

MADE 10-25-29

REVISIONS

DRAWN FROM MAP CE 14377 DATED JAN. 1929.

Revised to agree with NY Deval, circuits

Revised. R.B.

2-14-30

Revised AS PER FIELD CHECK OF EPS. OF 2-20-30

9-10-30

Revised AS PER FIELD CHECK OF H.E.M. OF 3-30-30, & of L.C. OF 5-5-30. H.C.

10-27-30

Revised acct. of respacing signals

9-10-42

Rev. field check of REL. of 11-25-42. Hand thrown on E.W. Track moved from Plat. 55.08 to 55.22

7-29-44

TWO X-OVERS JUST WEST OF MAIN ST. WERE SHOWN. SEE FIELD CHECK OF H.E.M. OF 10-25-44

10-25-44

REV. PER FIELD CHECK OF REL. OF 11-25-44

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SEE DEVAL TRACK PLAN - SD 35 FOR LAYOUT BETWEEN HOME SIGNALS 732 AND 731

TO CHICAGO

ANN. START 16120'

DEVAL TOWER

TO OUTSIDE TRACK TO CENTER TRACK

C731 LA

C731 U

(69)

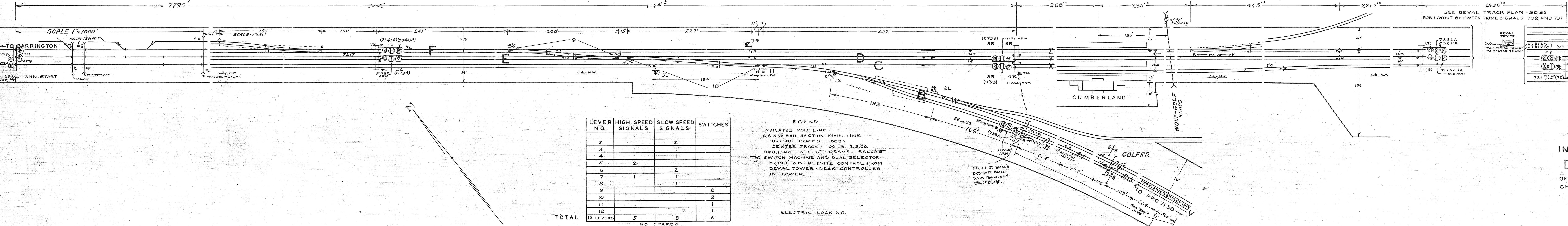
731 FIXED ARM (72)

C.&N.W.R.Y. INTERLOCKING PLAN DEVAL "NY", ILL.

OFFICE OF SIGNAL ENGINEER CHICAGO, ILL. SCALE 1"=50' EXCEPT AS NOTED.

DRAWN BY H.C. TRACED BY H.C. CHECKED BY H.C.

C.&N.W.R.Y. SD 304



LEVER NO.	HIGH SPEED SIGNALS	SLOW SPEED SIGNALS	SWITCHES
1	1		
2		2	
3	1	1	
4		1	
5	2		
6		2	
7	1	1	2
8		1	
9			2
10			2
11			1
12			1
TOTAL	12 LEVERS	5	8

NO SPARES

LEGEND

- INDICATES POLE LINE
- C.&N.W. RAIL SECTION - MAIN LINE.
- OUTSIDE TRACKS - 10035
- CENTER TRACK - 10035
- DRILLING 6"-6"-6" GRAVEL BALLAST
- SWITCH MACHINE AND DUAL SELECTOR - MODEL SB - REMOTE CONTROL FROM DEVAL TOWER - DESK CONTROLLER IN TOWER.

ELECTRIC LOCKING.