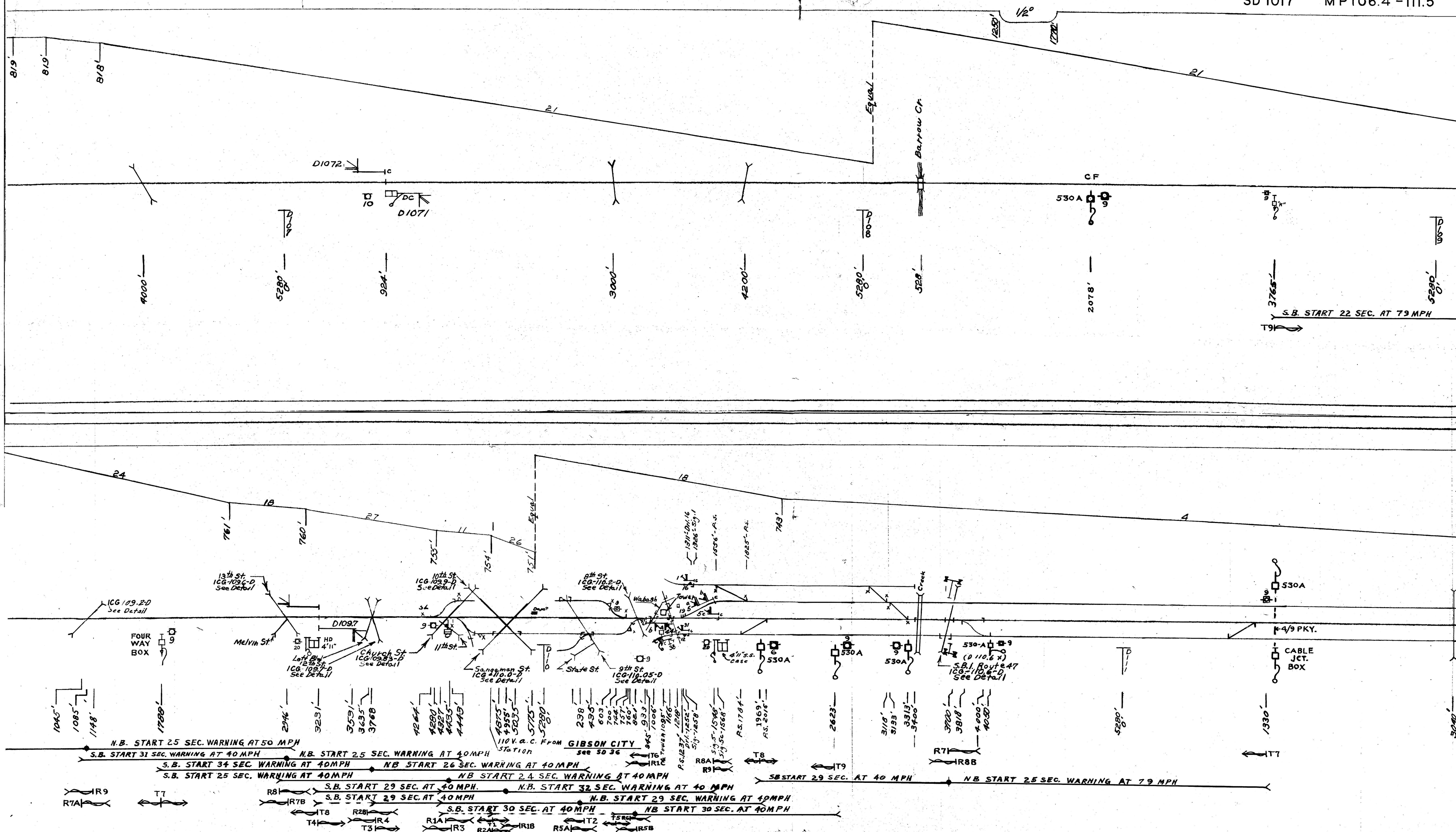
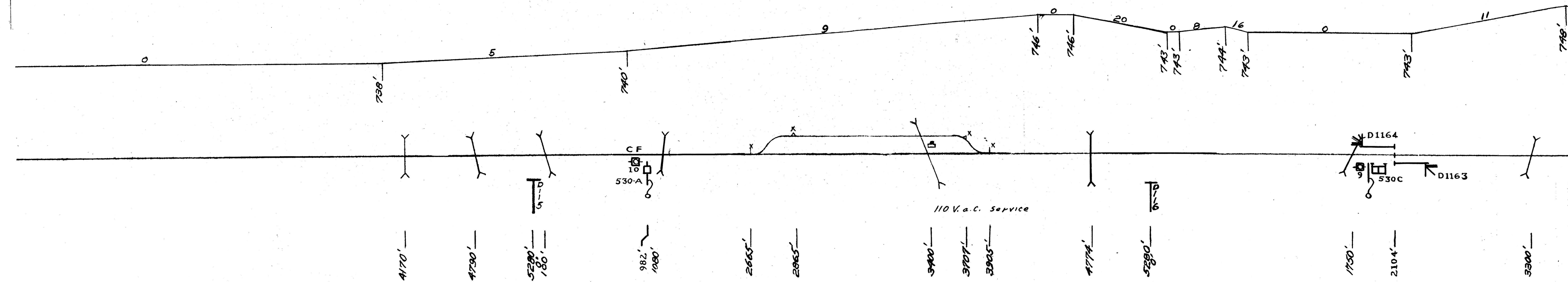
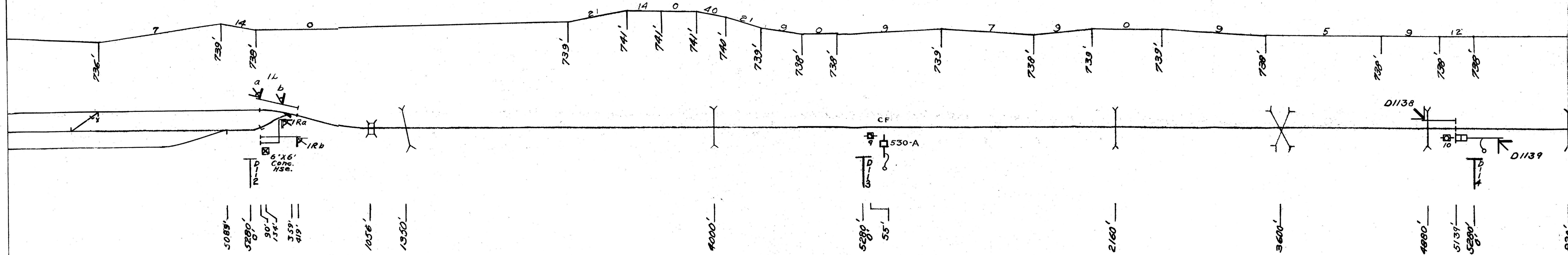
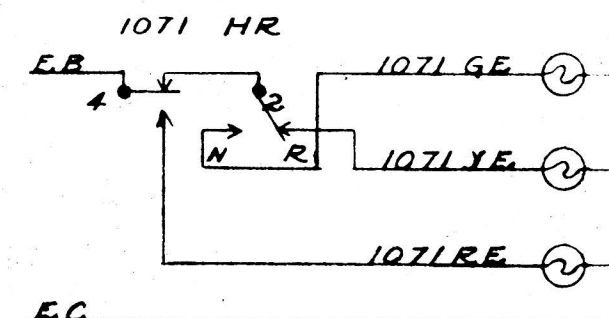
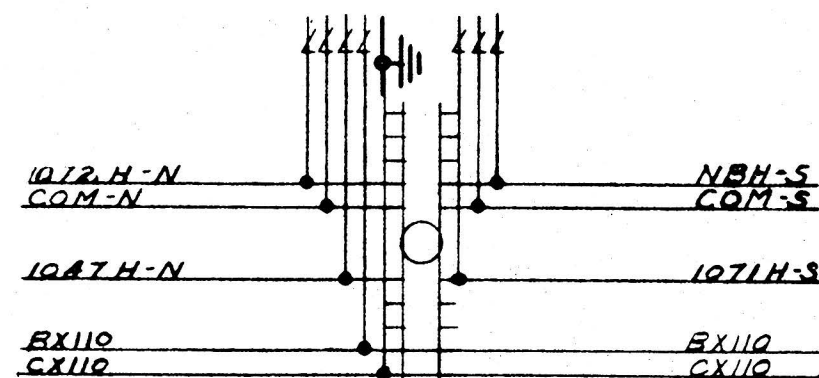
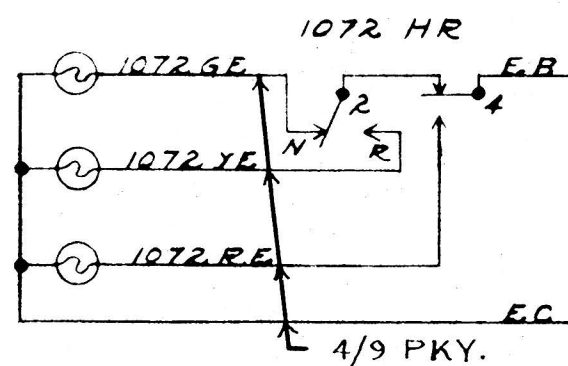
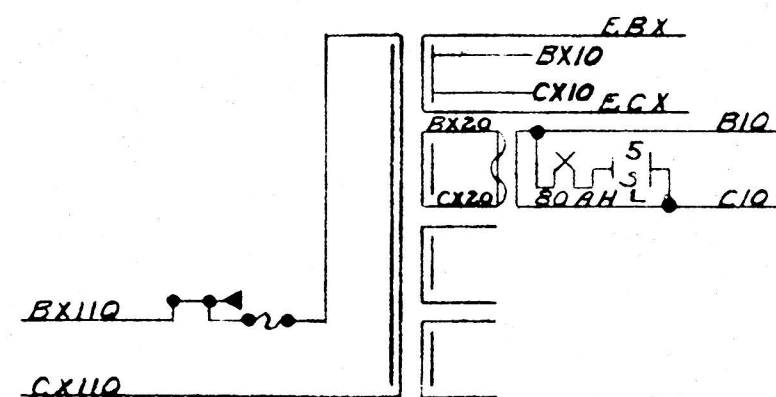
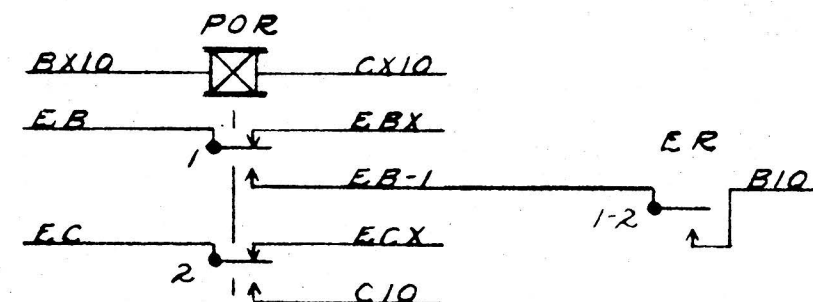
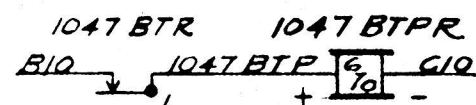






HARPSTER





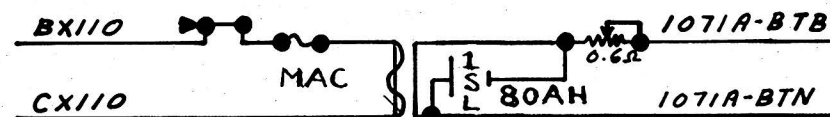
5280'  
10'

2078'  
↓

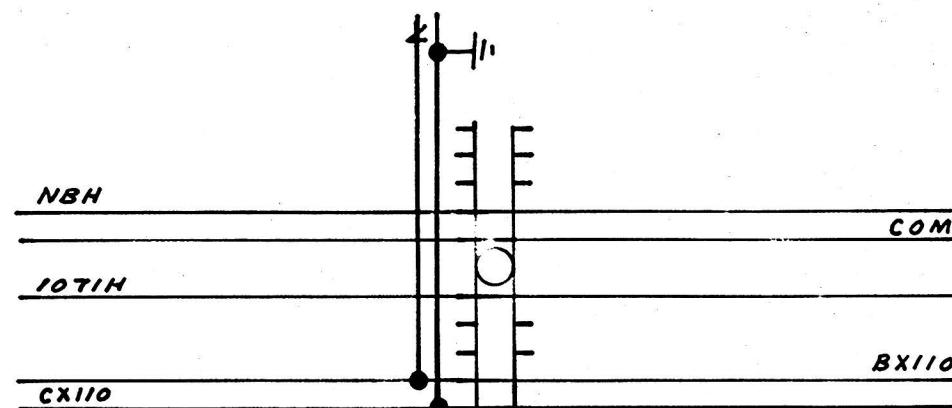
1071AT

1071BT

1071A-BTB  
1071A-BTN



D  
108





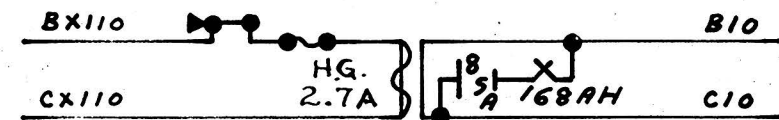
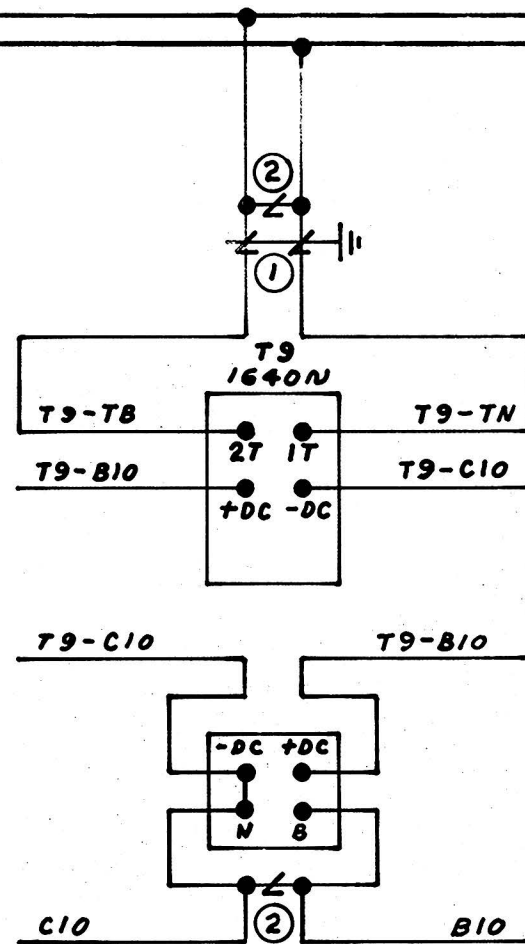
5280'  
10'

3765'  
1

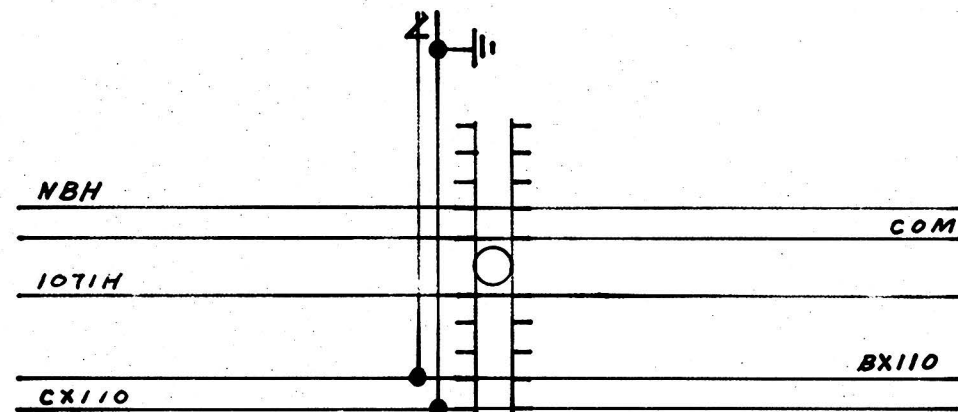
1071BT

(CR9T)

1071BT



D  
1  
0  
9



1085'  
|

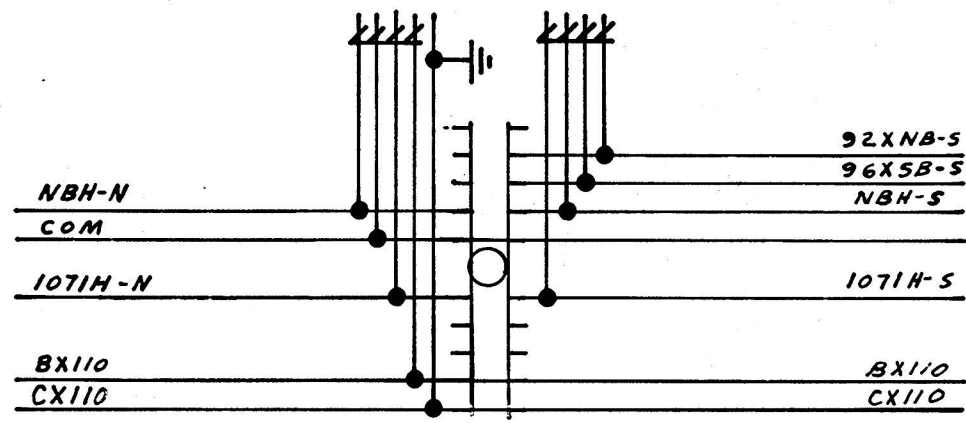
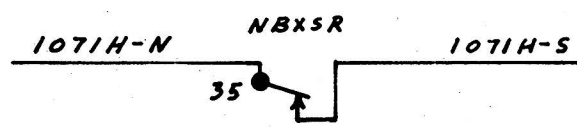
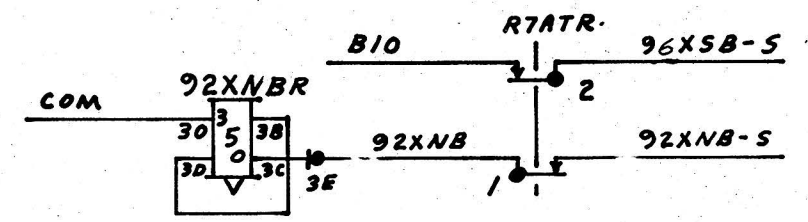
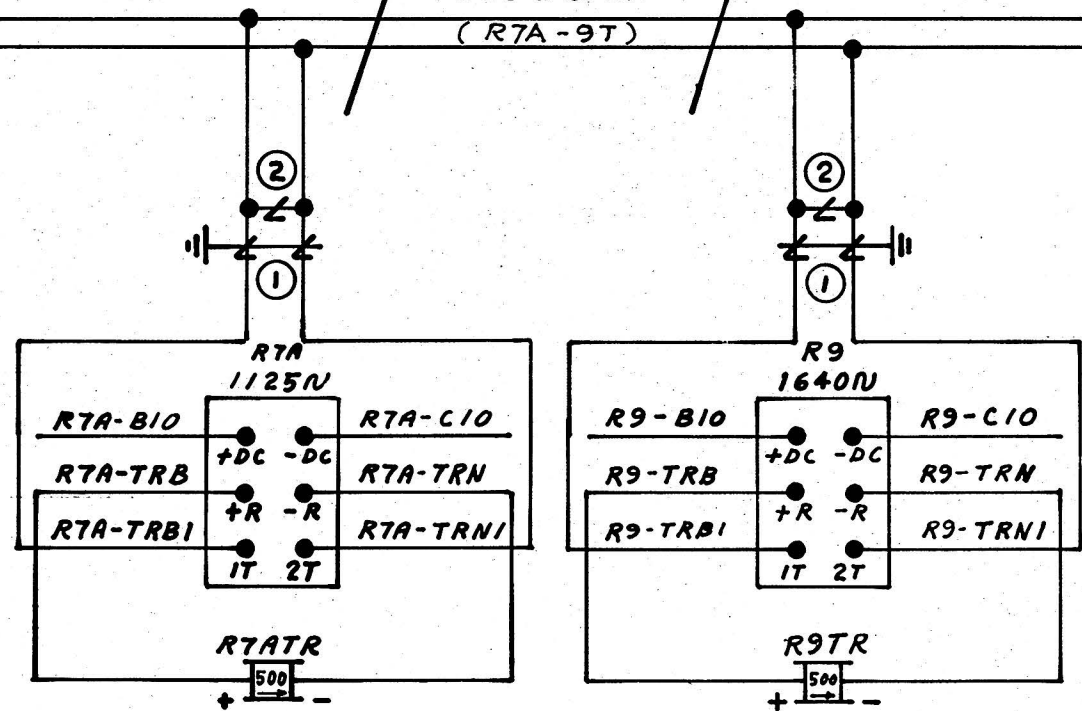
DRUMMER TWP. RD.  
I.C.G. - 109.2-D  
"See Detail"

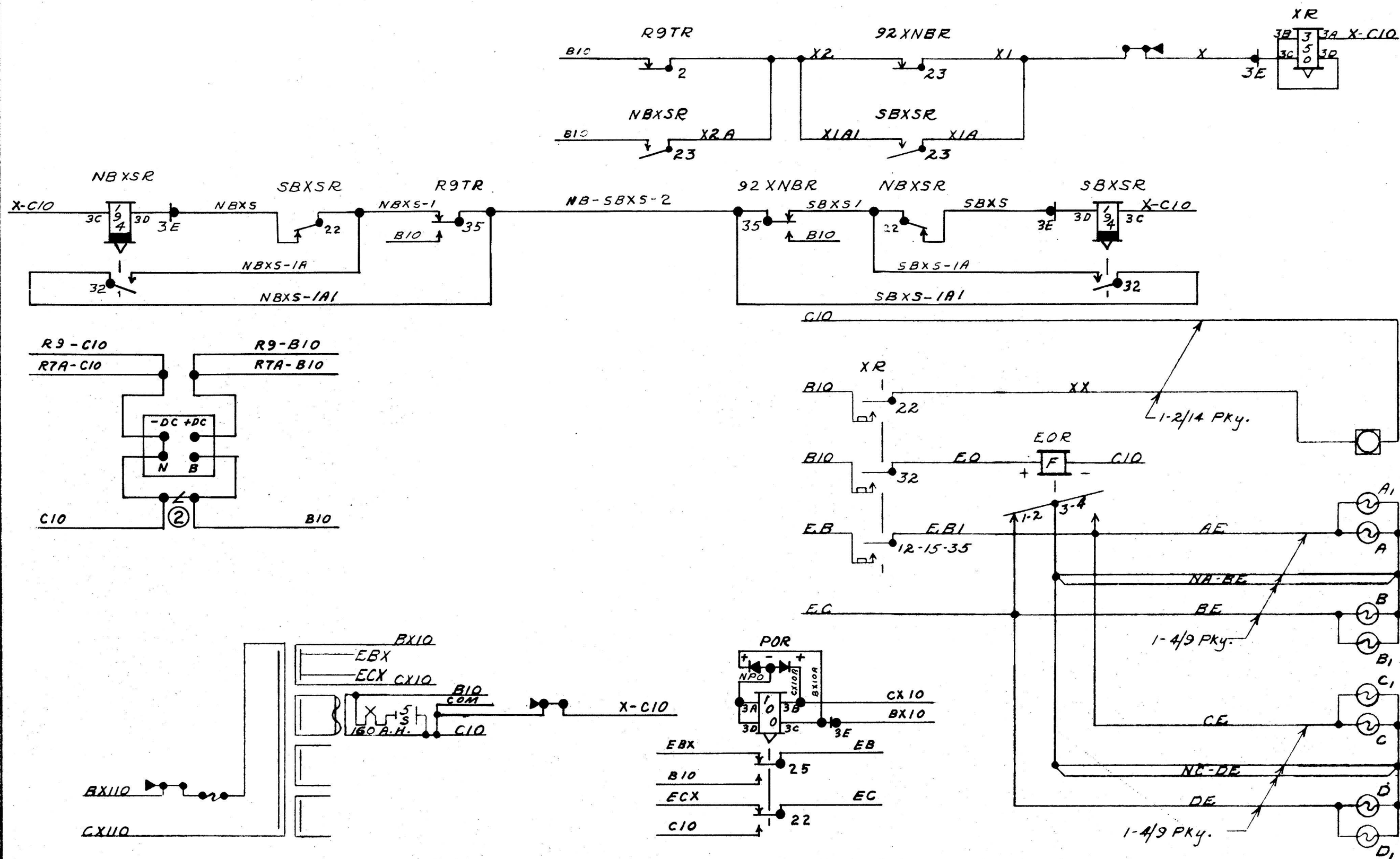
1071BT (R9T)

(R7A-9T)

(R7AT)

1071BT



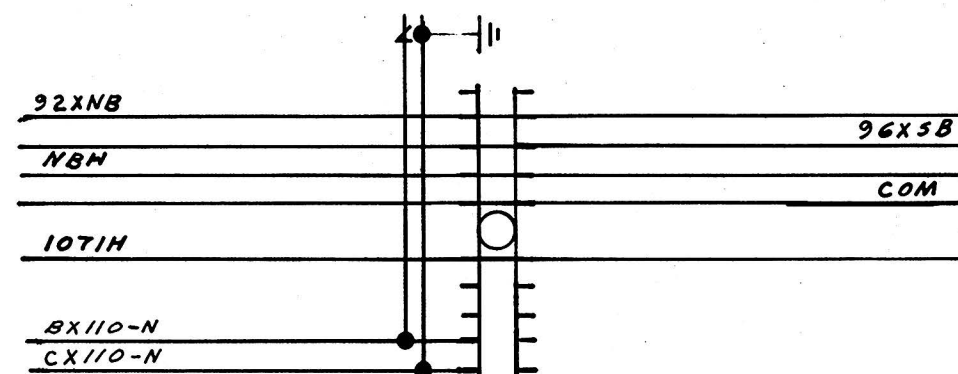
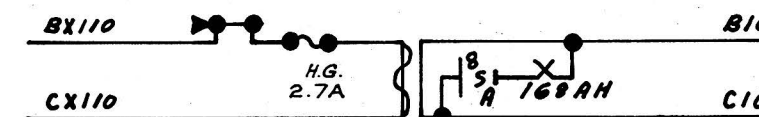
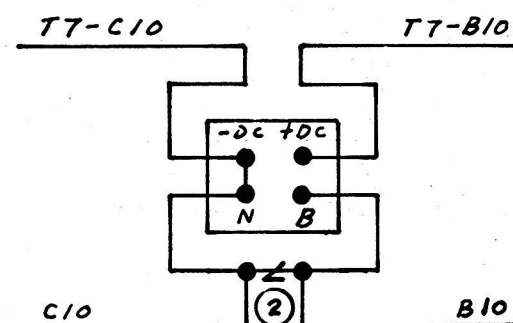
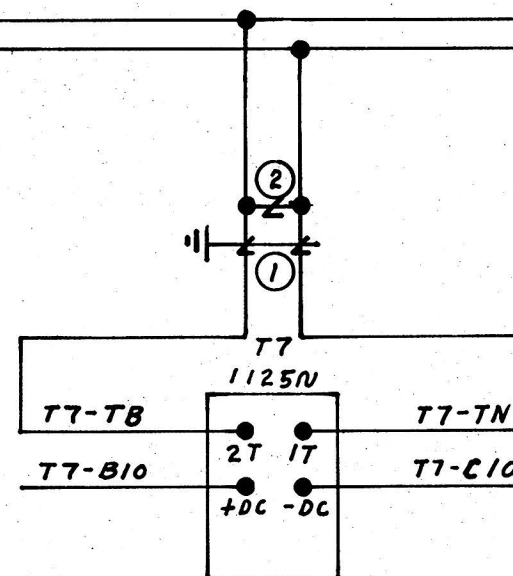


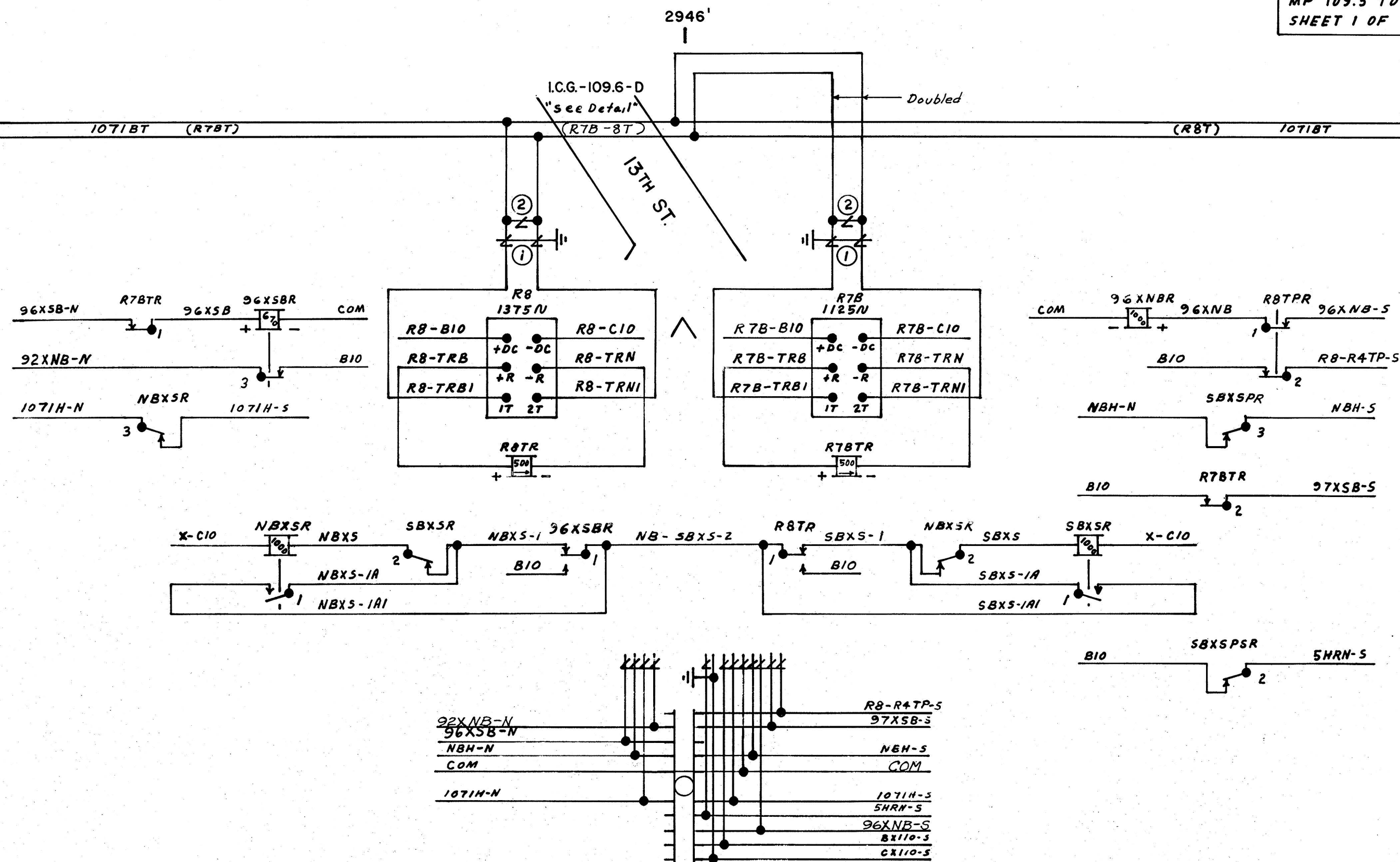


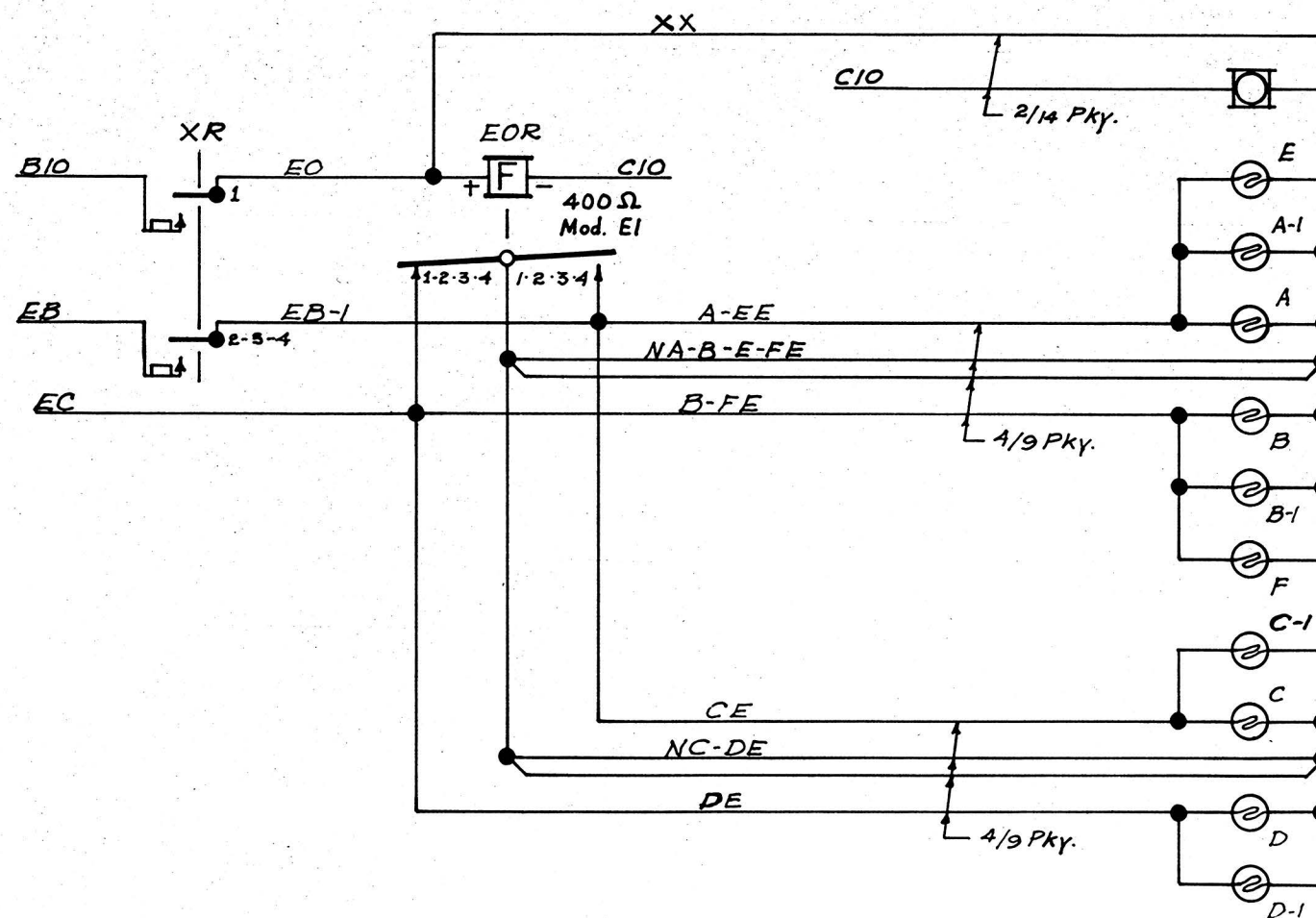
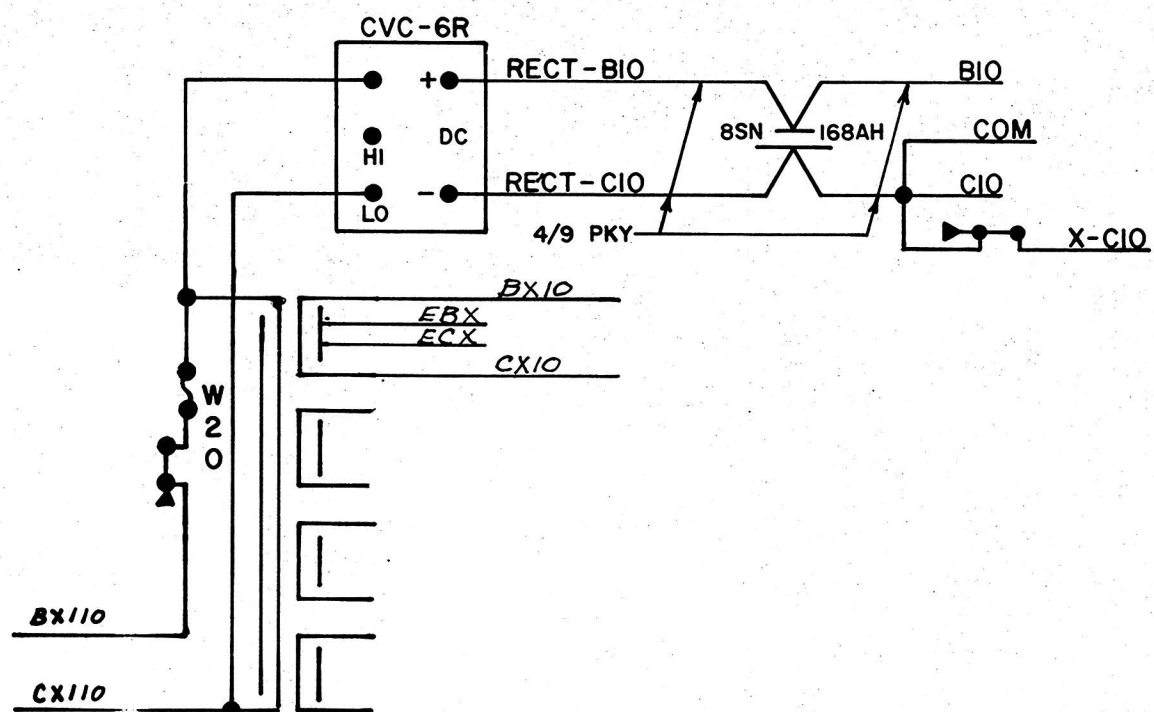
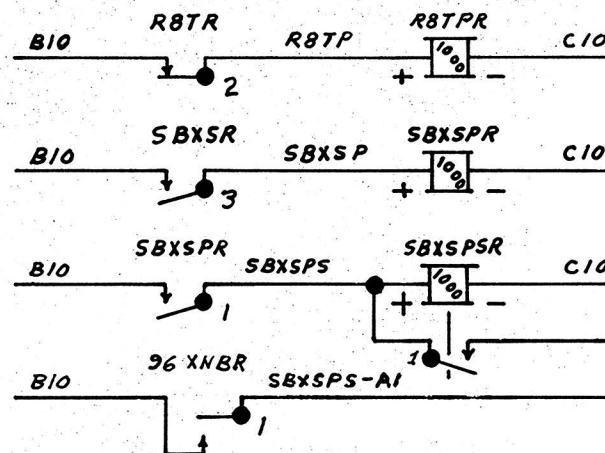
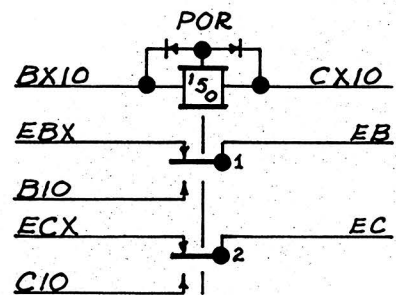
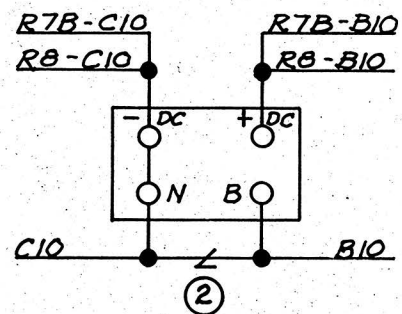
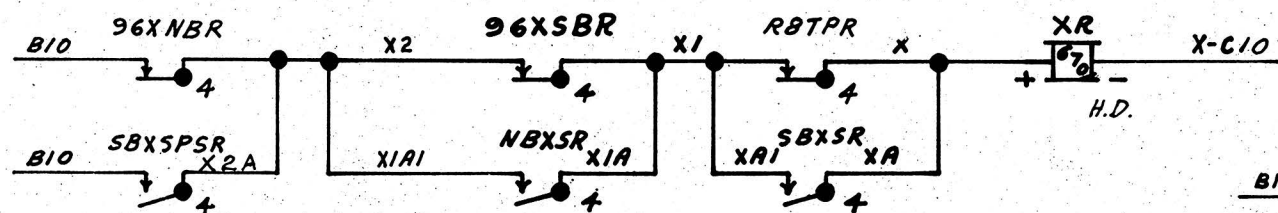
1071 BT (RTAT)

(RTBT) 1071 BT

1788'

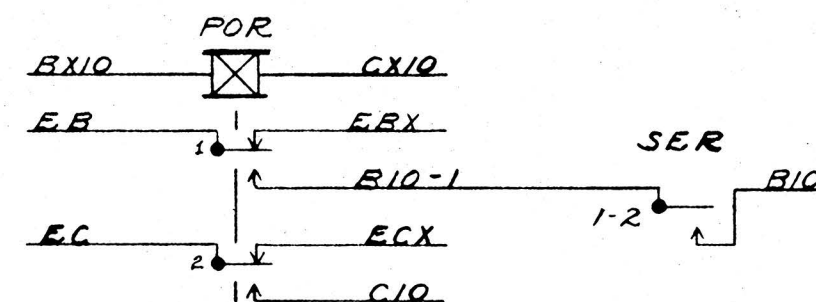
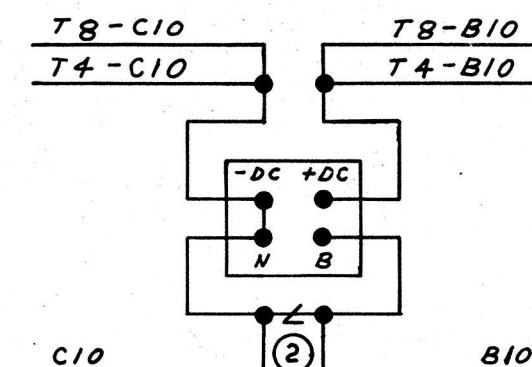
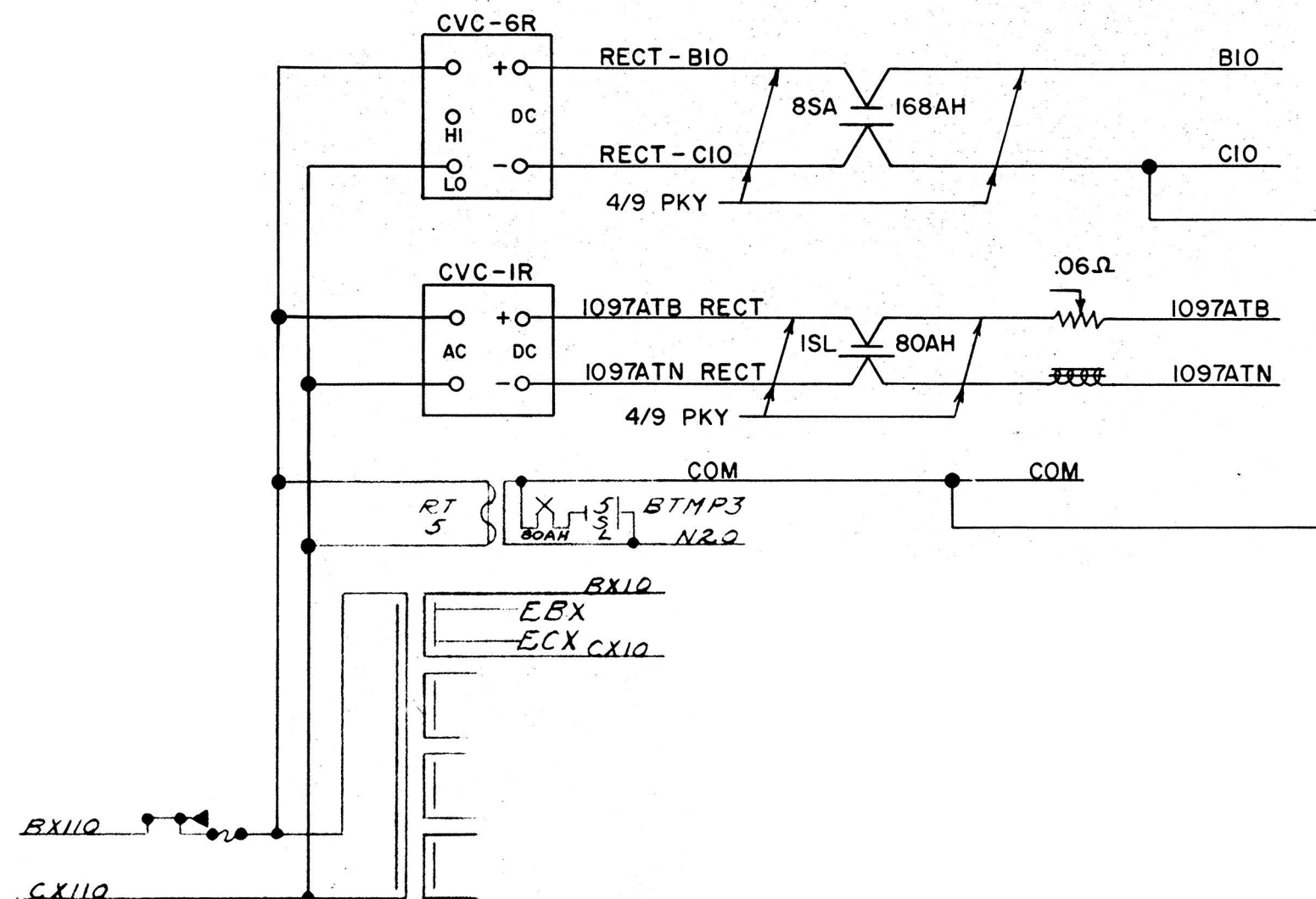
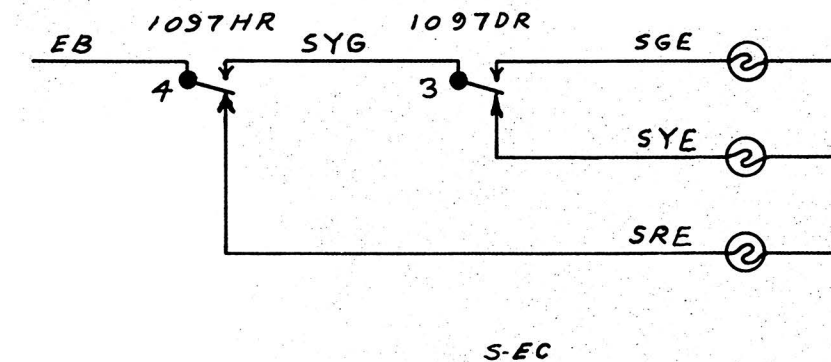
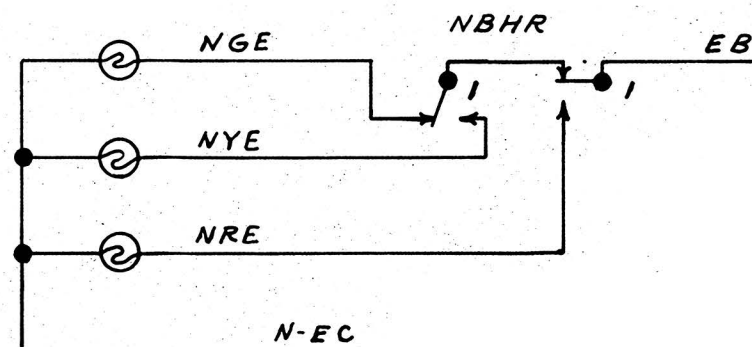


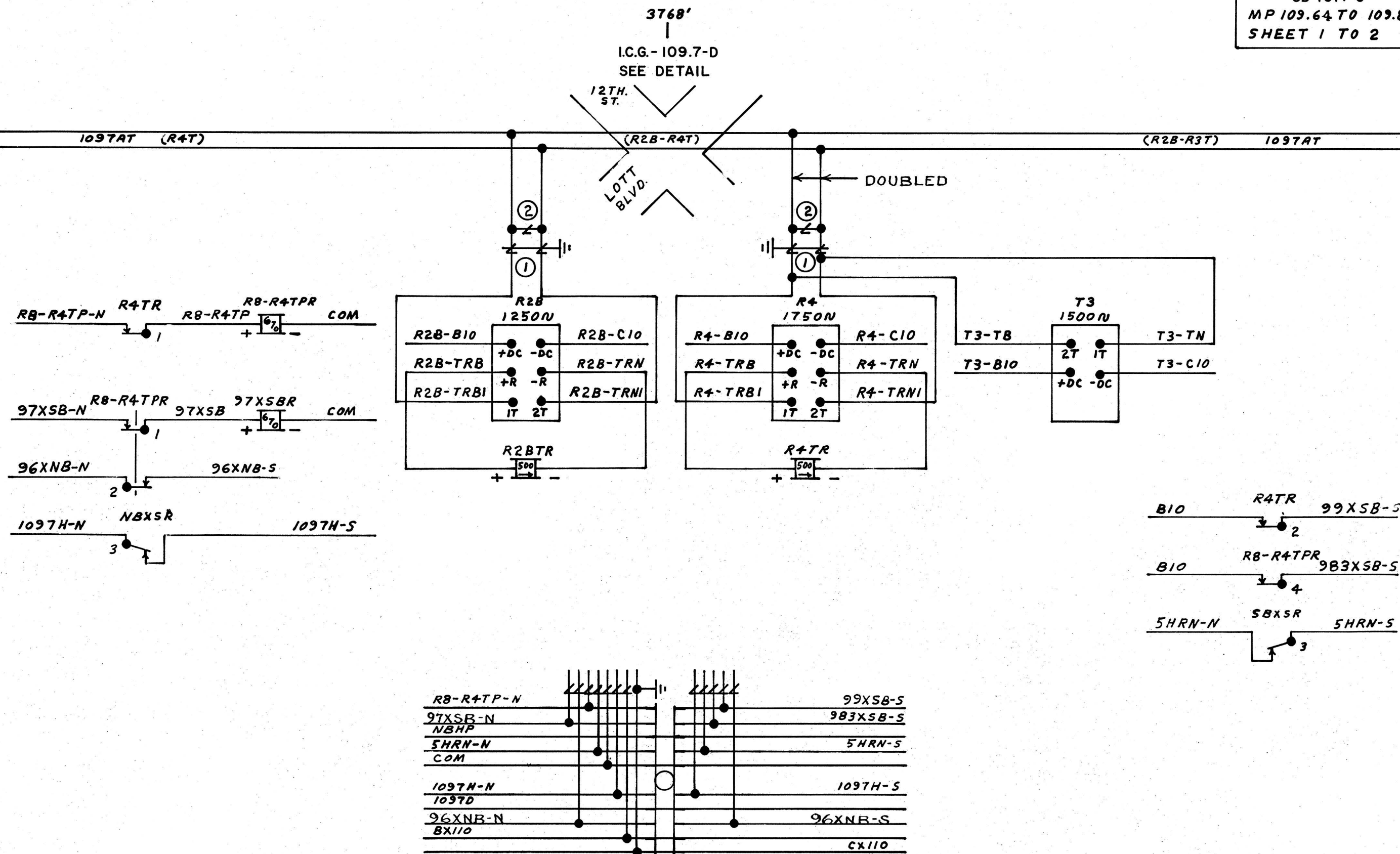


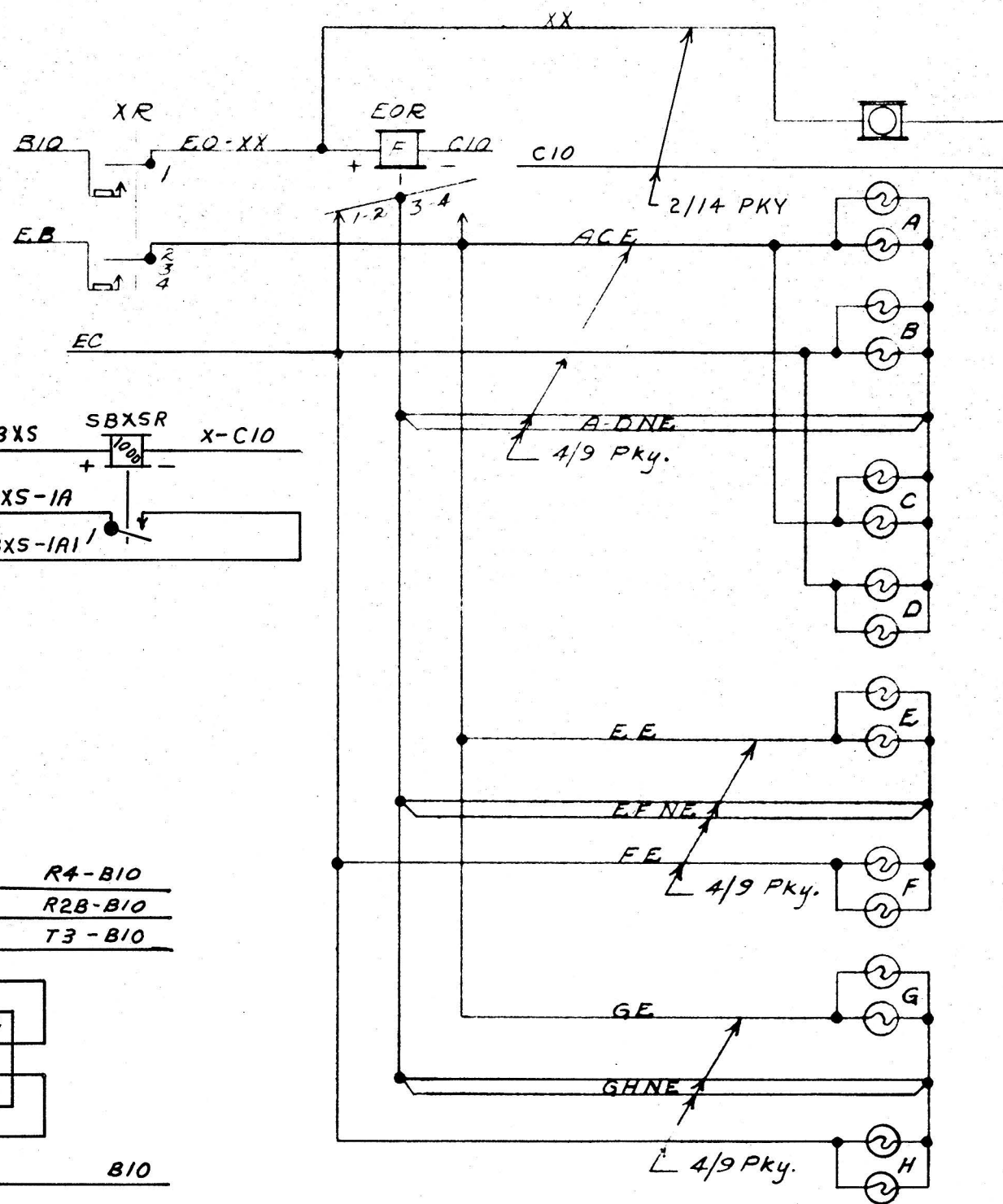
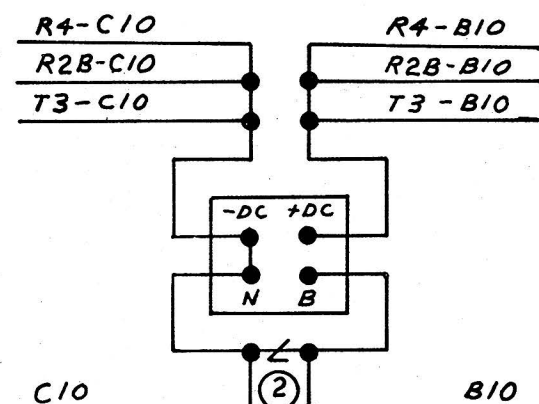
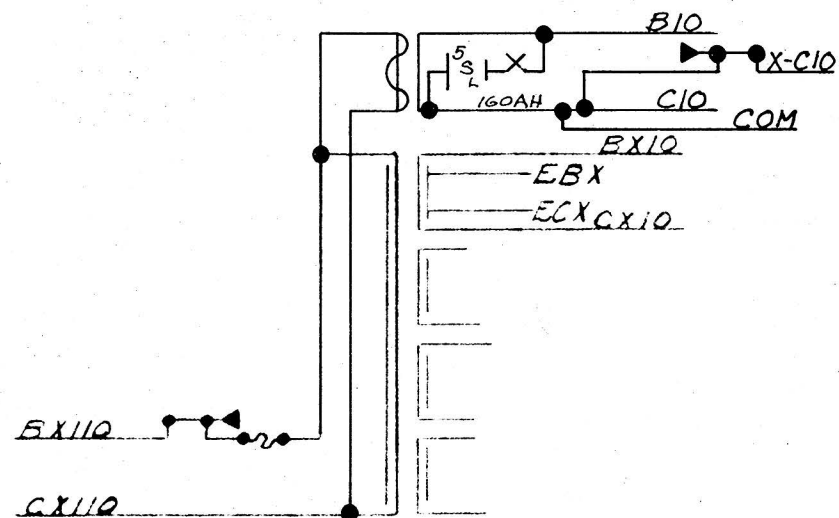
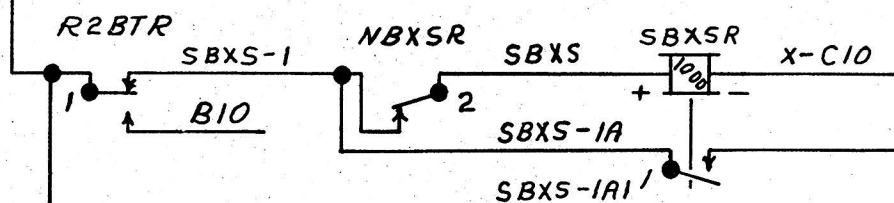
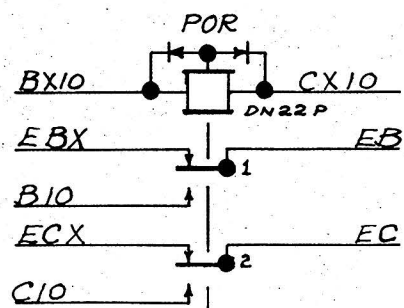
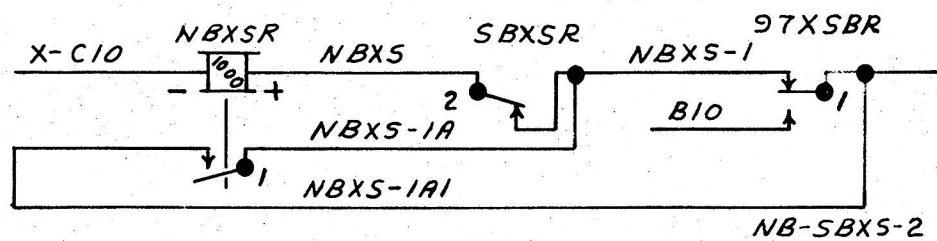
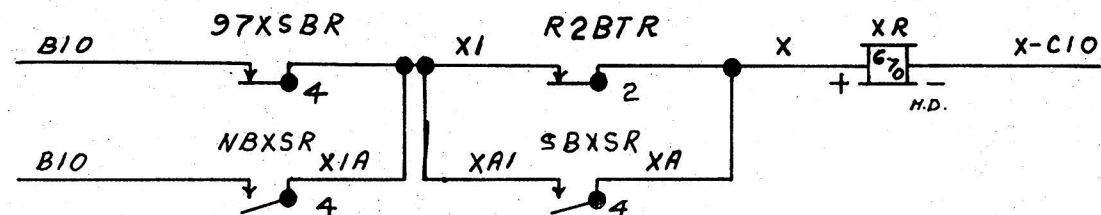


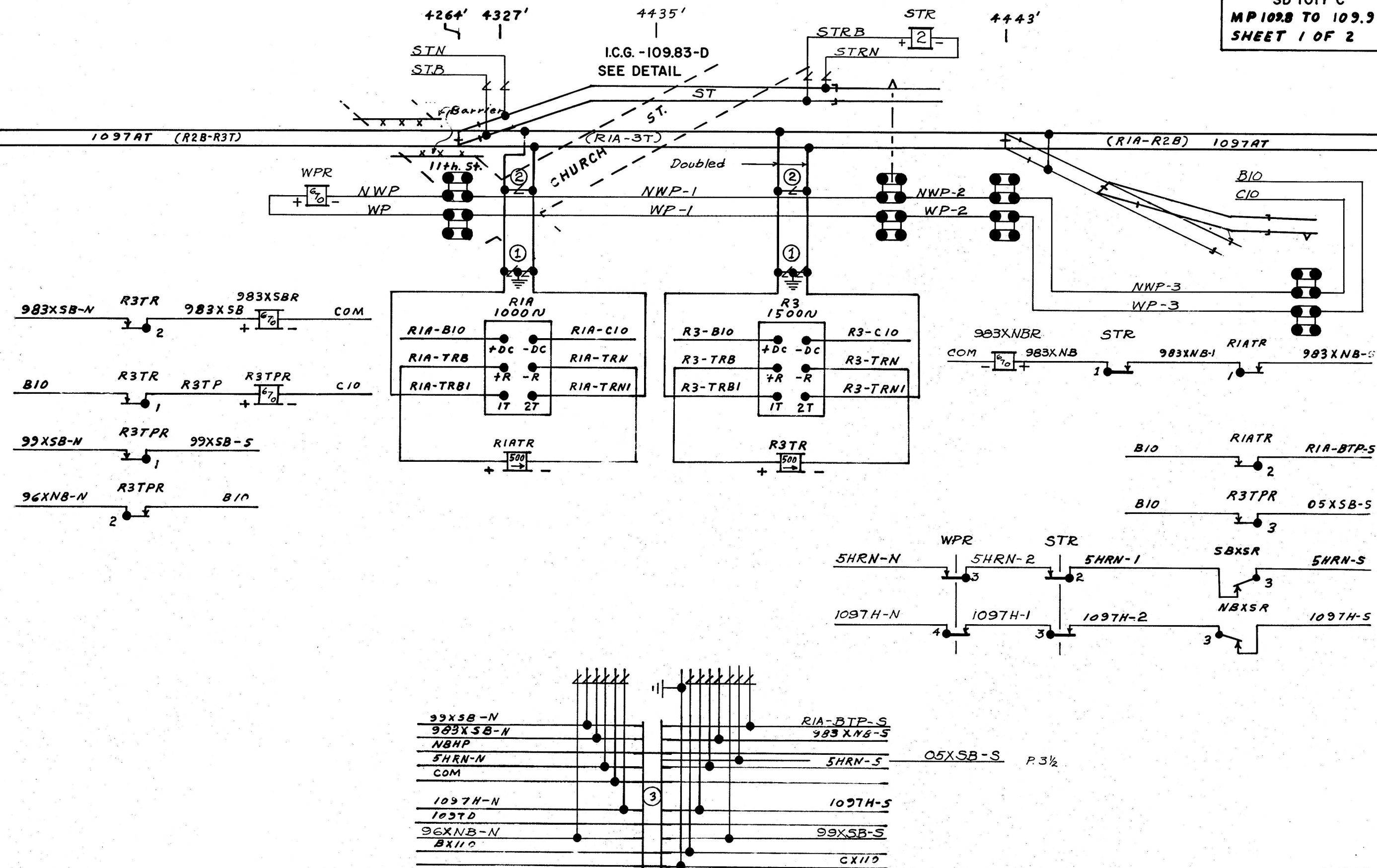


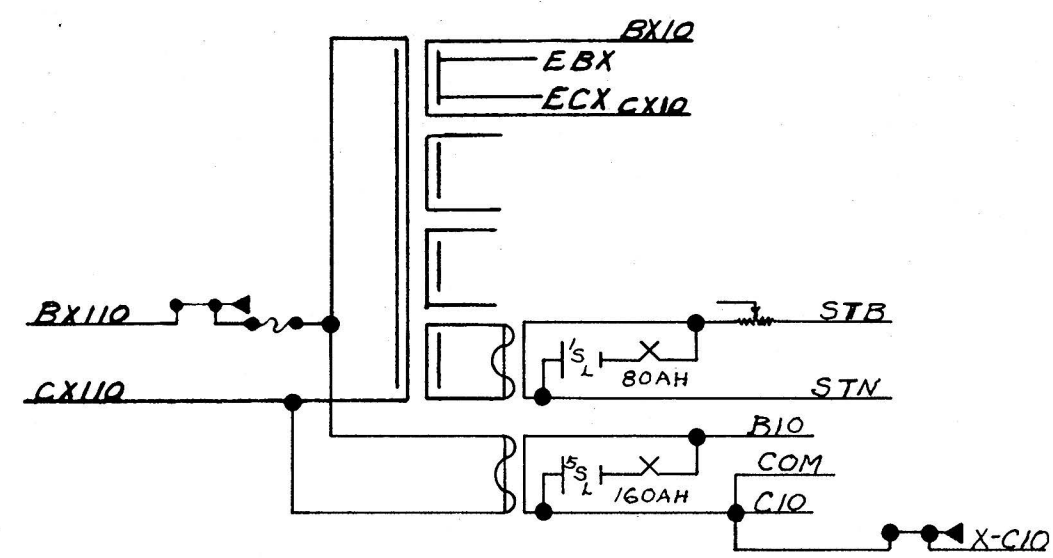
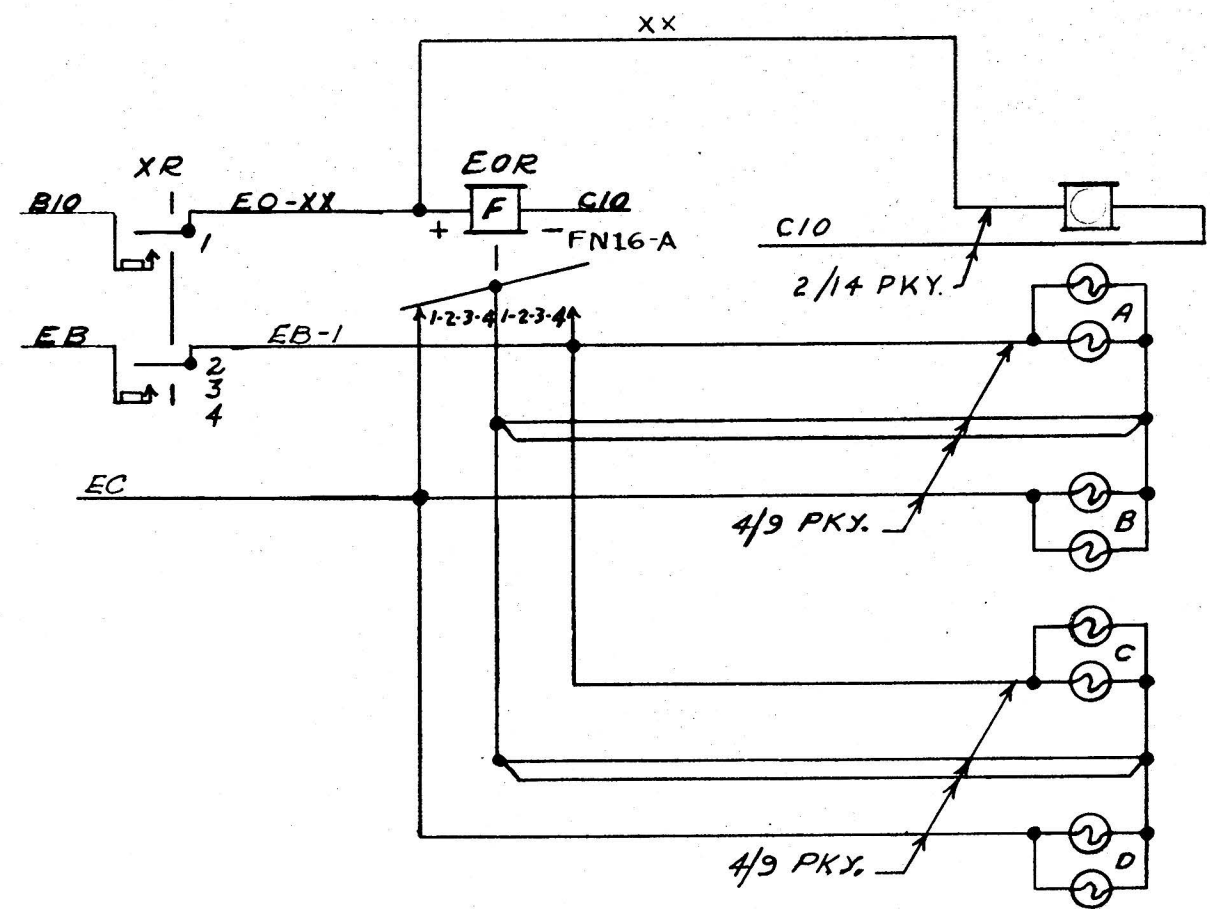
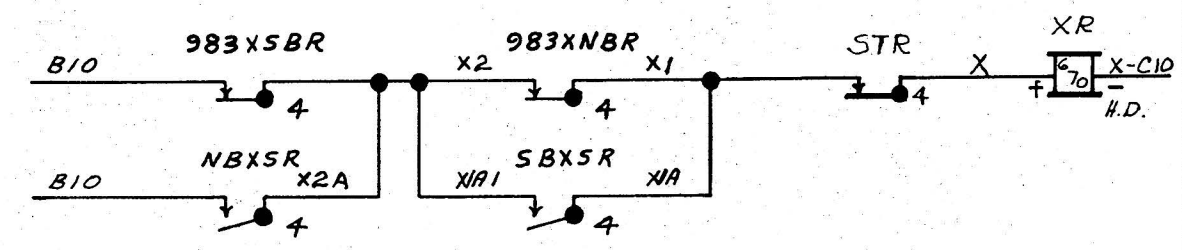
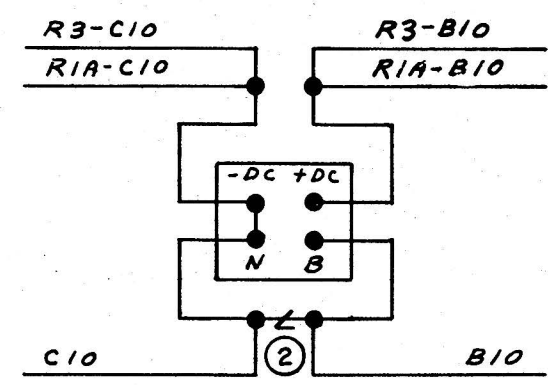
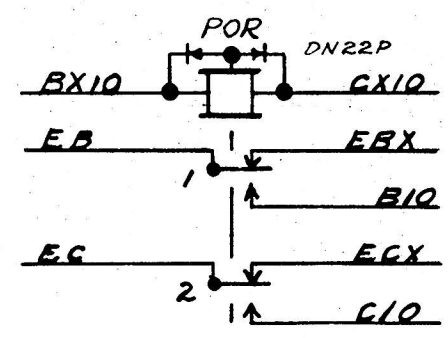
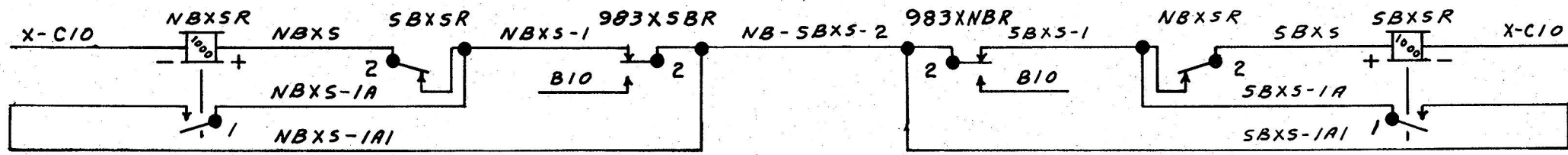




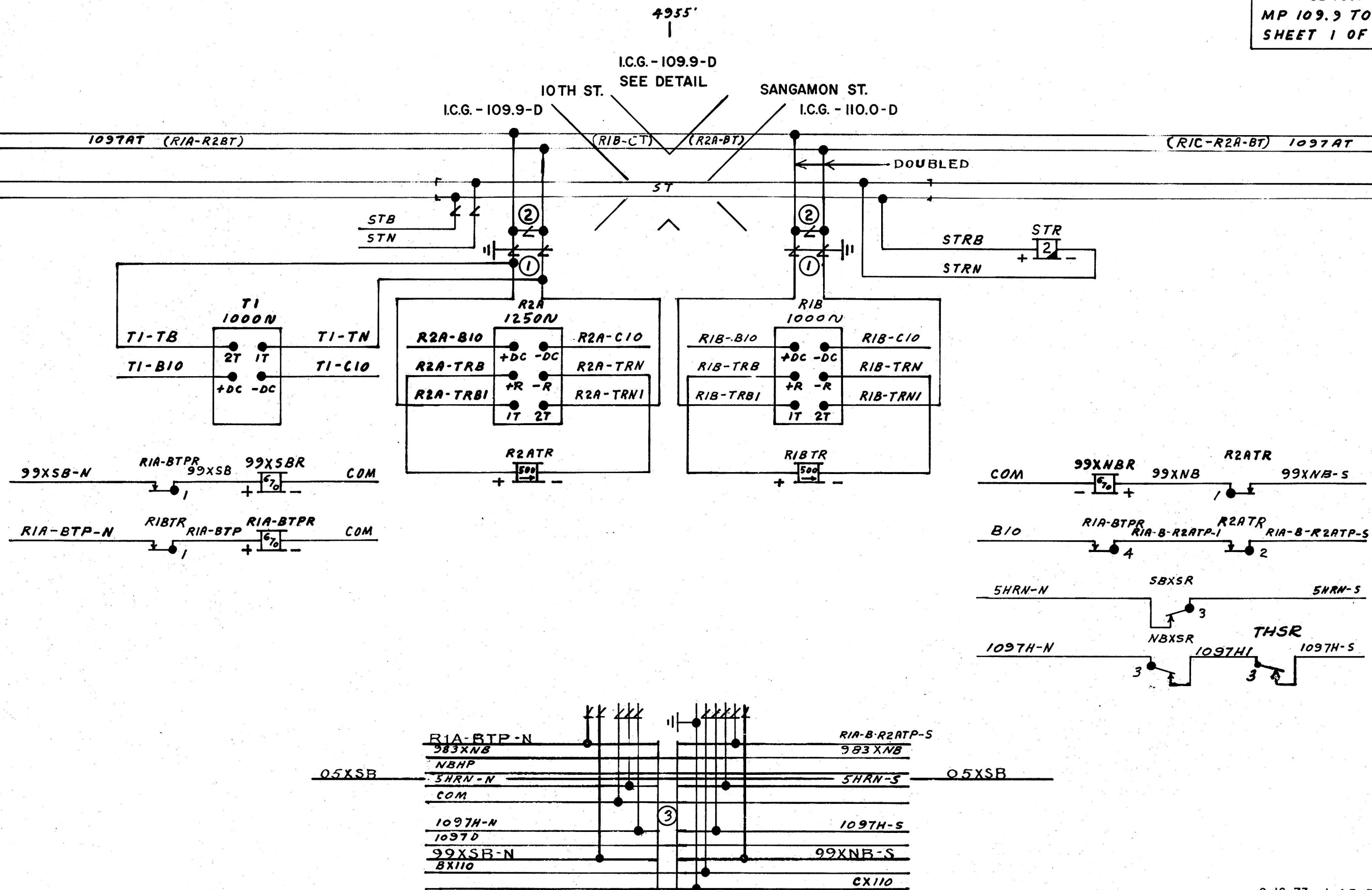


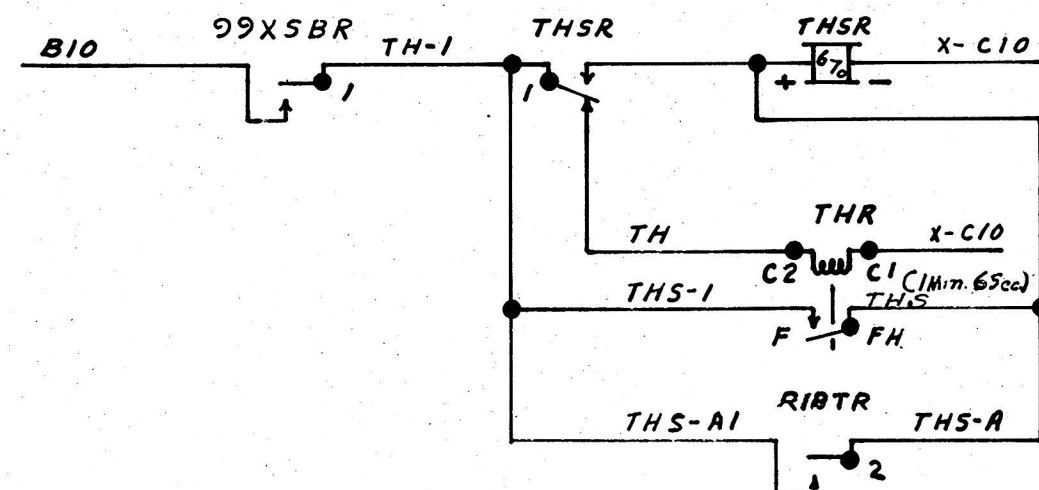
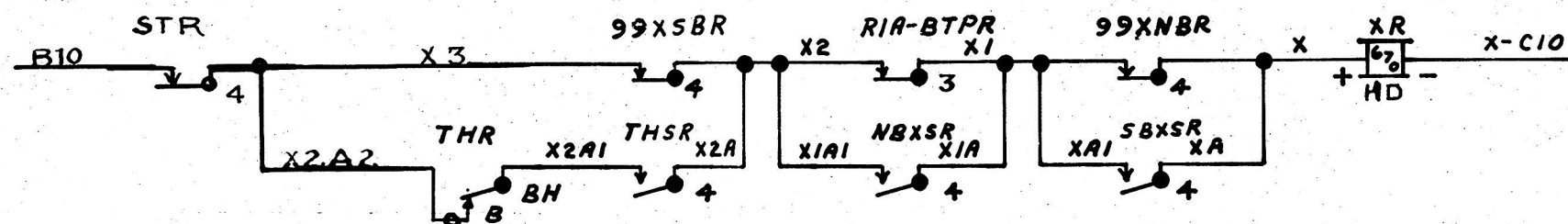
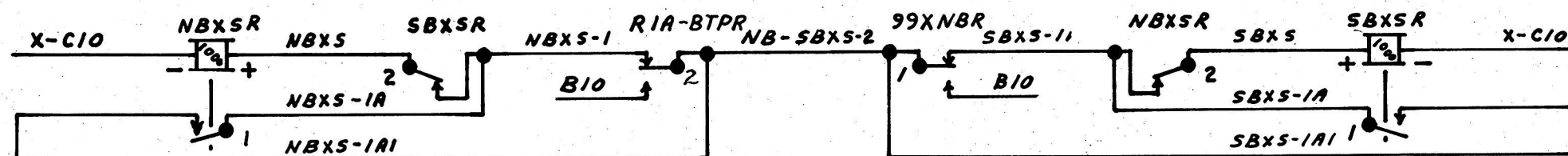


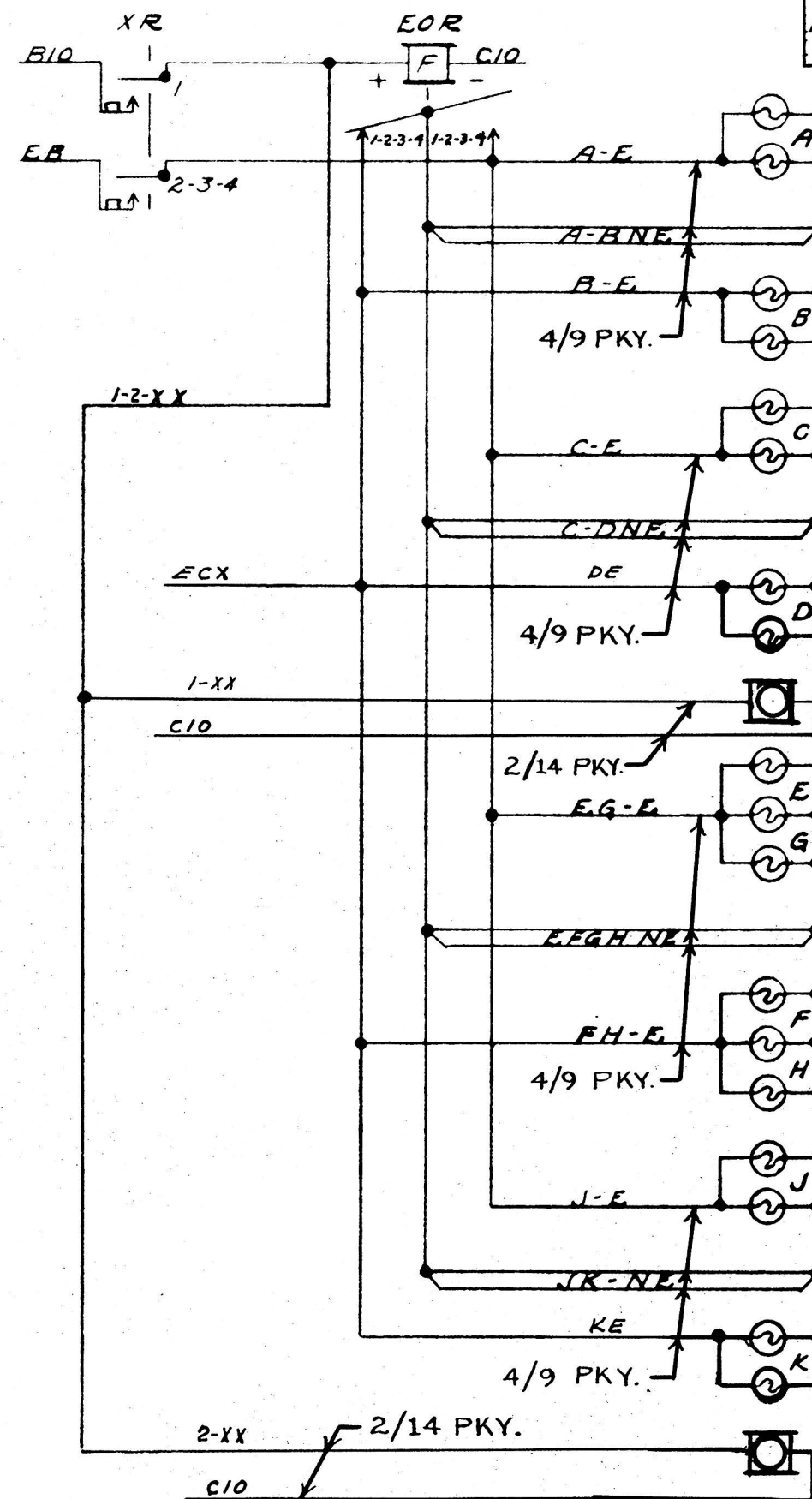
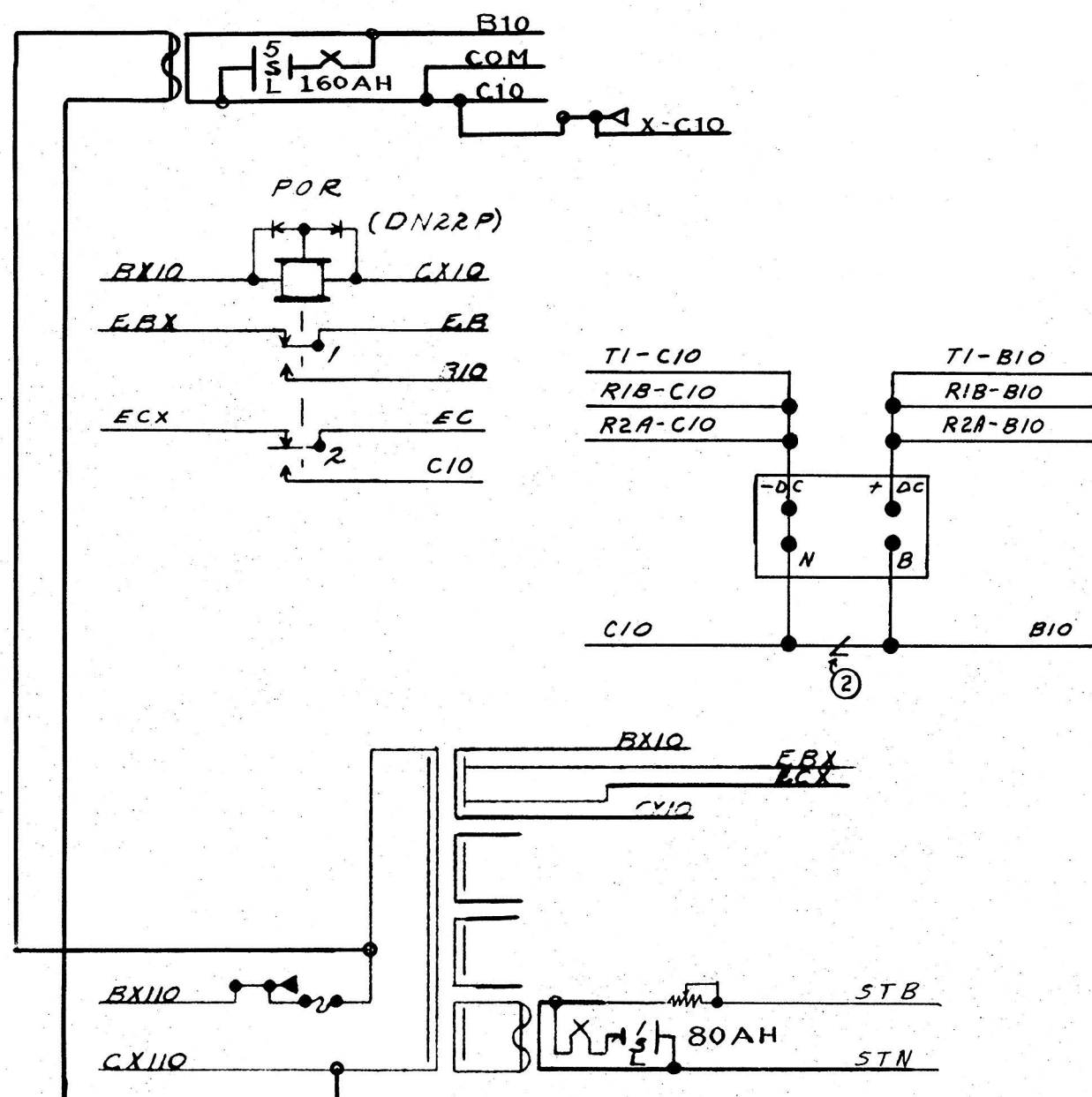












5175'

5280'

0'

SD 1017 C  
MP 109.97 TO 110  
SHEET 1 OF 1



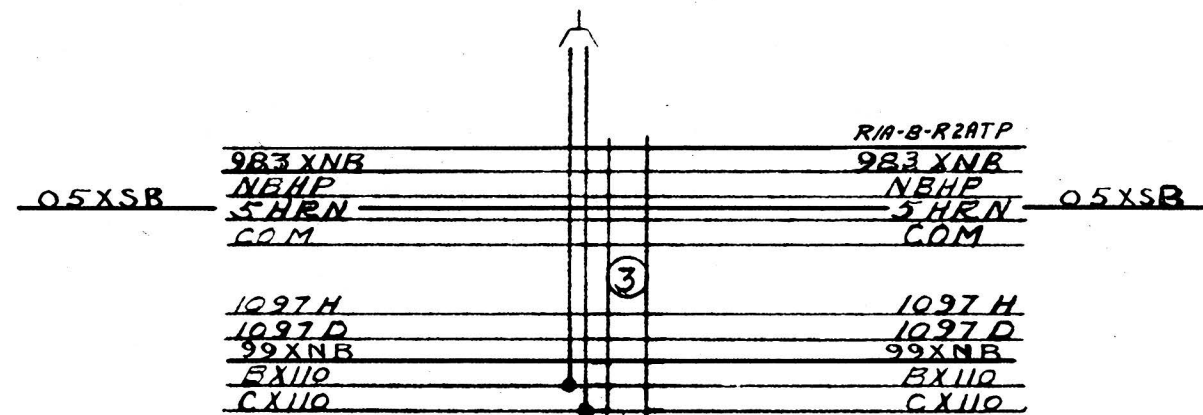
1097 AT

1097 AT

== GIBSON CITY ==

TD  
10

110 V.A.C. FROM DEPOT



238'  
I.C.G. - 110.05-D  
SEE DETAIL

435'

9+h. St.

St.

St.

St.

DOUBLED

For continuation  
see SD36-C

(RIC-R2A-BT) 1097AT

(RIC-R5AT) 1097AT

STB  
STN

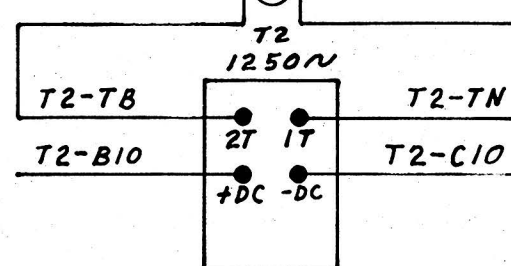
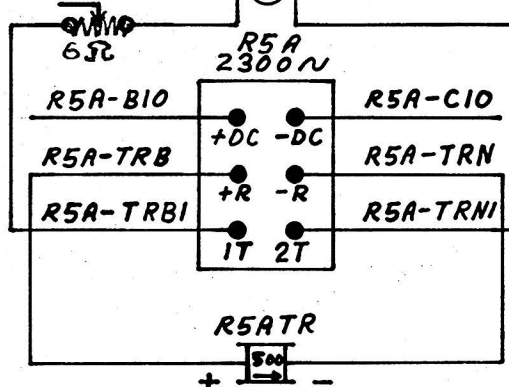
STRB  
STRN

RIA-B-R2ATP-N RIA-B-R2ATPR COM

99XNB-N R5ATPR 99XNB-S

983XNB-N R5ATPR 983XNB-I RIA-B-R2ATPR B10

05XSB-N 05XSB-R COM



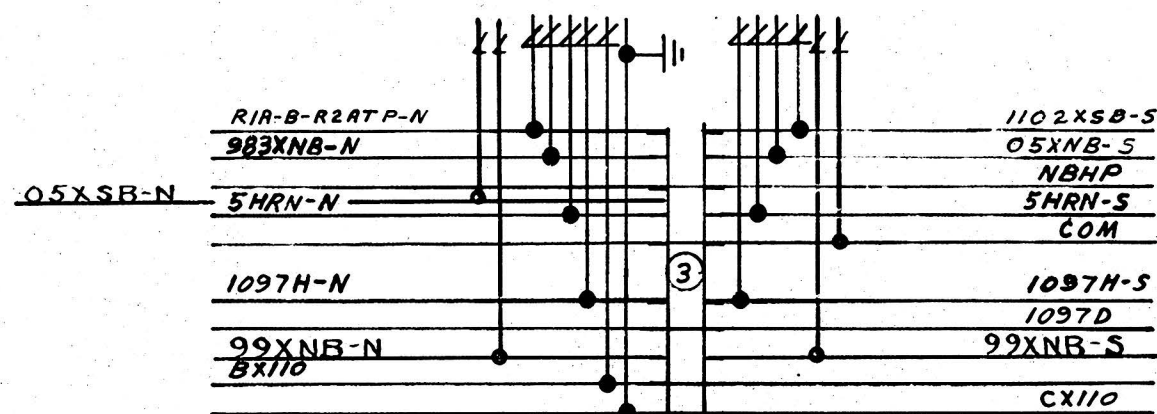
COM 05XNBR 05XNB R5ATPR 05XNB-S

C10 R5ATPR R5ATP R5ATR B10

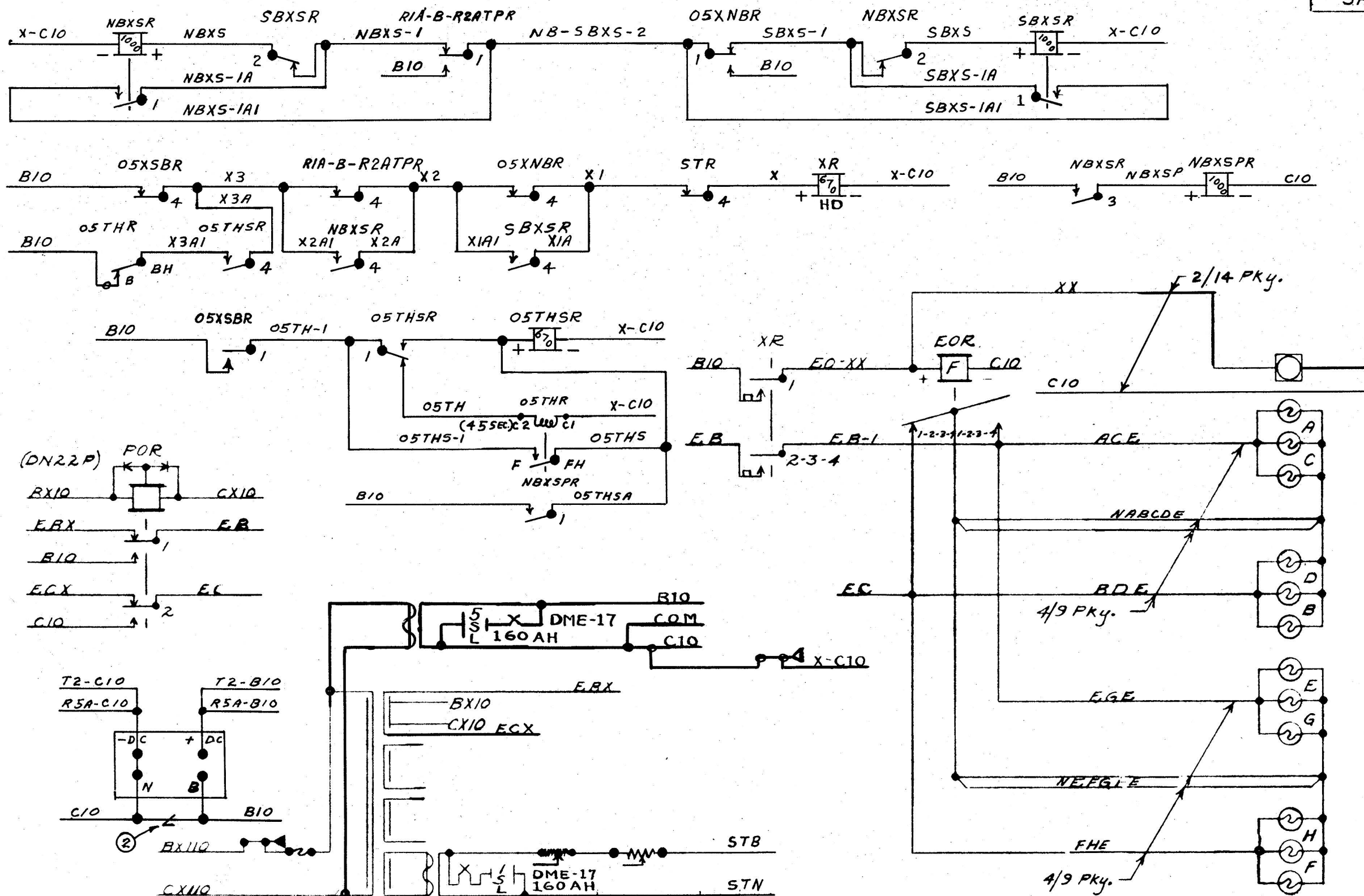
B10 R5ATR 1102XSB-I RIA-B-R2ATPR 1102XSB-S

5HRN-N SBXSR 5HRN-S

1097H-N NBXSPR 1097H-I 05THSR 1097H-S







FOR

INTERLOCKING

CIRCUITS

SEE

SD 36 C

5280'  
10'

1330'

5089'

SD 1017 C  
MP III TO IX  
SHEET 1 OF 1

(R7T)

11BT

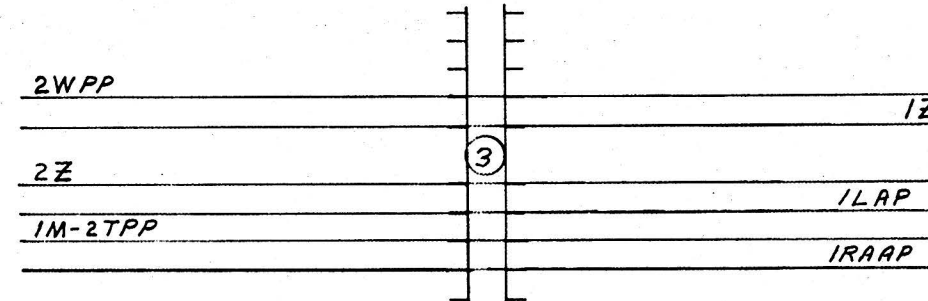
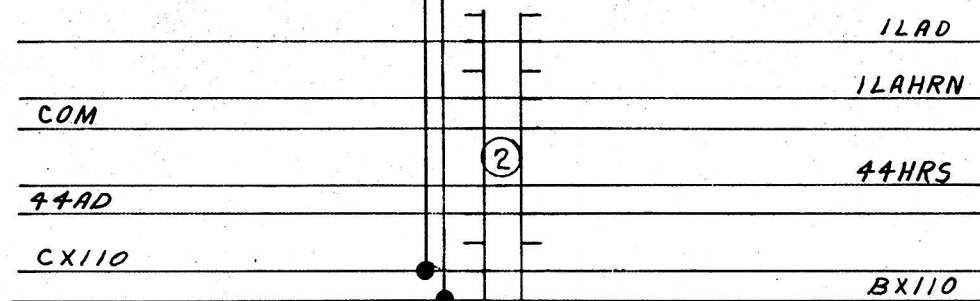
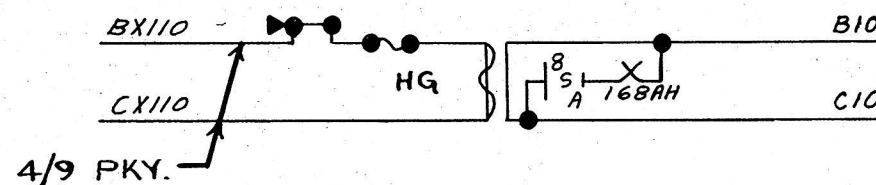
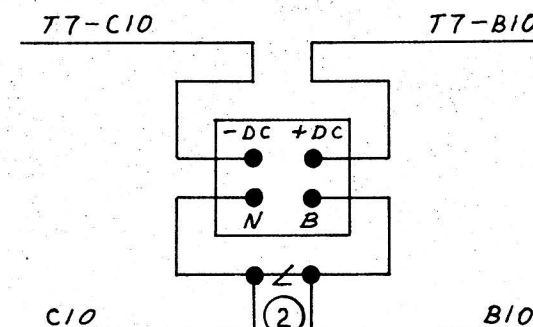
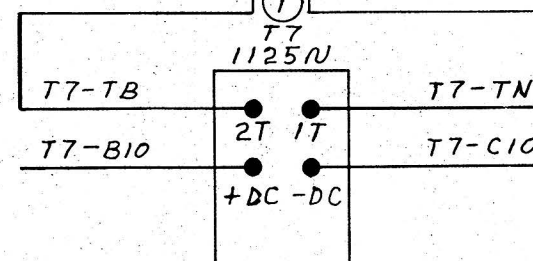
11BT

For continuation  
see SD36-C  
←

4/9 PKY. FROM CABLE POLE ON WEST  
SIDE OF TRACKS TO 530-A CASE  
LOCATED ON EAST SIDE.

D  
/ /  
/ /

CABLE  
JCT.  
BOX



5280'  
10'

90'

44BT

2T

2AT

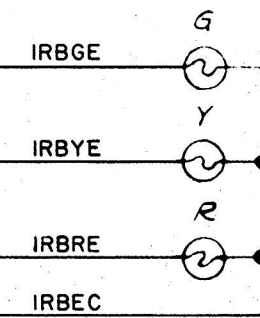
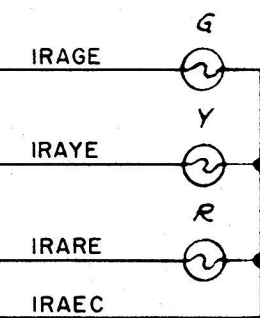
IRA

IRB

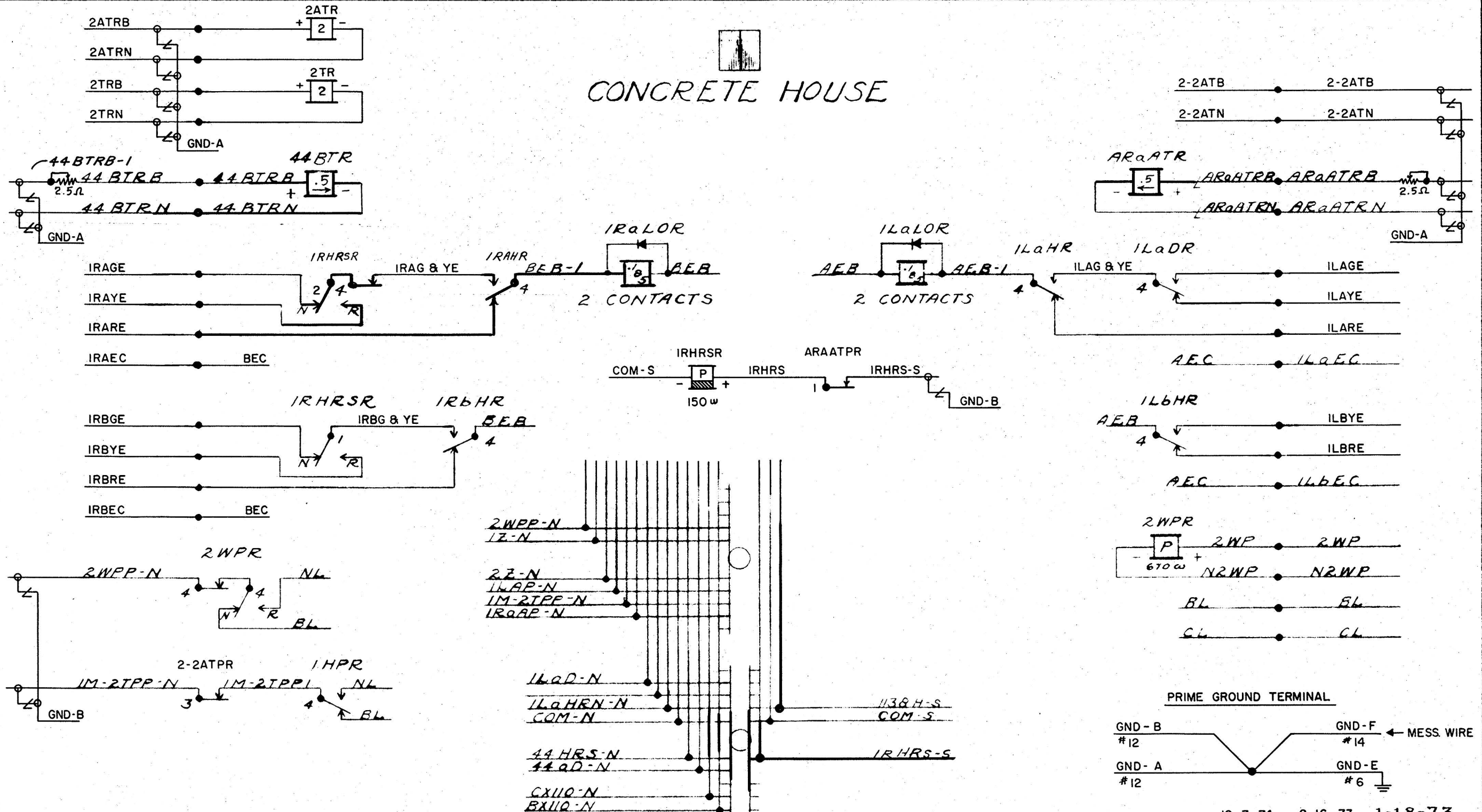
- 2ATR8
- 2ATRN
- 2TRN
- 2TRB
- 44BTRN
- 44BTRB-1
- IRBEC
- IRBRE
- IRBYE
- IRBGE
- IRAEC
- IRARE
- IRAYE
- IRAGE

TO  
CONCRETE  
HOUSE

D  
1  
2

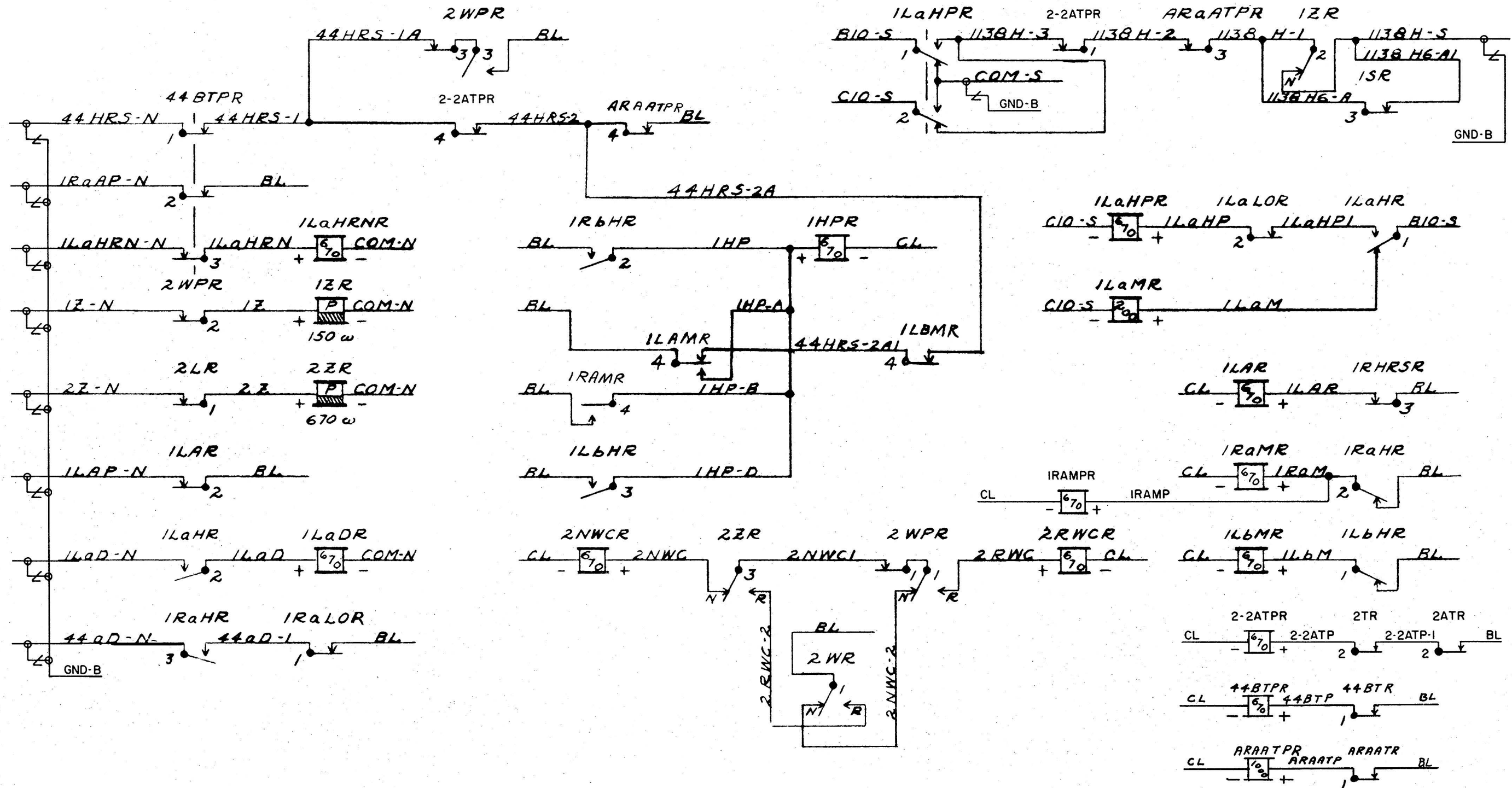


2A1

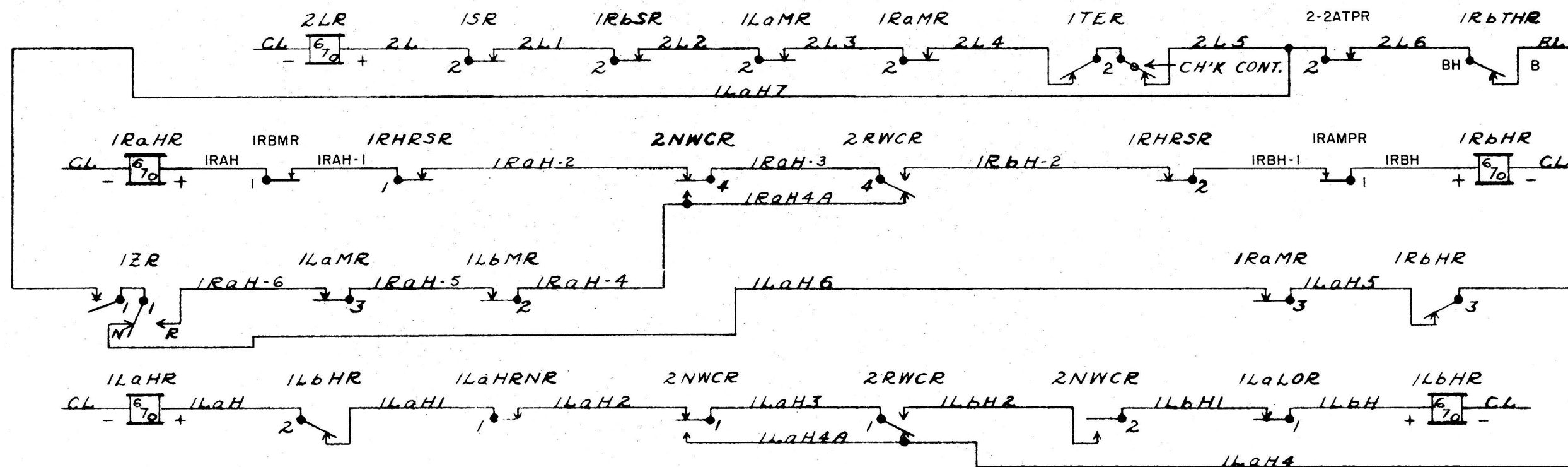
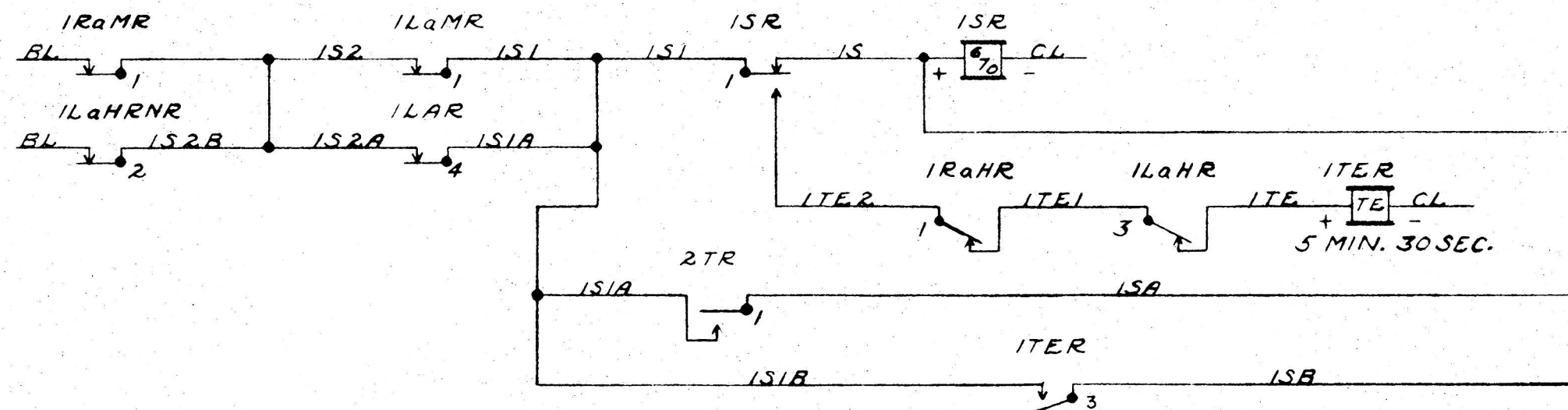




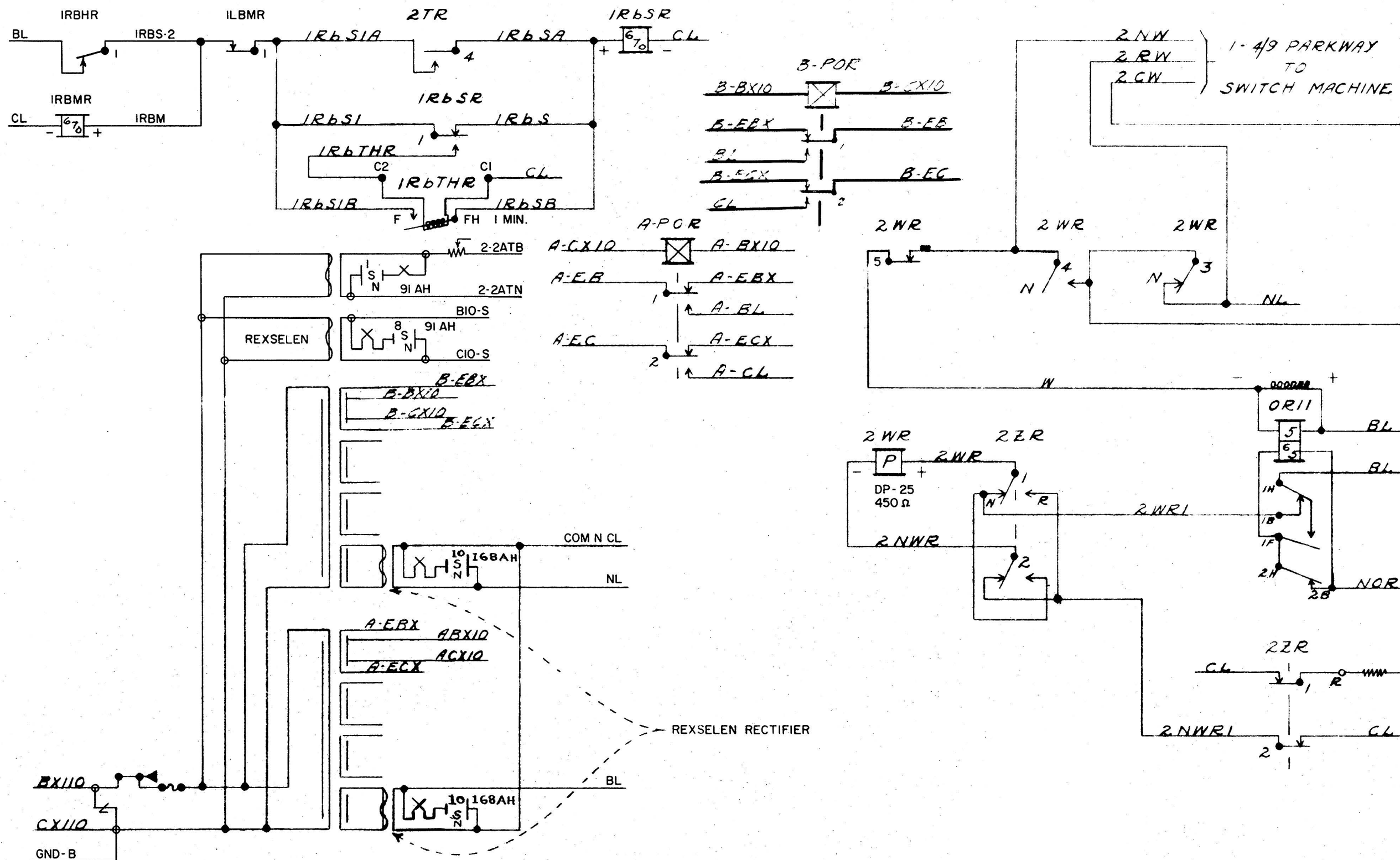
# CONCRETE HOUSE



# CONCRETE HOUSE



# CONCRETE HOUSE



# CONCRETE HOUSE

## RELAY DETAIL

|               |              |                |                |                       |                                                                                   |               |
|---------------|--------------|----------------|----------------|-----------------------|-----------------------------------------------------------------------------------|---------------|
| <u>1HPR</u>   | <u>1LaDR</u> | <u>1LAR</u>    | <u>1LaHRNR</u> | <u>1RaMR</u>          | <u>1LaMR</u>                                                                      | <u>1LaLOR</u> |
| 1.            | 1.           | 1.             | 1. 1LaH        | 1. 1S2                | 1. 1S1                                                                            | 1. 1LbH       |
| 2.            | 2.           | 2. 1LAP        | 2. 1S2A        | 2. 2LR3               | 2. 2LR2                                                                           | 2. 1LaHP      |
| 3.            | 3.           | 3.             | 3. EO          | 3. 1LaH6              | 3. 1RaH                                                                           |               |
| 4. 1M-2TPPI   | 4. 1LAG & YE | 4. 1S2A        | 4.             | 4. 1HP-B              | 4. <span style="border: 1px solid black; padding: 2px;">1HPA<br/>44HRS-2A1</span> |               |
| <u>1LbMR</u>  | <u>2TR</u>   | <u>2-2ATPR</u> | <u>1SR</u>     | <u>1TER</u>           | <u>2LR</u>                                                                        | <u>1RbSR</u>  |
| 1. 1RbS2      | 1. 1S1A      | 1. 1138H       | 1. 1S1         | (CH'K CON) 2LR        | 1. 2Z-N                                                                           | 1. 1RbS1      |
| 2. 1RaH6      | 2. 2-2ATPR   | 2. 2LR         | 2. 2LR         | 1S-B                  | 2.                                                                                | 2. 2LR1       |
| 3.            | 3.           | 3.             | 3. 1138H6A     | 2L4                   | 3.                                                                                | 3.            |
| 4. 44HRS-2A   | 4. 1RbS1A    | 4. 44HRS       | 4.             |                       | 4.                                                                                | 4.            |
| <u>1RbTHR</u> | <u>1LaHR</u> | <u>1LbHR</u>   | <u>1LaHPR</u>  | <u>ARAATPR</u>        | <u>1RaLOR</u>                                                                     | <u>1RaHR</u>  |
| 1RbSB         | 1. 1B10S     | 1. 1LbM        | 1. 1138H3      | 1. 1R4RS              | 1.                                                                                | 1. 1TE        |
| 2LR           | 2. 1LaDN     | 2. 1LaHI       | 2. COM-S       | 2.                    | 2. 44AD                                                                           | 2. 1RaM       |
|               | 3. 1TE       | 3. 1HP-D       | 3.             | 3. 1138H              |                                                                                   | 3. 44aD       |
|               | 4. EB-1      | 4. EB          | 4.             | 4. 44HRS              |                                                                                   | 4. 1RARE      |
| <u>1RHRSR</u> | <u>1ZR</u>   | <u>2ZR</u>     | <u>2WPR</u>    | <u>2WR</u>            | <u>OR II</u>                                                                      |               |
| 1. 1RaHI      | 1. 1LaH      | 1. NOR         | 1. 2NWC        | 1. W                  | 1H. BL                                                                            |               |
| 2. 1RbHI      | 2.           | 2. 2NWR1       | 2. 1Z          | 2.                    | 1B. 2WR1                                                                          |               |
| 3. 1LAR       | 3.           | 3.             | 3. 44HRS       | 3.                    | 1F. BL                                                                            |               |
| 4. 1RAG & YE  | 4.           | 4.             | 4. 2WPP        | 4.                    | 2H. JUMPER                                                                        |               |
| 1P. 1RAG & YE | 1P. 1LaH     | 1P. 2WR        | 1P. 2NWC       | 1P. (N) 2NWC (R) 2RWC | 2B. NOR                                                                           |               |
| 2P.           | 2P. 1138H    | 2P. 2NWR       | 2P.            | 2P.                   |                                                                                   |               |
| 3P. EO        | 3P.          | 3P. 2NWC       | 3P. 44HRS      | 3P. 2RW               |                                                                                   |               |
| 4P. 1RAG & YE | 4P.          | 4P.            | 4P. 2WPP       | 4P. 2NW               |                                                                                   |               |

# CONCRETE HOUSE

RELAY DETAIL

## 2 NWCR

1 1LaH  
2 1LbH  
3  
4 1RaH

## 2 RWCR

1 1LaH  
2  
3  
4 1RaH

## 1 RBHR

1 1RbS  
2 1HP  
3 1LaH  
4 IRBRE

## B-POR

1 B-EB  
2 B-EC

## A-POR

1 A-EB  
2 A-EC

## 44 BTPR

1 44 HRS  
2 1RaAP  
3 1LaHRN  
4

## 2 ATR

1  
2 2-2ATP  
3  
4

## 1 RAMPR

1 IRBH  
2  
3  
4

## 1 RBMR

1 IRAH  
2  
3  
4

## EOR

1 IRAYE  
2 IRAYE

## 44 BTR

1- 44 BTP  
2-

## ARAATR

1- ARAATP  
2-



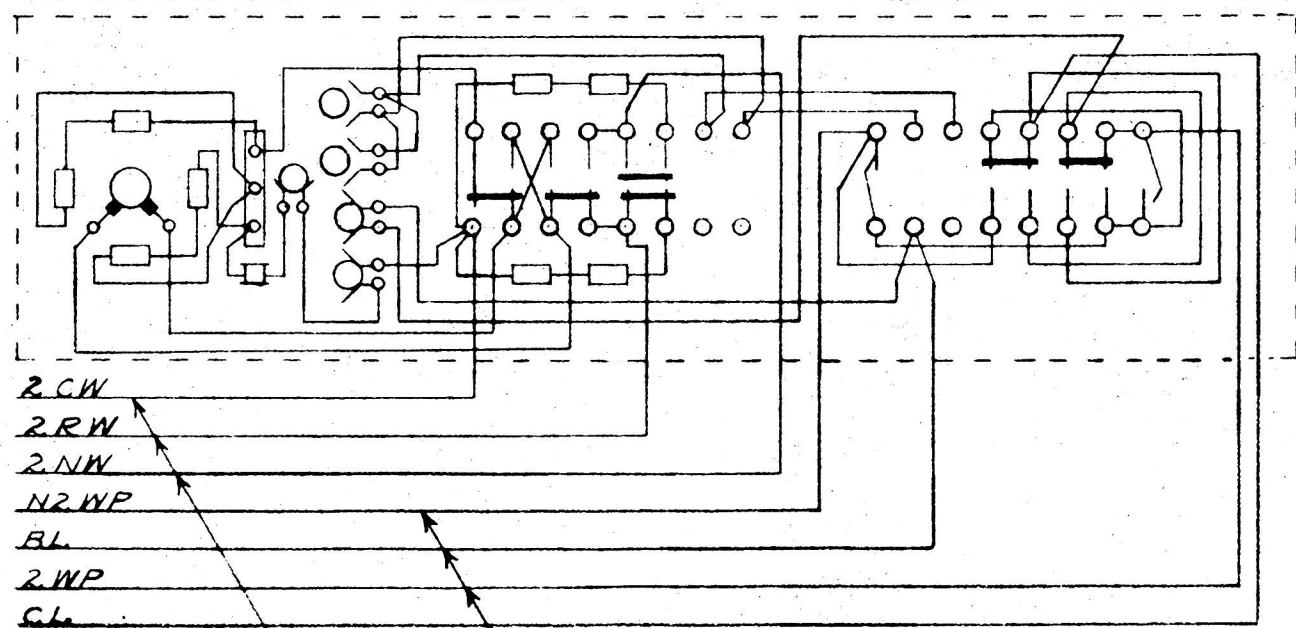
359'

419'

SD 1017 C  
MP 112.025 TO 113  
SHEET 1 OF 1

NUMBER 2 SWITCH MACHINE

G.R.S. MODEL 5B

1-4/9 PKY. 1-5/14 PKY.  
(KERITE BRONZE TAPE)TO  
CONCRETE  
HOUSE2-2ATB  
2-2ATN  
ARAATRB  
ARAATRN

2-4/9 PKY. (KERITE BRONZE TAPE)

ILAGE  
ILAYE  
ILARE  
ILAEC  
ILBYE  
ILBRE  
ILBEC