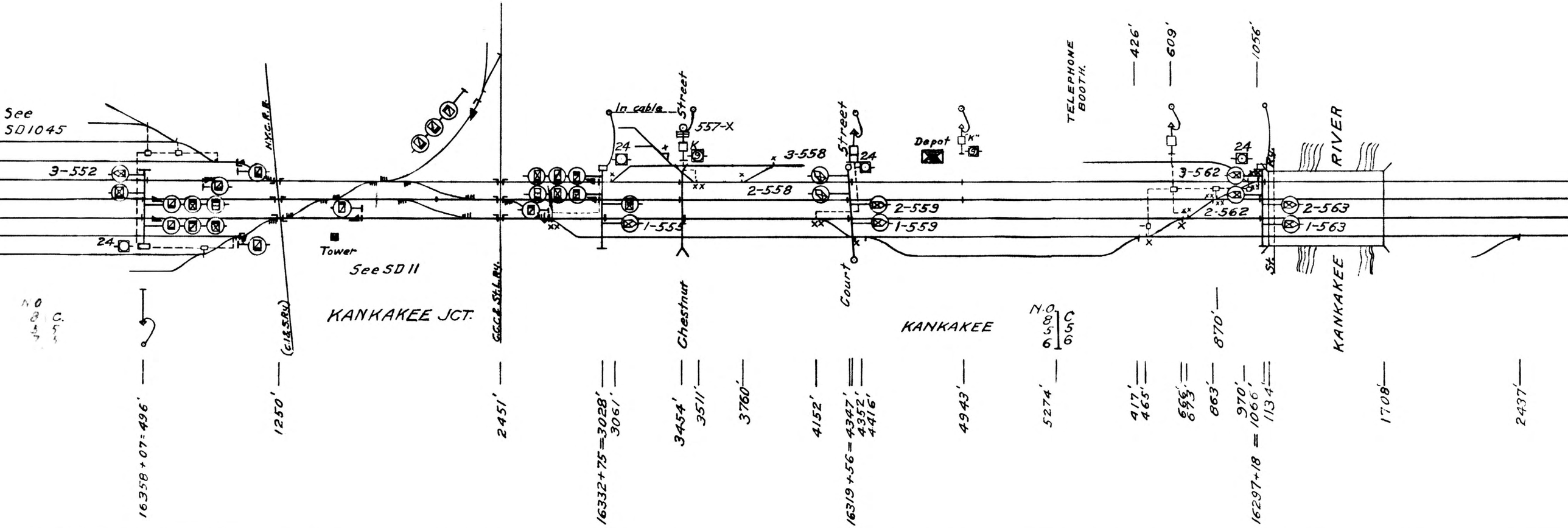
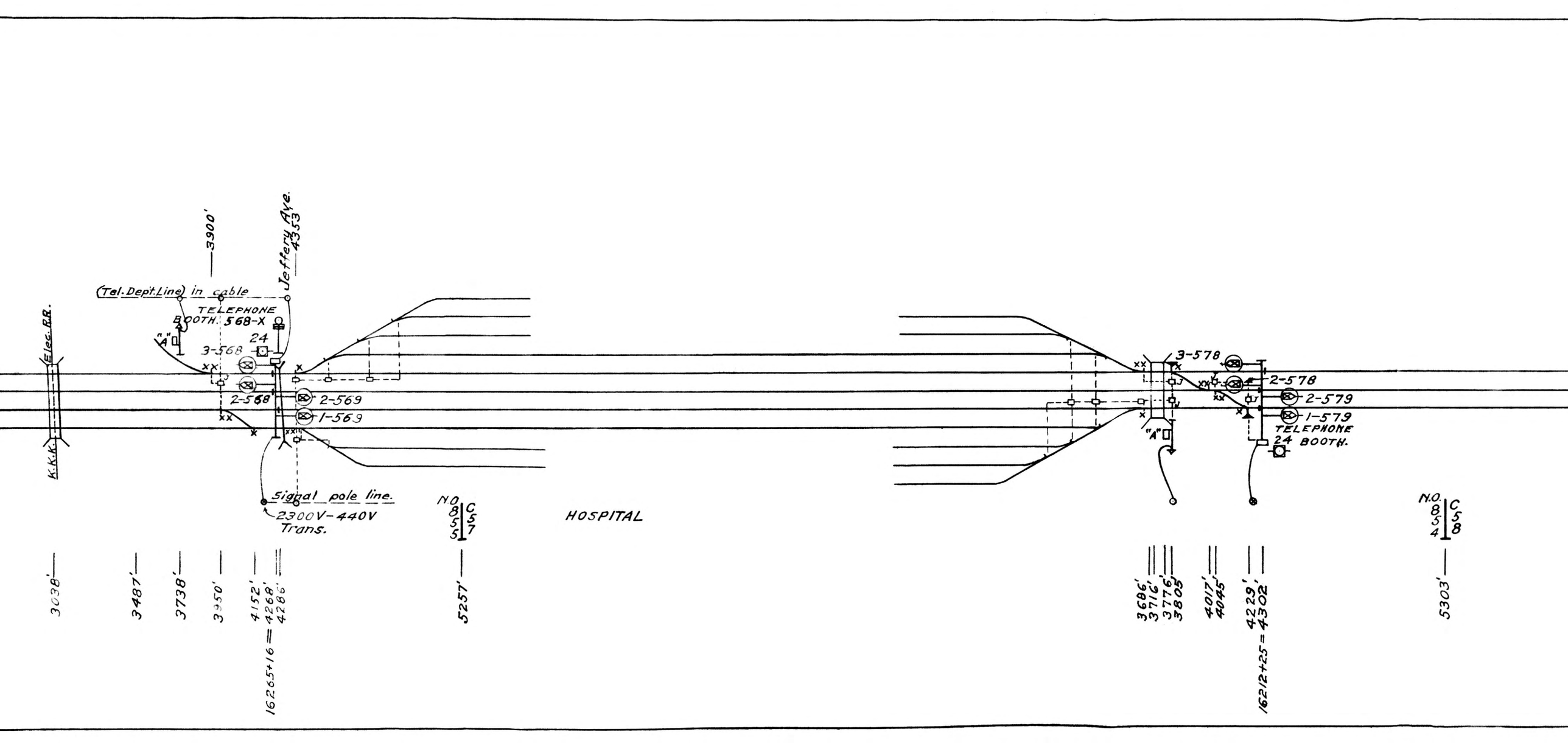
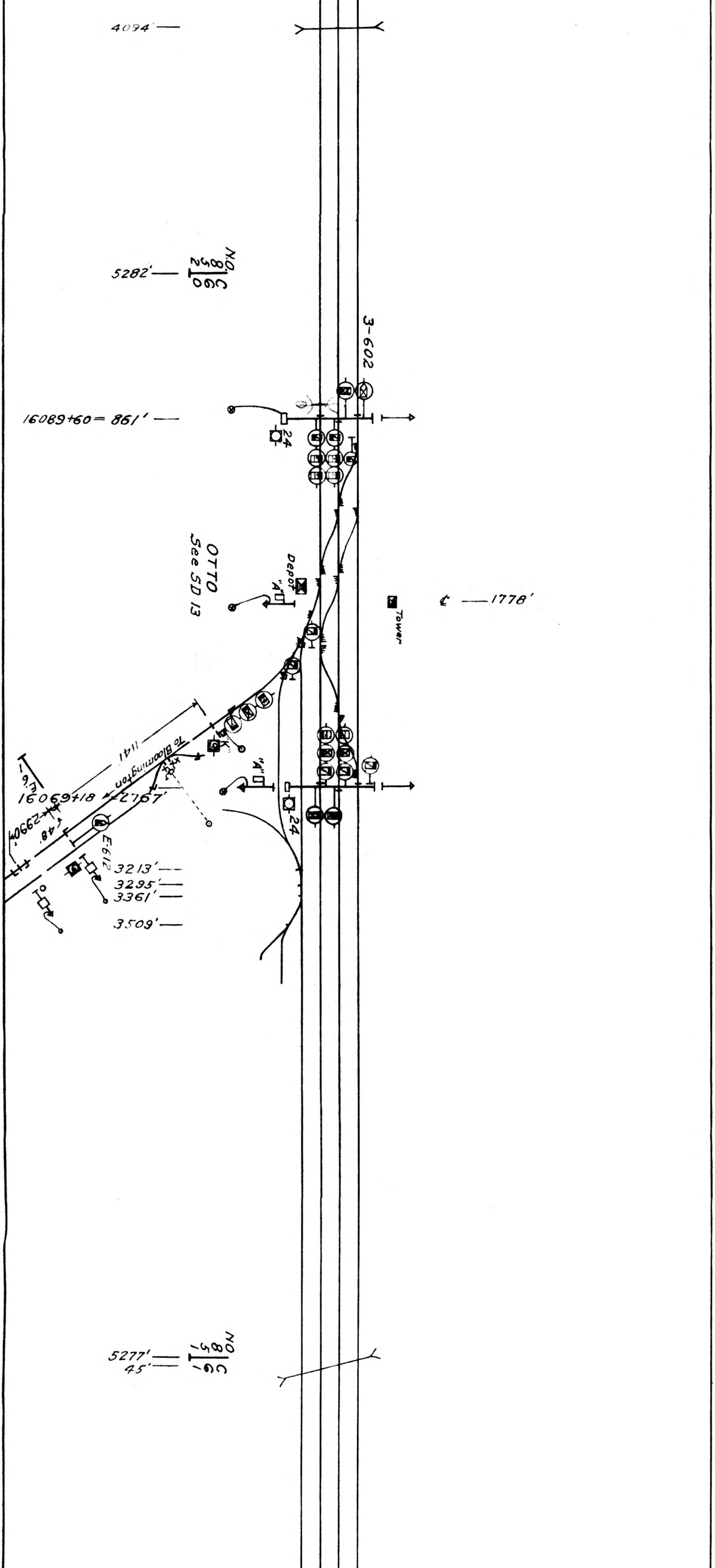
SD 1043 55-62 KANKAKEE TO GILMAN

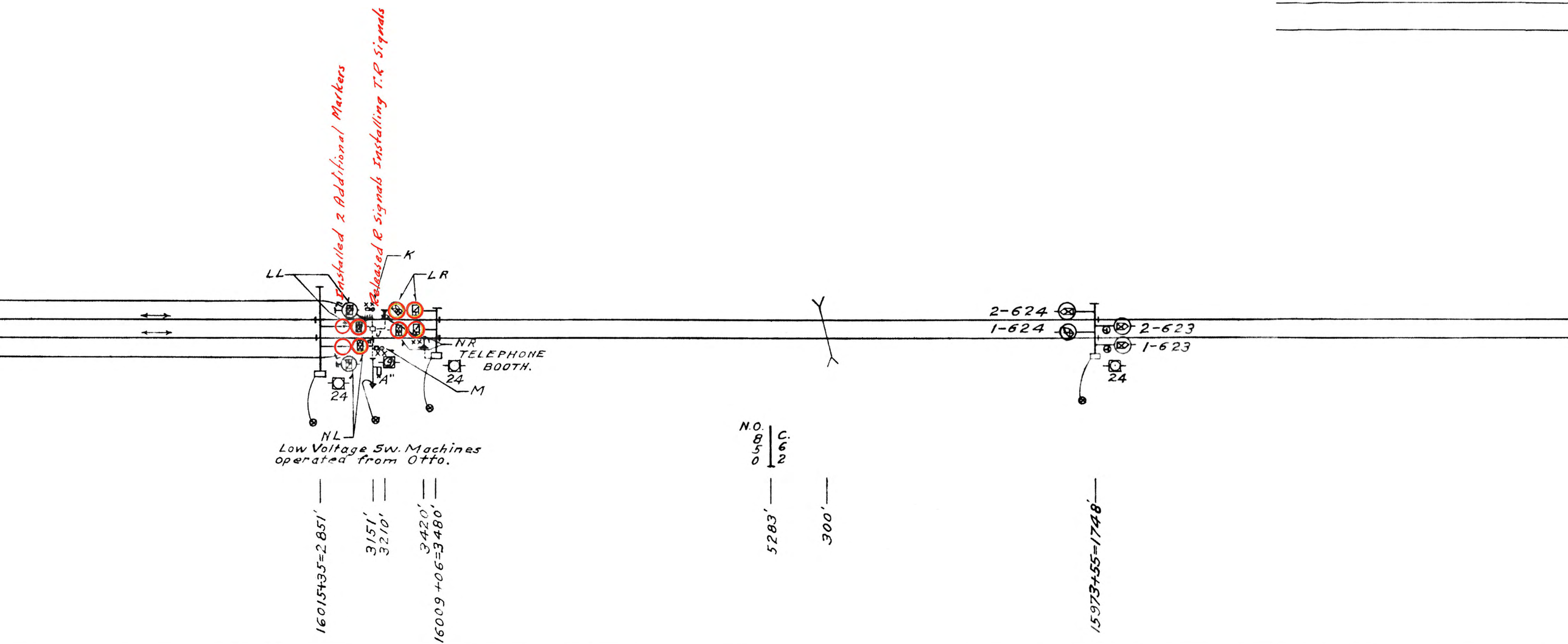


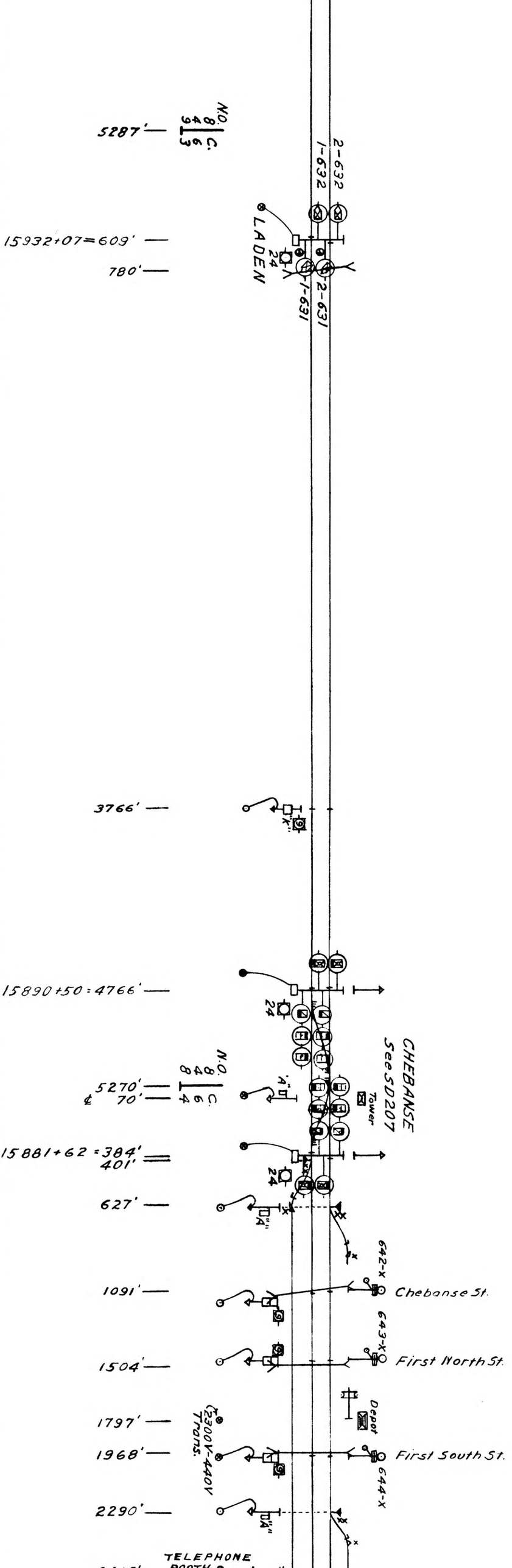

Elec. R.R.
K.K.K.
3900'
Jeffery Ave.
4353
(Tel. Dept. Line) in cable
TELEPHONE BOOTH 568-X
"A"
24
3-568
2-568
2-569
1-569
Signal pole line.
2300V-440V Trans.
N.O. 8558 C57
HOSPITAL
3-578
2-578
2-579
1-579
TELEPHONE 24 BOOTH.
N.O. 8544 C58
3038'
3487'
3738'
3950'
4152'
16265+16 = 4268' 4286'
5257'
3686'
3716'
3776'
3805'
4017'
4045'
4229'
16212+25 = 4302'
5303'

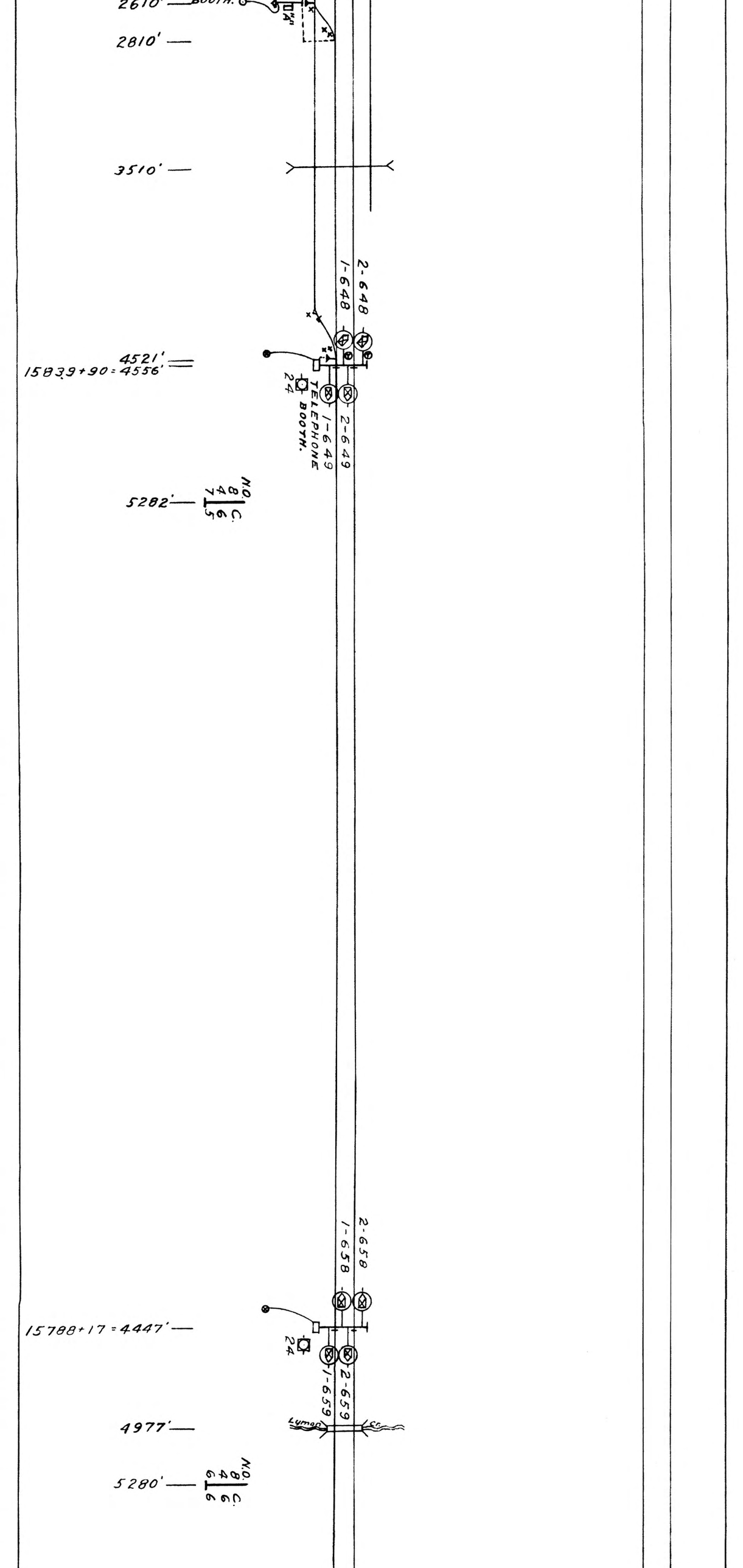
3-586
2-586
2-587
1-587
24
3-594
2-594
2-595
1-595
24
1119'
16168+28=3396'
5279'
NO. 8 356
16123+43=2602'

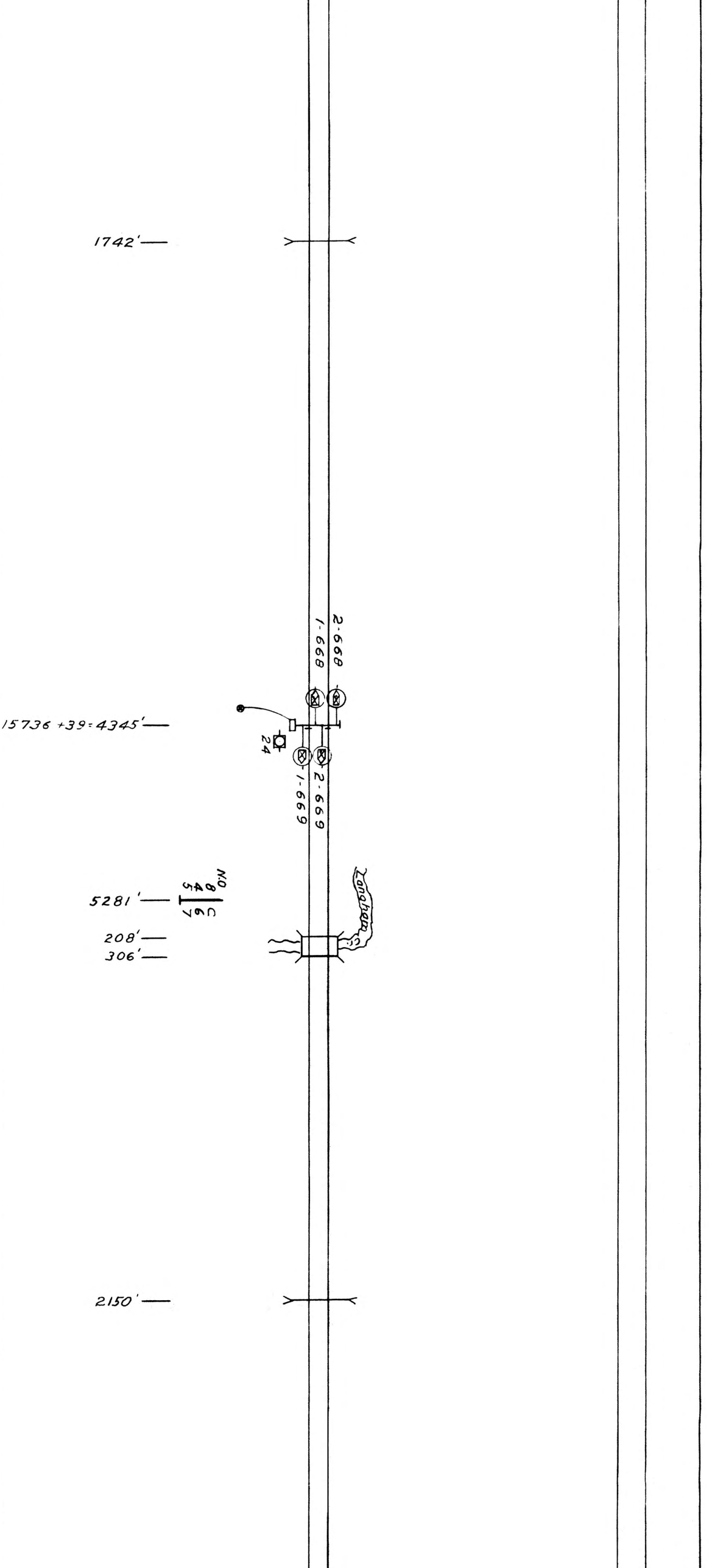

4094'
NO. 8 C 2 O
5282'
3-602
160+89 = 861'
24
OTTO
See SD 13
Depot
"A"
1778'
Tower
To Bloomington
1141'
E-6
81+69.91
2767'
2990'
48'
E-612
3213'
3295'
3361'
3509'
"A"
24
NO. 8 C 1 5
5277'
45'

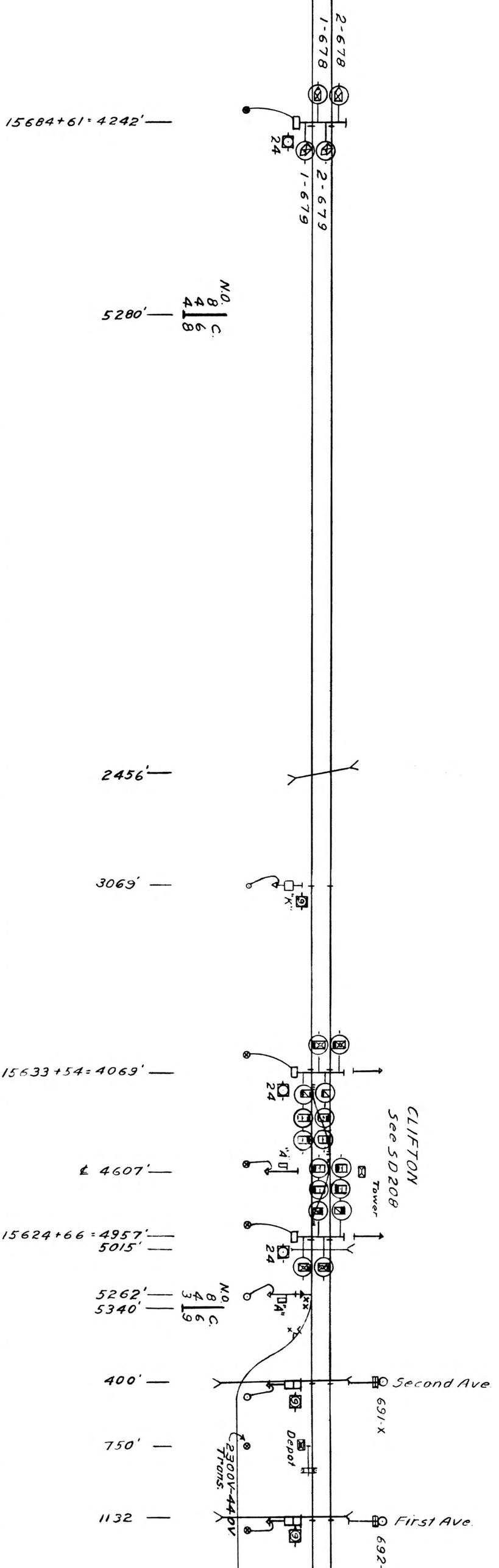
56-62 SD 1043 62 — 72

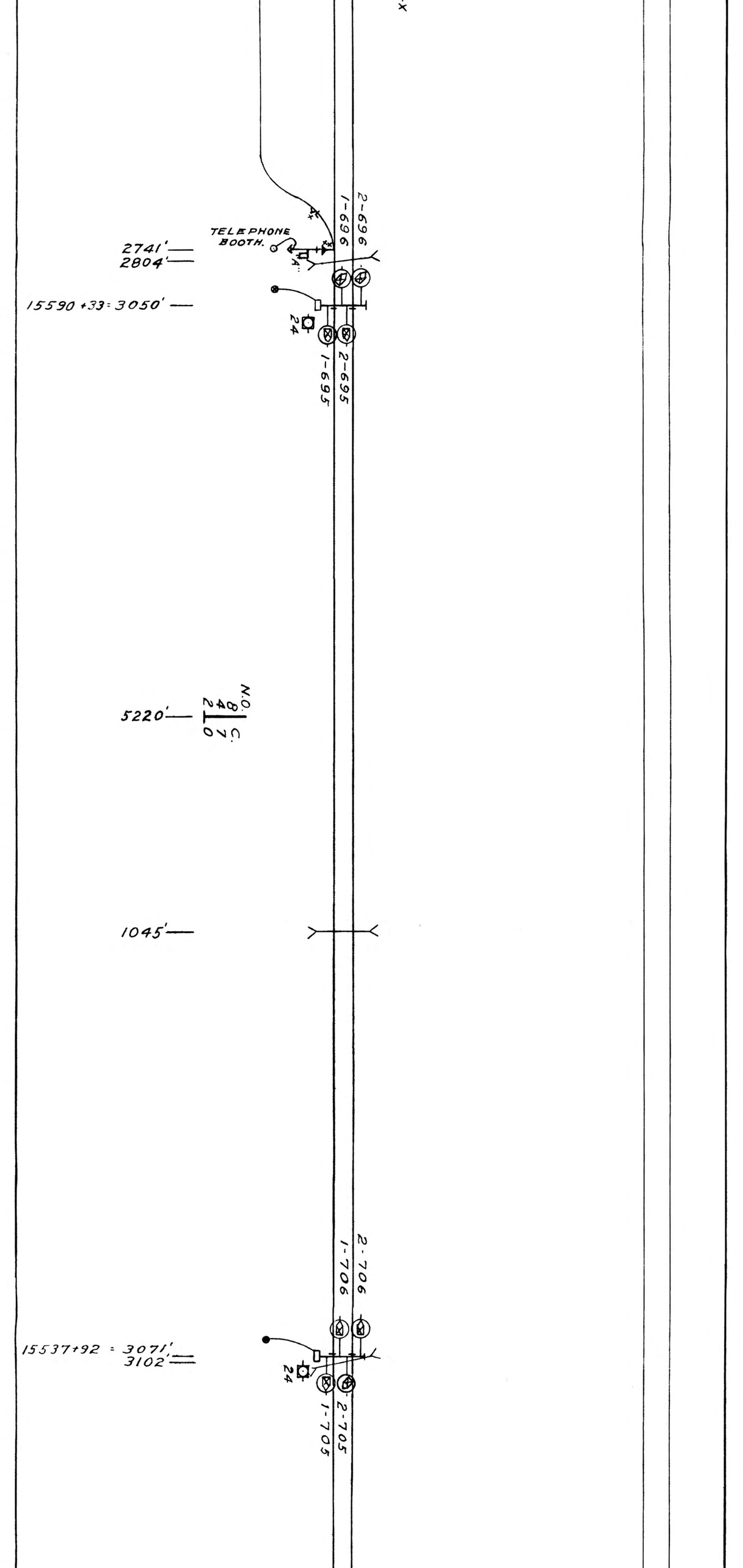



NO. 8 4 9 | C. 6 3
5287'
2-632
1-632
15932+07=609'
LADEN
24
780'
1-631
2-631
3766'
"A"
15890+50=4766'
24
CHEBANSE
See SD207
NO. 8 4 8 | C. 6 4
5270'
70'
"A"
Tower
15881+62=384'
401'
24
627'
"A"
642-X
1091'
Chebonse St.
643-X
1504'
First North St.
Depot
1797'
2300V-440V
Trans.
1968'
First South St.
644-X
2290'
"A"
TELEPHONE


2610'
BOOTH.
"A"
2810'
3510'
2-648
1-648
4521'
15839+90 = 4556'
24
TELEPHONE BOOTH.
1-649
2-649
N.O. 8 4 7 5 C. 6 5
5282'
2-650
1-658
15788+17 = 4447'
24
1-659
2-659
4977'
Lyman
N.O. 8 4 6 6 C. 6 6
5280'


1742'
2-668
1-668
15736+39=4345'
24
1-669
2-669
NO
8
45
7
5281'
208'
306'
Longbeach
2150'


2-678
1-678
15684+61=4242'
24
1-679
2-679
N.O. 8 4 4 | C. 6 6 8
5280'
2456'
3069'
"X"
15633+54=4069'
24
CLIFTON
See SD 208
Tower
"A"
4607'
15624+66=4957'
5015'
24
5262'
5340'
N.O. 8 4 3 | C. 6 6 9
"A"
400'
Second Ave.
691-X
750'
2300V-44pv
Trans.
Depot
1132
First Ave.
692-


2741'
2804'
TELEPHONE BOOTH.
15590+33 = 3050'
24
1-696
2-696
1-695
2-695
5220'
N.O. 8 C. 270
1045'
15537+92 = 3071'
3102'
24
2-706
1-706
2-705
1-705

62 - 72 SD1043 72 - 83

Released 2 signals installing T.P. signals
Installed 2 additional Marker Signals

½° ½°

3686'
3819'
4319'
4553'

Low Voltage Sw. Machines operated from Ashkum.

N.O. 841 C. 711

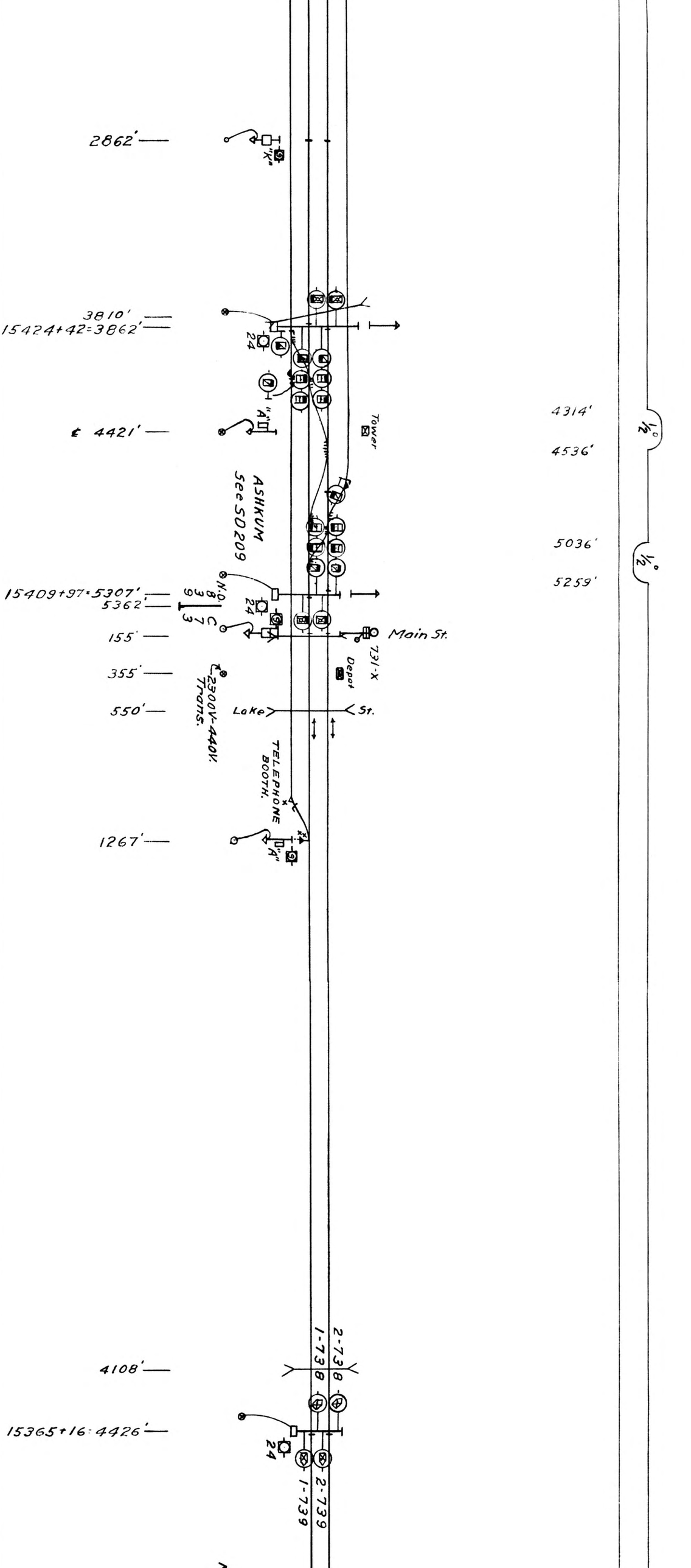
5280'

15484+91=3092'
3152'

15481+98=3385'
3432'

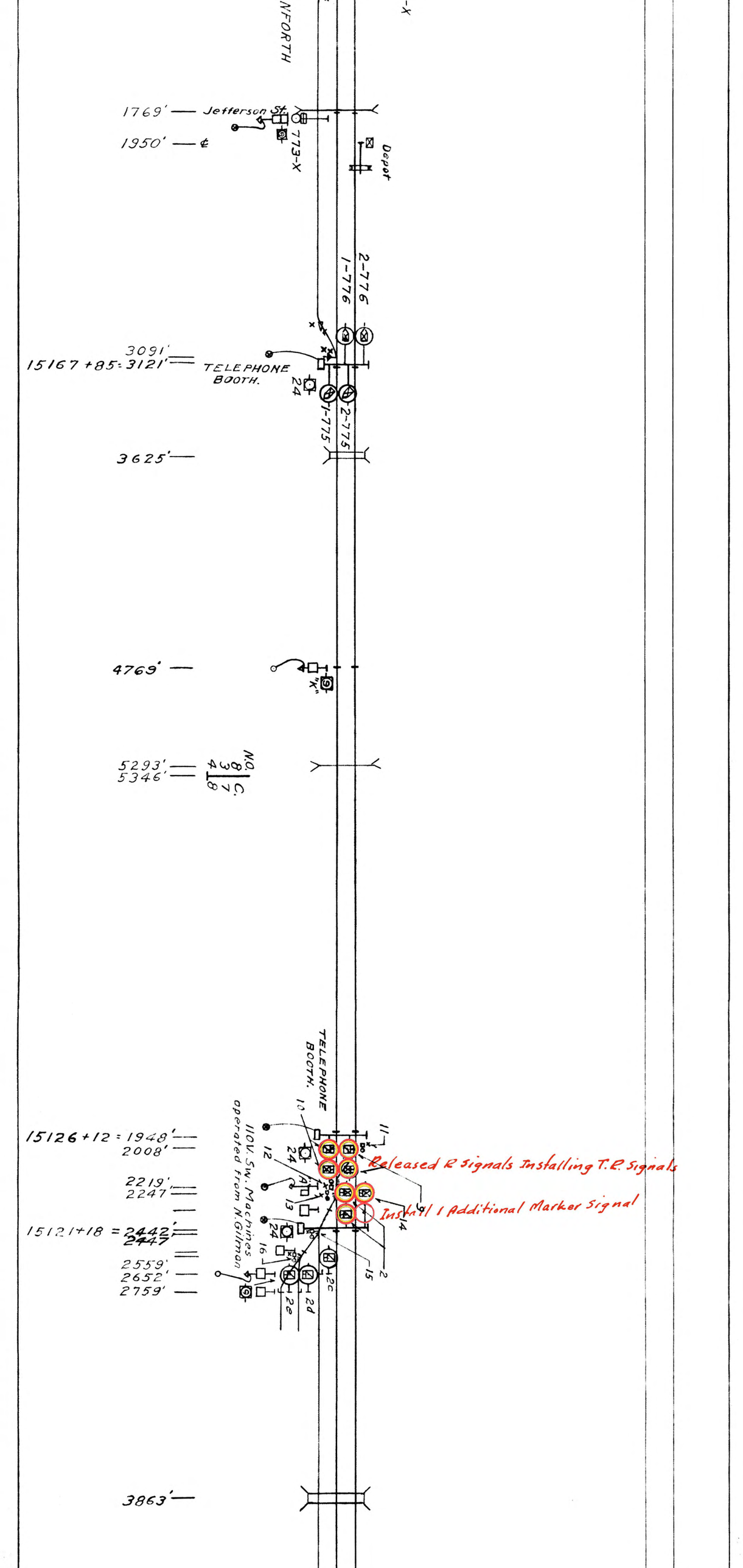
N.O. 840 C. 712

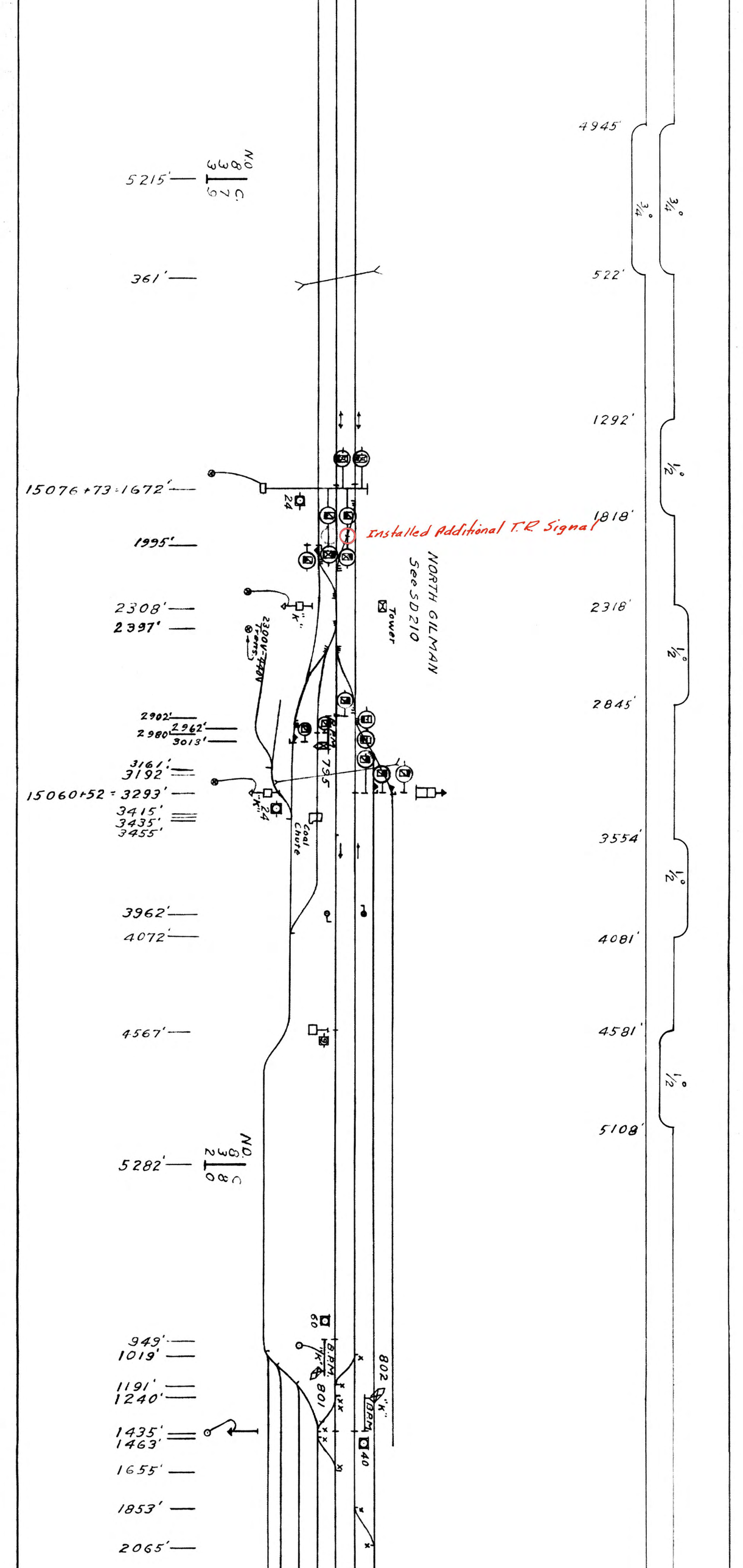
5279'

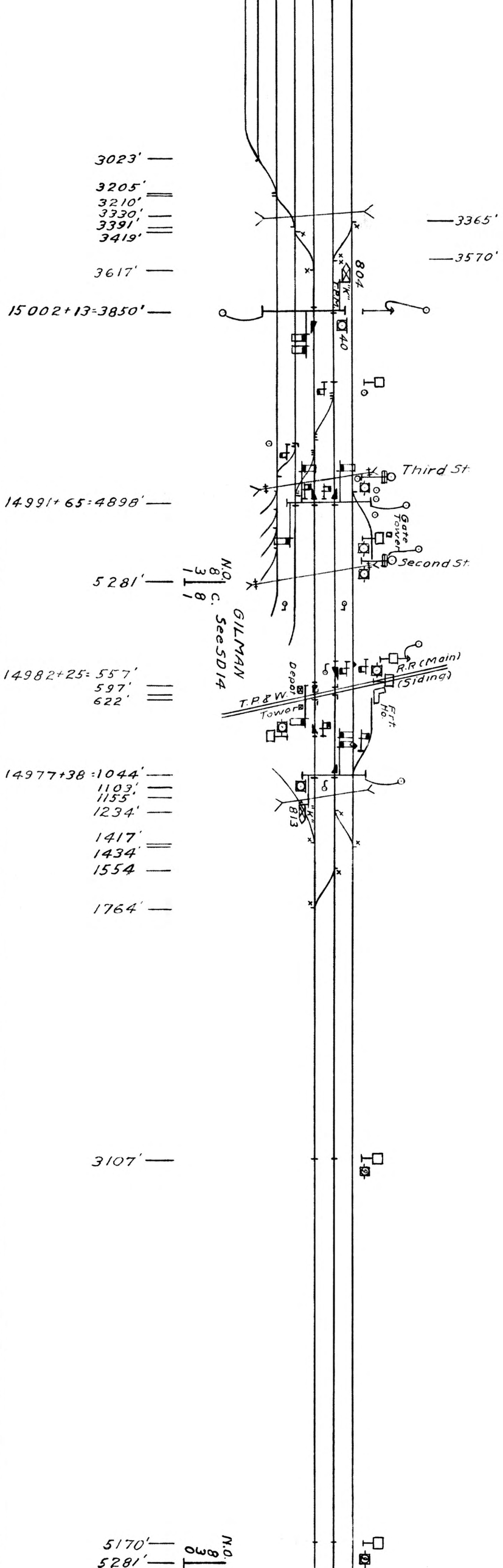

2862'
"K"
3810'
15424+42=3862'
24
"A"
℄ 4421'
Tower
4314'
4536'
1/2°
ASHKUM
See SO209
5036'
1/2°
5259'
15409+97=5307'
5362'
N.O.
8
3
9
C
7
3
24
155'
Main St.
731-X
Depot
355'
2300V-440V.
Trans.
550'
Lake
St.
TELEPHONE
BOOTH.
1267'
"A"
4108'
1-738
2-738
15365+16=4426'
24
1-739
2-739

2-746
1-746
2-747
1-747
24
2-754
1-754
2-755
1-755
24
N.O.
8
3
8
C.
7
4
5200'
1630'
15323+08=3434'
4443'
N.O.
8
3
7
C.
7
5
5278'
15280+15=2449'

2-762
1-762
2-763
1-763
24
"K"
TELEPHONE BOOTH.
A
2-772
1-772
TELEPHONE BOOTH.
2-771
1-771
24
772
Washington St.
DA
N.O. 836 C. 76
N.O 835 C. 77
4722'
5278'
15237+34=1452'
3204'
4224'
4385'
4986'
5280'
15193+32=574'
634'
846'
924'
969'


NFORTH
X-
1769' — Jefferson St.
1950' — ℄
773-X
Depot
2-776
1-776
3091'
15167+85=3121' — TELEPHONE BOOTH.
24
1-775
2-775
3625'
4769' —
"K"
5293' — No. 8 C.
5346' — 4378
TELEPHONE BOOTH.
10
11
15126+12=1948'
2008'
12
24
Released R Signals Installing T.R. Signals
2219'
2247'
13
14
Install 1 Additional Marker Signal
15121+18=2442'
2447'
24
16
15
2
2559'
2652'
2759'
12c
12d
12e
110V. Sw. Machines operated from N. Gilman
3863'


4945'
3/4°
3/4°
522'
1292'
1/2°
1818'
1/2°
2318'
2845'
1/2°
3554'
1/2°
4081'
4581'
1/2°
5108'
5215'
NO. 8 C. 3 3 7 9
361'
15076+73=1672'
24
Installed Additional T.R. Signal
1995'
NORTH GILMAN
See SD210
Tower
2308'
2397'
"K"
2300 FEET NORTH
2902'
2980'
2962'
3013'
3161'
3192'
15060+52=3293'
795
24
"K"
3415'
3435'
3455'
Coal Chute
3962'
4072'
4567'
5282'
NO. 8 C. 3 3 8 0
949'
1019'
1191'
1240'
1435'
1463'
1655'
1853'
2065'
60
B.R.M.
"K"
801
802
"K"
B.R.M.
40

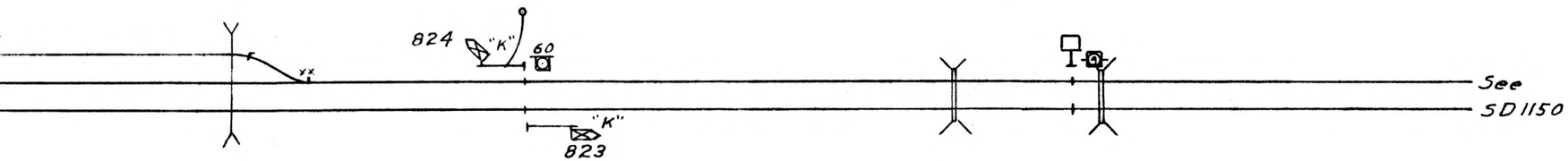

3023'
3205'
3210'
3330'
3391'
3419'
3617'
15002+13=3850'
3365'
3570'
804
"K"
40
Third St.
14991+65=4898'
Gate Tower
Second St.
N.O.
B. & C.
3118
5281'
See SD14
GILMAN
14982+25=557'
597'
622'
Depot
T.P.&W.
Tower
R.R. (Main)
(Siding)
Frt. No.
14977+38=1044'
1103'
1155'
1234'
1417'
1434'
1554
1764'
813
3107'
5170'
5281'
N.O.
B. & C.
3118

KANKAKEE TO GILMAN SD1043

ILLINOIS DIVISION

TRACK PLAN FOR AUTOMATIC SIGNALS

OFFICE OF SIGNAL ENGINEER
CHICAGO, ILL.
I.C.R.R.



C
8
2

879'
1154'
1954'
3514'
3950'
4054'
5280'

N.O.
8 C.
2 8
9 3

Checked:	
Approved:	
Signal Engineer	
August 7, 1923.	
October 13, 1923.	
Sept. 22, 1924.	
Drawn by J.E.B.	
Scale: 1" = 500'	