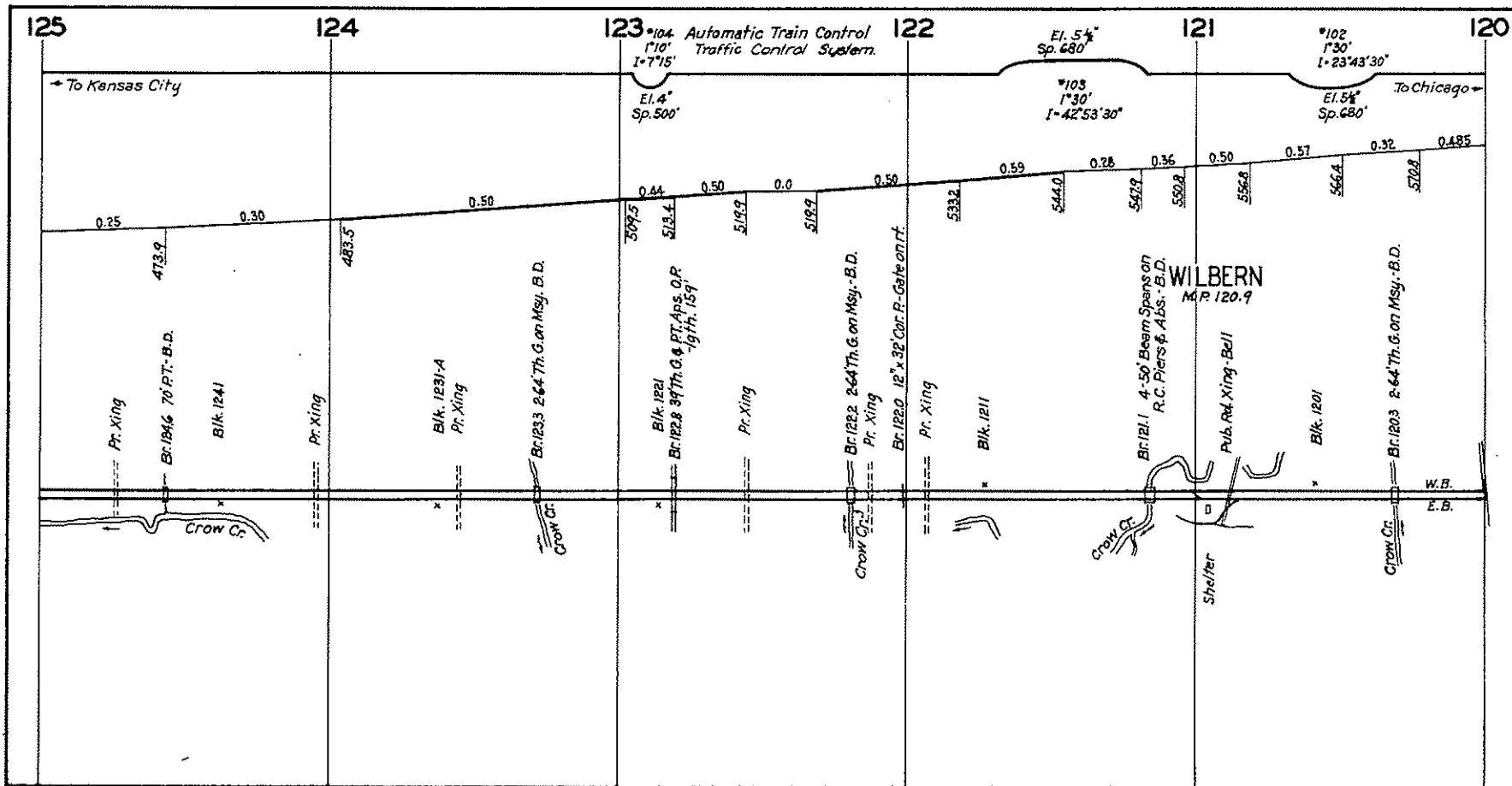


Section 10 Section 9



120

119

118

117

116

115

← To Kansas City

To Chicago →

Automatic Train Control
Traffic Control System

*101
1°30'
1-31°29'

El. 5 1/2"
Sp. 630'
*100
1°30'
1-37°44'

*99
1°30'
1-13°59'

El. 2 1/2"
Sp. 500'

*98
0°53'
1-82°9'

0.485

595.0

595.0

599.0

602.0

605.8

608.4

0.49

614.4

0.06

617.3

0.33

1.0

620.0

621.3

0.50

638.2

0.44

643.9

0.20

Br. 120.04 Bm. on
C. & O. R.R. 1 1/2 mi.
Crow Cr.

Blk. 1191

Br. 193 18' x 62' C.I.P.

Br. 192 24' x 60' C.I.P. - extn
N. with 24' R.C.P. & on S.
with 8' R.C.P.

Pr. Xing

Br. 118.8 2-8' x 8' x 6' 1/2' R.C. Bx. 595.0

Pr. Xing

Pub. Rd. Xing - Gr.

Blk. 1181

Br. 118.1 840' Dk. G. on
Msy. B.D.

Pr. Xing

Br. 117.7 24' 27' x 48' R.C.P.

Br. 117.4 5' x 5' 7' R.C. Bx.

Blk. 1171

Br. 117.0 30' x 60' C.I.P.

State Hwy. 89
→ To Washburn
G.M. & O. R.R.
over A. I. St.

Br. 116.5 25' Th. G. over trks. - O.P. 642' 1/2'

Br. 116.90 82' Th G on pile 613.3

Piers 5, 70' BAPT. App each end

Br. 116.8 10' T.R. on C.-B.D.

620.0

621.3

Br. 116.4 4-24' x 30' C.I.P.
4-24' x 30' V.I.P. - S. end

LA ROSE
M.P. 116.0
R.C.R.

Br. 116.1 48' P.T.-B.D.

Blk. 1161

Stk. Yd. w/
Depot

Pub. Rd. Xing - Gr.

Unloading Plat.
Fish Signs & Scales
Br. 115.9 36' 10' x 96' ...

Br. 115.5 2-48' x 99' C.I.P.

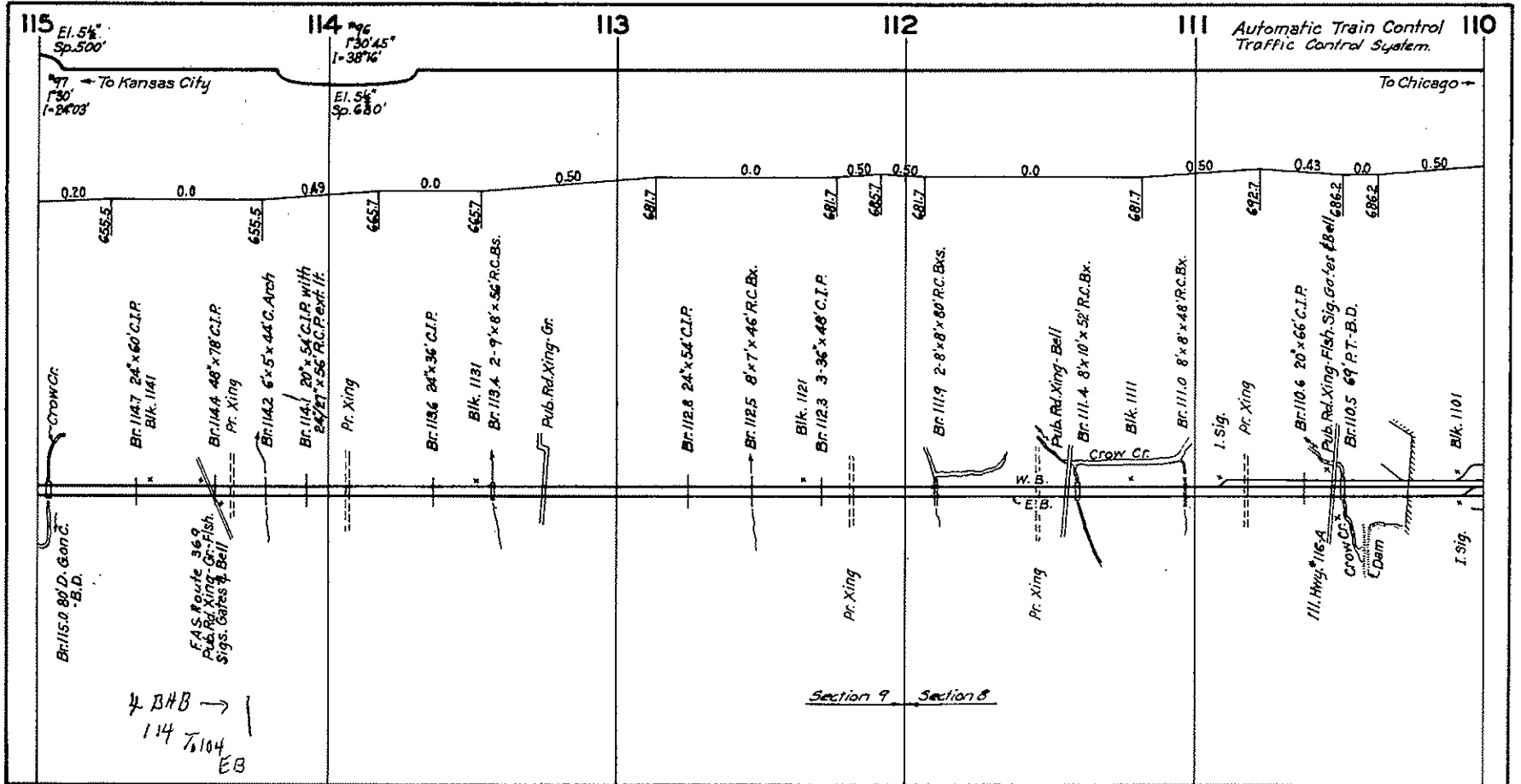
Br. 115.2 30' x 90' C.I.P.

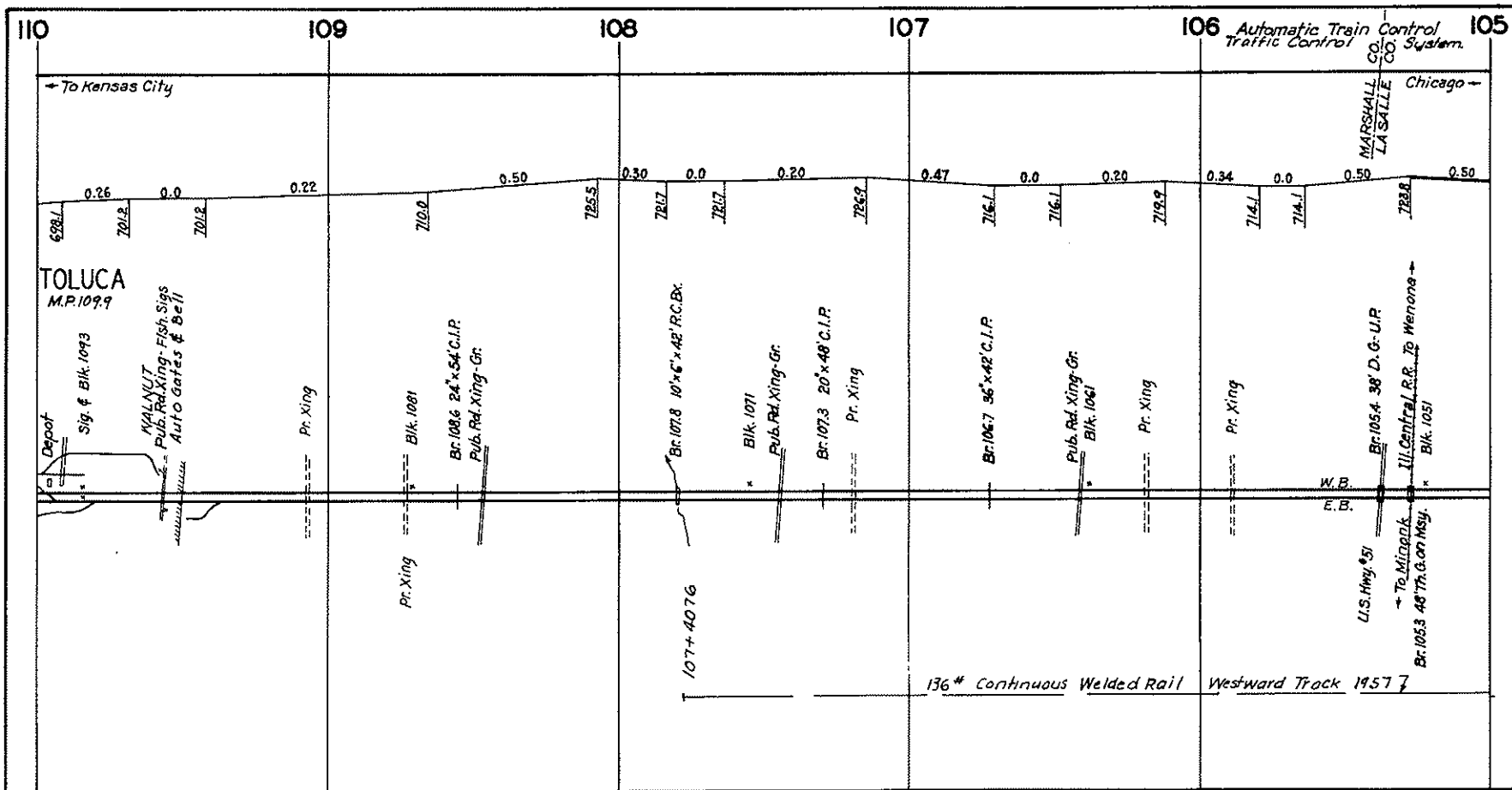
Blk. 1151/4

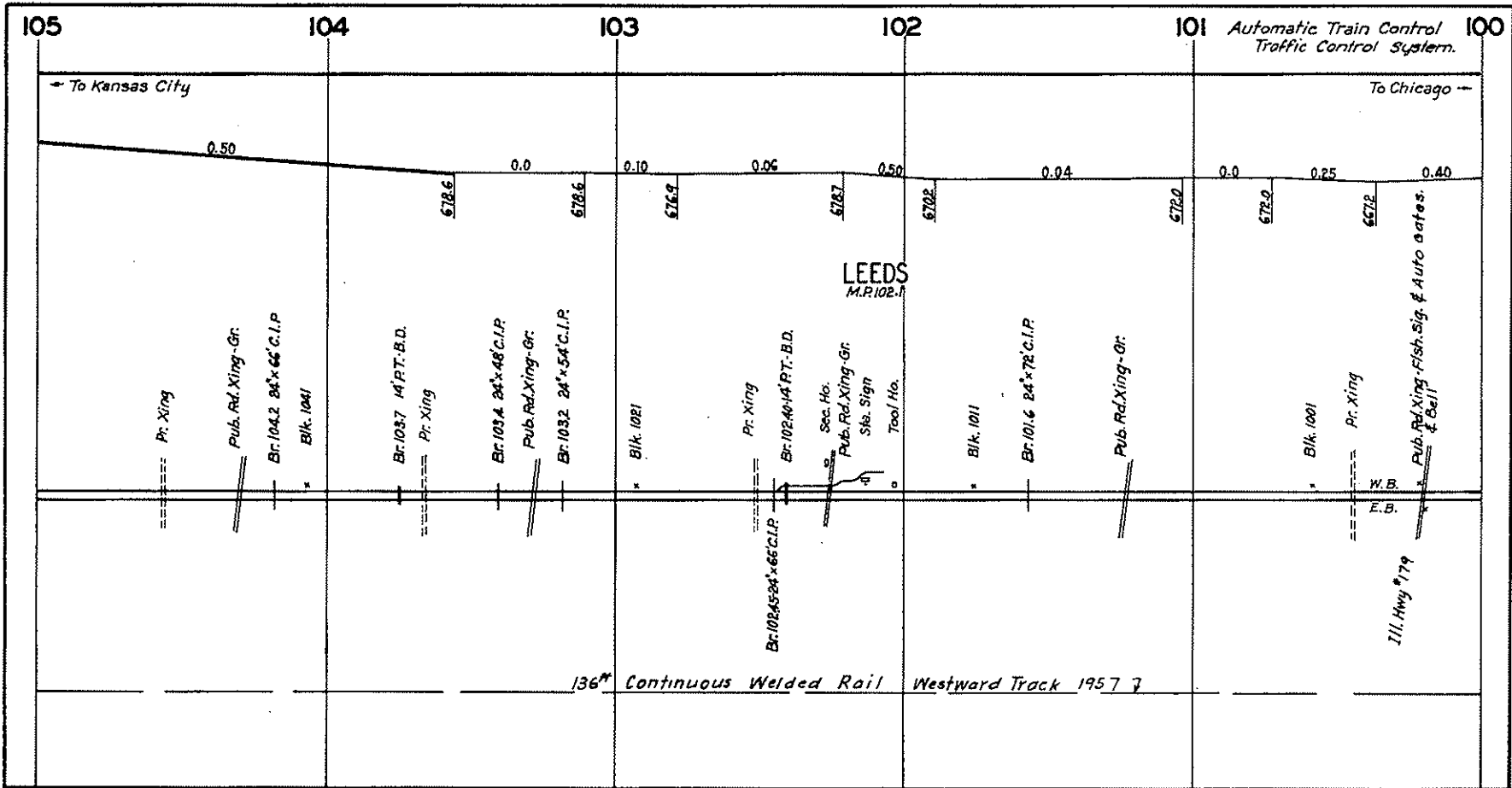
Pr. Xing

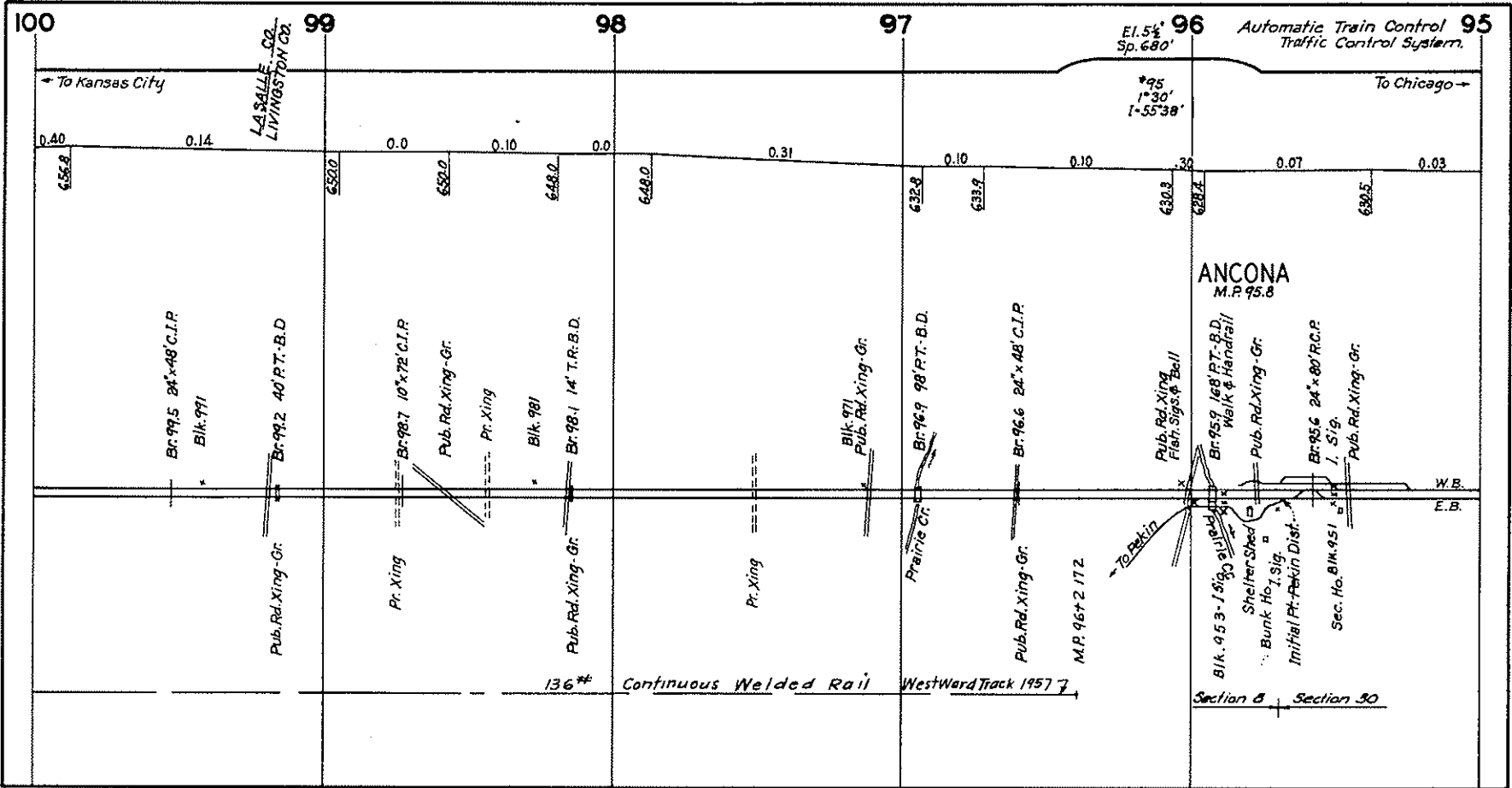
W.B.

E.B.









Br. 99.5 24' x 48' C.I.P.
Blk. 991

Br. 99.2 40' P.T.-B.D.
Pub. Rd. Xing - Gr.

Br. 98.7 10' x 72' C.I.P.
Pr. Xing
Pub. Rd. Xing - Gr.

Br. 98.1 14' T.R.-B.D.
Pub. Rd. Xing - Gr.

Blk. 971
Pub. Rd. Xing - Gr.

Br. 96.9 98' P.T.-B.D.
Prairie Cr.

Br. 96.6 24' x 48' C.I.P.
Pub. Rd. Xing - Gr.

M.P. 96 + 2 172

Pub. Rd. Xing
Flash Sigs. & Bal.

Br. 95.9 168' P.T.-B.D.
Walk & Handrail

Pub. Rd. Xing - Gr.
Shelter Shed
Bunk Ho. 1, Sig.
Initial Ft. Pekin Dist.

Br. 95.6 24' x 80' R.C.P.
I. S'ig.
Sec. Ho. Blk. 951
Pub. Rd. Xing - Gr.

ANCONA
M.P. 95.8

Automatic Train Control
Traffic Control System.

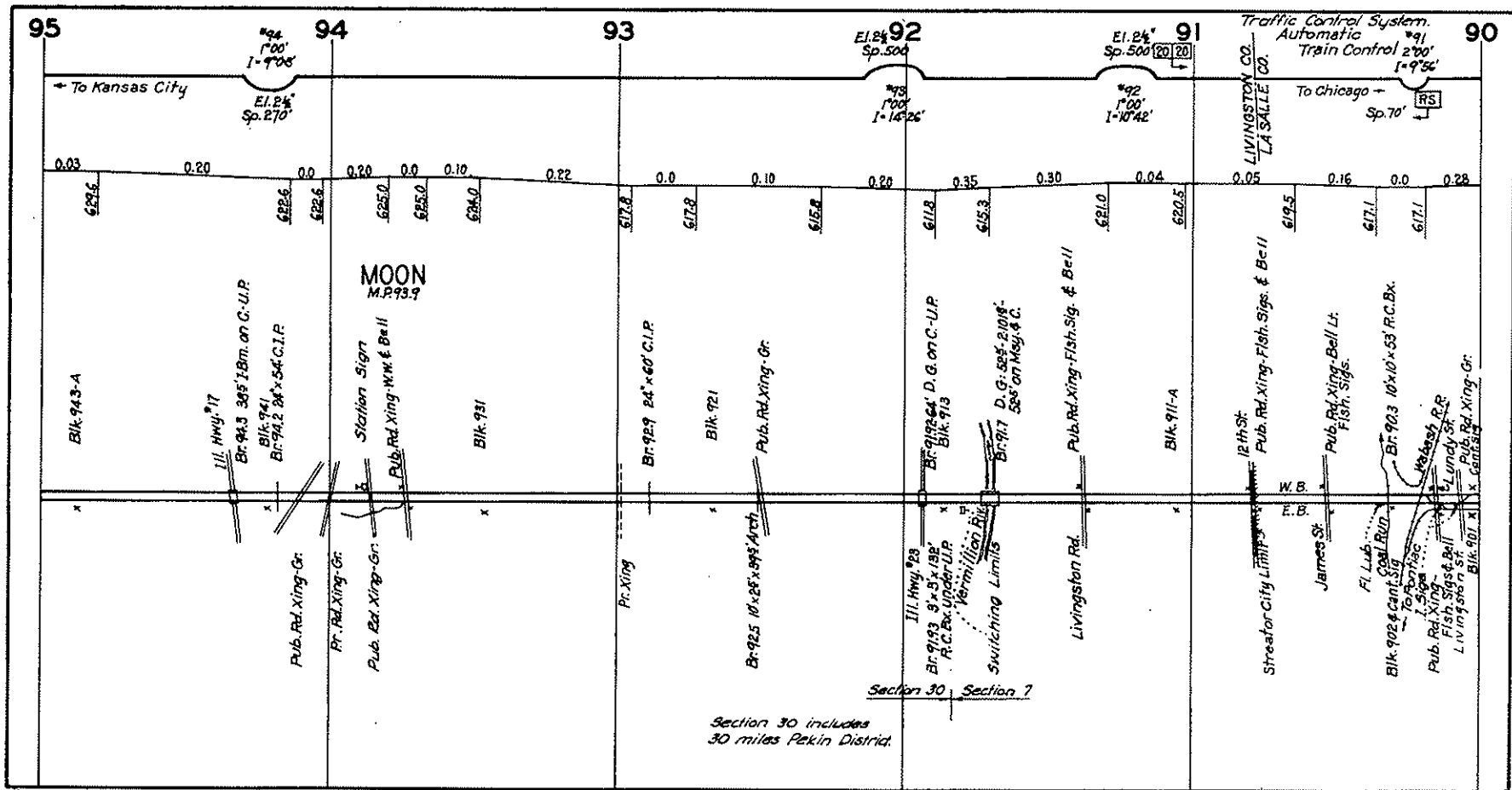
← To Kansas City

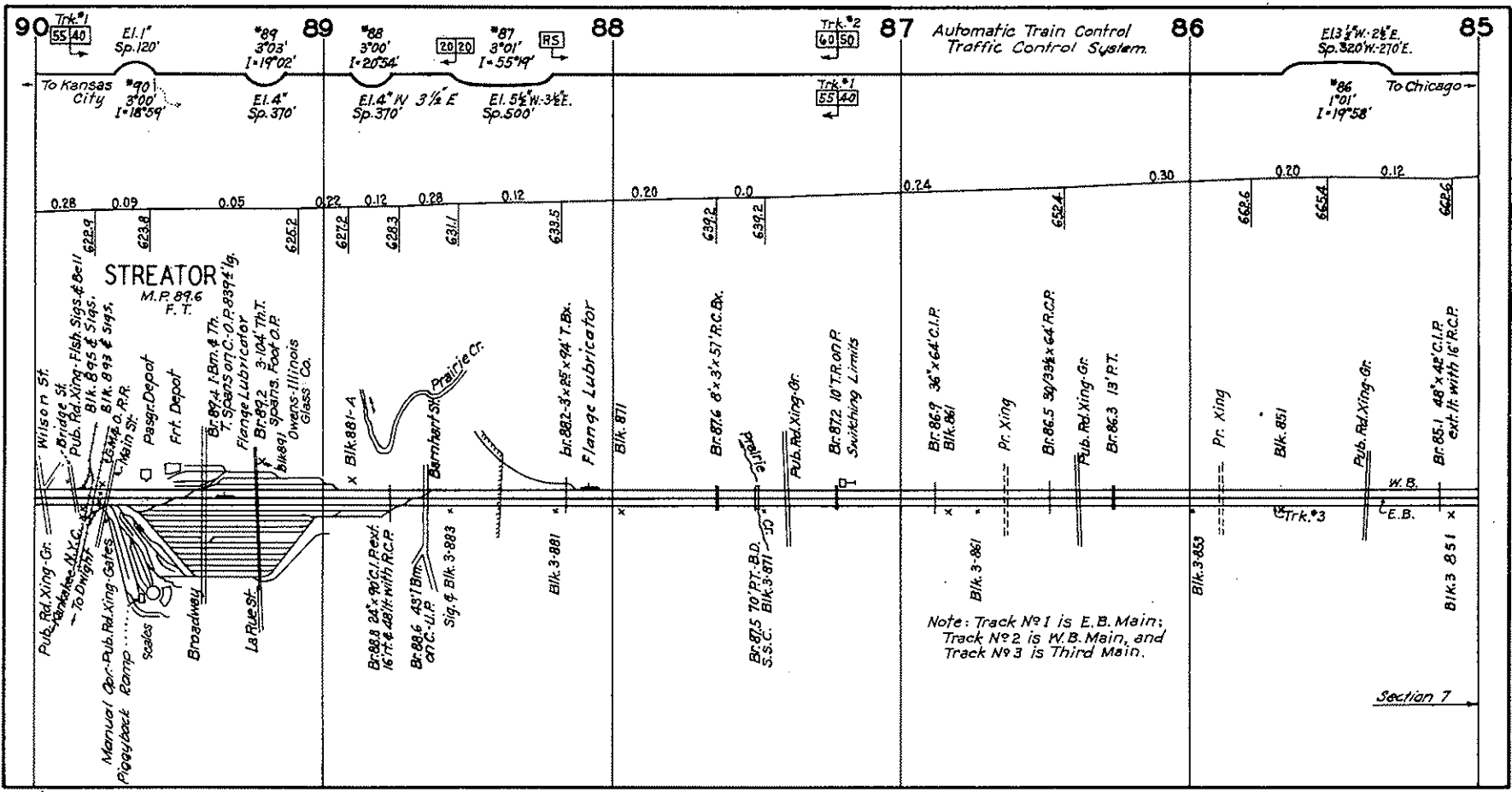
To Chicago →

136* Continuous Welded Rail Westward Track 1957 7

Section 8 Section 30

W.B.
E.B.





Trk #1
55 40
El. 11' Sp. 120'

*89
3'03'
I=19'02'
El. 4" Sp. 370'

*88
3'00'
I=20'54'
El. 4" W 3 1/2' E Sp. 370'

20 20
*87
3'01'
I=55'99'
El. 5 1/2' W 3 1/2' E Sp. 500'

Trk #2
60 50

87 Automatic Train Control Traffic Control System.

86

El. 3 1/2' W 2 1/2' E Sp. 320' W 270' E.

85

*86
1'01'
I=19'58'
To Chicago

To Kansas City
*90
3'00'
I=18'59'

0.28 0.09 0.05 0.22 0.12 0.28 0.12 0.20 0.0 0.24 0.30 0.20 0.12 0.025

STREATOR
M.P. 89.6
F.T.

Wilson St.
Bridge St.
Pub. Rd. Xing. Fish Sigs. & Bell
Bik. 895 & 5145.
Larkin St. R.R.
Main St.

Passenger Depot
Frt. Depot
Br. 894 18m. & Th.
T. Spans on C. O.R. 894 & 1g.
Flange Lubricator
Br. 892 3-104 Th.T.
Bikes! spans, Foot O.P.
Overs. Illinois
Glass Co.

x Bik. 881-A
Barnhart St.
Prairie Cr.

Br. 882-3 x 85 x 94' T.Bx.
Flange Lubricator
Bik. 871

Br. 876 8 x 3 x 57' R.C.Bx.
Bik. 861

Br. 872 10' T.R. on F.
Switching Limits

Br. 869 36' x 64' C.I.P.
Bik. 861

Pr. Xing

Br. 865 30' x 36' x 64' R.C.P.
Pub. Rd. Xing Gr.

Br. 863 13' P.T.

Pr. Xing

Bik. 851

Pub. Rd. Xing Gr.

Br. 851 48' x 42' C.I.P.
ext. It. with 16' R.C.P.

Pub. Rd. Xing Gr.
Manual Op. Pub. Rd. Xing Gates
Playback Ramp
Scales
Broadway
La Rue St.

Br. 888 24' x 9' C.I.P. ext.
16' T. & 48' It. with R.C.P.
Br. 886 43' 18m.
on C. O.P.
Sig. & Bik. 3-883

Bik. 3-881

Br. 875 70' P.T. B.D.
S.S.C. Bik. 3-871 50'

Bik. 3-861

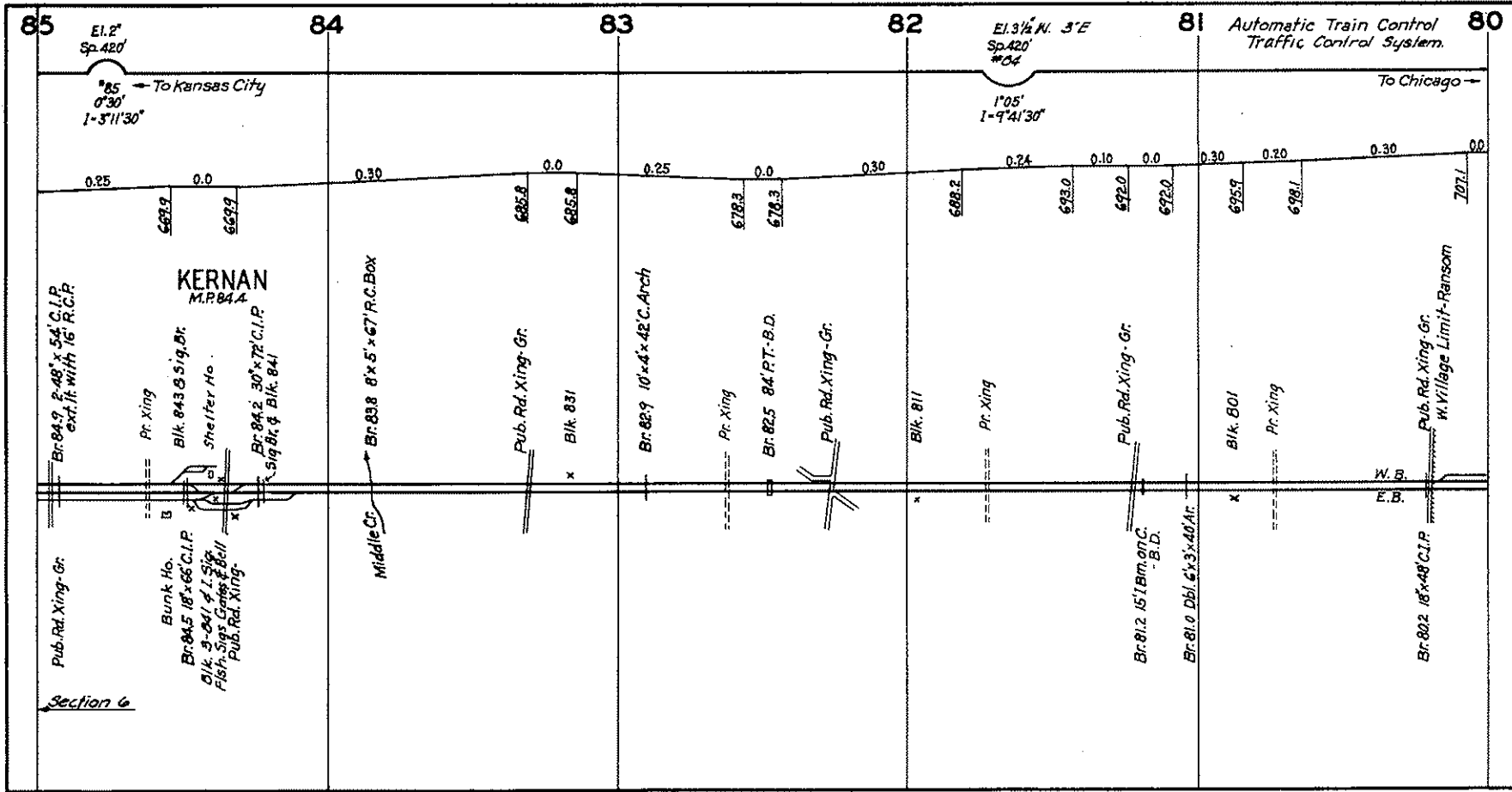
Bik. 3-853

W.B.
E.B.

Bik. 3-851

Note: Track No 1 is E.B. Main;
Track No 2 is W.B. Main, and
Track No 3 is Third Main.

Section 7



80

79

78

77

76

75

Automatic Train Control
Traffic Control System.

← To Kansas City

To Chicago →

0.0 0.30 0.37 0.20 0.04 0.41 0.30 0.24 0.11 0.0 0.29 0.09 0.05

707.1 708.7 696.9 694.9 694.4 690.3 659.3 654.4 651.50 651.5 656.4 657.3

RANSOM
M.P. 79.7

Br. 79.8 30' x 54' C.I.P.
Blk. 791
Pub. Rd. Xing. 4 Bell

Br. 79.21 30' x 55' C.I.P.
Br. 79.9 18ms. on C.-O.R.
Br. 79.10 18' x 54' C.I.P.
Pr. Xing

Blk. 781
Br. 78.5 10' T.R. on C.-B.D.

Br. 78.104 30' x 84' V.I.P.
Br. 78.07 Del. 5' x 4' x
64' R.C. Bx.
Pr. Xing

Br. 77.8 24' x 66' C.I.P.

Blk. 771
Br. 77.3 24' x 60' C.I.P.
Pr. Xing

Pr. Xing
Br. 76.9 48' x 48' C.I.P.
Pub. Rd. Xing-Gr.

Pr. Xing

Pr. Xing
Br. 76.5 70' P.T.-B.D.

Blk. 761

Pr. Xing
Br. 76.2 48' x 42' C.I.P.
Pub. Rd. Xing-Gr.

LA SALLE CO.
GRUNDY CO.
Br. 75.7 56' P.T.-B.D. S.S.C.

Pr. Xing
Blk. 751-A

W.B.
E.B.

El. 3' 79
Sp. 500'

*83
1'00'
1-20'50'

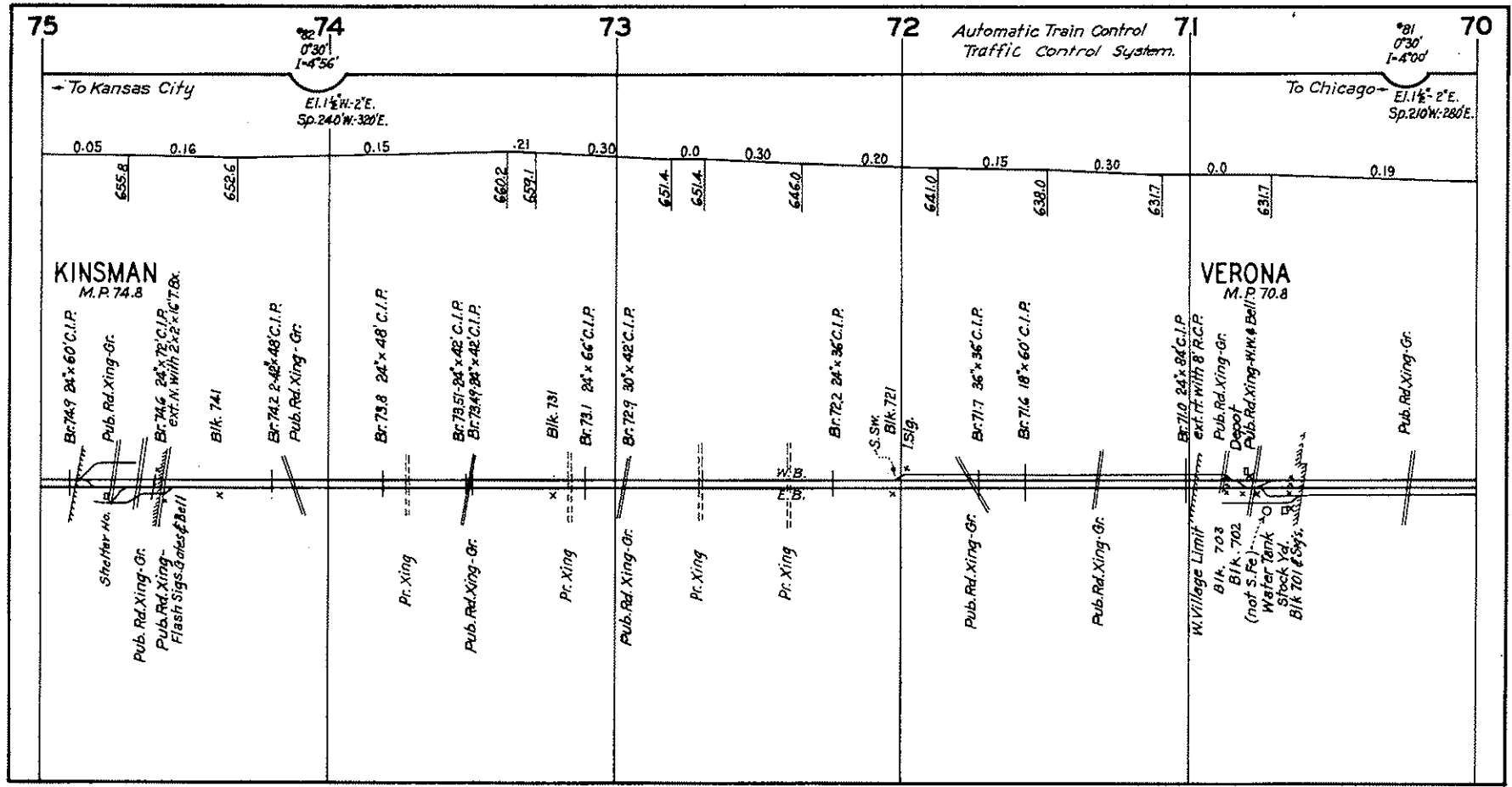
Depot

B

x

x

x



75

74
 0°30'
 1-4°56'

73

72

Automatic Train Control
 Traffic Control System.

71

70
 0°31'
 1-4°00'

← To Kansas City

E.I. 1 1/2° W. 2° E.
 Sp. 240' W. 320' E.

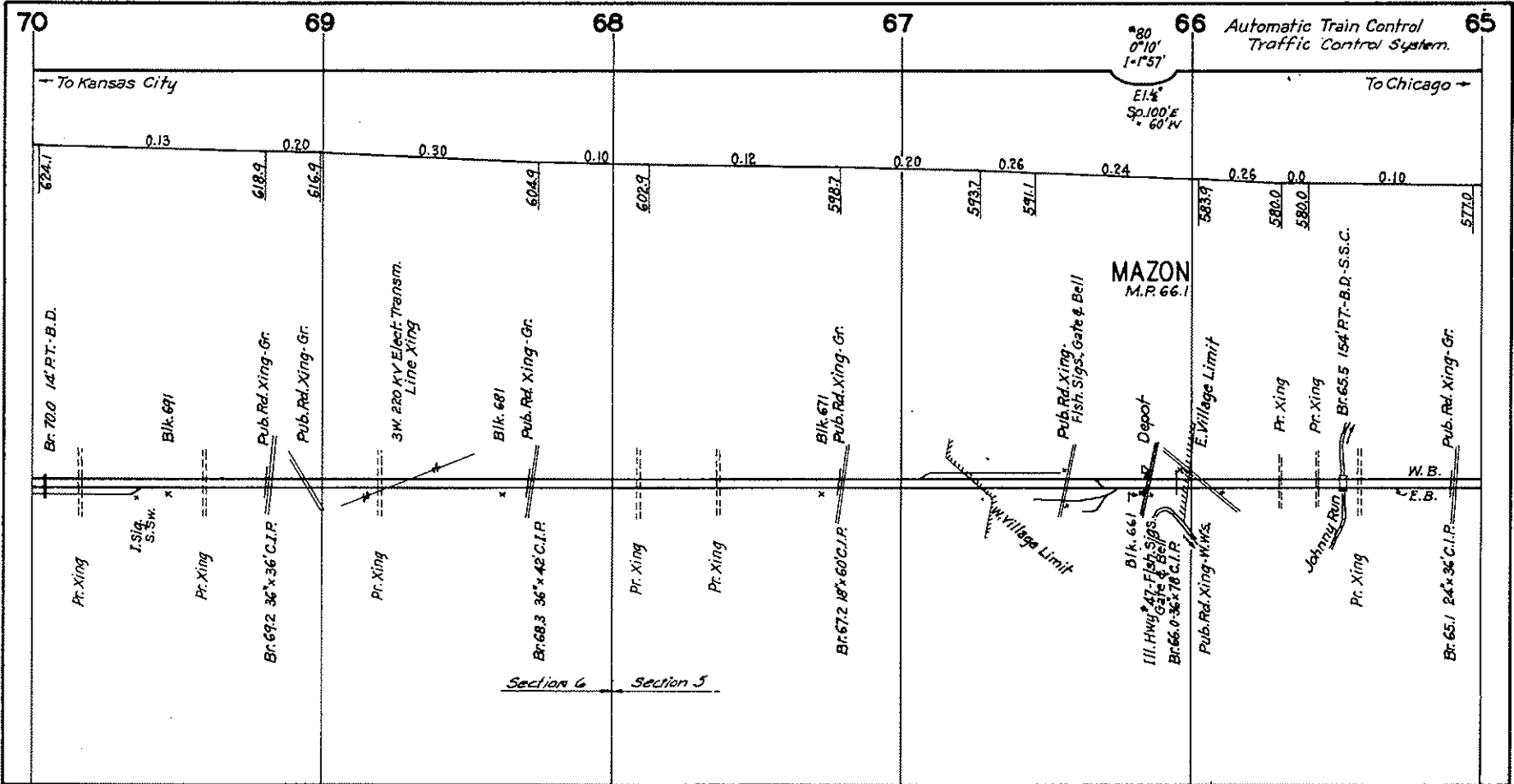
To Chicago → E.I. 1 1/2° W. 2° E.
 Sp. 210' W. 280' E.

0.05 0.16 0.15 .21 0.30 0.0 0.30 0.20 0.15 0.30 0.0 0.19

KINSMAN
 M.P. 74.8

VERONA
 M.P. 70.8

Br. 749 24' x 60' C.I.P.
 Pub. Rd. Xing-Gr.
 Shelter No.
 Pub. Rd. Xing-Gr.
 Pub. Rd. Xing-Gr.
 Flash Sigs. Gates & Bell
 Bik. 741
 Br. 742 24' x 48' C.I.P.
 Pub. Rd. Xing-Gr.
 Pr. Xing
 Br. 75.8 24' x 48' C.I.P.
 Pub. Rd. Xing-Gr.
 Pr. Xing
 Br. 75.51 24' x 48' C.I.P.
 Br. 75.49 24' x 48' C.I.P.
 Pub. Rd. Xing-Gr.
 Pr. Xing
 Bik. 731
 Br. 73.1 24' x 66' C.I.P.
 Pub. Rd. Xing-Gr.
 Pr. Xing
 Br. 72.9 30' x 42' C.I.P.
 Pub. Rd. Xing-Gr.
 Pr. Xing
 Br. 72.2 24' x 36' C.I.P.
 Pub. Rd. Xing-Gr.
 Pr. Xing
 S. SW
 Bik. 721
 Br. 71.7 36' x 36' C.I.P.
 Pub. Rd. Xing-Gr.
 Pr. Xing
 Br. 71.6 18' x 60' C.I.P.
 Pub. Rd. Xing-Gr.
 Pub. Rd. Xing-Gr.
 W. Village Limit
 Br. 71.0 24' x 84' C.I.P.
 ext. Tr. With 8 RCR
 Pub. Rd. Xing-Gr.
 Depot
 Pub. Rd. Xing-Gr.
 Water Tank
 Stock Yd.
 Bik. 703
 Bik. 702
 (not S. Fe.)
 Bik. 701 & Sigs.



Section 6 Section 5

*80
0"10'
1"-1"57

E1.4
30.100'E
60'W

Automatic Train Control
Traffic Control System.

MAZON
M.P. 66.1

Depot

Ill. Hwy. 41-Fish, Gate & Bell
Br. 66.0 36'x70' C.I.P.

Johnny Run

Br. 65.5 154' RT-B.D.-S.S.C.

W.B.

E.B.

Br. 65.1 24'x36' C.I.P.

To Kansas City

To Chicago

Br. 70.0 14' RT-B.D.

Blk. 691

Br. 69.2 36'x36' C.I.P.

3W. 220 KV Elect. Transm.
Line Xing

Br. 68.3 36'x42' C.I.P.

Br. 67.2 18'x60' C.I.P.

Pub. Rd. Xing.
Fish, Sigs., Gate & Bell

E. Village Limit

Pub. Rd. Xing-Gr.

624.1

618.9

616.9

604.9

602.9

598.7

593.7

591.1

583.9

580.0

580.0

571.0

0.13

0.20

0.30

0.10

0.12

0.20

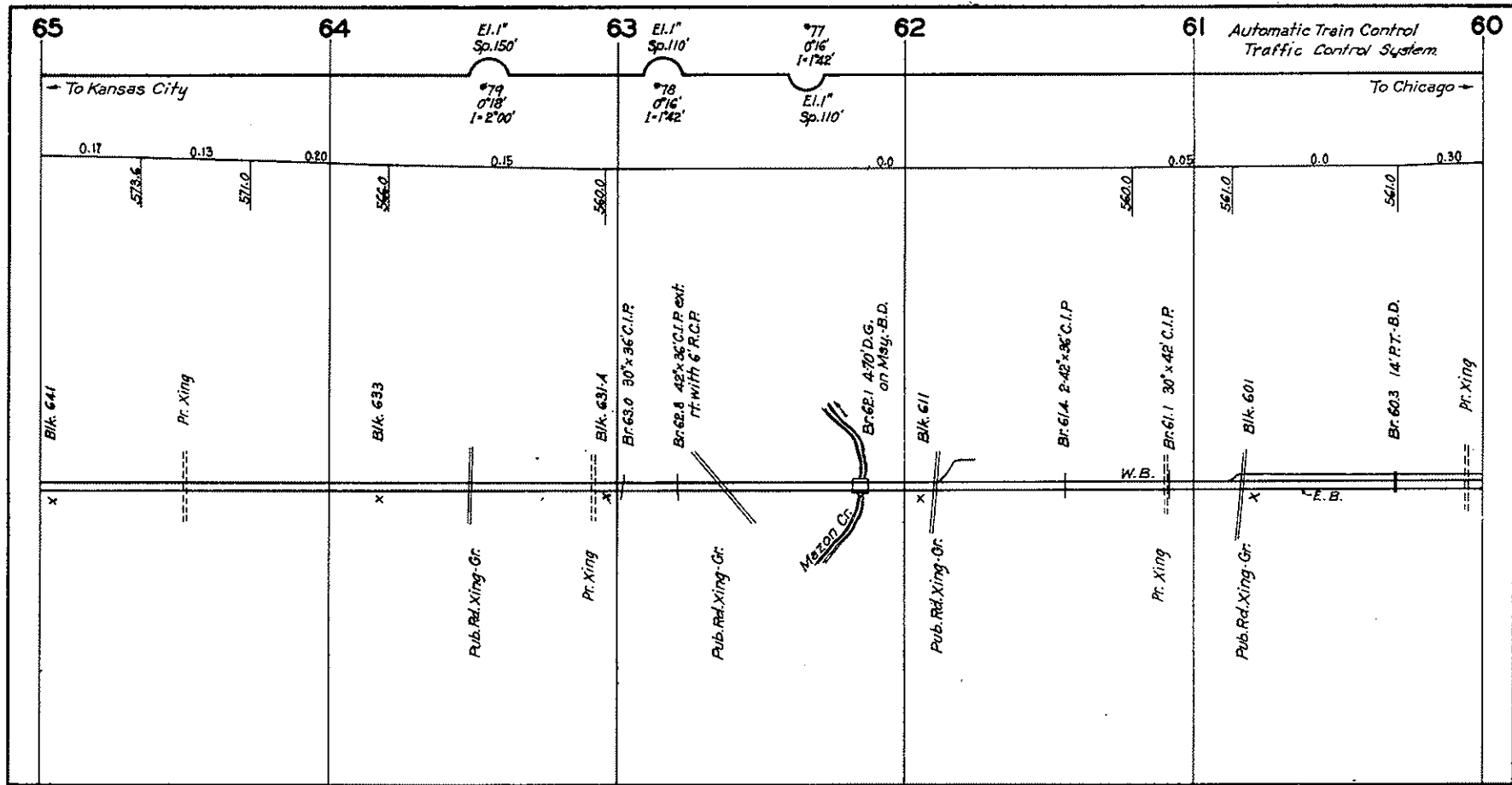
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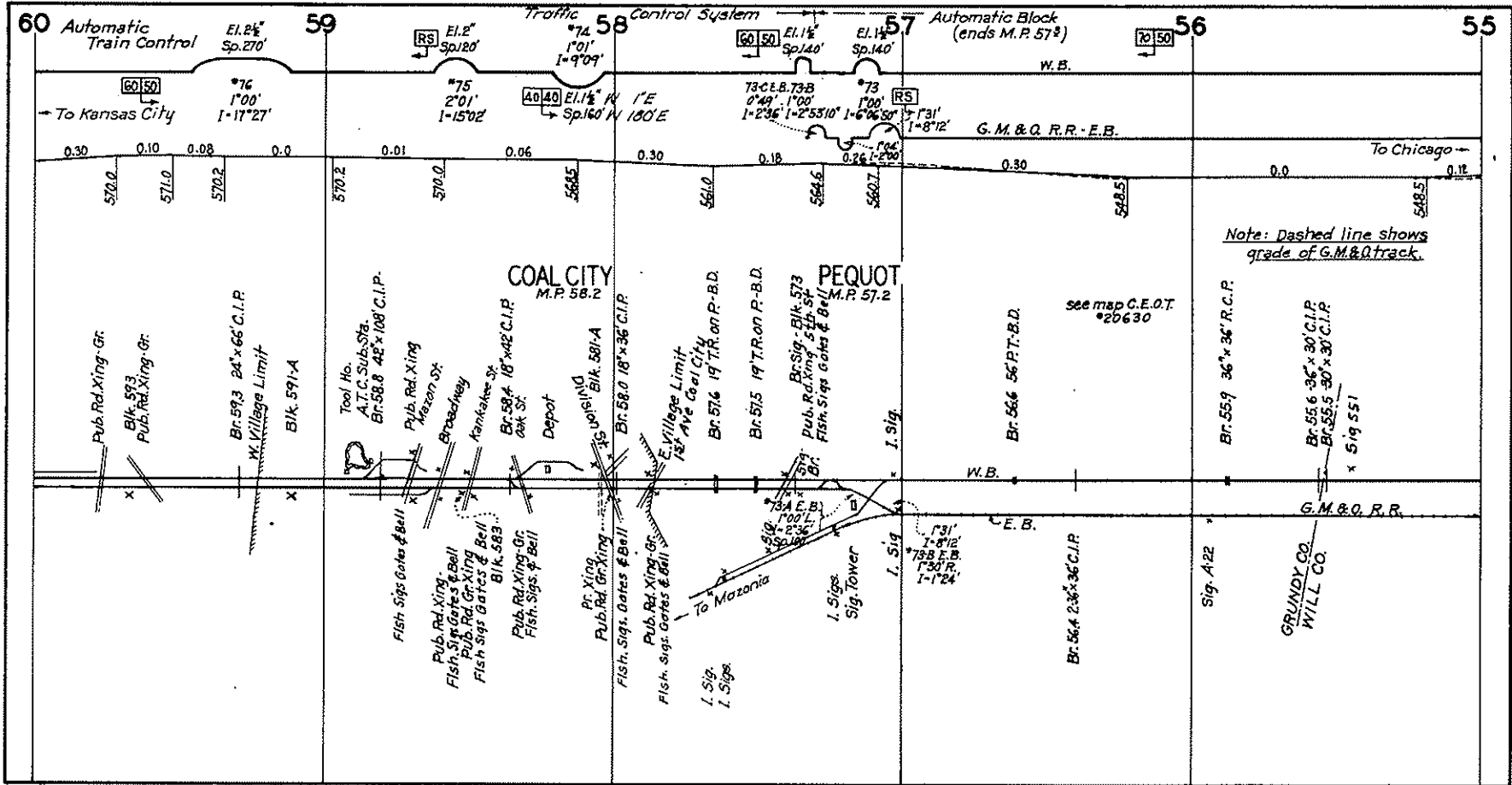
0.24

0.26

0.0

0.10

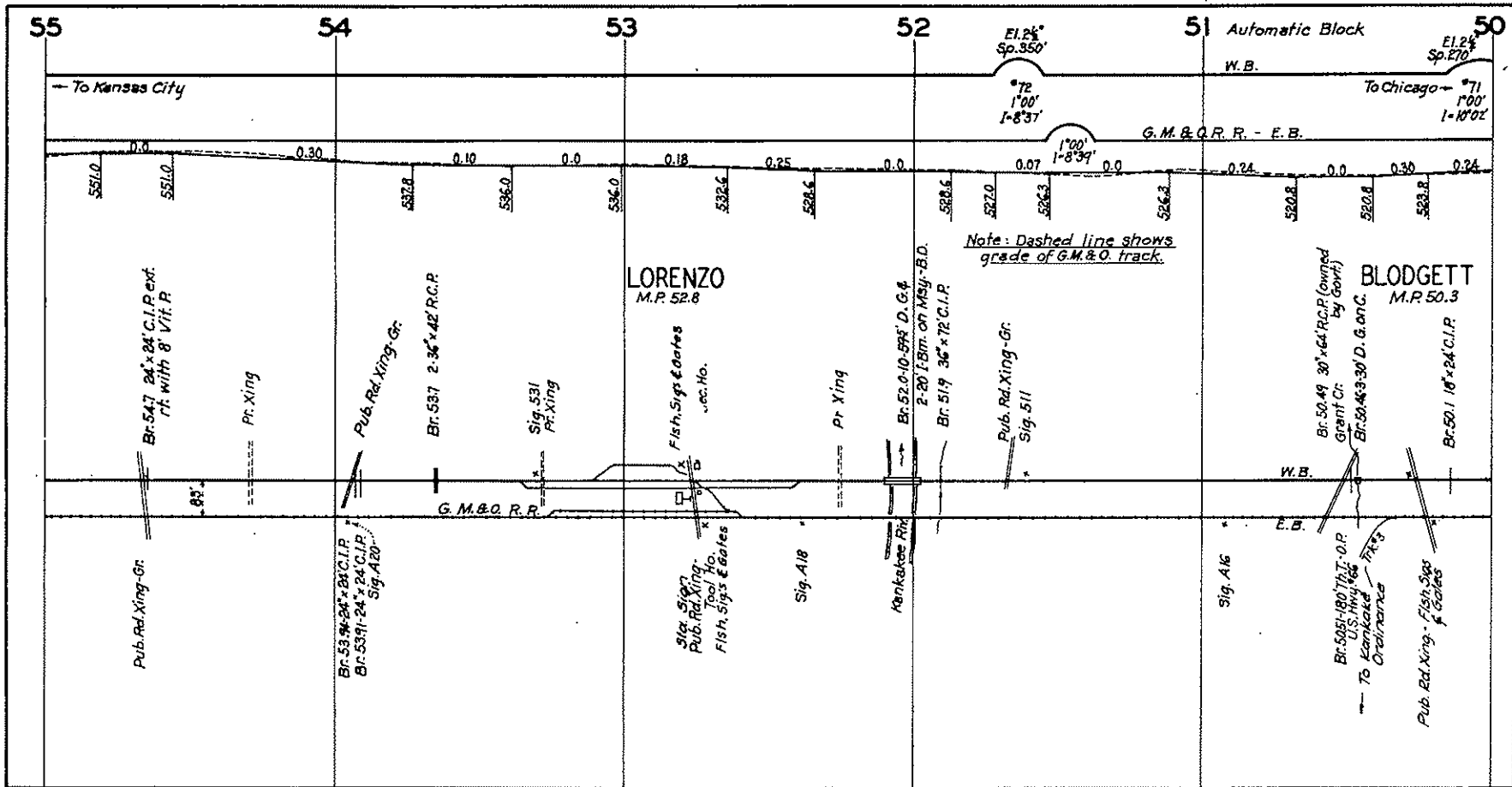




Note: Dashed line shows grade of G.M. & Q. track.

see map C.E.O.T. #20630

GRUNDY CO. WILL CO.



55

54

53

52

51

50

To Kansas City

Automatic Block

To Chicago

El. 2 1/2 Sp. 350'

El. 2 1/2 Sp. 270'

G. M. & O. R. R. - E. B.

LORENZO
M.P. 52.8

BLODGETT
M.P. 50.3

Note: Dashed line shows grade of G.M. & O. track.

Br. 547 24' x 24' C.I.P. ext. rt. with 8' Vlt. P.

Pt. Xing

Pub. Rd. Xing - Gr.

Br. 537 2-36' x 42' R.C.R.

Sig. 531 Pt. Xing

Fish, Sigs & Gates v.c. Ho.

Pt. Xing

Br. 520 10-595' D. G. & 2-20' Btm. on Msy. B.D.

Br. 519 36' x 72' C.I.P.

Pub. Rd. Xing - Gr. Sig. 511

Br. 5049 30' x 64' R.C.R. (owned by Govt. Grant Cr.)

Br. 5048 30' D. G. on C.

Br. 501 18' x 24' C.I.P.

Pub. Rd. Xing - Gr.

Br. 53 36' x 24' x 24' C.I.P. Br. 53 24' x 24' C.I.P. Sig. 420

G. M. & O. R. R.

Sig. 517 Pub. Rd. Xing - Fish, Sigs & Gates

Sig. 418

Kankakee Riv

Sig. 416

E. B.

Br. 5051-180' T.E.-O.R. U.S. Hwy. 166 To Kankakee Ordinance

Pub. Rd. Xing - Fish, Sigs & Gates

50

49

48

47

Automatic Block

46

EI. 24' Sp. 270'

EI. 4' Sp. 100'

45

EI. 24' Sp. 270'

*71 To Kansas City
1°00'
1-10°02'
1°00'
1-10°06'30"

*70 1°00'
1-27°36'30"
*69 To Chicago
1°15'
1-17°15'

G. M. & O. R. R. - E. B.

0.24 0.05 0.0 0.30 0.20 0.0 0.05 0.30 0.05 0.30 0.15 0.0 0.10 0.30 0.25

528.5 529.0 529.0 533.2 533.2 538.5 538.5 537.5 534.6 532.4 522.4 520.0 520.0 518.0 518.5

Note: Dashed line shows grade of G.M. & O. track.

DRUMMOND
M.P. 48.2

MILLSDALE
M.P. 46.1

Sig. 491

Br. 49.6 36/40' x 48' R.C.P.

Pr. Xing
Br. 49.4 20' I. Bm. on C. B.D.

Pr. Xing

Br. 48.2 12' x 36' C.I.P.
Sfa. Sign
Br. 48.1 30' x 30' C.I.P.
Sig. 481

Br. 47.4 2-30' x 48' R.C.P.
(Owned by Govt.)

Pub. Rd. Xing - Gate & Fish. Sig.
Br. 47.1 3-24' I. Bm. on C. B.D.
Br. 46.0 4-30' D. G. on C.

Br. 46.6 8' x 3' x 28' R.C. Bx.

Pub. Rd. Xing - Gr.
Br. 46.3 20' T.R. on C.
Sig. 461

Pub. Rd. Xing - Bell

Millsdale Cr.

Br. 45.8 40' T.R. on C.
Pr. Xing

Br. 45.4 98' P.T. B.D.

83

G. M. & O. R. R.

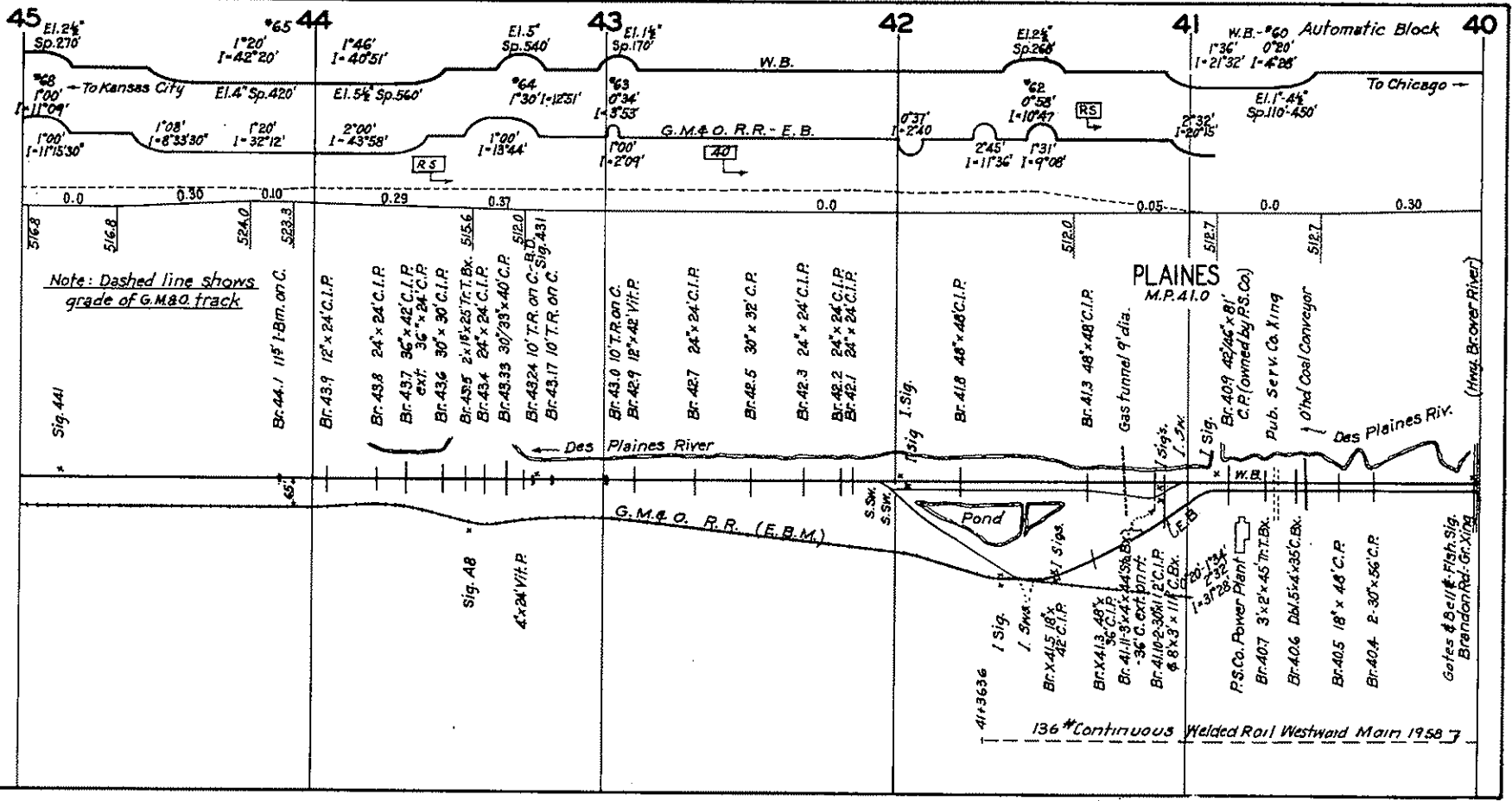
Sig. A14

Pub. Rd. Xing - Gr.
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106.0
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Section 5 Section 4

Cedar Cr.
Sig. A10

W.B.
E.B.



45 El. 24' Sp. 270'

*65 44

43 El. 14' Sp. 170'

42

41

40

W.B. W.B. - #60 Automatic Block

To Kansas City To Chicago

G.M.&O. R.R. - E.B.

El. 4' Sp. 420' El. 5 1/2 Sp. 560' El. 5' Sp. 540' El. 24' Sp. 260' El. 1' - 4 1/2 Sp. 110' - 430'

1°20' 1-42°20' 1°46' 1-40°51' 1°30' 1-1251' 0°34' 1-5°53' 0°58' 1-10°47' 1°36' 0°20' 1-21°32' 1-4°28'

1°00' 1-11°09' 1°08' 1-8°33'30" 1°20' 1-32°12' 2°00' 1-43°58' 1°00' 1-13°44' 1°00' 1-2°09' 0°31' 1-2°40' 2°45' 1°31' 1-17°36' 1-9°08' 2°32' 1-20°15'

0.0 0.30 0.10 0.29 0.37 0.0 0.05 0.0 0.30

Note: Dashed line shows grade of G.M.&O. track

Sig. 44

Br. 44.1 11' 1-Bm. on C.

Br. 43.9 12' x 24' C.I.R.

Br. 43.8 24' x 24' C.I.R.

Br. 43.7 36' x 42' C.I.R. ext. 36' x 24' C.R.

Br. 43.6 30' x 30' C.I.R.

Br. 43.5 2 x 15' x 25' T.C.B.K.

Br. 43.4 24' x 24' C.I.R.

Br. 43.33 30' x 33' x 40' C.R.

Br. 43.24 10' T.R. on C. B.D.

Br. 43.17 10' T.R. on C.

Sig. 44

Des Plaines River

PLAINES M.P. 41.0

Br. 43.0 10' T.R. on C.

Br. 42.9 12' x 42' Vitr.

Br. 42.7 24' x 24' C.I.R.

Br. 42.5 30' x 30' C.R.

Br. 42.3 24' x 24' C.I.R.

Br. 42.2 24' x 24' C.I.R.

Br. 42.1 24' x 24' C.I.R.

I. Sig.

Br. 41.8 48' x 48' C.I.R.

Br. 41.3 48' x 48' C.I.R.

Gas tunnel 9' dia.

Br. 40.9 42' x 42' x 81' C.P. (onmed by P.S. Co.)

Pub. Serv. Co. Xing

0'hd Coal Conveyor

Des Plaines Riv.

Pond

G.M.&O. R.R. (E.B.M.)

S.S.W. S.S.W.

Br. 41.3 48' x 36' C.I.P.

Br. 41.1 3 x 4 x 44 S.S.B.

36' C.I.P.

36' C. ext. on T.

Br. 41.0 2-30M 12' C.I.R.

6' x 3' x 11' C.B.K.

1' S.W.

P.S. Co. Power Plant

Br. 40.7 3 x 2 x 45 T.C.B.K.

Br. 40.6 Dbl. 15' x 35' C.B.K.

Br. 40.5 18' x 48' C.R.

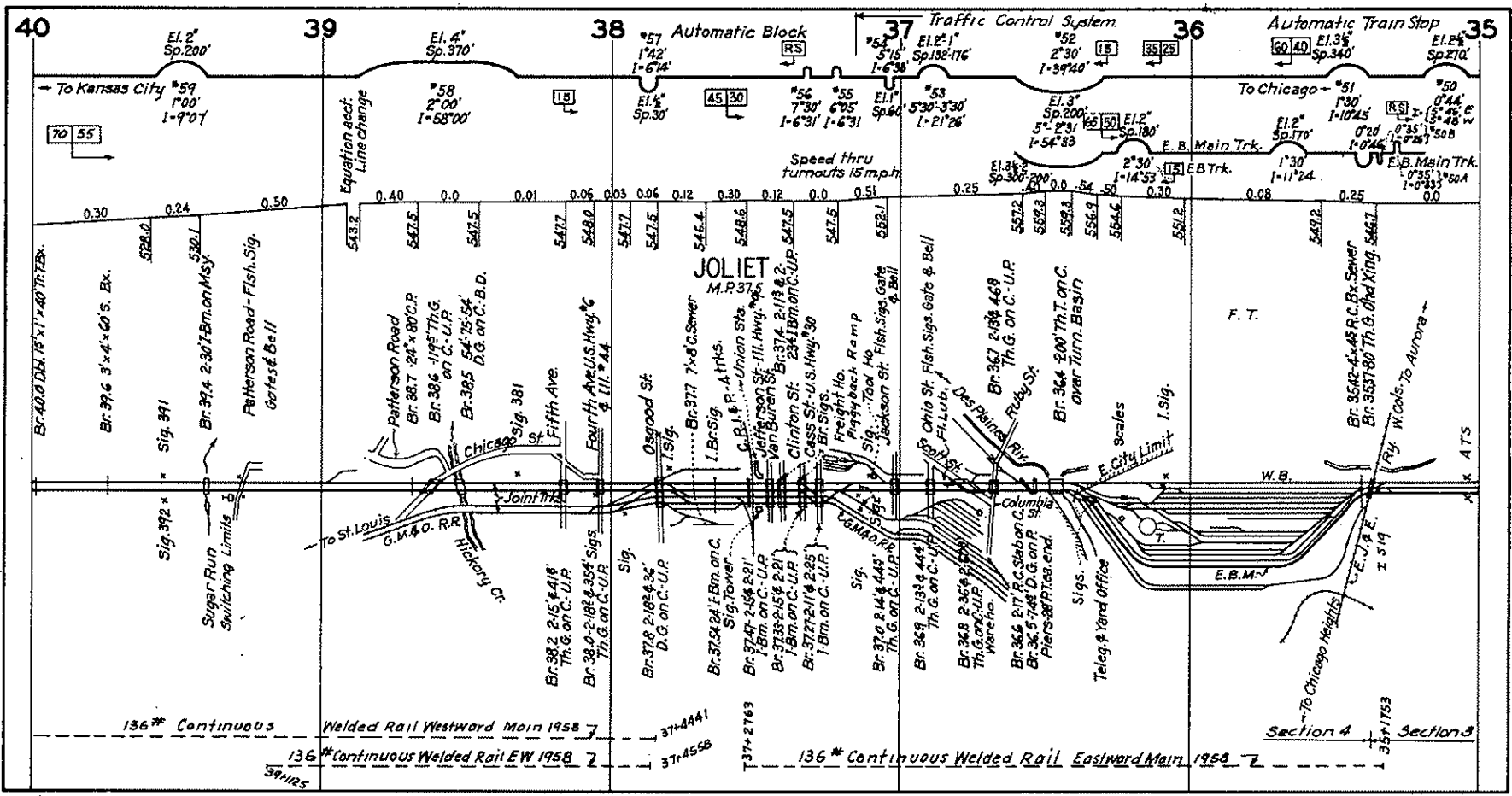
Br. 40.4 P. 30' x 56' C.R.

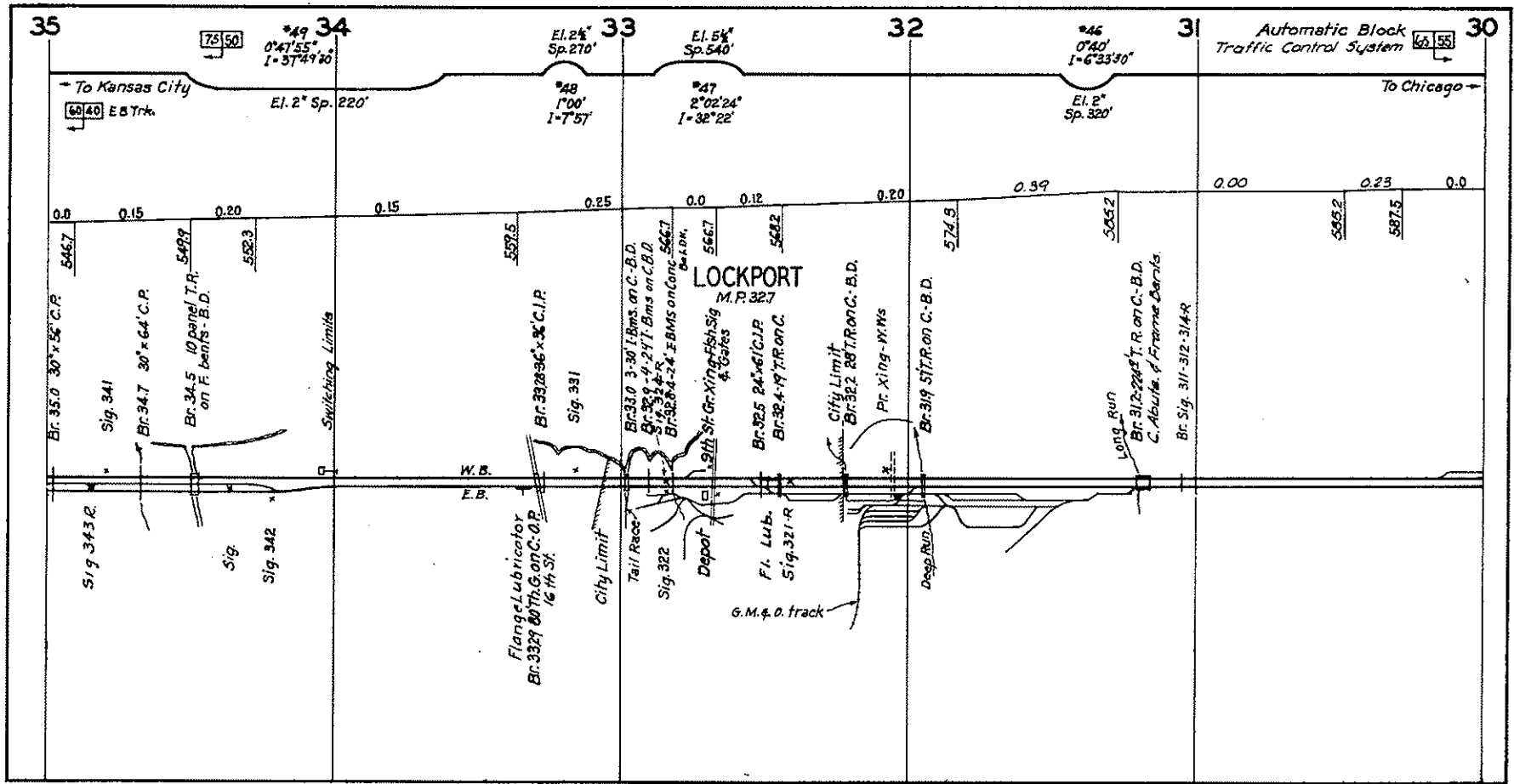
Gates & Bell's Fligh. Sig.

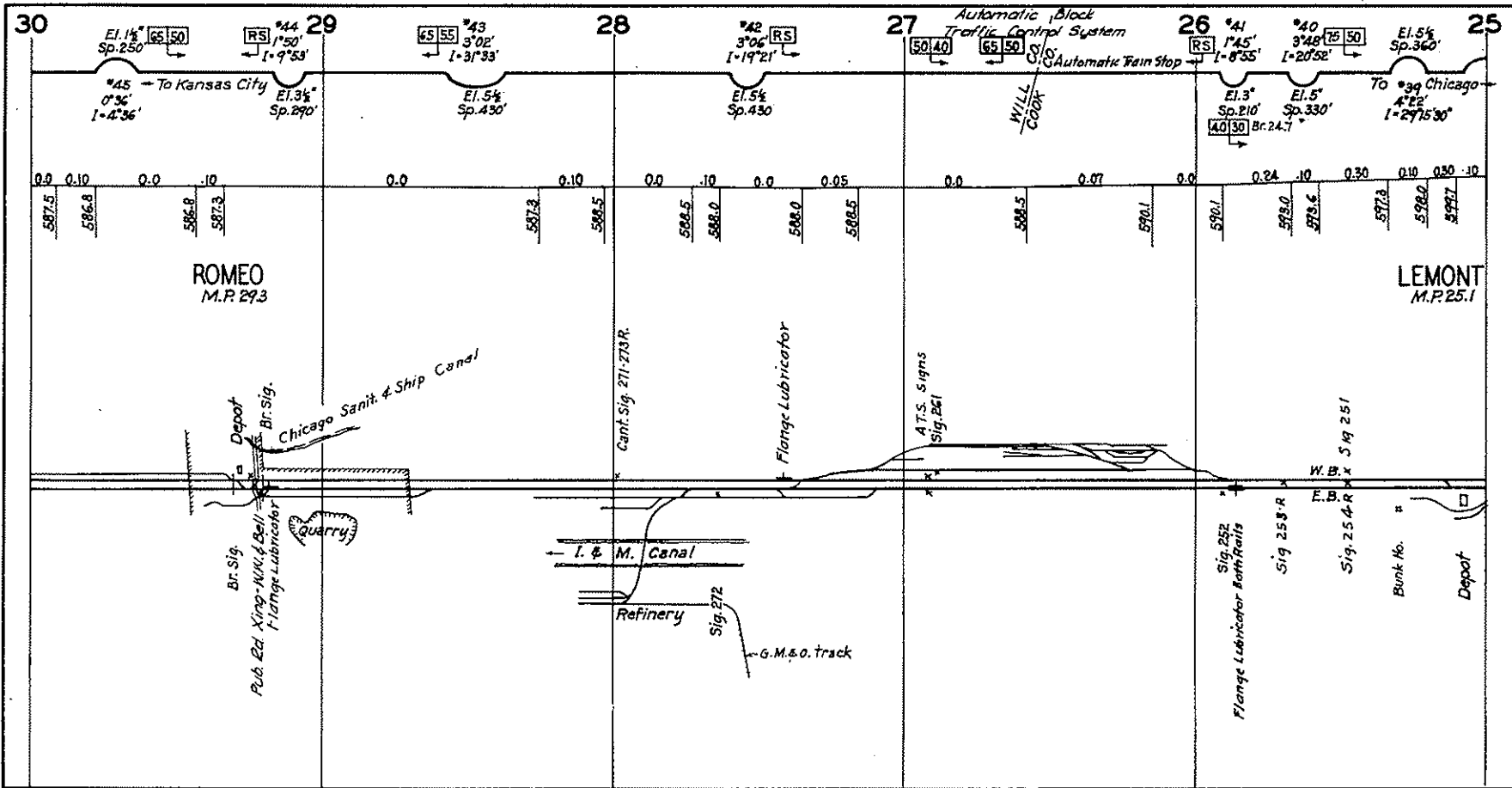
Brandon Rd. - Gr. Xing

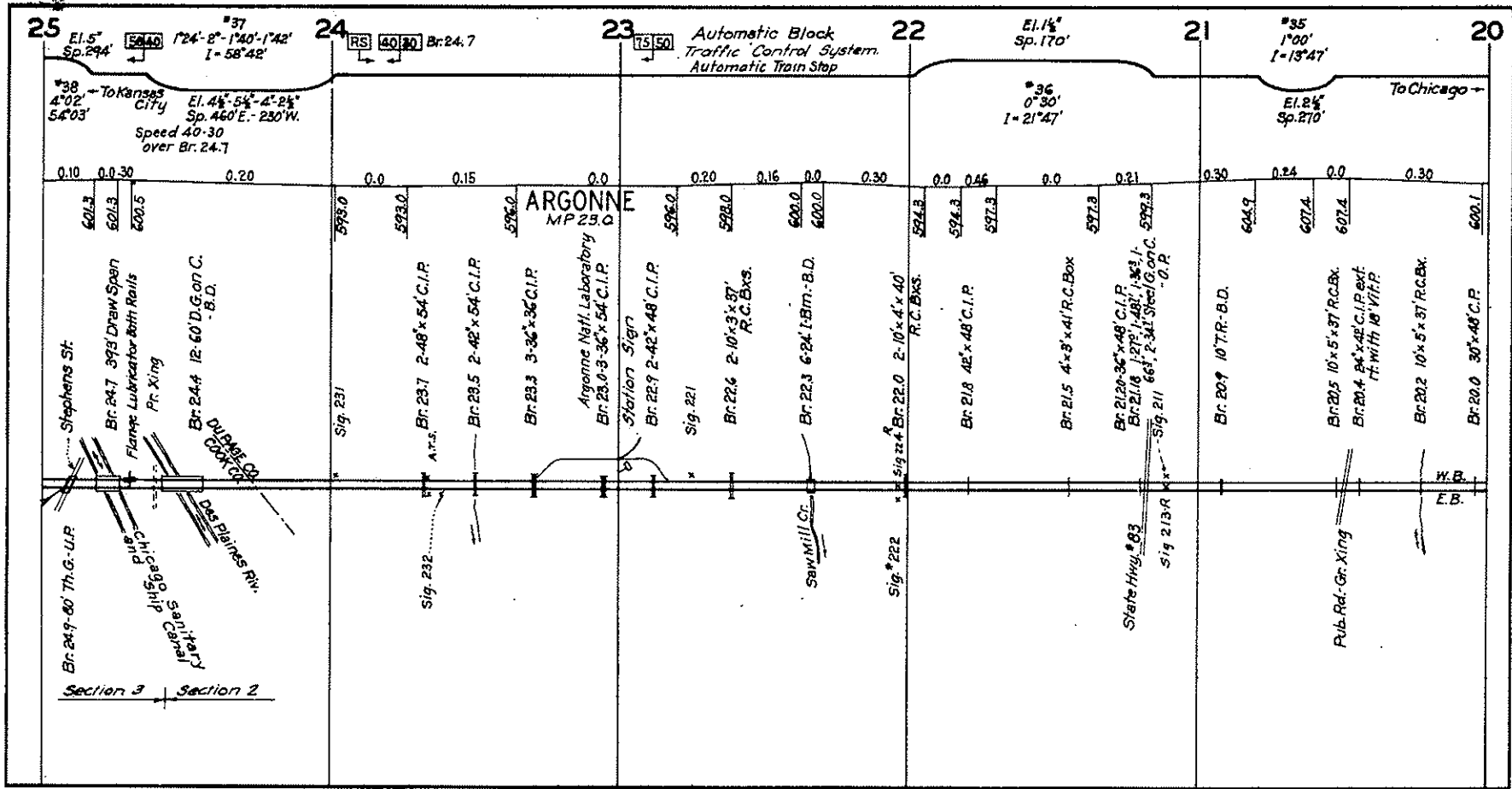
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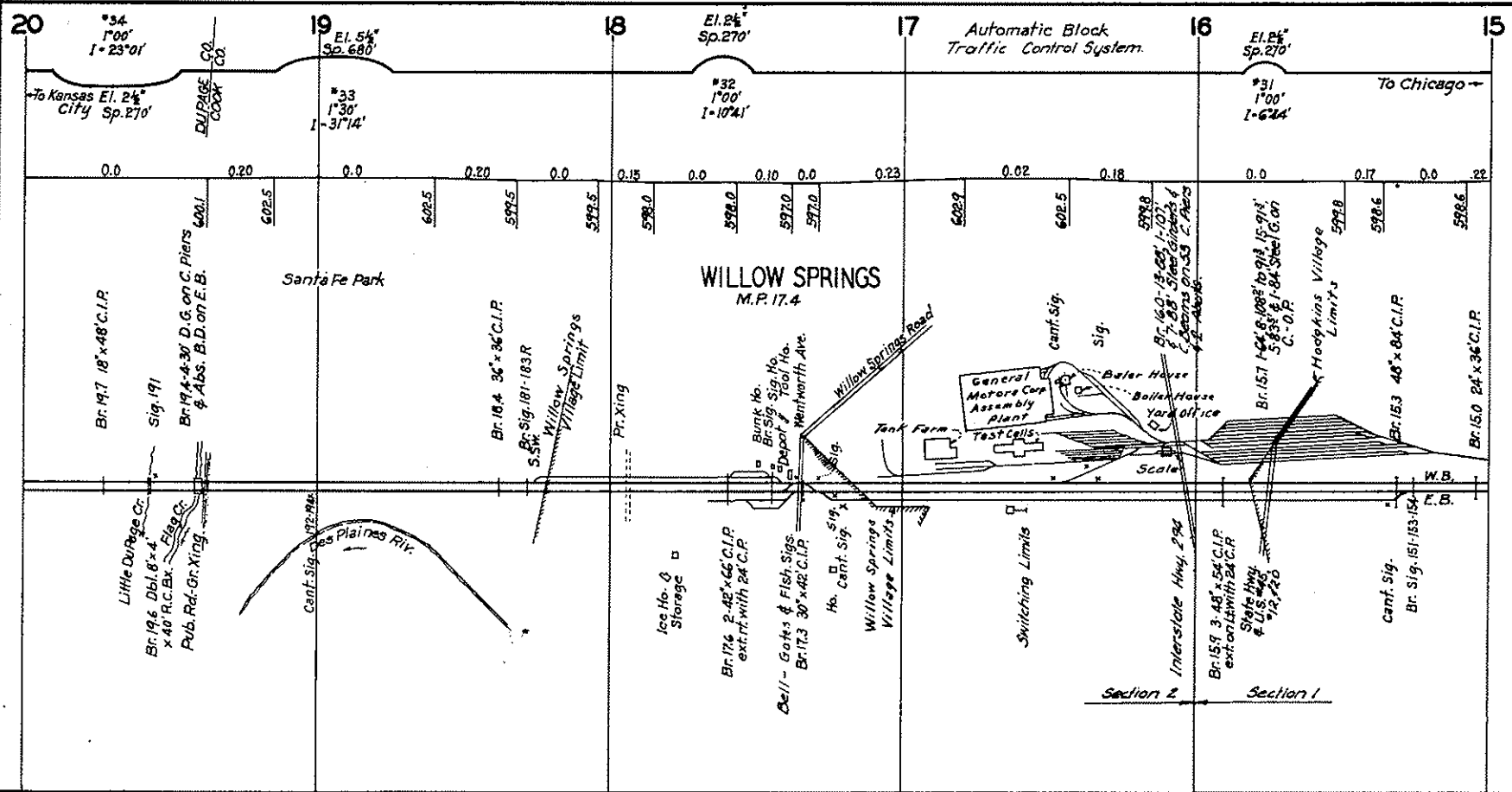
136' Continuous Welded Rail Westward Main 1958

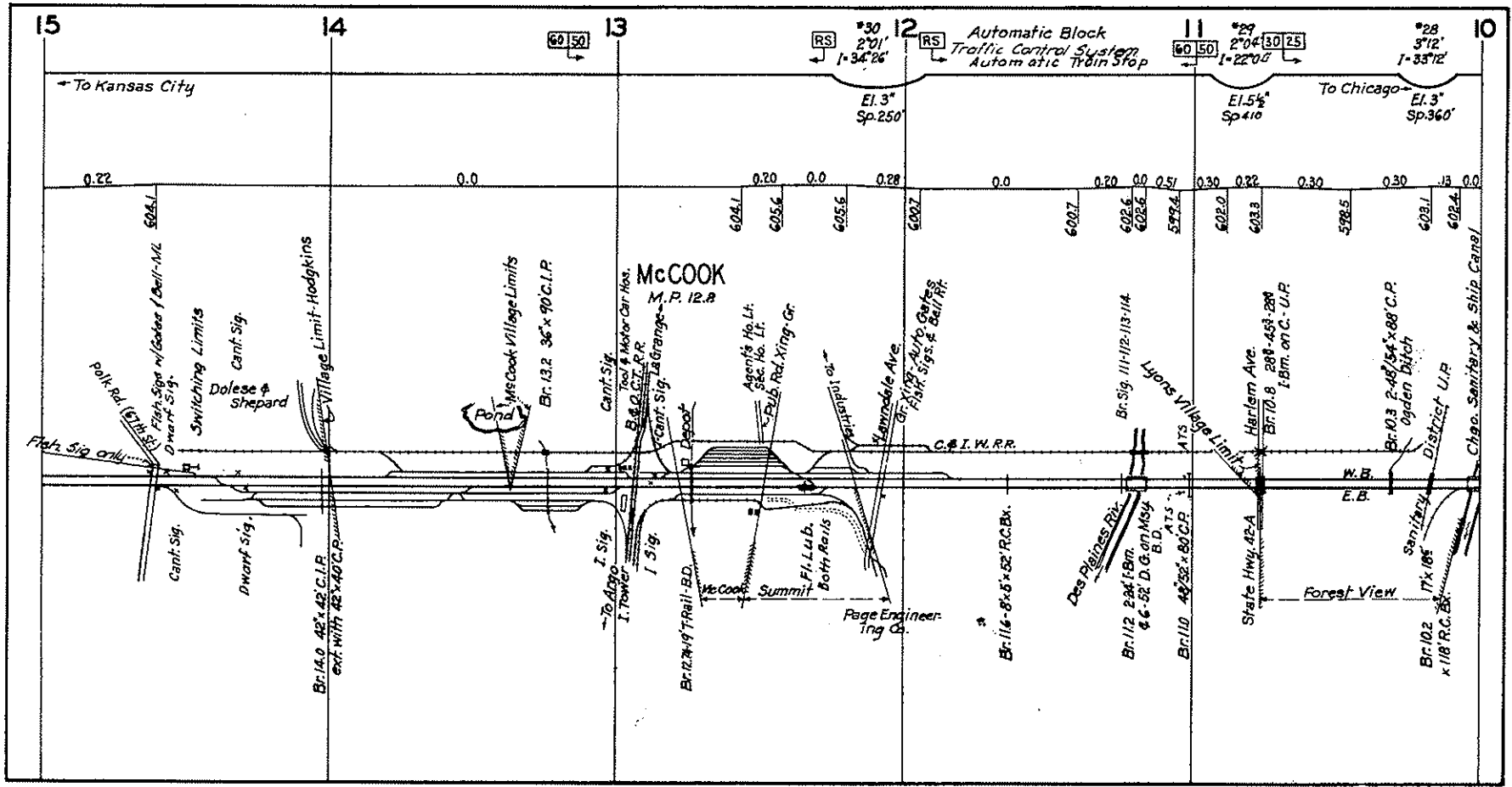












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13

12

11

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← To Kansas City

Automatic Block
Traffic Control System
Automatic Train Stop

To Chicago

0.22

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0.20

0.0

0.28

0.0

0.20

0.0

0.57

0.30

0.22

0.30

0.30

0.30

0.0

RS
*30
2'01'
1-34'26"

RS
*29
2'04'
1-22'05"

*28
3'12'
1-33'12"

El. 3"
Sp. 250'

El. 5 1/2"
Sp. 410

El. 3"
Sp. 360'

McCOOK
M. P. 12.8

604.1
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602.4

Polk Rd. (5th St.)
Fish Sig. n/Gates of Bell-M
Dwarf Sig.
Switching Limits
Dolese & Shepard
Cant. Sig.
Village Limit-Hodgkins
MS Cook Village Limits
Br. 13.2 36' x 90' C.I.P.
Pond
Cant. Sig.
Tool & Motor Car Hous.
B. & O. C. I. P.
Cant. Sig. LaGrange
I. Sig.
Agents Ho. Lt.
Sec. Ho. Lt.
Pub. Ref. Xing. Cr.
Village Limit
Yamond Ave.
C. & I. W. R.R.
Br. Sig. 111-112-113-114
Lyons Village Limit
Harlem Ave.
B.F.D. 8 288-453-288
I.B.M. on C. U.P.
Br. 10.3 2-48'54" x 88' C.P.
Ogden ditch
District U.P.
Chas. Sanitary & Ship Canal
W.B.
E.B.
Sanitary
Forest View
Br. 10.2 17' x 16'
x 18' R.C. Bx.

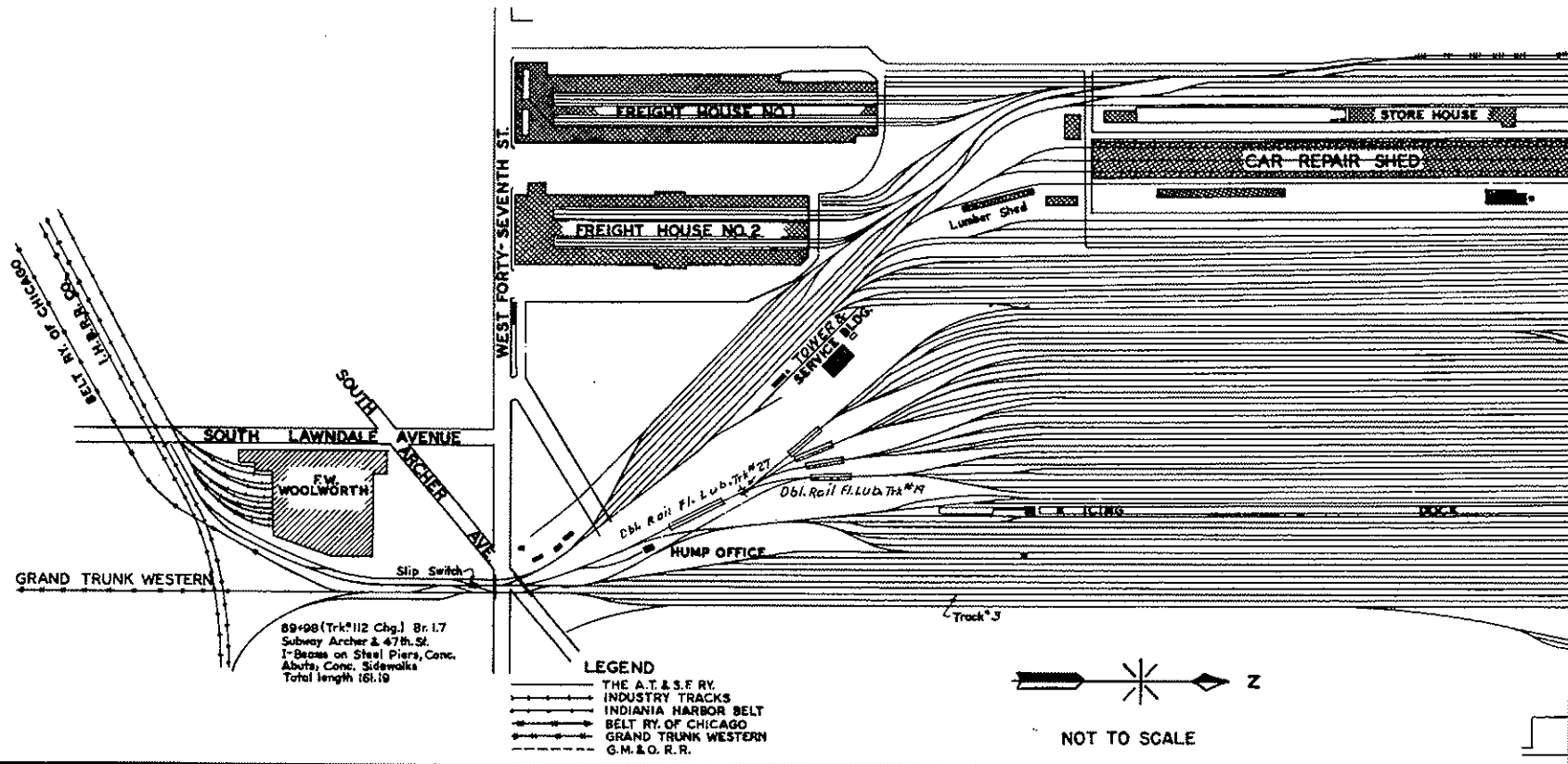
Br. 14.0 42' x 42' C.I.P.
ext. with 42' x 40' C.P.

Br. 12.7 x 9' T-Rail-BD
I. Tower
To Alton
I. Tower
Summit
F.I.L.L.B.
Both Rails
Page Engineer-
ing Co.
Br. 11.6 8' x 5' x 52' R.C. Bx.

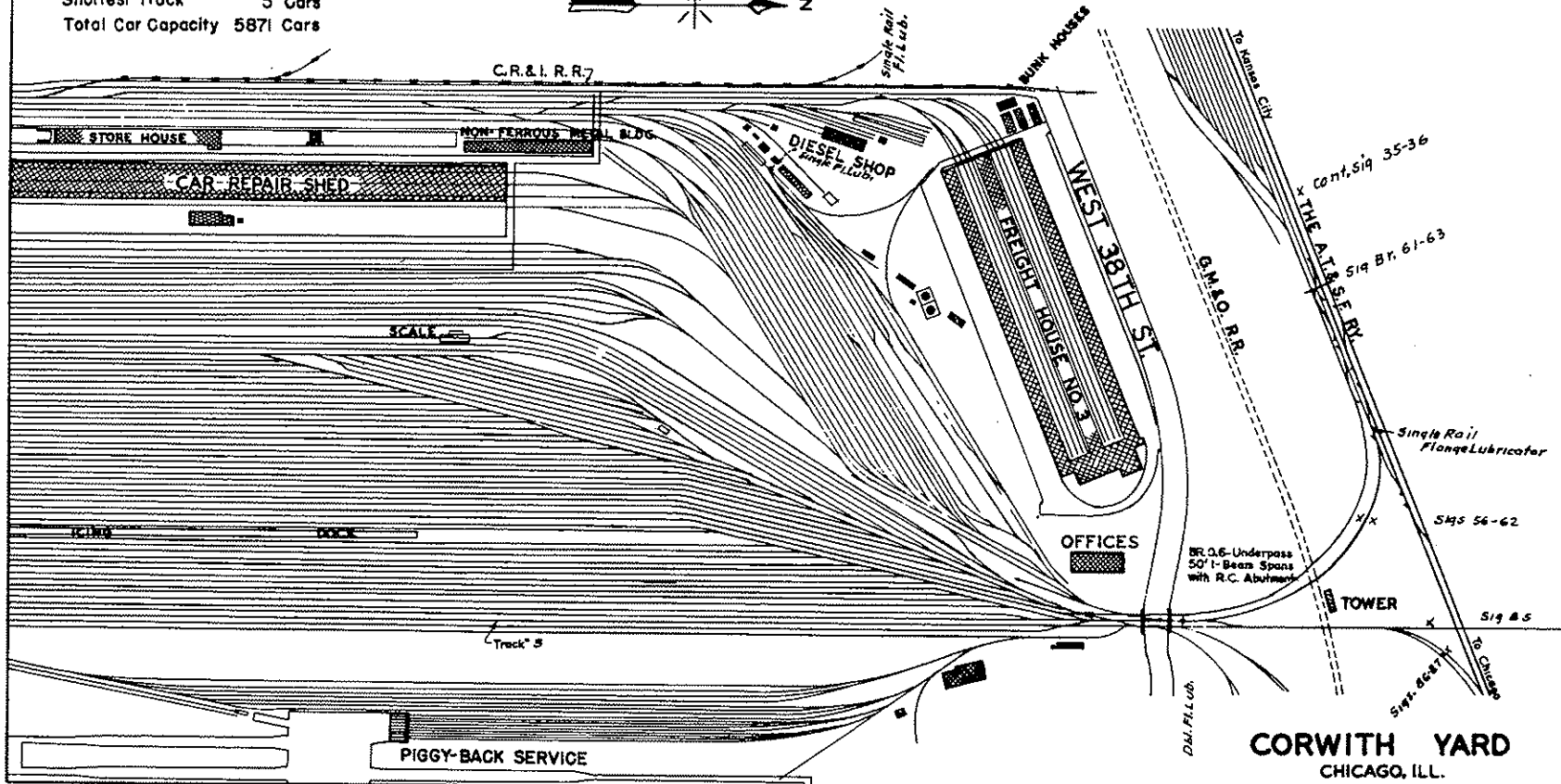
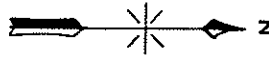
Des Plaines Riv.
Br. 12 2nd I.B.M.
46-52 D.G. on M.Sy.
B.D. 17.5
Br. 11.0 48' 52' x 80' C.P.

State Hwy. 42-A

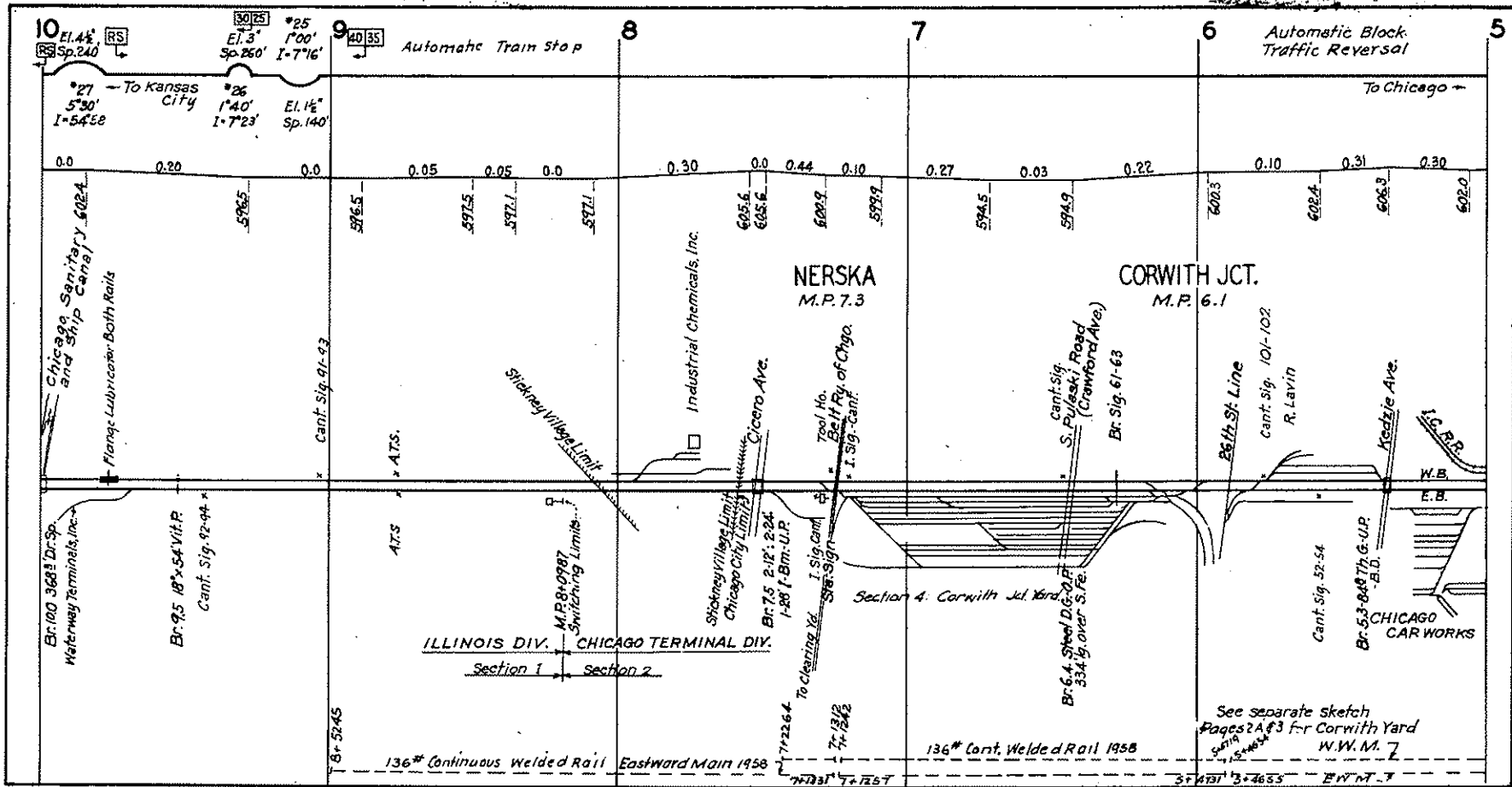
Note: Section 3 is all tracks south
of G.M.#0 crossing including
Cornwith Yard.

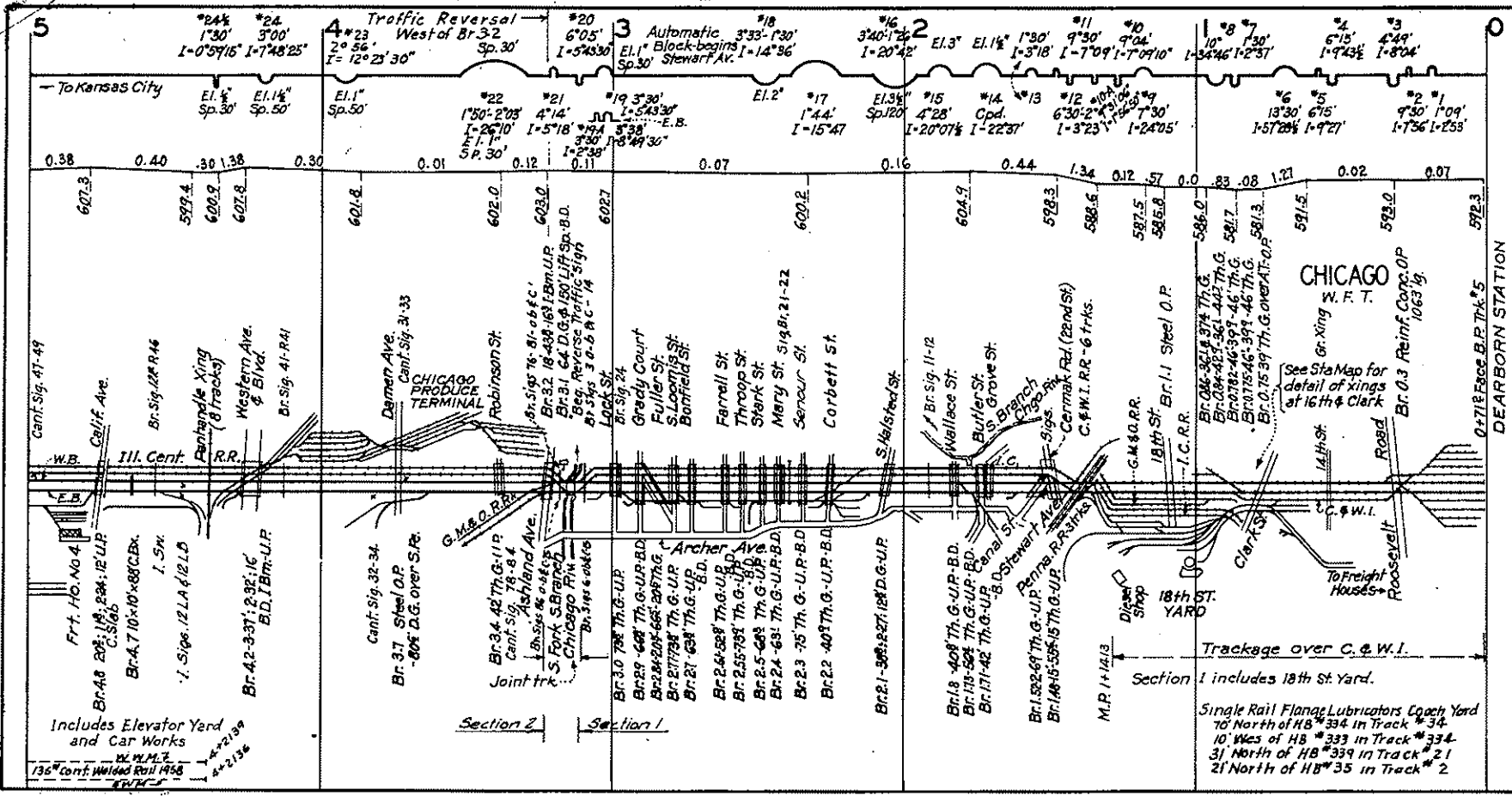


Longest Track 106 Cars
 Shortest Track 5 Cars
 Total Car Capacity 5871 Cars



CORWITH YARD
 CHICAGO, ILL.





CHICAGO W.F.T.

See Sta Map for detail of wings at 16th & Clark

Br. 0.3 Reinf. Conc. OP 1063' lg.

16th St. Road

C. & W.I.

To Freight Houses

Roosevelt

18th ST. YARD

Trackage over C. & W.I.

Single Rail Flange Lubricator Coach Yard

10' North of HB #334 in Track #34

10' West of HB #333 in Track #33

31' North of HB #339 in Track #21

21' North of HB #35 in Track #2

Section 1 includes 18th St. Yard.

Includes Elevator Yard and Car Works

136' Cont. Welded Rail 1958

21' 36"

44' 21' 36"

SPK