—This theory is based on the number of sets of crossings. This interlocking plant will include seven sets of crossings, in addition to such switches as may fall within the interlocking limits. In each of the crossings it happens there are two of these sets of crossings—"A" and "D"—comprising in all four individual crossings. The set of crossings at "A" is covered by contract, in which the C., P. & St. L. R. R. Company agrees to pay one-half of the operating expenses whenever this particular set of crossings is interlocked. The set of crossings at "D" is a new lay-out not covered by the contract, and if the same general practice or theory is followed out with respect to dividing the cost equally between the roads on the basis of each set or crossing, it is a coincident that the apportionment assignable to the C., P. & St. L. R. R. will be one-half the cost of operating the crossing at "D," which happens to be the same apportionment provided for in the contract covering the sets of crossings at "A."

The C., P. & St. L. R. R. Company being interested in one-half of two sets of crossings out of a total of seven sets, they would be chargeable for the operating expenses of one-seventh of the total cost. On this basis the percentage of the cost of operation applicable to all of the roads interested in this interlocking plant, dispensing with fractions, would be as follows:

	PER CENT
C., P. & St. L. R. R. Company.....	14
St. Louis, Troy & Eastern.....	16
Toledo, St. Louis & Western and East St. Louis Belt, jointly.....	70

The exact and equitable division of operation in matters of this kind is a difficult matter, and is almost, if not quite, impossible to make absolutely accurate and correct. But after a very careful consideration of the record in this case and of the facts and circumstances submitted by the respective counsel, the Commission believes that the percentage found herein is an equitable and proper division of expenses in this case:

It is therefore ordered, adjudged and decreed that in the operation of said interlocking plant the C., P. & St. L. R. R. Company shall pay 14 per cent thereof, the St. Louis, Troy & Eastern 16 per cent thereof, and the Toledo, St. Louis & Western R. R. and the East St. Louis Belt R. R. Company jointly 70 per cent thereof.

By order of the Commission this 6th day of November, 1913, dated at Springfield, Illinois.

[Signed] O. F. BERRY, *Chairman*,  
B. A. ECKHART, *Commissioner*.

*In re application of the Pittsburg, Fort Wayne & Chicago Railway Company for approval of plans covering construction of proposed interlocking plant at Park Manor, Chicago, Illinois*

It appearing to the Commission that the Pittsburg, Fort Wayne & Chicago Railway Company has made application to this Commission for approval of plans covering the construction of a proposed interlocking plant at Park Manor, Chicago, Illinois, at which point the tracks of this company form crossings; 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 by the Commission that said plans for said interlocking plant be and the same are hereby approved; and when said interlocking plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 8th day of August, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Northwestern for approval of plans covering changes in the proposed interlocking plant north of Peoria, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to this Commission for approval of plans covering changes in the proposed interlocking plant north of Peoria, Ill., at which point the tracks of the Chicago & Northwestern Railway Company and the St. Louis, Peoria & Northwestern Railway Company form a junction; 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 by the Commission that said changes in said proposed 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 2d day of September, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago, Burlington & Quincy Railroad Company for approval of plans covering certain changes and additions in the interlocking plant at Monmouth, Illinois*

It appearing to the Commission that the Chicago, Burlington & Quincy Railroad Company has made application to this Commission for approval of plans covering certain changes and additions to the interlocking plant at Monmouth, Ill., at which point the tracks of the Chicago, Burlington & Quincy Railroad Company cross at grade the track of the Minneapolis & St. Louis 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 by the Commission that 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 2d day of September, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering change in interlocking plant at Hawthorne, Chicago, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to the Commission for approval of plans covering change in the location of distant signal No. 61, which forms a part of

the interlocking plant at Hawthorne, in the city of Chicago, Ill., at which point the tracks of the Chicago & Western Indiana Railroad Company and the Chicago and Illinois Western Railroad cross the tracks 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 by the Commission that said change in the interlocking plant at said point be, and the same is hereby authorized; and when said change is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 10th day of September, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes and additions in the interlocking plant at Tolona, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Tolona, Ill., at which point the tracks of the Illinois Central Railroad Company cross the tracks of the Wabash Railroad Company; and it further appearing that said changes and additions are made necessary by the construction of a second main track by the Wabash 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 by the Commission that 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 10th day of September, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes in the interlocking plant at North Litchfield, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes in the interlocking plant at North Litchfield, Ill., at which point the tracks of the Illinois Central Railroad Company and the Wabash Railroad Company cross at grade; 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 by the Commission that 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 10th day of September, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Alton Railroad Company for approval of plans covering changes in the interlocking plant at Wann, Illinois*

It appearing to the Commission that the Chicago & Alton Railroad Company has made application to this Commission for approval of plans covering changes in the interlocking plant at Wann, Ill., at which point the tracks of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and the Chicago & Alton Railroad Company form junctions, 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 by the Commission that 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 10th day of September, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes in the interlocking plant at Centralia, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes in the interlocking plant at Centralia, Ill., at which point the tracks of the Illinois Central Railroad Company and the Chicago, Burlington & Quincy Railroad Company cross each other at grade, and the main track of the Illinois Southern Railway Company forms a junction with 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 by the Commission that said changes be and the same are 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 10th day of September, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago, Burlington & Quincy Railroad Company for approval of plans covering the construction of an interlocking plant at Portal, Illinois*

It appearing to the Commission that the Chicago, Burlington & Quincy Railroad Company has made application to this Commission for approval of plans covering the construction of an interlocking plant at Portal, Ill., at which point the tracks of the Chicago, Burlington & Quincy Railroad Company form a junction; 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 by the Commission that the construction of said interlocking plant according to said plans be and the same is hereby authorized; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 4th day of October, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of changes in the interlocking plant at Centralia, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of change in the location of the northbound distant signal on the line of the Illinois Central Railroad Company at Centralia interlocking plant, at which point the tracks of the Illinois Central Railroad Company cross those 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 said change in said interlocking plant be and the same is hereby authorized; and when said change is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 20th day of May, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of revised plans covering changes in interlocking plant at Bridgeport, Chicago, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of revised plans covering changes in connection with the interlocking plant at Bridgeport, Chicago, Ill., at which point the tracks of the Illinois Central Railroad Company, the Chicago & Alton Railroad Company and the Atchison, Topeka & Santa Fé Railway Company cross each at grade, and the movable bridge of the lift type which spans the south fork of the south branch of the Chicago River at Bridgeport in Chicago; 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 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 27th day of May, 1913, dated at Springfield, Illinois.

[Signed] O. F. BERRY, Chairman.

*In re application of the Illinois Central Railroad Company for approval of plans covering changes in the interlocking plant at Thirty-third and Central Park Avenue, Chicago, Illinois*

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 Thirty-third and Central Park Avenue, Chicago, Ill., at which point the tracks of the Illinois Central cross at grade a track of 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 by the Commission that 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 3d day of June, 1913, dated at Springfield, Illinois.

[Signed] O. F. BERRY, Chairman.

*In re application of the Chicago & Northwestern Railway Company for approval of plans covering changes in the locking of signals at Nachusa, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to this Commission for approval of plans covering changes in the locking of signals numbered 5 and 25 at Nachusa, Ill., at which point the tracks of the Chicago & Northwestern Railway Company form junctions; 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 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 9th day of June, 1913, dated at Springfield, Illinois.

[Signed] O. F. BERRY, Chairman.

*In re application of Wabash Railroad Company for approval of plans covering reconstruction of interlocking plant at Decatur Junction, Illinois*

It appearing to the Commission that the Wabash Railroad Company has made application to this Commission for approval of plans covering the reconstruction of interlocking plant at Decatur Junction, Ill., at which point the St. Louis lines of the Wabash Railroad Company form a junction with the tracks of the Springfield Division; 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 Wabash Railroad Company be and the same is hereby authorized to reconstruct said interlocking plant in accordance with said plans; and when said interlocking plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 9th day of June, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Wabash Railroad Company for approval of revised plans covering the construction of an interlocking plant at Decatur Junction, Illinois*

It appearing to the Commission that the Wabash Railroad Company has made application to this Commission for approval of revised plans covering the construction of an interlocking plant at Decatur Junction, Ill., at which point the tracks of the Wabash Railroad 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 said Wabash Railroad Company be and the same is hereby authorized to construct said interlocking plant in accordance with said plans; and when said plant is completed, said petitioner shall notify this Commission for its approval.

By order of the Commission this 19th day of June, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Illinois Central Railroad Company for approval of plans covering certain changes connected with the interlocking plant at Galena, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering certain changes connected with the interlocking plant at Galena, Ill., at which point a main track of the Illinois Central Railroad Company crosses a movable bridge spanning the Galena River and a 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 said changes connected with 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 19th day of June, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Wabash Railroad Company for approval of plans covering changes connected with the interlocking plant at Lodge, Illinois*

It appearing to the Commission that the Wabash Railroad Company has made application to this Commission for approval of plans covering changes connected with the interlocking plant at Lodge, Ill., at which point the main track of the Wabash Railroad Company crosses a main track of the Illinois Central Railroad Company; it further appearing that such changes are made necessary by the construction of a second main track by the Wabash 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 said changes connected with said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall notify this Commission for its approval.

By order of the Commission this 25th day of June, 1913, dated Springfield, Illinois.

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

*In the matter of the application of the Chicago & Eastern Illinois Railroad Company for approval of plans covering additions to the interlocking plant at Fairmount Junction, Illinois*

It appearing to the Commission that the Chicago & Eastern Illinois Railroad Company has made application to this Commission for approval of plans covering additions to the interlocking plant at Fairmount Junction, Ill., at which point the main track of the Chicago & Eastern Illinois Railroad Company crosses at grade a main track of the Wabash Railroad Company; it further appearing that said additions are made necessary by the construction of a second main track by the Wabash 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 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 25th day of June, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering the rehabilitation of the interlocking plant at Godfrey, Illinois*

It appearing to the Commission that the Chicago & Alton Railroad Company has made application to this Commission for approval of plans covering the rehabilitation of the interlocking plant at Godfrey, Ill., at which point the tracks of the Chicago & Alton Railroad Company form junctions with each other; and the plans having been examined and approved, as amended with respect to installing one additional derail, 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 by the Commission that said plans for said rehabilitation of interlocking plant be, and the same are hereby approved and said work authorized; and when same is completed, said petitioner shall notify the Commission for its approval.

By order of the Commission this 2d day of July, 1913, dated at Springfield, Illinois.

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

No. 527

East St. Louis, Columbia & Waterloo Railway

v.

The St. Louis Valley Railway

St. Louis, Iron Mountain & Southern Railway

and the

No. 528

East St. Louis, Columbia & Waterloo Railway

v.

Illinois Central Railroad

and the

No. 529

East St. Louis, Columbia & Waterloo Railway

v.

East St. Louis & Carondelet Railway

*In the matter of application for extension of time in which to complete the interlocking plant at Dupu, Illinois*

Now on this day comes the petitioner and shows to the Commission that on account of delays which were unavoidable in procuring material and

labor and in completing contracts between respective railroad companies, said petitioner has been unable to complete the interlocking plant at Dupo, Ill., according to the order of this Commission, and moves the Commission for a further extension of time for the completion of said interlocking plant to January 1, 1914.

And the Commission having given the matter due consideration, finds, that the statement made by the petitioner is true, and it is therefore ordered, adjudged and decreed by the Commission that the time for the completion of said interlocking plant be extended to January 1, 1914.

By order of the Commission this 8th day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Vandalia Railroad Company for approval of plans covering additions to the interlocking plant at Willows, Illinois*

It appearing to the Commission that the Vandalia Railroad Company has made application to this Commission for approval of plans covering additions to the interlocking plant at Willows, Ill., at which point the tracks of the Vandalia Railroad Company and the Baltimore & Ohio Southwestern Railroad Company cross at grade the tracks of the Illinois Transfer Railroad Company and the 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 by the Commission that said changes be, and the same are hereby approved by the Commission; and when said changes are completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 11th day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Elgin, Joliet & Eastern Railway Company for approval of plans showing changes and additions of temporary nature in the interlocking plant at West Chicago, Illinois, known as Tower "A"*

It appearing to the Commission that the Elgin, Joliet & Eastern Railway Company has made application to this Commission for approval of plans covering changes and additions of a temporary nature in the interlocking plant at West Chicago, Ill., known as Tower "A," at which point a main track of the Elgin, Joliet & Eastern Railway Company crosses a main track of the Freeport line of the Chicago & Northwestern Railway Company; it further appearing that the work proposed in connection with this plant is intended to be carried out pending the construction of a second main track by 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 by the Commission that said changes and additions in said interlocking plant be, and the same are hereby authorized; and when same are completed, said petitioner shall so report to this Commission for its approval.

By order of the Commission this 16th day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes and additions to the interlocking plant at Centralia, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Centralia, Ill., at which point the tracks of the Illinois Central Railroad Company cross at grade

the tracks of the Chicago, Burlington & Quincy Railroad Company; it further appearing that said changes and additions are made necessary by the double track arrangement 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 by the Commission that 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 16th day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for approval of plans covering the reconstruction of the interlocking plant at Mansfield, Illinois*

It appearing to the Commission that the Cleveland, Cincinnati, Chicago & St. Louis Railway Company has made application to this Commission for approval of plans covering the reconstruction of the interlocking plant at Mansfield, Ill., at which point a main track of the Wabash Railroad Company crosses a main track of the Peoria & Eastern Division of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; and the plans having been examined and approved as amended with respect to the location of the north derail in the Wabash main track, 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 by the Commission that said reconstruction of said interlocking plant in accordance with said plans be, and the same is hereby authorized; and when said interlocking plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 23d day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes in the locking connected with signals Nos. 28 and 29 of the interlocking plant at Blue Island Junction, Chicago, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes in the locking connected with signals Nos. 28 and 29 of the interlocking plant at Blue Island Junction, Chicago, Ill., at which point the tracks of the Chicago & Western Indiana Railroad Company cross at grade the tracks 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 by the Commission that said changes in connection with said interlocking plant be, and the same are hereby authorized; and when said changes are completed, said petitioner shall notify this Commission of the same, for its approval.

By order of the Commission this 23d day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the St. Louis Merchants Bridge Terminal Railway Company for approval of plans covering temporary arrangement of the interlocking plant at Madison, Illinois*

It appearing to the Commission that the St. Louis Merchants Bridge Terminal Railway Company has made application to this Commission for approval of plans covering temporary arrangement of the interlocking plant

at Madison, Ill., pending the reconstruction of the track lay-out, at which point the tracks of the St. Louis Merchants Bridge Terminal Railway Company form junctions and cross 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 by this Commission that 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 29th day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Alton Railroad Company for approval of plans covering changes in signals along the line of Illinois Central Railroad Company at Mason City, Illinois*

It appearing to the Commission that the Chicago & Alton Railroad Company has made application to this Commission for approval of plans covering changes in which the distant signals along the line of the Illinois Central Railroad Company are made fixed signals, at Mason City, Ill., at which point the tracks of the Chicago & Alton Railroad Company cross the Havana line of the Illinois Central Railroad Company; it further appearing that the reason for making these signals fixed is because of the complaint of the citizens of Mason City, that the wires which operate the present signals are a hindrance to pedestrian traffic, also there is considerable difficulty in maintaining the wire connections because of street crossings; 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 by the Commission that said changes in said signals 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 31st day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Alton Railroad Company for approval of plans covering the construction of an interlocking plant at Lawndale, Illinois*

It appearing to the Commission that the Chicago & Alton Railroad Company has made application to this Commission for approval of plans covering the construction of an interlocking plant at Lawndale, Ill., at which point two main tracks of this company form a junction; 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 by the Commission that said plans for said interlocking plant be, and the same are hereby authorized; and when said interlocking plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 31st day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Alton Railroad Company for approval of plans covering proposed interlocking plant to be installed at Murrayville, Illinois*

It appearing to the Commission that the Chicago & Alton Railroad Company has made application to this Commission for approval of plans covering proposed interlocking plant to be installed at Murrayville, Ill., at which point the two main tracks of this company form a junction; 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 by the Commission that said plans covering said proposed interlocking plant to be installed at Murrayville, be and the same are hereby approved; and when said interlocking plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 31st day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Alton Railroad Company for approval of plans covering changes connected with the interlocking plant at South Joliet, Illinois*

It appearing to the Commission that the Chicago & Alton Railroad Company has made application to this Commission for approval of plans covering changes connected with the interlocking plant at South Joliet, Ill., at which point two main tracks of this company form a junction; it further appearing that these changes are made necessary by some temporary track arrangement, but involves no changes in the locking; 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 by the Commission that 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 31st day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Northwestern Railway Company for approval of plans covering change in the location of four dwarf signals at the interlocking plant at Nelson, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to this Commission for approval of plans covering change in the location of four dwarf signals at the interlocking plant at Nelson, Ill., at which point the tracks of this company form junctions and cross each other at grade; 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 by the Commission that 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 31st day of July, 1913, dated at Springfield, Illinois.

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

*In re application of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for approval of plans covering changes in the interlocking plant at Pana, Illinois*

It appearing to the Commission that the Cleveland, Cincinnati, Chicago & St. Louis Railway Company has made application to this Commission for approval of plans covering changes in the interlocking plant at Pana, Ill., at which point the tracks of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, the Baltimore & Ohio Southwestern Railroad Company, the Chicago & Eastern Illinois Railroad Company and the Illinois Central Railroad Company form junctions and crossings; 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 by the Commission that said changes in said interlocking plant be, and the same are hereby authorized; when said changes are completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 4th day of August, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of plans covering changes connected with the interlocking plant at Gilman, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes in the interlocking plant at Gilman, Ill., at which point the tracks of the Illinois Central Railroad Company cross the tracks of the Toledo, Peoria & Western 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 by the Commission that 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 5th day of August, 1913, dated at Springfield, Illinois.

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

*In re application of the Elgin, Joliet & Eastern Railway Company for approval of plans covering additions and changes connected with the interlocking plant at West Chicago, Illinois, known as Tower "B"*

It appearing to the Commission that Elgin, Joliet & Eastern Railway Company has made application to this Commission for approval of plans covering additions and changes connected with the interlocking plant at West Chicago, Ill., known as Tower "B," at which point the track of the Chicago & Northwestern Railway Company is crossed by a main track of the Elgin, Joliet & Eastern Railway Company; and it further appearing that such changes are made necessary as a result of the rearrangement of the tracks of the main line 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 by the Commission that said additions and changes in said interlocking plant be, and the same are hereby authorized; and when said additions and changes are completed, said petitioner shall notify this Commission of the same for its approval.

By order of the Commission this 5th day of August, 1913, dated at Springfield, Illinois.

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

*In re application of the Elgin, Joliet & Eastern Railway Company for approval of plans covering the reconstruction of the interlocking plant at West Chicago, Illinois, known as Tower "A"*

It appearing to the Commission that the Elgin, Joliet & Eastern Railway Company has made application to this Commission for approval of plans covering the reconstruction of the interlocking plant at West Chicago, Ill., known as Tower "A," at which point the main track of the Elgin, Joliet & Eastern Railway Company crosses tracks of the Chicago & Northwestern Railway Company; and it further appearing that these changes and additions are made necessary by the construction of a second main track on the Freeport line 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 by the Commission that said plans for said reconstruction of interlocking plant be, and the same are hereby approved; 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 5th day of August, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company for approval of revised plans covering changes connected with the interlocking plant at Litchfield, Illinois*

It appearing to the Commission that the Cleveland, Cincinnati, Chicago & St. Louis Railway Company has made application to this Commission for approval of revised plans covering changes connected with the interlocking plant at Litchfield, Ill., at which point the tracks of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company cross the main tracks of the Chicago, Burlington & Quincy Railroad Company, the Wabash Railroad Company and the Illinois Central Railroad Company; and it appearing that these changes are desired on the part of the Wabash Railroad Company because of the construction of automatic block signals, the circuits of which will pass through this 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 said changes connected with 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 14th day of January, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Chicago & Eastern Illinois Railroad Company for approval of plans covering certain changes and additions to the interlocking plant at Arthur, Illinois*

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 Arthur, Ill., at which point the tracks of the Vandalia Railroad Company cross those of the Chicago & Eastern Illinois Railroad Company; and it appearing that said changes and additions are made necessary because of the construction of the second main track by 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 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 14th day of January, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Baltimore and Ohio Chicago Terminal Railroad Company for approval of plans covering changes and additions to the interlocking plant at McCook, Illinois*

It appearing to the Commission that the Baltimore and Ohio Chicago Terminal Railroad Company has made application to this Commission for approval of plans covering certain changes and additions to the interlocking plant at McCook, Ill., at which point the tracks of the Baltimore and Ohio Chicago Terminal Railroad Company cross a main track of the Chicago and Illinois Western Railroad and the main tracks of the Atchison, Topeka and Santa Fé Railway Company; and it appearing that said changes and addi-

tions are made necessary by the construction of additional tracks by the Baltimore and 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 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 14th day of January, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Pennsylvania Company for approval of plans covering certain changes in connection with the interlocking plant at Englewood, (Chicago), Illinois*

It appearing to the Commission that the Pennsylvania Company has made application to this Commission for approval of plans covering changes in the location of signals along the tracks of the Chicago, Rock Island & Pacific Railway Company, and provision for one "Calling On" arm at the Englewood interlocking plant, at which point the tracks of the Pennsylvania Company cross the tracks of the Chicago, Rock Island & Pacific 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 said changes in connection with 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 January, 1913, dated at Springfield, Illinois.

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

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

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, Chicago, Ill., at which point the tracks of the Chicago & Western Indiana Railroad Company cross the main tracks 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 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 January, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago & Western Indiana Railroad Company for approval of plans covering changes and partial reconstruction of interlocking plant known as Tower "A," at Fifteenth and Dearborn Streets, Chicago, Illinois*

It appearing to the Commission that the Chicago & Western Indiana Railroad Company has made application to this Commission for approval of plans covering certain changes and partial reconstruction of the interlocking plant known as Tower "A," located at Fifteenth and Dearborn Streets, Chicago, Ill., at which point the tracks of the Chicago & Western Indiana Railway Company connect and form junctions with the tracks of the Atchison, Topeka & Santa Fé Railway Company, the Chicago, Indiana &

Louisville Railway Company, the Chicago & Eastern Illinois Railroad Company and the Wabash 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 said changes and partial reconstruction of said interlocking plant in accordance with said plans be, and the same are hereby authorized; and when said reconstruction is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 21st day of January, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes connected with the interlocking plant at Coulterville, Illinois*

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 connection with the interlocking plant at Coulterville, Ill., at which point the main track of the Illinois Southern Railroad Company crosses the tracks of the Illinois Central 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 by the Commission that 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 12th day of February, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Baltimore & Ohio Chicago Terminal Railroad Company for approval of plans covering changes in the signaling arrangements along the tracks operated by this company at Argo, Illinois*

It appearing to the Commission that the Baltimore & Ohio Chicago Terminal Railroad Company has made application to this Commission for approval of plans covering changes in the signaling arrangements along the tracks operated by this company at Argo, Ill., at which point the tracks of the Baltimore & Ohio Chicago Terminal Railroad Company cross the main 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 by the Commission that said changes in said signaling arrangement 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 12th day of February, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering the construction of an interlocking plant a short distance north of Peoria, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to the Commission for approval of plans covering the construction of an interlocking plant to be located at a junction formed by the tracks of the Chicago & Northwestern Railway Company and the St. Louis, Peoria and Northwestern Railway Company a short distance north of Peoria, 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 by the Commission that the said interlocking plant be constructed in accordance with said plans; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 12th day of February, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes in the signaling arrangements along the tracks of this company where same pass through the interlocking plant at Bridgeport, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes in the signaling arrangement along the tracks of the Illinois Central Railroad Company, where these pass through the interlocking plant at Bridgeport, Ill., at which point the tracks of the Illinois Central Railroad Company, Chicago & Alton Railroad Company and the Atchison, Topeka & Santa Fé Railway Company form junctions with each other and cross a movable bridge spanning the South Fork of the South Branch of the Chicago 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 by the Commission that said changes 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 12th day of February, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of plans covering construction of an interlocking plant at Zeigler Junction, Illinois*

It appearing to the Commission that the Chicago, Burlington & Quincy Railroad Company has made application to this Commission for approval of plans covering the construction of a new interlocking plant at Zeigler Junction, Ill., at which point a main track of this company crosses a main track operated by the St. Louis, Iron Mountain and Southern Railway Company; it further appearing that this plant will be known as a cabin interlocking plant in which the signals will always be set in a clear position for trains on the Chicago, Burlington & Quincy Railroad Company, except when desired for use by trains of 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 by the Commission that said Chicago, Burlington & Quincy Railroad Company be, and the same is hereby authorized to construct and install said interlocking plant according to said plans; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 12th day of February, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Chicago & Alton Railroad Company for approval of plans covering additions to the interlocking plant at Wann, Illinois*

It appearing to the Commission that the Chicago & Alton Railroad Company has made application to this Commission for approval of plans covering additions to the interlocking plant at Wann, Ill., at which point the tracks of the Chicago & Alton Railroad Company and the Cleveland, Cincinnati, Chicago & St. Louis Railway Company form junctions with each

other; and it appearing that said changes are made necessary by the construction of a storage track 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 by the Commission 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 12th day of February, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago, Burlington & Quincy Railroad Company for approval of plans covering the construction of an interlocking plant at Berwyn, Illinois*

It appearing to the Commission that the Chicago, Burlington & Quincy Railroad Company has made application to this Commission for approval of plans covering the construction of an interlocking plant at Berwyn, Ill., at which point the main track of the County Traction Railway Company crosses three main 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 by the Commission that the said Chicago, Burlington & Quincy Railroad Company be, and the same is hereby authorized to construct and install said interlocking plant according to said plans; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 13th day of February, 1913, dated at Springfield, Illinois.

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

*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 Tolona, Illinois*

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 Tolona, Ill., at which point the tracks of the Wabash Railroad Company cross the tracks of the Illinois Central Railroad Company; and the plans having been examined and approved by F. G. Ewald, Consulting Engineer of said Commission, with some suggestions as to the location of derails, and the Commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed by the Commission that the said changes and additions 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 18th day of February, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago & Alton Railroad Company for approval of plans covering additions to the interlocking plant at Glassboro, Illinois*

It appearing to the Commission that the Chicago & Alton Railroad Company has made application to this Commission for approval of plans covering additions to the interlocking plant at Glassboro, Illinois; and it appearing said changes are made necessary by the construction of a storage track, which will extend from Wann to Glassboro, and that the southerly end of this storage track will connect with the main track of the Illinois Terminal Railroad Company, which crosses the tracks of the Alton, Granite and St.

Louis Traction Company, 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, and the Commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed by the Commission that the said additions 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 18th day of February, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Lake Shore & Michigan Southern Railway Company for approval of plans covering changes connected with the interlocking plant at Sixteenth and Clark Streets, Chicago, Illinois*

It appearing to the Commission that the Lake Shore & Michigan Southern Railway Company has made application to this Commission for approval of plans covering changes connected with the interlocking plant at Sixteenth and Clark Streets, Chicago, Ill., at which point the main tracks of the Lake Shore and Michigan Southern Railway Company, the Chicago, Rock Island & Pacific Railway Company, the Illinois Central Railroad Company and the St. Charles Air Line cross each other at grade; 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 by the Commission that said changes 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 February, 1913, dated at Springfield, Illinois.

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

*In the matter of the Application of the Chicago & Alton Railroad Company for approval of plans covering the rehabilitation of the interlocking plant which protects traffic passing over the drawbridge spanning the Illinois River at Pearl, Illinois*

It appearing to the Commission that the Chicago & Alton Railroad Company has made application to this Commission for approval of plans covering the rehabilitation of the interlocking plant which protects traffic passing over the drawbridge spanning the Illinois River at Pearl, Ill.; and the plans having been examined and approved by F. G. Ewald, Consulting Engineer of said Commission, except for suggested changes in the location of one derail, and the Commission being fully advised in the premises.

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

By order of the Commission this 18th day of February, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Chicago & Eastern Illinois Railroad Company for approval of plans covering change in the interlocking arrangement at St. Anne, Illinois*

It appearing to the Commission that the Chicago & Eastern Illinois Railroad Company has made application to this Commission for approval of plans covering a change in the location of a distant signal along tracks of the said Chicago & Eastern Illinois Railroad Company at St. Anne, Ill., at which point the tracks of the Chicago & Eastern Illinois Railroad Company cross the tracks of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; it further appearing that in connection with this improve-

ment is the installation of approach locking and a slow release to be operated in connection with this 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 by the Commission that said changes in said interlocking arrangement be, and the same are hereby authorized; and when said changes are completed, the petitioner shall report the same to this Commission for its approval.

By order of the Commission this 26th day of February, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the St. Louis, Peoria & Northwestern Railway Company for approval of plans covering the construction of an interlocking plant designed to protect traffic passing over the bridge spanning the Illinois River near Pekin, Illinois*

It appearing to the Commission that the St. Louis, Peoria & Northwestern Railway Company has made application to this Commission for approval of plans covering the construction of an interlocking plant designed to protect traffic over the bridge spanning the Illinois River near Pekin, 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 said plans for the construction of said interlocking plant be, and the same are hereby authorized; and when said interlocking plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 20th day of March, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering changes connected with the interlocking plant at Pacific Junction, Illinois*

It appearing to the Commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this Commission for approval of plans covering changes in the interlocking plant at Pacific Junction, Ill., at which point the tracks of this company cross each other at grade; 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 by the Commission that 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 20th day of March, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes connected with the interlocking plant at Pinckneyville, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes connected with the interlocking plant at Pinckneyville, Ill., at which point the main tracks of the Illinois Central Railroad Company cross a main track of the Wabash, Chester & Western Railroad Company; and the plans having been examined and approved by F. G. Ewald, Consulting Engineer of the Commission, with the understanding that nothing in the way of reconstruction or rehabilitation will form any part of the work in carrying out these changes, and the Commission being fully advised in the premises:

It is therefore ordered, adjudged and decreed by the Commission that 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 20th day of March, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering changes in interlocking plant at Rondont, Illinois*

It appearing to the Commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this Commission for approval of plans covering changes connected with the interlocking plant at Rondont, at which point the main tracks of the Chicago, Milwaukee & St. Paul Railway Company cross at grade a main track of the Elgin, Joliet & Eastern Railway Company; it further appearing that said changes are brought about by the installation of an automatic block signal system by the Chicago, Milwaukee & St. Paul Railway Company, the circuits of which will pass through this plant, also the substitution of upper quadrant signals for lower quadrant signals now in use; 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 by the Commission 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 20th day of March, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Illinois Central Railroad Company for approval of plans covering general reconstruction of the interlocking plant at Tuscola, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes, additions and general reconstruction of the interlocking plant at Tuscola, Ill., at which point the tracks of the Illinois Central Railroad Company, the Chicago & Eastern Illinois Railroad Company and the Cincinnati, Hamilton & Dayton Railway Company cross each other at grade, 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 by the Commission that said changes, additions and general reconstruction of said interlocking plant, in accordance with said plans be and the same are hereby approved; and when said general reconstruction is completed, said petitioner shall notify this Commission of the same for its approval.

By order of the Commission this 27th day of March, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Wabash Railroad Company for approval of plans covering changes and additions to the interlocking plant at Taylorville, Illinois*

It appearing to the Commission that the Wabash Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Taylorville, Ill., at which point the tracks of the Wabash Railroad Company cross a main track of the Baltimore & Ohio Southwestern 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 by the Commission that 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 16th day of April, 1913, dated at Springfield, Illinois.

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

*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 Starnes, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Starnes, Ill., at which point the tracks of the Illinois Central Railroad Company, the Wabash Railroad Company and the St. Louis, Springfield & Peoria Railroad cross each other at grade; 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 by the Commission that 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 16th day of April, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company for approval of plans covering changes and additions to the interlocking plant at Rondout, Illinois*

It appearing to the Commission that the Chicago, Milwaukee & St. Paul Railway Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Rondout, Ill., at which point the tracks of the Elgin, Joliet & Eastern Railway Company cross the tracks of the Chicago, Milwaukee & St. Paul Railway Company; and it appearing that said changes and additions are made necessary by the construction of a second main track by the Elgin, Joliet & Eastern Railway Company; and the plans having been examined and approved by F. G. Ewald, Consulting Engineer of said Commission, providing that the location of derail No. 36 in a track of the Elgin, Joliet & Eastern Railway Company is moved to a point four hundred feet from the crossing, and the Commission being fully advised in the premises.

It is therefore ordered, adjudged and decreed by the Commission 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 16th day of April, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Illinois Central Railroad Company for approval of certain changes in the interlocking arrangements at Mattoon, Illinois*

- It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of certain changes in the interlocking arrangements at Mattoon, Ill., at which point the main track of the Illinois Central Railroad Company crosses the tracks of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company; and it appearing that said changes consist of substituting for the north bound mechanical distant signal on the Peoria & Evansville line of the Illinois Central Railroad Company, a fixed distant signal, because of the difficulty in

operating present signal due to sharp curvature and several street crossings; and the plans having been examined and approved by F. G. Ewald, Consulting Engineer, pending the construction of a power distant signal, and the Commission being fully advised in the premises.

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

By order of the Commission this 16th day of April, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering the construction of an interlocking plant at Wood Street, Chicago, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to this Commission for approval of plans covering the construction of an interlocking plant at Wood Street, Chicago, Ill., on the Wisconsin Division, at which point the tracks of the Chicago & Northwestern 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 by the Commission that said Chicago & Northwestern Railway Company be, and the same is hereby authorized to construct said interlocking plant in accordance with said plans; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 16th day of April, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Illinois Central Railroad Company for approval of plans covering additions to the interlocking plant at Riverdale, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering additions to the interlocking plant at Riverdale, Ill., at which point the tracks of the Baltimore & Ohio Chicago Terminal Railroad Company, the Pittsburg, Cincinnati, Chicago & St. Louis Railway Company and the Illinois Central Railroad Company cross each other at grade; 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 by the Commission that 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 16th day of April, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Chicago & Northwestern Railway Company for approval of plans covering construction of proposed interlocking plant at Hunting Avenue, Chicago, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to this Commission for approval of plans covering the construction of a proposed interlocking plant at Hunting Avenue, Chicago, Ill., at which point the main tracks of the Wisconsin Division of the Chicago & Northwestern 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 by the Commission that the said Chicago & Northwestern Railway Company be, and the same is hereby authorized to construct said interlocking plant in accordance with said plans; and when said plant is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 24th day of April, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Illinois Central Railroad Company for approval of plans covering changes in connection with the interlocking plant at Ashley, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to the Commission for approval of plans covering changes in connection with the interlocking plant at Ashley, Ill., said changes being made necessary because of an automatic block signal circuit designed to run through this plant, at which point the tracks of the Illinois Central Railroad Company cross the tracks of the Louisville & Nashville 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 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 30th day of April, 1913, dated at Springfield, Illinois.

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

*In the matter of the application of the Pittsburg, Cincinnati, Chicago & St. Louis Railway Company for approval of plans covering changes in the interlocking arrangements at Calumet River Bridge*

It appearing to the Commission that the Pittsburg, Cincinnati, Chicago & St. Louis Railway Company has made application to this Commission for approval of plans covering the installation of a power operated distant signal, as a substitute for a certain mechanical distant signal, which signal governs the movement of southbound trains at the Calumet River interlocking plant located on the drawbridge; 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 by the Commission that said changes in said distant signal be, and the same are hereby authorized; and when same are completed, said petitioner shall report to the Commission for its approval.

By order of the Commission this 30th day of April, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Illinois Central Railroad Company for approval of plans covering changes in the interlocking arrangements at Harvey, Illinois.*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of plans covering changes in the location of the derails in the main track of the Baltimore and Ohio Chicago Terminal Railroad Company from the low side to the high side of the curve at Harvey, Ill., at which point the tracks of the Illinois Central Railroad Company, the Grand Trunk Western Railway Company and the main track of the Baltimore & Ohio Chicago Terminal Railroad Company cross each other at grade; 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 by the Commission that said changes in said interlocking arrangements, 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 13th day of May, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Chicago & Northwestern Railway Company for approval of plans (revised) covering proposed interlocking plant at Wood Street, Chicago, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to this Commission for approval of revised plans covering the proposed interlocking plant to be erected at Wood Street, Chicago, Ill., at which point a junction is formed by the tracks 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 by the Commission that said Chicago & Northwestern Railway Company be, and the same is hereby authorized to construct and install said interlocking plant in accordance with said plans; and when same is completed, said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 14th day of May, 1913, dated at Springfield, Illinois.

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

*In the matter of application of the Chicago, Rock Island & Pacific Railway Company for approval of plans covering certain changes in the interlocking at Sixty-first Street, Chicago, Illinois*

It appearing to the Commission that the Chicago, Rock Island & Pacific Railway Company has made application to this Commission for approval of plans covering the elimination of the interlocking of two cross-overs in the interlocking plant at Sixty-first Street, Chicago, Ill., at which point the tracks of the Chicago, Rock Island & Pacific Railway Company and the Lake Shore & Michigan Southern Railway Company form junctions; 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 by the Commission that said changes in said interlocking plant be, and the same are hereby authorized; and when same are completed, the said petitioner shall report the same to this Commission for its approval.

By order of the Commission this 14th day of May, 1913, dated at Springfield, Illinois.

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

*In re application of the Illinois Central Railroad Company for approval of revised plans covering the reconstruction of an interlocking plant at Tuscola, Illinois*

It appearing to the Commission that the Illinois Central Railroad Company has made application to this Commission for approval of revised plans covering the reconstruction of interlocking plant at Tuscola, Ill., at which point the tracks of the Illinois Central Railroad Company, the Chicago & Eastern Illinois Railroad Company, and the Cincinnati, Hamilton & Dayton Railway Company cross each other at grade; 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 by the Commission that said Illinois Central Railroad Company be, and the same is hereby author-

ized to reconstruct said interlocking plant in accordance with said plans; and when said plant is completed, said petitioner shall notify this Commission of that fact, for its approval.

By order of the Commission this 15th day of May, 1913, dated at Springfield, Illinois.

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

*In re application of the Chicago & Northwestern Railway Company for approval of plans covering changes and additions in the interlocking plant at Canal Junction, Evanston, Illinois*

It appearing to the Commission that the Chicago & Northwestern Railway Company has made application to this Commission for approval of plans covering changes and additions to the interlocking plant at Canal Junction, Evanston, Ill., at which point the tracks of the Chicago & Northwestern 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 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 so notify this Commission for its approval.

By order of the Commission this 20th day of May, 1913, dated at Springfield, Illinois.

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

*In re application of the Terminal Railroad Association of St. Louis for approval of plans covering additions to the interlocking plant at Valley Junction, Illinois*

It appearing to the Commission that the Terminal Railroad Association of St. Louis has made application to this Commission for approval of plans covering additions to the interlocking plant at Valley Junction, Ill., at which point the tracks of the Illinois Central Railroad Company, the St. Louis, Belleville & Southern Railroad Company cross a main track operated by the Terminal Railroad Association of St. Louis, and the main track of the latter company also forms a junction with the main track of 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 said additions in said interlocking plant be, and the same are hereby authorized; and when said additions are completed, said petitioner shall notify this Commission for its approval.

By order of the Commission this 20th day of May, 1913, dated at Springfield, Illinois.

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