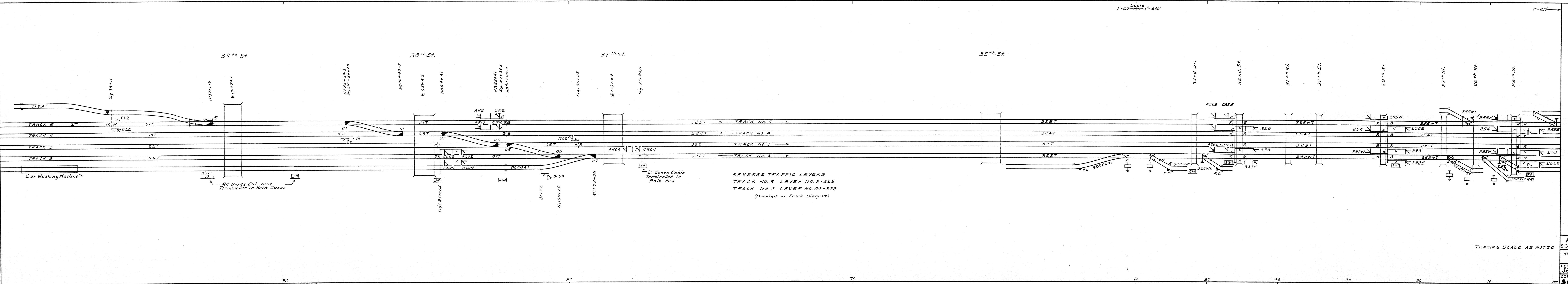


Scale
1"=100' 1"=400'

REVISIONS

- 10-16-50
N.Y.C. Elec. Sw. Lock No. 322 Installed.
- 9-12-55
2 Electric Sw. Lock Retired, W295WL Removed at 31st St. AFE-55-412 and W225WL Removed at 35th St. AFE-55-397 (CIV)
- 3-30-60
Retired 2-Spur Tracks & 2 Electric Sw. Locks Off Trk. #5 at 29th St. AFE-59-819
- 6-15-63 R.E.D.
Crossovers 7 and 13 relocated. SW 5 relocated. Both north and south leads to Chicago Junction Ry. relocated due to new Dan Ryan Exp.



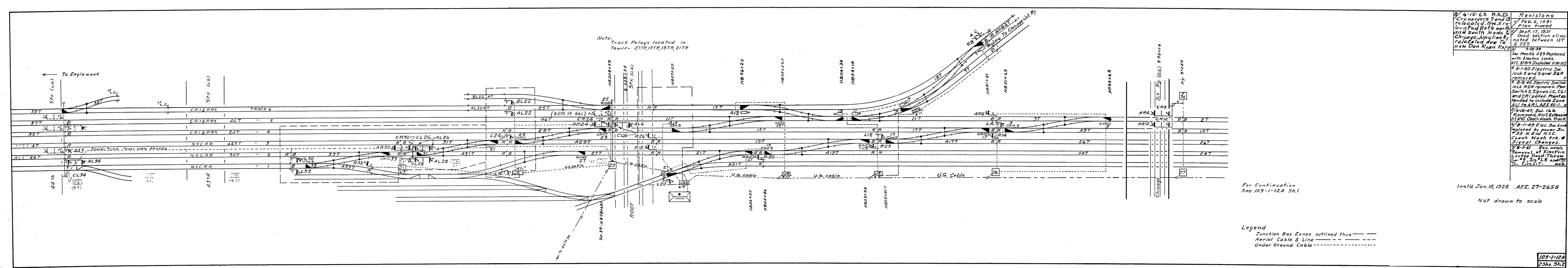
REVERSE TRAFFIC LEVERS
TRACK NO. 5 LEVER NO. 2-325
TRACK NO. 2 LEVER NO. 04-322
(Mounted on Track Diagram)

TRACING SCALE AS NOTED

ROCK ISLAND LINES
SIGNAL DEPARTMENT - CHICAGO, ILL.
ROOT ST. LOCATION PLAN
CHICAGO, ILL.

CHECKED slk	APPROVED C.M. Bick	DATE 3-16-50
CORRECT	SIGNAL ENGINEER	109-1-12A 2SHS.SH.1

109-1-12A
2SHS.SH.1



Note: Track Relays located in Tower- 27TR, 13TR, 19TR, 21TR

For Continuation See 109-1-12A Sh.1

Legend
 Junction Box Zones outlined thus
 Aerial Cable & Line
 Under Ground Cable

8/6-15-63 R.E.D.	Revisions
Crossovers 7 and 13 relocated. SW. Src located. Both north and south leads to Chicago Junction R. relocated due to new Dan Ryan Exp.	1/ Feb. 2, 1931 Plan traced
	2/ Sept. 17, 1931 Dead section eliminated between 13T & 25T.
	3/ 4-28-38 Sw. Mach's 589 Replaced with Electric Locks. A.F.E. 37-819 (Installed 11-30-37)
	4/ 4-1-40. Electric Sw. lock 5 and Signal B&R removed.
	5/ 5-8-40. Electric Switch lock RZW removed. PWR Switch 5, Signals L2, CL1 and CRI added. Plant extended to include Zone AL1 to AR1. A.F.E. 40-1.
	6/ 4-12-47. Sw. 16 R. Removed. Acct. Extension of NYC Coach Wash. Track
	7/ 8-1-49 Elec. Sw. Lock replaced by power Sw. #35 N. End N.Y.C. Coach Wash trk. # Signal Changes.
	8/ 8-1-61 Rev. analog. Removal of Electric Locked Hand-Throw Sw. #9, Sig. #L8 and ST Tr. Circuit. with

Inst'd Jan. 18, 1928 .A.F.E. 27-2658
 Not drawn to scale