DIVISION OFFICERS

F. K. STANFORD	Superintendent	Champaign
W. R. WARDLOW	Assistant Superintendent	Champaign
H. A. SCHMITT	Assistant Superintendent	Decatur
C. B. FERGUSON	Train Master	Champaign
N. W. TUTWILER	Train Master	Kankakee
J. W. HARRELL	Train Master	Clinton
C. B. HALLMANN	Train Master	Mattoon
R. H. FORBES	Trans. Coordinator	Palestine
C. S. SELSOR	Traveling Engineer	Markham
C. C. CANNON	Traveling Engineer	Champaign
D. A. GUIDRY	Traveling Engineer	Clinton
F. PIGFORD	Assistant Train Master	Gibson City
T. D. HANCOCK	Assistant Train Master	Kankakee
R. L. KOONCE	Assistant Train Master	Decatur
J. W. JEREW	Chief Train Dispatcher	Champaign
O. D. CAMPBELL	Asst. C. Train Dispatcher	Champaign
C. D. LYNN	Train Dispatcher	Champaign
W. B. WEIPERT	Train Dispatcher	Champaign
J. W. LEIGH	Train Dispatcher	Champaign
W. C. CLAYTOR	Train Dispatcher	Champaign
B. F. HARFORD	Train Dispatcher	Champaign
K. F. IDLEMAN	Train Dispatcher	Champaign
F. V. HAVLIN	Train Dispatcher	Champaign
F. J. BELSCAMPER	Train Dispatcher	Champaign
J. N. KOLP	Train Dispatcher	Champaign
T. L. GREEN	Train Dispatcher	Champaign
P. C. MITCHELL	Train Dispatcher	Champaign
J. G. CASH	Train Dispatcher	Champaign
G. D. MILTON	Train Dispatcher	Champaign

SPEED TABLE

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100		
38	95	65	55
40	90	72	50
43	85	80	45
45	80	90	40
46	79	103	35
48	75	120	30
52	70	144	25
55	65	180	20
60	60	240	15

R. F. Colwell Printing Corp., (formerly Twin City Printing Co.)

Illinois Central Railroad

CHICAGO CHAMPAIGN SPRINGFIELD BLOOMINGTON PONTIAC RANTOUL DISTRICTS

(ILLINOIS DIVISION)

TIME TABLE No.

12

Taking Effect 12:01 A.M.

SUNDAY, APRIL 30, 1967

Superseding

TIME TABLE NO. 11

Dated October 30, 1966

FOR THE GOVERNMENT OF EMPLOYEES ONLY

O. H. ZIMMERMAN, Vice-President and General Manager
W. A. JOHNSTON, JR., Asst. Vice-President—Passenger
H. F. DAVENPORT, General Superintendent
H. L. WILLIAMS, Manager of Transportation
A. M. DICKERSON, Assistant Manager of Transportation
F. K. STANFORD, Superintendent

CHICAGO DISTRICT—Southward

Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE NO. 12 Taking Effect April 30, 1967 STATIONS	FIRST CLASS								
			25	1	21	53	37	33	9	5	3
			The Campus	The City of New Orleans	The Green Diamond	The City of Miami	C C C St. L 302 Cincinnati Special	C C C St. L 304 James Whitcomb Riley	The Seminole	The Panama Limited	The Louisiane
...	.....	.....CHICAGO.....	L 11 30PM	L 7 45AM	L 8 00AM	L 8 40AM	L 8 55AM	L 3 55PM	L 4 00PM	L 4 30PM	L 7 15PM
...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	.....	CHICAGO DIVISION	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
...	31.6	31.6 ..... STUENKEL	L 12 08AM	L 8 22AM	L 8 35AM	L 9 18AM	L 9 33AM	L 4 31PM	L 4 41PM	L 5 08PM	L 7 56PM
...	34.2	2.6 .....MONEE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	40.5	6.3 ..... PEOTONE	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	46.7	6.2 ..... MANTENO.....	.....	.....	.....	.....	h 9 44	.....	.....	.....	.....
...	50.8	4.1 .....INDIAN OAKS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	54.2	3.4 .....BRADLEY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	55.3	C...KANKAKEE JOT.....	.....	.....	.....	.....	A 9 53AM	A 4 53PM	.....	.....	.....
...	55.9	6 .....KANKAKEE.....	s 12 40	s 8 40	s 8 53	j 9 39			s 4 59	b 5 26	s 8 17
119	60.3	4.4 .....OTTO.....	.....	.....	.....	.....			.....	.....	.....
...	64.3	4.0 .....CHEBANSE.....	.....	.....	.....	.....			.....	.....	.....
..	69.1	4.8 .....CLIFTON.....	.....	.....	.....	.....			.....	.....	.....
104	73.1	4.0 .....ASHKUM.....	.....	.....	.....	.....			.....	.....	.....
..	77.4	4.3 .....DANFORTH.....	.....	.....	.....	.....			.....	.....	.....
224	81.1	3.7 C.....GILMAN.....	s 1 09	9 00	As 9 16AM	9 59			5 21	5 46	s 8 45
...	84.7	3.6 D.....ONARGA.....	.....	.....	.....	.....			.....	.....	.....
..	87.6	2.9 .....DEL REY.....	.....	.....	.....	.....			.....	.....	.....
86	93.1	5.5 D.....BUCKLEY.....	.....	.....	.....	.....			.....	.....	.....
...	98.7	5.6 .....LODA.....	.....	.....	.....	.....			.....	.....	.....
128	102.8	4.1 C.....PAXTON.....	s 1 34	9 17	.....	10 16			5 39	6 03	s 9 05
...	108.3	5.5 D.....LUDLOW.....	.....	.....	.....	.....			.....	.....	.....
90	113.8	5.5 D.....RANTOUL.....	s 1 55	s 9 30	.....	10 25			s 5 54	6 12	s 9 20
..	118.7	4.9 D....THOMASBORO.....	.....	.....	.....	.....			.....	.....	.....
...	122.6	3.9 .....LEVERETT.....	.....	.....	.....	.....			.....	.....	.....
..	124.1	1.5 .....LEVERETT JOT.....	2 05	9 39	.....	10 37			6 04	6 20	9 30
..	127.8	3.7 C.....CHAMPAIGN.....	A 2 15AM	A 9 50AM	.....	A 10 45AM			A 6 15PM	A 6 25PM	A 9 40PM

VIA C. C. C. & St. L. R. R.

VIA C. C. C. & ST. L. R. R.

h—Stop on Sunday and Holidays only.

j—Stop on flag to receive revenue passengers for Jackson, Tenn. and scheduled stops beyond.

b—Stop on flag to receive revenue passengers for Memphis and scheduled stops beyond.

Siding, Standing Room, Cars with Engine	Miles from Champaign	TIME TABLE NO. 12 Taking Effect April 30, 1967 STATIONS	FIRST CLASS 4 The Louisiane	6 The Panama Limited	10 The Seminole	34 C C C St. L 303 James Whitcomb Riley	52 The City of Miami	28 The Campus	22 The Green Diamond	38 C C C St. L 305 The Sycamore	2 The City of New Orleans
...	127.8	.....CHICAGO.....	A 7 00AM	A 9 00AM	A 10 45AM	A 1 30PM	A 5 01PM	A 6 00PM	A 8 15PM	A 10 05PM	A 11 50PM
...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	.....	CHICAGO DIVISION	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	96.2	31.6 .....STUENKEL.....	A 6 17AM	A 8 20AM	A 9 57AM	A 12 52PM	A 4 25PM	A 5 24PM	A 7 36PM	A 9 27PM	A 11 09PM
...	93.6	2.6 .....MONEE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	87.3	6.3 .....PEOTONE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	81.1	6.2 .....MANTENO.....	.....	.....	.....	.....	.....	*h* 5 05	.....	.....	.....
...	77.0	4.1 .....INDIAN OAKS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	73.6	3.4 .....BRADLEY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	72.5	1.1 O...KANKAKEE JCT.....	.....	.....	.....	L 12 15PM	.....	.....	.....	L 9 02PM	.....
...	71.9	.6 .....KANKAKEE.....	*s* 5 55	*b* 7 55	*s* 9 35	.....	*j* 3 58	*s* 4 57	*s* 7 15	.....	*s* 10 45
...	67.5	4.4 .....OTTO.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	63.5	4.0 .....CHEBANSE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	58.7	4.8 .....CLIFTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	54.7	4.0 .....ASHKUM.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	50.4	4.3 .....DANFORTH.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
186	46.7	3.7 O.....GILMAN.....	*s* 5 25	7 33	*e* 9 05	.....	3 31	*s* 4 30	Ls 6 45PM	.....	10 23
...	43.1	3.6 D.....ONARGA.....	5 20	7 30	9 02	.....	3 28	4 23	.....	.....	10 20
...	40.2	2.9 .....DEL REY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
86	34.7	5.5 D.....BUCKLEY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	29.1	5.6 .....LODA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
101	25.0	4.1 O.....PAXTON.....	*e* 5 01	7 16	8 47	.....	3 11	*s* 4 06	.....	.....	10 06
...	19.5	5.5 D.....LUDLOW.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
90	14.0	5.5 D.....RANTOUL.....	*s* 4 48	7 07	*s* 8 36	.....	3 02	*s* 3 53	.....	.....	9 57
...	9.1	4.9 D ...THOMASBORO.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	5.2	3.9 .....LEVERETT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	3.7	1.5 .....LEVERETT JCT.....	4 34	6 59	8 24	.....	2 54	3 39	.....	.....	9 49
...	.....	3.7 O.....CHAMPAIGN.....	L 4 30AM	L 6 55AM	L 8 20AM	.....	L 2 50PM	L 3 35PM	.....	.....	L 9 45PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

b—Stop to discharge revenue passengers from Memphis and scheduled stops beyond.

e—Stops on flag to receive revenue passengers for Chicago.

j—Stop to discharge revenue passengers from Jackson, Tenn. and scheduled stops beyond.

h—Stop on Sunday and Holidays only.

CHICAGO DISTRICT—(Gilman Line)

Southward							Northward			
SECOND CLASS			FIRST CLASS	Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE NO. 12 Taking Effect April 30, 1967 STATIONS	Miles from Clinton	FIRST CLASS	SECOND CLASS		
67	63	65	21					22	64	66	62
Dispatch C S 7	Dispatch C S 3	Disptach C S 5	The Green Diamond					The Green Diamond	Dispatch S C 4	Dispatch S C 6	Dispatch S C 2
L 7 00PM	.....	.....	L 8 00AM	...	.....	.....CHICAGO.....	148.5	A 8 15PM	.....	.....	A 1 20AM
L 8 10	L 9 00AM	L 10 00PM	.....	...	21.9	21.9 .....MARKHAM.....	126.6	.....	A 10 30AM	A 8 00PM	A 12 01AM
Daily	Daily	Daily	Daily								
L 9 30PM	L 11 10AM	L 12 10AM	Ls 9 16AM	...	81.1	59.2 O.....GILMAN.....	67.4	As 6 45PM	A 8 10AM	A 3 59PM	A 10 02PM
9 40	11 20	12 18	.....	...	86.4	5.3 .....RIDGEVILLE.....	62.1	6 40	8 01	3 44	9 55
9 50 62	11 25	12 23	9 25	204	90.1	3.7 .....THAWVILLE.....	58.4	6 37	7 56	3 40	9 50 67
9 57	11 32	12 31	9 30	51	95.6	5.5 D.....ROBERTS.....	52.9	6 32	7 49	3 34	9 44
10 03	11 38	12 37	.....	...	100.2	4.6 D.....MELVIN.....	48.3	.....	7 43	3 28	9 39
10 10	.....	12 45	9 39	...	106.0	5.8 .....GUTHRIE.....	42.5	6 23	7 36	3 20	9 32
10 17	11 50	12 53	s 9 44	170	110.0	4.0 O....GIBSON CITY.....	38.5	s 6 19	7 28	3 10	9 22
10 24	11 57	1 03	9 50	...	115.7	5.7 .....HARPSTER.....	32.8	6 13	7 20	3 00	9 14
10 40	12 01PM	1 08	9 53	121	119.2	3.5 .....MC NULTA.....	29.3	6 10	7 15	2 54	9 09
10 50	12 04	1 13	.....	...	121.8	2.6 D....BELLFLOWER.....	26.7	6 08	7 07	2 50	9 05
.....	.....	.....	.....	...	123.2	1.4 .....LAURETTE.....	25.3	.....	.....	.....	.....
.....	.....	.....	.....	...	125.7	2.5 .....KUMLER.....	22.8	.....	.....	.....	.....
10 59	12 10	1 23	.....	...	127.4	1.7 .....WEEDMAN.....	21.1	.....	6 57	2 40	8 57
11 05	12 14	1 28	s 10 03	125	130.6	3.2 O....FARMER CITY.....	17.9	s 6 00	6 52	2 34	8 53
.....	.....	.....	.....	...	135.0	4.4 .....PARNELL.....	13.5	.....	6 45	2 26	8 47
.....	.....	.....	.....	...	136.6	1.6 .....FULLERTON.....	11.9	.....	.....	.....	.....
.....	.....	.....	.....	...	139.2	2.6 .....DE WITT.....	9.3	.....	.....	.....	.....
.....	.....	.....	.....	...	143.7	4.5 .....BIRKBECK.....	4.8	.....	.....	.....	.....
A 11 45PM	A 12 40PM	A 2 15AM	10 17	...	146.6	2.9 .....EAST JCT.....	1.9	5 46	L 6 25AM	L 2 00PM	L 8 30PM
.....	.....	.....	A 10 24AM	...	148.5	1.9 O.....CLINTON.....	.....	L 5 44PM	.....	.....	.....
								Daily	Daily	Daily	Daily

Southward							Northward			
SECOND CLASS			FIRST CLASS	Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE NO. 12 Taking Effect April 30, 1967 STATIONS	Miles from St. Louis	FIRST CLASS	SECOND CLASS		
67	63	65	21					22	64	66	62
Dispatch C S 7	Dispatch C S 3	Dispatch C S 5	The Green Diamond					The Green Diamond	Dispatch S C 4	Dispatch S C 6	Dispatch S C 2
.....	.....	.....	L 8 00AM	...	.....	.....CHICAGO.....	293.0	A 8 15PM	.....	.....	.....
Daily	Daily	Daily	Daily								
L 11 55PM	L 2 10PM	L 2 35AM	L 10 28AM	...	148.5	C.....CLINTON.....	144.5	A 5 40PM	A 5 40AM	A 11 30AM	A 7 40PM
.....	.....	.....	.....	...	149.6	1.1 ....WEST JUNCTION....	143.4	.....	.....	.....	.....
12 15AM	2 30	2 55	10 38 66	185	156.7	7.1 .....KENNEY.....	136.3	5 19	4 25	10 38 21	6 47
.....	.....	.....	.....	...	162.7	6.0 .....CHESTNUT.....	130.3	.....	.....	.....	.....
12 30	2 45	3 10	s 10 48	179	169.0	6.3 C.....MT. PULASKI.....	124.0	s 5 09	4 10	10 01	6 28
12 35	2 50	3 15	10 52	128	173.2	4.2 .....LAKE FORK.....	119.8	5 05	4 05	9 53	6 23
.....	.....	.....	.....	...	179.8	6.6 D...BUFFALO HART.....	113.2	.....	.....	.....	.....
12 55	3 10	3 35	11 05	...	188.1	8.3 .....BISSELL.....	104.9	4 52	3 40	9 30	6 05
.....	.....	.....	11 07	...	190.3	2.2 C.....STARNES.....	102.7	4 50	.....	.....	.....
1 30	3 20	3 40	A 11 09AM	71	191.9	1.6 C.....AVENUE.....	101.1	L 4 48PM	3 30	L 9 20AM	5 55
.....	.....	.....	s 11 22	...	193.2	D.....SPRINGFIELD.....	102.4	s 4 45	.....	.....	.....
1 30	3 20	3 40	L 11 27AM	71	191.9	1.3 C.....AVENUE.....	101.1	A 4 31PM	3 30	A 9 05AM	5 55
.....	.....	.....	.....	181	198.5	6.6 .....TORONTO.....	94.5	.....	.....	.....	.....
.....	.....	.....	.....	...	207.8	8.8 D.....CIMIC.....	85.7	.....	.....	.....	.....
1 50	3 45	4 05	11 42	180	208.9	1.6 D.....DIVERNON.....	84.1	4 16	3 05	8 40	5 30
.....	.....	.....	.....	...	217.5	8.6 D...FARMERSVILLE.....	75.5	.....	.....	.....	.....
2 10	4 06 22	4 25	11 54	180	221.9	4.4 ..... WAGGONER.....	71.1	4 06 63	2 50	8 20	5 15
.....	.....	.....	.....	...	233.3	11.4 ..NORTH LITCHFIELD..	59.7	.....	.....	.....	.....
2 30 64	4 25	4 45	s 12 08PM	70	235.9	2.6 D.....LITCHFIELD.....	57.1	s 3 53	2 30 67	7 30	4 55
2 45	4 45 62	5 00	12 17	96	244.0	8.1 .....MOUNT OLIVE.....	49.0	3 46	2 15	7 20	4 45 63
3 00	5 00	5 40	12 30	177	256.7	12.7 C.....ALHAMBRA.....	36.3	3 34	2 00	7 00	4 25
3 10	5 10	5 55	12 38	...	264.0	7.3 D.....MARINE.....	29.0	3 27	1 50	6 50	4 15
3 20	5 25	6 05	12 48	63	272.6	8.6 .....MONT.....	20.4	3 20	1 40	6 35	4 05
3 25	5 35	6 30 66	.....	68	276.0	3.4 .....GLEN CARBON.....	17.0	.....	1 34	6 30 65	3 59
A 3 27AM	A 5 37PM	A 6 32AM	A 12 54PM	...	276.3	0.3 C.....GLEN.....	16.7	L 3 15PM	L 1 32AM	L 6 25AM	L 3 57PM
						Be Governed by C&NW Time Table		Daily	Daily	Daily	Daily
L 4 40AM	L 8 00PM	L 7 30AM	Ls 1 08PM	...	286.3	10.0 C.....MADISON.....	6.7	As 3 05PM	A 1 15AM	A 5 45AM	A 3 40PM
						Be Governed by Time Table of I. T. and T. R. R. A.					
.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....
A 6 25AM	A 9 00PM	A 8 30AM	.....	...	290.5	4.2 C...EAST ST. LOUIS.....	.....	.....	L 12 30AM	L 5 00AM	L 3 00PM
.....	.....	.....	A 1 40PM	...	293.0	C.....ST. LOUIS.....	.....	L 2 40PM	.....	.....	.....
.....	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....

CHAMPAIGN DISTRICT—Southward

Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE NO. 12 Taking Effect April 30, 1967 STATIONS	FIRST CLASS							SECOND CLASS	
			25	1	53		5	9	3	73	75
			The Campus	The City of New Orleans	The City of Miami		The Panama Limited	The Seminole	The Louisiane	Dispatch C N 5	Dispatch C B 9
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
...	127.8	C.....CHAMPAIGN.....	L 2 35AM	L 9 55AM	L 10 50AM	.....	L 6 30PM	L 6 35PM	L 9 55PM	.....	.....
		4.4									
...	132.2	.....SAVOY.....	.....	10 00	10 56	.....	6 35	6 40	10 00	.....	.....
		4.9									
91	137.1	C.....TOLONO.....	s 2 53	10 03	10 59	.....	6 39	6 43	10 04	.....	.....
		4.8									
...	141.9	D.....PESOTUM.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.7									
...	145.6	.....HAYES.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.2									
...	149.8	C.....TUSCOLA.....	s 3 08	10 11	11 07	.....	6 47	e 6 54	10 14	.....	.....
		4.3									
...	154.1	.....GALTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8									
133	157.9	D.....ARCOLA.....	s 3 20	10 16	11 12	.....	6 52	7 01	10 21	.....	.....
		5.7									
...	163.6	..... HUMBOLDT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.9									
...	167.5	.....DORANS.....	3 28	10 23	11 19	.....	6 59	7 09	10 29	.....	.....
		4.9	{3 33								
...	172.4	C.....MATTOON.....	s {3 45	s 10 34	y 11 28	.....	b 7 05	s 7 19	s 10 41	.....	.....
		6.9									
...	179.3	.....AETNA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.0									
...	184.3	D.....NEOGA.....	3 56	10 43	11 37	.....	7 14	7 31	10 52	.....	.....
		6.9									
...	191.2	.....SIGEL.....	4 04	10 48	11 42	.....	7 19	7 37	10 58	.....	.....
		8.0	{4 11								
244	199.2	C.....EFFINGHAM.....	s {4 23	s 11 02	y 11 51	.....	b 7 26	s 7 50	s 11 16	.....	.....
		6.5									
...	205.7	.....WATSON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.8									
...	211.5	.....MASON.....	4 32	11 10	11 59	.....	7 34	7 59	11 29	.....	.....
		3.1									
...	214.6	C.....EDGEWOOD.....	4 35	11 12	12 01PM	.....	7 37	8 02	11 33PM	L 3 00AM	L 5 10AM
		3.9									
...	218.5	.....LACLEDE.....	.....	.....	.....	.....	.....	.....	.....		
		4.6									
...	223.1	D.....FARINA.....	.....	.....	.....	.....	.....	.....	.....		
		5.8									
...	228.9	..... KINMUNDY.....	4 46	11 22	12 13	.....	7 49	8 14	11 47		
		4.7									
...	233.6	.....ALMA.....	.....	.....	.....	.....	.....	.....	.....		
		5.4									
...	239.0	.....TONTI.....	.....	.....	.....	.....	.....	.....	.....		
		5.2									
74	244.2	.....ODIN.....	s 4 59	.....	.....	.....	.....	.....	.....		
		5.8									
...	250.0	.....BRANCH JCT.....	A 5 05AM	A 11 37AM	A 12 30PM	.....	A 8 03PM	A 8 40PM	A 12 09AM	VIA BLUFORD	VIA BLUFORD
		CENTRALIA DISTRICT									
		2.4									
...	252.4	C.....CENTRALIA.....	A 5 10AM	A 11 45AM	A 12 35PM		A 8 10PM	A 8 45PM	A 12 15AM		
		19.3									
281	19.3	D.....GREENDALE.....	.....	.....	.....	.....	.....	.....	.....	3 27	5 37
		22.3									
...	41.6	C.....BLUFORD	.....	.....	.....	.....	.....	.....	.....	A 4 00AM	A 6 30AM

b—Stop to discharge revenue passengers from Chicago and on flag to receive revenue passengers for Memphis and scheduled stops beyond.

e—Stop to discharge revenue passengers from Chicago.

y—Stop on flag to receive revenue passengers for Jackson, Tenn. and scheduled stops beyond.

Siding, Standing Room, Cars with Engine	Miles from Centralia	TIME TABLE NO. 12 Taking Effect April 30, 1967 STATIONS	FIRST CLASS 4 The Louisiane	6 The Panama Limited	10 The Seminole		52 The City of Miami	28 The Campus	2 The City of New Orleans		
...	124.6	C.....CHAMPAIGN.....	A 4 15AM	A 6 48AM	A 8 12AM	.....	A 2 35PM	A 3 20PM	A 9 40PM	.....	.....
		4.4									
...	120.2	.....SAVOY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9									
...	115.3	C.....TOLONO.....	4 01	6 32	7 59	.....	2 18	s 3 05	9 25	.....	.....
		4.8									
108	110.5	D.....PESOTUM.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.7									
...	106.8	.....HAYES.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.2									
...	102.6	C.....TUSCOLA.....	h 3 51	6 23	e 7 48	.....	2 04	s 2 50	9 16	.....	.....
		4.3									
...	98.3	.....GALTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8									
...	94.5	D.....ARCOLA.....	3 43	6 18	7 42	.....	1 58	s 2 37	9 11	.....	.....
		5.7									
...	88.8	.....HUMBOLDT.....	.....	.....	.....	.....	.....	2 30	.....	.....	.....
		3.9									
...	84.9	.....DORANS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9									
128	80.0	C.....MATTOON.....	s 3 29	s 6 06	s 7 30	.....	w 1 45	s 2 23	s 9 00	.....	.....
		6.9									
...	73.1	.....AETNA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.0									
128	68.1	D.....NEOGA.....	3 11	5 54	7 15	.....	1 26	2 06	8 46	.....	.....
		6.9									
...	61.2	.....SIGEL.....	3 05	.....	.....	.....	.....	2 00	8 40	.....	.....
		8.0									
230	53.2	C.....EFFINGHAM.....	s 2 58	b 5 41	s 7 02	.....	w 1 15	s 1 53	s 8 33	.....	.....
		6.5									
...	46.7	.....WATSON.....	2 41	5 34	6 53	.....	.....	1 40	8 21	.....	.....
		5.8									
...	40.9	.....MASON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		8.1									
...	37.8	C.....EDGEWOOD.....	2 34	5 28	6 45	.....	1 01	1 33	8 15	.....	.....
		3.9									
...	33.9	.....LACLEDE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.6									
...	29.3	D.....FARINA.....	.....	.....	.....	.....	.....	1 27	.....	.....	.....
		5.8									
...	23.5	.....KINMUNDY.....	2 22	5 18	6 33	.....	12 52	1 23	8 06	.....	.....
		4.7									
...	18.8	.....ALMA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.4									
...	13.4	.....TONTI.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.2									
...	8.2	.....ODIN.....	.....	.....	.....	.....	.....	1 13	.....	.....	.....
		5.8									
...	2.4	.....BRANCH JCT.....	L 2 05AM	L 5 00AM	L 6 15AM	.....	L 12 35PM	L 1 09PM	L 7 49PM	.....	.....
			Daily	Daily	Daily		Daily	Daily	Daily		
		2.4									
...	.....	C.....CENTRALIA.....	L 2 00AM	L 4 55AM	L 6 10AM	.....	L 12 30PM	L 1 05PM	L 7 45PM	.....	.....
	Mile Post										
		19.3									
281	19.3	D.....GREENDALE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		22.3									
...	41.6	C.....BLUFORD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

b—Stop to discharge revenue passengers from Memphis and scheduled stops beyond and on flag to receive revenue passengers for Chicago.

e—Stop on flag to receive revenue passengers for Chicago.

w—Stops to discharge revenue passengers from Jackson, Tenn. and scheduled stops beyond.

h—Stop to discharge revenue passengers from Memphis and beyond.

8

Southward—BLOOMINGTON DISTRICT—Northward

TIME TABLE NO. 12
Taking Effect April 30, 1967

SECOND CLASS 491 Local Freight	Mile Posts	STATIONS	Miles from Bloomington	SECOND CLASS 492 Local Freight
		CHICAGO	141.3	
		55.9		
L 7 00AM	55.9	KANKAKEE	85.4	A 11 35AM
Mon., Wed., Fri.		See Chicago Dist.		
		4.4		
L 7 30AM	60.8	OTTO	81.0	A 11 19AM
		5.4		
7 45	65.7	IRWIN	75.6	11 04
		0.8		
7 48	66.5	LEHIGH JCT	74.8	11 01
		2.0		
7 53	68.5	DICKEYS	72.8	9 22
		3.1		
8 00	71.6	HERSCHER	69.7	9 15
		4.1		
8 10	75.7	BUCKINGHAM	65.6	9 05
		4.0		
8 20	79.7	CABERY	61.6	8 55
		4.5		
8 30	84.2	KEMPTON	57.1	8 45
		1.3		
A 8 35AM	85.5	SAXONY	55.8	L 8 40AM
		2.9		
	88.4	CULLOM	52.9	
		4.4		
	92.8	CHARLOTTE	48.5	
		4.5		
	97.3	CHATSWORTH	44.0	
		4.5		
	101.8	CEREAL	39.5	
		3.8		
	105.6	RISK	35.7	
		5.9		
	111.5	CROPSEY	29.8	
		4.0		
	115.5	ANCHOR	25.8	
		4.3		
	119.8	COLFAX	21.5	
		5.6		
	125.4	COOKSVILLE	15.9	
		3.5		
	128.9	FLETCHER	12.4	
		2.4		
	131.3	MERNA	10.0	
		4.0		
	135.8	BARNES	6.0	
		4.5		
	139.8	NORMAL JCT	1.5	
		1.5		
		See Amboy Dist.		Tues., Thurs., Sat.
	141.3	D BLOOMINGTON		

Southward—PONTIAC DISTRICT—Northward

SECOND CLASS 491 Local Freight		Mile Posts	TIME TABLE NO. 12 Taking Effect April 30, 1967 STATIONS	Miles from Minonk	SECOND CLASS 492 Local Freight
L 7 00AM	....	55.9	.....KANKAKEE.....	73.0	A 10 00AM
Mon., Wed., Fri.			See Bloomington Dist.		
			29.6		
L 8 35AM	....	85.5	.....SAXONY.....	43.4	A 8 40AM
			5.7		
8 50	....	91.2	.....GRISWOLD.....	37.7	8 25
			2.4		
8 55	....	93.6	.....SCOVEL.....	35.3	8 20
			2.7		
9 00	....	96.3	.....EYLAR.....	32.6	8 10
			2.0		
9 05	....	98.3	.....RUGBY.....	30.6	8 05
			2.1		
9 10	....	100.4	.....SWYGERT.....	28.5	8 00
			5.6		
11 01	....	106.0	.....PONTIAC.....	22.9	7 45
			3.9		
11 14	....	109.9	.....ROOK'S CREEK.....	19.0	7 35
			4.1		
11 24	....	114.0	.....GRAYMONT.....	14.9	7 25
			4.3		
11 34	....	118.3	.....FLANAGAN.....	10.6	7 15
			5.2		
11 44	....	123.5	.....SPIRES.....	5.4	7 00
			3.8		
A 11 59AM	....	127.3	.....MINONK JCT.....	1.6	L 6 50AM
			1.6		
			See Amboy Dist.		Tues., Thurs., Sat.
A 12 15PM	...	128.9	D.....MINONK.....	.....	L 6 45AM

Northward—RANTOUL DISTRICT—Southward

	Mile Posts	TIME TABLE NO. 12 Taking Effect April 30, 1967 STATIONS	
.....	.....	.....LE ROY.....	.....
		6.3	
.....	6.3	.....SABINA.....	.....
		3.0	
.....	9.3	.....GLENAVON.....	.....
		3.1	
.....	12.4	.....LAURETTE.....	.....
		4.9	
.....	17.3	.....LOTUS.....	.....
		1.7	
.....	19.0	.....DICKERSON.....	.....
		3.9	
.....	22.9	.....FISHER.....	.....
		3.4	
.....	26.3	.....DEWEY.....	.....
		2.8	
.....	29.1	.....TOMLINSON.....	.....
		0.9	
.....	30.0	.....PROSPECT.....	.....
		3.4	
.....	33.4	D.....RANTOUL.....	.....
		3.9	
.....	37.3	.....DILLSBURG.....	.....
		3.1	
.....	40.4	.....GIFFORD.....	.....
		3.9	
.....	44.3	.....PENFIELD.....	.....
		3.7	
.....	48.0	.....ARMSTRONG.....	.....
		4.1	
.....	52.1	.....POTOMAC.....	.....

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on side of cars and they must familiarize themselves with location of such structures.

8. Standard Clocks:

Kankakee:	Yard office	Kankakee Jct.
Gilman:	Telegraph office.	
Champaign:	Telegraph office, yard office, engine house.	
Mattoon:	Yard office, engine house.	
Centralia:	Ticket office, yard office, engine house.	
Gibson City:	Interlocking station.	
Clinton:	Yard office, telegraph office, engine house.	
Bluford:	Yard office, engine house.	
Avenue:	Yard Office	Minonk
E. St. Louis Hump Yard:	Telegraph office / Engine house	

8 (a), 628. Operator-levermen are authorized to use electric lanterns with yellow bulbs for signalling purposes.

10. (g). On Chicago, Champaign and Springfield Districts, Maintenance of Way Department yellow rectangular sign (M of Way Rule 27) will be located 2 miles in advance of point where reduced speed is required.

On Bloomington, Pontiac and Rantoul Districts, Maintenance of Way Department yellow rectangular sign (M of Way Rule 27) will be located 1 mile in advance of point where reduced speed is required.

14. Following code of whistle signals will be used in calling for interlocking signals:

Kankakee Junction,

For east yard	— o
For west yard	— — —
East yard to No. 3 track	o o o
East yard to N.Y.C. wye	o o o o
For No. 1 main track	o —
For No. 3 main track	o o o —

Gilman

For southward main	— —
For Gilman line main	— o
For northward main	o —
For east sidings	o — o
For west lead	— — —
For south wye	— — o

Champaign,

No. 1 Station yard track	—
No. 2 Station yard track	— —
Southward freight lead	— — —
Northward freight lead	— — — —
To roundhouse	— o —
To engine stub	— o —
To Havana District	o o o o o
To No. 1 Coach track	o o o o o
To house track	— — o
To No. 1 track (via rusty rail)	o o —

Effingham,

Northward main from east siding	— o
Northward main to southward main	— o —
Southward main to northward main	— o —
For east siding	— o
For west siding	— — — —

Edgewood,

Edgewood line to northward main	— —
Southward main to Edgewood line	— — o

Mt. Pulaski:

For southwest wye connection	— o —
For IT Wye	o — o

16. (e). Communicating Signals: Four sounds when standing is changed to one sound when standing.

17, 19, 20, 21. Self-propelled roadway machines will not display signals as prescribed by Rules 17, 19, 20 and 21.

19. Between Chicago and Kankakee Junction, C C C & St. L passenger trains will display yellow and red markers.

21. (a). Between Stuenkel and Branch Jct. white lights will be omitted on all extra trains except passenger extras.

On Rantoul District display of white lights will be omitted on extra trains.

C&IM Railroad extra trains will not display white lights between Avenue and Cimic.

S-72. Northward trains are superior to trains of the same class in the opposite direction.

83. Train Registers:

Kankakee Junction	Centralia telegraph office
Gilman telegraph office	Centralia yard office
Champaign yard office	Bluford yard office
Champaign telegraph office	Lehigh Jct.
Clinton telegraph office	Saxony
Glen	Minonk
East St. Louis—Telegraph office, Hump Yard	Bloomington, Ill.
Edgewood	Rantoul
Mattoon yard office	

Kankakee Junction is a register station for freight trains originating and terminating at Kankakee.

Gilman is a register station for trains between Gilman and Clinton and trains originating and terminating at Gilman. Champaign telegraph office is a register station for first-class trains and trains originating and terminating at passenger station. Champaign yard office is a register station for trains originating and terminating at Champaign Yard. Mattoon yard office is a register station for trains originating and terminating at Mattoon. Edgewood is a register station for Edgewood Line trains only. Rantoul is a register station for Rantoul District trains only.

Following trains may register by form 905 at:

Kankakee Junction—All trains that are required to register at Kankakee Junction.

Gilman—All trains that are required to register at Gilman.

Clinton—All first-class trains.

Champaign—All first-class trains.

Edgewood—All Edgewood line trains.

Glen—All trains

All Springfield District freight trains arriving North Yard, Clinton, will register by Form 905, leaving same with waybills.

Northward Havana District trains and engines must ascertain whether overdue first-class trains have passed West Jct. and obtain permission before entering Springfield District main track. This information may be obtained from operator at Clinton.

Before occupying Champaign District main tracks at Mattoon, Peoria and Mattoon District trains and engines must ascertain whether overdue first class trains have arrived or left.

(Continued on Page 11)

83. (a). Southward trains may leave Stuenkel without a clearance.

Trains originating on the C C C & St. L at Kankakee may leave Kankakee Junction without clearance, but must obtain a clearance before leaving C C C & St. L passenger station, Kankakee. Trains obtaining a clearance at C C C & St. L passenger station, Kankakee, will not be governed by train order signal at Kankakee Jct.

All Southward trains enroute to Gilman line must obtain clearance before leaving Gilman.

Northward trains may leave East Junction without a clearance but must obtain a clearance before leaving Clinton.

Northward trains departing East Yard Clinton will register and obtain clearance at "CO" office. Trains departing North Yard Clinton will register at "CO" office and upon departure obtain clearance from train order delivery stand on wye. Before departing North Yard trainman must notify "CO" office train is ready to depart. All southward trains will register at "CO" office, Clinton.

Northward trains from Gilman line may leave Gilman without clearance.

Northward trains from Edgewood line may leave Edgewood without a clearance, if train order signal indicates proceed.

Trains may leave Branch Junction without a clearance but must obtain a clearance before leaving Centralia.

Northward C.&I.M. trains may leave Cimic without a clearance and will be governed by signal indication before entering Illinois Central trackage.

Southward C.&I.M. trains may leave Avenue Tower, Springfield, without a clearance and will be governed by signal indication before entering Illinois Central trackage.

Southward trains originating at Springfield and/or Avenue, must secure clearance before departing.

Illinois Central trains use Illinois Terminal tracks from Madison to Bridge Junction and T.R.R.A. tracks.

Southward trains, Bloomington District, may leave Otto without a clearance but must obtain clearance before leaving Kankakee Junction.

Northward trains and engines from Bloomington District may leave Otto without a clearance.

Southward Pontiac District trains may leave Saxony without a clearance.

Northward Pontiac District trains may leave Minonk Junction and Saxony without a clearance but must obtain a clearance before leaving Minonk.

Northward trains may leave Normal Junction without a clearance but must obtain a clearance before leaving Bloomington, Ill.

83. (b). At Gilman the train **dispatcher may inform trains** going to Gilman line by train order form V **whether all overdue superior trains have arrived or departed.**

At Clinton the train dispatcher may inform trains originating at North Yard by train order form V whether all overdue superior trains have arrived or departed.

Clear train order signal at Gilman for southward trains enroute Champaign indicates that all overdue southward superior trains have left.

Lunar white indicator located on northward home signal mast on Edgewood Line at Edgewood interlocking when displayed indicates that all overdue northward superior trains have left. Operators must not display this indication unless authorized by the train dispatcher.

At Glen, the train dispatcher may inform trains by train order, form V, whether all overdue superior trains have arrived or left.

86. Inferior trains between Champaign and Branch Junction must clear time of first-class trains or trains of superior right in the same direction not less than fifteen minutes.

93. Yard Limits:

Richton on tracks 3 and 4.		Centralia
Kankakee	Champaign	Bluford
Otto (Bloomington District only)		Gibson City
Gilman	Mattoon	Clinton
Rantoul	Effingham	Avenue

Clinton (Clinton yard limits extend from East Junction to West Junction and to Havana District Junction).

Between C C C & St. L Psgr. Station, Kankakee and Kankakee Jct., before clearing any train, engine or yard cut to move in either direction, the operator at Kankakee or Kankakee Jct. must obtain permission from the operator at objective point. Opposing movements must not be permitted.

Between Leverett Junction and Champaign Tower trains and engines may move against the current of traffic when interlocking signal at Leverett Junction indicates "proceed" and the route is properly lined. Yard Master at Champaign yard will authorize such movement and will issue instructions to operator-leverman concerned, and before authorizing such movement, he must know that all overdue opposing first-class trains have passed and there is no opposing movement. Operator-leverman must establish manual block between interlocking stations. Rules 93 and D-93 must be observed.

D-97. Unless otherwise designated freight trains will run as extra trains between Stuenkel and Branch Jct.

98. Trains must stop at junctions, railroad crossings and draw bridges as follows:

Normal Junction	Amboy Dist. Jct.
Minonk Junction	Amboy Dist. Jct.
Rantoul (Rantoul Dist. Trains)	Chicago Dist. Jct.

Before occupying Chicago District main tracks at Rantoul, Rantoul District trains must ascertain whether overdue first class trains have arrived and not enter Chicago District main tracks without permission from the Train Dispatcher.

99. (b). Detailed instructions governing operation and use of rear end oscillating red light are posted in electric locker and selector switch is located near electric locker inside of car. Conductors and trainmen on trains equipped with rear end oscillating red light must be familiar with its operation and use, and comply with posted instructions.

(Continued on Page 12)

SPECIAL INSTRUCTIONS (Continued on Page 13)

101. Speed Restrictions. Speeds shown are maximum authorized between points named, but do not modify any rule or special instructions which may require lower speed.

Territory or Location		Passenger trains, roller bearing trucks: Passenger Engines	Passenger and Express trains, friction bearing trucks: Passenger Engines	Passenger and Express trains: GP type Engines	Freight trains: Passenger or GP type Engines	All trains: Switcher or transfer Engines	Trains handling wrecking derricks or locomotive cranes.
		Miles per Hour					
Between Stuenkel and Champaign		79	79	65	60	45	30
Between Gilman and Clinton		79	79	65	60	45	30
Between Champaign and Branch Jct.		100	80	65	60	45	30
Between Edgewood and Bluford		60	60	60	60	45	30
Between Clinton and Mont		79	79	65	60	45	30
Between Mont and Glen		55	55	50	50	40	30
Between Otto and Normal Junction		30	30	30	30	25	20
Between Saxony and Minonk Jct.		30	30	30	30	25	20
Rantoul District		20	20	20	20	15	15
Diverging routes through crossovers, junctions and siding switches:							
Through turnouts at spring switches unless otherwise authorized		25	25	25	25	25	25
On straight track at spring switches when springing points		40	40	40	40	40	30
Stuenkel—Crossovers between main tracks and turnouts to No. 3 and No. 4 track. Peotone—Crossovers between No. 1 and No. 2 tracks. Indian Oaks—Turnout No. 3 track to No. 2 track. Otto—Crossovers between No. 1 and No. 2 tracks and turnout from No. 2 to No. 3 track. Gilman—First crossover north of station No. 2 to No. 1 track. Bissell—Spring switch northward main track. Glen—C.&N.W. Junction	No. 20 Cross overs and turnouts	40	40	40	40	40	30
Manteno—Crossovers between tracks 1 and 2. Kankakee Jct.—First crossovers north of K. & S. railroad crossing, tracks 2 to 1, and 2 to 3. Otto—Crossover No. 2 to No. 3 track and north siding switch. Ashkum—Crossovers, except Crossover south end west siding. Gilman—Crossover south of T P & W RR crossing No. 2 to No. 1 track. Edgewood—Crossovers and main track turnouts to Edgewood Line.	No. 18 Cross overs and turnouts	30	30	30	30	30	30
Otto—South end siding. Ashkum—North end west siding. Gilman—South end west lead to No. 1 track. Crossover No. 2 track to east siding, and north end east and west sidings. Leverett Jct.—Crossover and turnouts. Champaign—Crossovers between Springfield Ave. and Logan St. Effingham—Crossover east siding to northward main south of coal chute. North switch east siding. Edgewood—Turnout South end Southward main track Mango. Gibson City—South siding switch. Farmer City—Siding Switches. Avenue—End of double track. Toronto—North and South Siding Switches. Divernon—North Siding Switch. Glen Carbon—South Siding Switch.	No. 15 Cross overs and turnouts	25	25	25	25	25	25
Through crossovers and turnouts other locations		15	15	15	15	15	15

(Continued on Page 13)

Territory or Location	Passenger trains, roller bearing trucks: Passenger Engines	Passenger and Express trains, friction bearing trucks: Passenger Engines	Passenger and Express trains: GP type Engines	Freight trains: Passenger or GP type Engines	All trains: Switcher or transfer Engines	Trains handling wrecking derricks or locomotive cranes.
	Miles per Hour					
101-(b). Lower Speeds						
Chicago District:						
Kankakee Junction, around C C C & St. L wye	15	15	15	15	15	15
Kankakee, between river bridge and K & S crossing, tracks Nos. 1, 2, 3	25	25	25	25	25	25
Gilman, through crossover to and from Gilman line, around wye and over T.P.W. railroad crossing on Gilman line.	25	25	25	25	25	25
Curve, Mile 81.5—one-half mile south of Gilman on Gilman line	40	40	40	40	40	30
Curve, Mile 95.5—Roberts	60	60	60	60	45	30
Gibson City, between extreme north public crossing and north siding switch	40	40	40	40	40	--
Curves, between DeWitt and Birkbeck, miles 141 to 143	60	60	60	--	--	--
Curve, Mile 143.7—Birkbeck	75	75	--	--	--	--
Curve, Mile 147.5, 147.7 and 148 north of Clinton	40	40	40	40	40	30
Champaign District:						
Champaign, lead between "A" yard and northward main track at Leverett Junction	15	15	15	15	15	15
Champaign, southward main track to No. 1 station track	40	40	40	40	40	30
Between mile post 130 and Springfield Ave., Champaign, northward main track	60	60	60	45	45	30
Tolono, N. E. Wabash connection	10	10	10	10	10	10
Tuscola, curves both ends storage track southward main track	90	--	--	--	--	--
Tuscola, B & O wye	5	5	5	5	5	5
Mattoon, northward main track mile 174.6 to 172.7	60	60	60	--	--	--
Mattoon, through subway	40	30	30	20	20	20
Mattoon, New York Central crossing (Karl Tower) until engine or leading car has passed over crossing	20	20	20	20	20	20
Effingham, Northward and southward main tracks over Pennsylvania Railroad crossing	40	40	40	40	40	--
Effingham, Southward main track mile 198 to 199.5	60	60	60	--	--	--
Effingham, Northward main track mile 202 to 199.5	60	60	60	--	--	--
Branch Junction	40	40	40	40	40	--
Springfield District:						
R.R. Crossing, Clinton to Quincy St.	20	20	20	20	20	20
Curve Mile 149.16 West Clinton	45	45	40	40	40	30
Curve Mile 155.00 Salt Creek	65	65	55	50	40	30
Curve Mile 155.45 Salt Creek	65	65	55	50	40	30
Mt. Pulaski, I.T. Wye	10	10	10	10	10	10
Curve Mile 175.63 Lake Fork Creek	70	70	60	50	40	30
Curve Mile 188.11 Bissell northward	40	40	40	40	40	30
Curve Mile 192.08 Avenue	20	20	20	20	20	20
Curve Mile 192.20 St. Louis Wye, Avenue	20	20	20	20	20	20
Curve Mile 192.21,193.10 Cook St., south of Avenue	45	45	40	35	35	30

Trains designated will not exceed speeds indicated at following stations to dispatch U. S. Mail:

Tolono— Train No. 1 ---------- 75 M.P.H.
Neoga— Train No. 25, Sunday only ---------- 10 M.P.H.
Farina —Train No. 25 ---------- 40 M.P.H.
Tuscola—Train No. 1 ---------- 75 M.P.H.

When 50% of cars in train are loaded tank cars or loaded coal cars, speed of train must not exceed 40 miles per hour.

Between Gilman and Stuenkel (except on track 3 Indian Oaks to Otto and track 1 Kankakee Jct. to Otto); between Gilman and Glen and between Edgewood and Bluford speed of trains handled by single unit diesel engine is restricted as follows:
Single unit diesel light or with one car (may be coach or caboose) ---------- 25 M.P.H.
Single unit diesel with two cars (one of which may be coach or caboose) ---------- 45 M.P.H.

Maximum permissable speed for GP type engines is 65 miles per hour, and for diesel switcher and transfer units 45 miles per hour, except General Purpose diesel units 9200 thru 9203 which have a higher gear ratio permitting a maximum speed of 88 miles per hour.

Trains handling short wheel base ore cars, ditchers, spreaders, and air dump cars must not exceed 25 miles per hour.

Maximum permissable speed for trains handling diesel truck transfer cars is 45 miles per hour.

Trains handling welded rail flat cars must be restricted to maximum speed of thirty miles per hour when cars are loaded, and forty miles per hour when cars are empty. Such cars must always be placed at rear when moving with other cars.

Trains handling pile driver with boom forward must not exceed a speed of 20 miles per hour.

Cars exceeding a gross weight of 263,000 lbs. must not be moved on Bloomington Dist. and Rantoul Dist. between Rantoul and LeRoy.

Cars exceeding a gross weight of 240,000 lbs. must not be moved on Rantoul District between Rantoul and Potomac.

Cars exceeding a gross weight of 220,000 lbs. must not be moved on Pontiac District.

Cars exceeding a gross weight of 160,000 lbs. must not move over the Store Track at Clinton, Ill.

(Continued on Page 14)

101. (b). Lower Speed (continued).

Territory or Location	Passenger trains, roller bearing trucks: Passenger Engines	Passenger and Express trains, friction bearing trucks: Passenger Engines	Passenger and Express trains: GP type Engines	Freight trains: Passenger or GP type Engines	All trains: Switcher or transfer Engines	Trains handling wrecking derricks or locomotive cranes
Curves Mile 193.57, 193.67 Laurel St., south of Avenue	55	55	50	40	40	30
Curve Mile 199.60 Cotton Hill	65	65	55	40	40	30
Curve Mile 233.20 Wabash R.R. crossing North Litchfield	55	55	50	40	40	30
Curve Mile 233.43 Wabash R.R. crossing North Litchfield	55	55	50	40	40	30
Curve Mile 233.76 south of North Litchfield	50	50	50	50	40	30
Curves Mile 234.48, 234.98 North of Litchfield	55	55	50	50	40	30
Curve Mile 235.20 Litchfield	45	45	40	35	35	30
Curves Mile 235.73, 235.75, 235.95, 236.04 Litchfield	40	40	35	35	35	25
Curve Mile 236.84 C.B.&Q.R.R. crossing	70	70	50	50	40	30
Curve Mile 238.66 south of Litchfield	75	75	60	50	40	30
Curve Mile 243.48 Mt. Olive	65	65	55	50	40	30
Curves Mile 254.54, 254.64 reverse curves north of Alhambra Tower	65	65	55	50	40	30
Curves Mile 255.56, 255.68 reverse curves north of Alhambra Tower	55	55	50	40	40	30
Curve Mile 256.10 N.K.P.R.R. crossing, Alhambra	15	15	15	15	15	15
Curve Mile 261.56 north of Marine Curve	70	70	55	50	40	30
Curve Mile 263.74 Marine Curve	35	35	35	35	35	30
Curve Mile 265.72 south of Marine	65	65	55	50	40	30
Curves Mile 268.00 Curve Mile 268.38 Curve Mile 268.72 } Silver Creek curves north of Kuhns	65	65	55	40	40	30
Curves Mile 273.14, 273.50, 274.32, 275.00 Mont Hill	55	55	50	50	40	30
Curves Mile 275.45, 275.69 Compound curve, Glen Carbon	55	55	50	50	40	30
Curves Mile 276.20, 276.34 N.K.P. crossing, Glen	40	40	40	40	40	30
Bloomington District						
Otto between approach signal and home signal	15	15	15	15	15	15
Curve between MP139 and Normal Junction	15	15	15	15	15	15
Pontiac District						
Scovel between approach signals and home signals	10	10	10	10	10	10
Pontiac between home signals until engine has passed opposing home signals, GM&O and Wabash crossings	15	15	15	15	15	15
Over bridge F107-5 and F112-8	25	25	25	25	15	15
Saxony wye—South Leg	10	10	10	10	10	10
Rantoul District						
At Laurette, Illinois between approach signals and home signals	15	15	15	15	15	15

101. (b). Lower Speeds. At points where two or more successive curves over which speed must be reduced are located fifteen hundred (1500) feet or less apart, one sign will be used to cover them. In such cases a metal plate, painted yellow and bearing heavy black figure or figures, is attached to the right hand side of the post below the triangular sign to indicate the number of curves the sign governs.

When freight cars not equipped with passenger trucks are handled in passenger trains, maximum speed of freight trains for class of engine handling the train must not be exceeded.

Engines designated below must not be operated over the following locations:

Location	Class of Engines
Gibson City—Noble switch	All engines
Clinton—Store track	All engines beyond a point 200 feet west of Madison Street
South of Indian Oaks—Kankakee Electric Steel Co. Industry Tracks	More than one diesel unit

Engines designated below must not be operated over the following locations:

Locations	Class of Engines
Springfield Coal pit of Springfield Coal and Material, Inc.	All Engines
Effingham Unloading pit on C. J. Moritz Track	All Engines
Litchfield C.C.C. and St. L. connection Beyond derails	More than one Diesel Unit

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103. See rule 509a Page 16.

104. Normal position of switches:

Rantoul---For Chicago District
Mattoon---For Champaign District
Effingham---For Champaign District
Saxony---For Pontiac District
Normal Junction---For Amboy District
Minonk Junction---For Amboy District
Minonk Junction---East switch must be set and locked for north wye.

Electrically locked hand throw switches:

Location	Switches	Controlled by
Cardox	North end storage track.	Approach locked
Monee	Main track crossover	Approach locked
Peotone	All main track switches except Standard Oil Company track.	Approach locked
Peotone	North end Stock track.	Dispatcher
Manteno	Track 2 to Runaround Track State Hospital.	Approach locked
Manteno	North Crossover No. 1 Track to Old West Siding, and house track switches.	Approach locked
Indian Oaks	House track.	Approach locked
South of Indian Oaks, storage track K.E.S. Co. and Main track crossovers		Approach locked
Bradley	Main track crossovers	Approach locked
Kankakee	Main track crossovers	Operator, Kankakee Jct.
Kankakee	Main track crossover extreme south end yard	Operator, Gilman
North of Chebanse---No. 1 Track to Gas Spur---(Approach locked.)		Operator, Gilman
Chebanse	All main track	Operator, Gilman
Clifton	All main track	Operator, Gilman
Ashkum	South end of west track	Operator, Gilman
Danforth	All main track	Operator, Gilman
Gilman	Crossover Gilman line to TPW Wye and interchange track.	Operator, Gilman

Before occupying crossover located between Gilman line main track and TP&W main track at Gilman, flag protection must be afforded TP&W trains until movement has been completed and switches lined to normal position. When possible to do so, Operator at Gilman will also secure permission from TP&W dispatcher for ICRR trains or engines to use crossover before unlocking switches to crossover. Crossover switches are electrically locked.

Rantoul	Northward main from Chanute Field	**Operator, Rantoul**
Arcola	Spur Track Northward Main	**Operator, Arcola**
Mt. Pulaski	Short wye	**Operator, Mt. Pulaski**
Avenue	Jageman Bodie Track	Operator Avenue
Avenue	Gett Track	Operator Avenue
Avenue	Linn St. Spur	Operator Avenue
Toronto	Spur Track to Ordnance Plant	Operator Avenue
Toronto	Elevator Track	Operator Avenue
Glenarm	Both Ends of House Track	Operator Avenue
Cimic	Both Ends Cimic Yard	Operator Avenue
Cimic	North End C.&I.M. Siding	Operator Avenue
Cimic	C. & I. M. Wye Track	Operator Avenue
Divernon	Both Ends House Track	Operator Avenue

Trainmen desiring to use electrically locked switch will call controlling station by telephone and be governed by instructions on inside of door on electric lock.

105. At Champaign when passenger train movement is to be made from northward main track to station yard track No. 1 with northward stop signal at Springfield Avenue displaying stop indication, train may proceed past stop indication at restricted speed, provided switches are properly lined and route is seen to be clear.

109. Bulletin Boards:

Chicago: Conductor's room, Central Station, Congress St.; Yard Office, engine house 27th St.
Markham: Yard office, engine house, Homewood yard office.
Kankakee: Yard office.
Gilman: Passenger station.
Champaign: Caller's office, yard office.
Mattoon: Yard office, engine house.
Effingham: Yard office.
Centralia: Yard office, engine house, passenger station.
Gibson City: Bunk room.
Bluford: Yard office, engine house.
Clinton: Callers office, engine house, north yard office.
Avenue: Yard Office, I.T. Yard Office, C&IM Yard Office.
East St. Louis: Telegraph Office; Engine House
St. Louis: Union Station
Rantoul: Telegraph Office
Bloomington, Ill. Telegraph Office
Minonk: Telegraph Office

D-151. Two Tracks:

Between Gilman and Branch Junction, except between north home signal of interlocking at Champaign and crossover at Springfield Avenue south of passenger station, Champaign.
Tracks Nos. 1 and 2 between these points are designated as station yard tracks and their use is governed by first paragraph of Rule 105.

Between Edgewood and 12064 feet south on Edgewood line.

Between Bissell and Avenue yard office.

Two or more Tracks:

Between Otto and Gilman, and between Stuenkel and Indian Oaks.

No.	Location	Use
1	West	southward and northward
2	East	northward and southward

Between Indian Oaks and Kankakee Jct.:

No.	Location	Use
1	West	southward and northward trains
2	Middle	northward and southward trains
3	East	northward trains

Between Kankakee Jct. and Otto:

No.	Location	Use
1	West	southward trains
2	Middle	northward and southward trains
3	East	northward trains

Between Richton and Stuenkel:

No.	Location	Use
1	West	southward trains
2	Second	northward trains
3	Third	southward and northward trains
4	East	northward trains

221 (c). When train order signal displays stop indication at Kankakee Junction interlocking train order office and lunar white marker light is not displayed for any track for approaching trains, clearance must be obtained by trains moving in direction for which stop indication is displayed, before proceeding.

251. Between Richton and Stuenkel on tracks one, two and four and between Kankakee Jct. and Otto on tracks one and three, and between Kankakee Jct. and Indian Oaks on track three, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains. (Continued on Page 16)

254. Except as affected by Rule 251 all Block Signal Rules and Operating Rules remain in force.

261. Between Kankakee Jct. and Otto on track two, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

264. Except as affected by Rule 261 all Block Signal Rules and Operating Rules remain in force.

283. Stuenkel
Peotone
Indian Oaks — Turnout No. 3 to No. 2 track.
Otto
Gilman (First crossover North of Station No. 2 to No. 1 track)
Glen—N.K.P. Crossing

When home signals display Medium-Clear indications, trains may move through interlocking limits at speed of 40-miles per hour.

285. Gilman—When Home Signal governing northward movements from Gilman line displays upper light yellow and lower light red indicates route is lined through the interlocking.

287. Trains and engines may move through trailing point spring switch or power operated switches at speed not to exceed 25 miles per hour when block signal shows a slow clear indication.

290. (A). Automatic Train Stop Device: Locomotive enginemen upon leaving initial terminals will make required departure tests and must know that all equipment is in proper operating condition before proceeding. Before entering automatic train stop territory, enginemen will cut in automatic train stop device and know it is in proper operating condition before proceeding. Locomotive firemen upon leaving initial terminals and upon entering automatic train stop territory must ascertain from enginemen whether automatic train stop device is in proper operating condition.

When taking charge of locomotive equipped with automatic train stop where departure test is made it will require approximately four (4) minutes for equipment to warm up after cab switch is closed before equipment will function properly, this is due to a new type of Pliotron tube now being used.

(B). Engine Cab Signal: When the engine electrical device, or the signaling current in the rails has failed—pneumatic device may be cut out, engine electrical device remaining cut in,—and train will proceed at restricted speed, not exceeding fifteen miles per hour, to the first available point of communication, where report must be made to the chief train dispatcher.

(C). Train will then proceed in accordance with instructions of chief train dispatcher and at a speed considered safe, but in no case exceeding 79 Miles per hour, taking weather conditions into consideration. Train will approach all home signals at interlocking plants prepared to stop, also approach all facing point spring switches prepared to stop unless the way is seen to be clear. Chief train dispatcher will notify all trains concerned by train order. He will issue order providing that the train without automatic train stop protection will be protected by holding such train at open train order offices until preceding train has cleared next open train order office ahead. Under conditions not here provided for, chief train dispatcher will issue order that train without automatic train stop protection may proceed to a definite point at restricted speed not exceeding fifteen miles per hour.

(D). In event train stop application occurs and engineman is unable to release brakes, the pneumatic device will be cut out, engine electrical device remaining cut in, and train proceed in accordance with engine cab signal indication. Report must be made to chief train dispatcher from first available point of communication, and chief train dispatcher will issue order providing that train with pneumatic device cut out and engine electrical device remaining cut in will be protected by holding such train at open train order offices until preceding train has cleared next open train order office ahead. Under conditions not here provided for, chief train dispatcher will issue order that train without automatic train stop protection may proceed to a definite point at restricted speed not exceeding fifteen miles per hour.

(E). When operating against current of traffic in automatic train stop territory, train will approach all home signals at interlocking plants prepared to stop, also approach all facing point spring switches prepared to stop, unless the way is seen to be clear.

292. On the Edgewood line stop block signals are equipped with key operated time release. Train on main track desiring to make main track movement, if signal indicates stop and it is known that route ahead is clear and no movement is being made on siding, insert switch key in the release box located on side of relay house marked main. Turn key and hold until indicator lamp lights, then remove key. Signal should clear in approximately 6 minutes. Movement may then be made in accordance with the rules.

If signal does not clear in prescribed time, rule 509 will govern.

295. Glen Carbon—Southward trains finding signal D-2749 located 4923 feet South of mile post 274 displaying Stop and Proceed indication and Take Siding indicator displaying white light with letter "S" will enter North end of siding at Glen Carbon.

Clear or Approach indication of Signal D-2749 located 4923 feet South of Mile Post 274 authorizes southward movement on main track from north end of siding to home signal at South end Glen Carbon siding.

505. Automatic train stop territory on southward main extends Springfield Ave., Champaign M. P. 128.09 to Branch Jct. M. P. 250.12; on northward main M. P. 251.21 south of Branch Jct. to Springfield Ave., Champaign M. P. 128.09; on northward track Edgewood Line from home signal to south end of two main tracks.

Automatic block system territory extends from Gilman to Springfield Ave., Champaign, M.P. 128.09; Gilman to Clinton, Edgewood to Bluford, Clinton to Avenue and South Siding Switch at Divernon to Glen.

When operating against current of traffic in automatic block signal territory, train will approach all home signals at interlocking plants prepared to stop, also all facing point spring switches prepared to stop, unless the way is seen to be clear.

509-509(a) and 103. Gibson City—Southward stop and proceed signal D1097 located 3,231 feet south of M.P. 109 will display stop indication when southward home signal is at stop. All trains in excess of 16 cars, including engines, must stop at southward stop and proceed signal D1097 when signal displays stop indication, and remain until signal displays proceed or permission is received from operator at Gibson City Tower.

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossings protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

If train or engine with or without cars moving on main track over public crossing protected by automatic devices stops within the limits of the track circuits which actuate the automatic device, train or engine with or without cars will proceed at slow speed and will not foul crossing until automatic device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out between the crossing and insulated rail joint nearest the crossing on that track.

Trains or engines proceeding in accordance with Rule 509 (a) will also proceed expecting to find crossing protection devices not working properly.

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525 to 533 Inc., 104. CENTRALIZED TRAFFIC CONTROL is in operation between Otto and Gilman, and between Kankakee Junction and Stuenkel on tracks one and two and between Stuenkel and Richton on track three, also on track four between the home signals at Stuenkel and on track four between the home signals at Richton. Stop signals, power operated and electrically locked hand throw switches are controlled by operator at Gilman and dispatcher at Champaign respectively. When train or engine is stopped by a stop signal, member of crew must contact operator at Gilman or dispatcher at Champaign (See Rule 530). Telephones for contacting operator or dispatcher are located at signal bridges. (Block card not required.) Revised instructions covering operation of electric switch locks by trainmen are posted on inside of door lock.

At Clinton Centralized traffic control is in service between Madison St. and George St. on the Springfield District and between Macon St. and Washington St. on Clinton District. Trains must not exceed a speed of 20 MPH between these limits until engine or leading car has passed through these limits, except where lower speed required.

Centralized Traffic Control is in service between Avenue and South Siding Switch, Divernon.

536. The main track switches leading to the following named tracks are not equipped with electric locks and the tracks must not be used by trains or engines for the purpose of clearing another train. When trains or engines use these tracks to set out, pick up, or to do switching, part of train must be left on main track or switch left open.

Peotone—Standard Oil Stub, leading from No. 1 Main track.
Manteno—Stub track leading from No. 2 track, just south of South Street crossing.
Mile 52—Public Service Co. track located under Armour Road highway bridge, leading from No. 1 Main track.
Ashkum—Stock track, leading from No. 2 Main track.

539. Spring switches:

Location	Normal Position
Paxton—North switch east siding.	For northward main track.
South switch west siding.	For southward main track.
Thawville siding—both ends*	For main track.
McNulta siding—both ends*	For main track.
East Junction*	For main track.
Leverett Jct.—North switch, north end outbound lead.	For northward main track.
Arcola—South Switch, crossover from siding to southward main north of Pennsylvania crossing †	For southward main track.
Mattoon—North switch, north siding.	For northward main track.
Mattoon—South switch, west switching lead†	For southward main track.
Neoga—North switch east siding†	For northward main track.
Effingham—South switch west siding†	For southward main track.
Greendale siding—both ends*†	For main track.
Bluford—North switch north end outbound lead*†	For main track.
Kenney siding—both ends*†	For main track.
Mt. Pulaski	
Peoria Dist. siding—North switch.	For main track.
Springfield Dist.—North end*†	For main track.
siding South end*	For main track.
Lake Fork siding—North end*	For main track.
South end*†	For main track.
Bissell—End of 2 main tracks*	For southward main track.
Divernon siding—South end.	For main track.
Waggoner siding—North end*†	For main track.
South end*	For main track.
Litchfield siding—both ends*	For main track.

(Continued to next column)

Mt. Olive siding—both ends*	For main track.
Alhambra—South siding switch*†	For main track.
Mont siding—both ends*	For main track.
Glen Carbon—North siding switch*	For main track.

*Lunar white marker
†Key operated time release

Movement through spring switches governed by dwarf signal having emergency key operated time release will be governed as follows:

If signal displays stop indication and it is known route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainmen will insert switch key in the release box mounted on signal case near dwarf signal, turn key clockwise and remove key from release box.

On Edgewood line, release box is located on signal case or relay house opposite signal, and key must not be removed until indicator lamp lights, and movement may then be made in accordance with rules. If signal does not clear in prescribed time Rule 509 will govern.

539(a)

Location	Normal Position
Clinton—Clinton Dist. main track to outbound Chicago Dist. freight lead near freight house.	South switch for crossover, north switch for outbound Chicago Dist. freight lead.
Clinton—Outbound Chicago Dist. freight lead to inbound Chicago Dist. lead north of freight house.	Both crossover switches lined for crossover.
Clinton—North leg of outbound Chicago Dist. wye track to East yard northbound freight lead.	Northbound freight lead track.

605. On Bloomington, Pontiac and Rantoul District Crossings listed, all train and engine movements will be governed by stop signal placed each side of crossing. All I.C.R.R. trains and engines will stop at stop signal. Manual derails placed on each side of crossing will be operated from electrically locked hand throw stand at crossing. Trainman will line the interlocker for movement of trains in accordance with instructions posted nearby and reline interlocker to normal position after train has cleared opposing stop signal.

Location	Interlocker Normally Lined For	Distance Derails Are From X-ing	Distance Stop Signal Placed From X-ing	Distance Inoperative Approach Sign From X-ing
Laurette	Chgo. Dist. (Gilman Line)	145′	175′	2200′
Lotus	Wabash	140′	150′	2580′
Risk	Wabash	140′	150′	Crossing 1-Mile Sign
Scovel	Wabash	90′	100′	2150′

CHATSWORTH: Interlocker normally lined against I.C.R.R. Semaphore approach signals (Rule 294) are placed 3680 feet on each side of crossing. Movements over crossing will be governed by stop signals 180′ each side of crossing. Trainmen will be governed by posted instructions after ascertaining that no T.P.&W. trains are approaching. Door marked "Switching Moves" must be closed and locked before train departs.

PONTIAC: When it is necessary to make switching moves over the GM&O and Wabash Railroad crossings, trainmen will contact operator at GM&O passenger station with phone located at crossing. Operator may then clear both home signals governing train and engine movements over crossings.

Signal horn is located near GM&O-IC crossing and when sounded, I.C. trains and engines must clear track between home signals at the GM&O crossing.

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When train or engine is stopped by interlocking signal displaying STOP indication, Rule 292, and cause is not apparent, member of train crew must go to railroad crossing and communicate with operator at the GM&O passenger station.

A switch key control for clearing IC signals at GM&O Crossing is located on outside of emergency push release box. Instructions for operating switch key control are posted at control box.

Telephone and emergency releases are located at GM&O and Wabash Railroad crossings and when instructed by operator to use emergency release, or in case of failure of communication, member of train crew will operate emergency release in accordance with instructions posted in release box at the crossing.

663. LAURETTE: (Chicago District—Gilman Line). Interlocking normally lined against train and engine movements on the Rantoul District.

When a train or engine is stopped by stop signal at crossing with no conflicting Rantoul District train movement evident and derails are on Rantoul District track in derailing positon, movement over the crossing may be made on hand signals given by trainman at crossing.

671. ARCOLA: Interlocking station is closed between 12:01 A.M. and 7:00 A.M. Signals will be normally set for Illinois Central trains during these hours.

672. Automatic Interlockings:

Odin	B. & O. R.R. Crossing
Kinmundy	C. & E. I. R.R. Crossing
Neoga	N. & W. R.R. Crossing
Springfield	N. & W. R.R. Crossing
North Litchfield	N. & W. R.R. Crossing
Litchfield	N. Y. C. R.R. Crossing
Litchfield (Winston)	C. B. & Q. R.R. Crossing
Kenney	PRR. R.R. Crossing

707. Trains consisting entirely of loaded ore cars with short wheel base must carry 90 pound train line pressure.

728. To provide for the handling in tow of diesel switcher and diesel road switcher units Rule 728 is supplemented to permit the handling of one diesel unit without separation from unit handling train between Champaign yard and Rantoul.

920. When car with hot box is found in train, or such car is set out, unusual care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the box and all fire thoroughly extinguished and inspection made to know that no danger of fire exists.

1200. When four (4) or more than four (4) GP type diesel units are operated handling train, when making an independent release of the brakes after an automatic brake application, the brakes on units back of the third unit will be considerably slower in releasing which may result in brakes sticking on these units.

When making a back-up movement with more than three (3) units in multiple there is danger of a jack-knife action of the units which may result in rail turning over under locomotive. Before making back-up movement with more than three (3) units, engines of the leading units must be isolated and only the rear three (3) units allowed to work power. Enginemen must see that these instructions are strictly observed.

1201. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

1202. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel locomotives	3 inches
X2663 - X2664 - X2668 - X2669 - X2789 diesel truck transfer cars	4 inches
Streamlined passenger cars	5 inches
Office cars	5 inches
Conventional passenger cars	9 inches
Freight cars	25 inches

When trains are operated through water, a maximum speed of 3 miles per hour must not be exceeded. If authority is given to operate air conditioned passenger cars through a greater depth than 9 inches, proper inspections should be made to ascertain if the apparatus requires to be cleaned and dried.

1203. At Gilman—That portion of siding east of northward main track south of T P & W crossing is a storage track. Derail has been placed at south end of track. No. 2 east siding is used as a storage track. Trains or engines using these tracks be governed accordingly expecting to find them occupied.

1205. Double track on Edgewood Line at Edgewood has clearance capacity for engine, caboose and 230 cars.

1206. At Effingham—Gate indicator identified by plate bearing letter "X" governing northward train and engine movements over Fayette Avenue only, on the northward main track is in service ten (10) feet in approach to Fayette Avenue.

When red aspect is displayed, trains and engines must stop and then proceed over crossing at restricted speed, looking out for vehicular traffic.

When green aspect is displayed, trains and engines may proceed over Fayette Avenue without stopping.

Northward trains stopping at Effingham passenger station will stop 175 feet south of Fayette Avenue. A marker post painted white is located on east side of platform.

1207. On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525, Train Dispatchers or levermen operators must be advised of proposed movement of Rail Detector Cars, Ballast Maintenance Cars, Cranes and other such heavy equipment which cannot readily be removed from the track but which nevertheless may not positively shunt the track. An opposing train must not be permitted to enter a block occupied by such equipment.

Such equipment must not be operated over highway grade crossings which are provided with automatic protection, except by hand flagging, unless it is known that the automatic protection is operating.

Such equipment will come to a stop at railroad crossings where automatic interlocking is in use, and must not proceed over crossings until instructions covering emergency use of such crossings have been followed. (See Rule 672)

Levermen or operators must not operate any switches or derails in the route lined for this equipment while it remains within the interlocking limits.

In Automatic Train Stop Territory deadhead movements of this equipment will be authorized and made according to existing Time Table Special Instructions, except that Train Dispatchers will arrange for clear block between open stations both in advance of and in the rear of this equipment.

1209. Journal boxes on streamline cars having roller bearings are equipped with a cylinder of liquid gas sealed with a low melting point solder which is melted when journal is overheating, emitting an odor similar to a stench bomb. The odor enters car through the fresh air intake of the air-conditioning system, and can also be detected in vestibule, as well as in cars following. When this odor is detected, immediate action should be taken to stop the train for inspection. Report should be promptly made to the Chief Dispatcher.

1210. No railroad cars or equipment are to be stored within 100 feet on each side of McDonald Street crossing on either the short or long wye track connecting Springfield and Peoria Districts main tracks at Mt. Pulaski, Illinois.

Maximum speed of freight train movements approaching McDonald Street crossing on either of these tracks is five (5) miles per hour.

1211. Restricting indication of the signal located at the south end of two main tracks at Edgewood authorizes northward movement on the southbound main without train orders.

1212. Siding capacity is based on cars with average length of 50 feet and allows for four diesel units and caboose. Trains made up of cars less than 50 feet in length may be able to get more cars in sidings than shown in Station column.

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1213. With reference to the safe traction motor current when a 1200 class locomotive is operated in multiple with a GP type unit, especially if the 1200 is trailing, which is preferable, or not equipped with an ammeter. All following data relates to operation with wide open throttle. On the trailing 1200, reverse controller lever must be inserted and set for neutral to unlock transition control lever which must be set for "auto." Throttle must be left closed.

When operating a 1200 behind a GP-7 unit, observe short time ratings of the GP-7. The 1200 will then be working at lower currents but nearly equivalent ratings. For instance, the minimum continuous speed of a GP-7 is 11 MPH and a 1200 is 11.8 MPH. The 1 hour rating of a GP-7 is 9.5 MPH and a 9300 is 10.3 MPH and so on.

When operating a 1200 behind a GP-9 unit, 900 amperes on the GP-9 is equivalent to continuous rating for the 1200, 1000 amperes to 1 hours, 1100 amperes to ½ hour and 1200 amperes to 15 minutes.

There are two important points to keep in mind with such operation. One, **the 1200 does not have automatic backward transition** and there may be no one in the 1200 cab to observe the overload warning light. When speed falls to 9.5 MPH, throttle must be closed momentarily to put the 1200 back into series connection. The other thing to remember is that the time card restriction of the 1200 to 45 MPH applies to any combination involving one or more 1200 class units.

1214. All concerned will be governed by the following instructions whenever a diesel locomotive is left unattended for any reason and for any period of time:

1. See that automatic brake valve is in running position and double head-cock open.
2. See that independent brake valve is in full service position.
3. See that the control and/or fuel pump switches are in "ON" position (if engine is to be left running) and note that the fuel pump is running.
4. See that Engine Run switch is in the ON position and Isolation switch is in the RUN position (if engine is to be left running) in order that signal or alarm system will be effective.
5. See that Generator Field switch is in the OFF position.
6. See that throttle is in IDLE position and reverser handle removed from the controller.
7. Close cab doors and windows.
8. If trouble is noted with cooling, lubricating or fuel systems, or mechanical defects, such that damage might occur while locomotive is unattended, the engine should be shut down. If shut down during freezing weather the cooling water system must be drained.
9. If engine is to be shut down (resulting in eventual loss of air) hand brake must be applied and/or wheels blocked with chains or other means; however, as local conditions dictate hand brakes should be applied in accordance with bulletin instructions issued by the superintendent.

The above instructions pertain to a single unit only. If more than one unit is left unattended in a consist, the trailing unit or units should be left in normal operating condition (as per instructions for opearting units in multiple).

1215. Freight trains arriving at terminals where facilities are available and at which special instructions provide for immediate brake inspection and repairs shall be left with air brakes applied by service brake pipe reduction of 20 pounds so the inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotives off until 20-pound service reduction has been made. The angle cock on the train must then be closed to avoid emergency application of train brakes.

1216. Pneumatic safety control with foot pedal is in service on general-purpose type diesel locomotives equipped with train control; equipped for train control, and 6-BL brake equipped units without brake application valve (w/o ATS).

This type of safety control dead-man can be cut out by closing a ⅜" cut-out cock, located beneath the small trap door in the floor of the cab and adjacent to the 3-position brake pipe cut-out cock on units with ATS and on units equipped for ATS; units without brake application valve (w/o ATS) have the cut-out cock located in the cab just above the floor back of the brake stand.

The handle of the cut-out cock has a tag attached reading "DEAD-MAN CUT-OUT." This foot pedal safety control should be in the "cut-out" position except when dead-man safety control is required.

1217. The following procedure should be adhered to when braking passenger trains:

While working power, regardless of throttle position, make initial reduction of train brakes allowing locomotive brakes to apply if speed is above 50 MPH. When speed is reduced to 50 MPH, release locomotive brakes by depressing independent brake valve handle in 'release' position. If it is desired to bring train to a stop, or slow down below 30 MPH, close throttle and leave it closed after initial brake application has been made. If it is desired to slow down where train speed will not go below 30 MPH, throttle may be left 3rd, 2nd, or 1st notch to keep traction motors in parallel connection.

During a normal 'service' brake application when throttle has been closed, or reduced, make additional train brake application as necessary.

After train has stopped, fully apply independent brake on locomotive. If train is to be switched, immediately make a 15 lb. brake pipe reduction to hold cars steady for coupling and uncoupling.

During a normal service brake application the initial brake application should not exceed 10 lbs.

UNDER NO CIRCUMSTANCES IS THROTTLE TO BE LEFT OPEN WHEN STOP IS MADE."

The above instructions apply to all types of passenger trains when handled with diesel locomotives.

1218. Diesel E-9 Unit 4043 is equipped with 26L brake equipment with safety control and will be used in multiple unit service with passenger type diesel units equipped with 24 RL brake equipment.

The operation of the 26L brakes insofar as the locomotive engineer is concerned is considerably different than the 24RL brakes. The 26L brake equipment includes in part the following:

1. The Automatic Brake Valve is the 26C type and has the following positions:

a. Release Running position—this position is for charging the equipment and releasing the locomotive and train brake.

b. Minimum reduction position—this position is located with the brake valve handle against the first raised portion on the quadrant to the right of release position. With the brake valve handle moved to this position a 6 to 8 lbs. brake pipe reduction is obtained.

c. Service position—this position consists of a sector of brake valve handle movement to the right of release position. Moving the brake valve handle from left to right through this sector the degree of brake application is increased until with the handle in the extreme right of this sector the handle is in full "service" position and a full "service" application is obtained.

d. Suppression position—this position is located with the handle against the second raised portion of the quadrant to the right of release position. In addition to providing a full "service" application as with the brake valve handle in "service" position, the brake valve handle must be moved to this position to obtain a re-set of either a safety control application or ATS application.

e. Handle off position—this position is located by the first quadrant notch to the right of "Suppression Position." The handle may be removed in this position.

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f. Emergency position—this position is located to the extreme right of the brake valve quadrant and is used in making "emergency" application with the automatic brake valve.

2. The Independent Brake Valve is the SA-26 type and is of the self-lapping type. The only difference between this independent brake valve and the independent brake valve used with 24 RL brake equipment is the fact that this brake valve handle locks in "full application" position.

3. MU-2A Valve—is used to cut-in and cut-out the independent brake valve similar to the K-2-A rotair valve on our 24 RL equipment and is located on the left hand side of the automatic brake valve stand near the floor. This valve has the following three (3) positions:

a. "LEAD or DEAD"
b. "TRAIL—6 or 26"
c. "TRAIL—24"

Position "TRAIL—6 or 26" MUST NOT BE USED UNDER ANY CONDITIONS. In order to move the handle from one position to the other it must be first depressed before being moved. The handle should be positioned with its arrow to whatever position is chosen. With the arrow pointing to the nose of the locomotive the valve would be in "TRAIL—24" and with the arrow pointing toward the engine-room the valve would be in "LEAD or DEAD."

4. Cut-off Pilot Valve (brake pipe cut-out cock)—this cut-off pilot valve is located on the automatic brake valve stand just below the handle of the automatic brake valve. The pilot valve has three positions:

a. "OUT"
b. "FRT"
c. "PASS"

To move the handle on this valve from one position to another the handle must be first depressed. **Under no conditions should this unit be operated in "FRT" position.**

"OUT" position is to be used when unit is "dead" or "trailing."

"PASS" position must be used when unit is in "lead" position.

At least for a reasonable length of time an identifying tag will be placed on the MU-2A valve and the Cut-off Pilot Valve.

OPERATING INSTRUCTIONS

The following instructions are intended to cover in a general way the method of handling 26L brake equipment in service.

Automatic Brake Valve. When charging a train or releasing an automatic brake application the automatic brake valve handle should be placed in "release" (running) position, which is at the extreme left of the quadrant.

When making a "service" brake application, move the automatic brake valve handle to the right against the first raised portion of the quadrant. This is "minimum reduction" position and will give a 6 to 8 lb. brake pipe reduction. To increase the brake pipe reduction, move the handle progressively to the right, bearing in mind the further the handle is moved into the "service zone" the greater will be the reduction. The brake valve will lap off at any point where movement of handle is stopped in a "service zone." A full "service" application is obtained by moving the brake valve handle to the extreme right of the service zone against the second raised portion on the quadrant (Suppression Position.)

A "graduated release" of the train brakes may be made after a "service" application by moving the brake valve handle, step by step, toward the release position in as many steps as desired, bearing in mind the further the handle is moved toward the "release" position the less the amount of brake cylinder pressure of the cars in the train.

An "emergency" brake application is obtained by moving the brake valve handle to the extreme right.

The automatic brake valve handle can only be removed in "Handle-Off" position.

RELEASING FROM A SAFETY CONTROL OR EMERGENCY APPLICATION

To release from a safety control application it will be necessary to depress dead-man pedal and move the brake valve handle to "Suppression" position until equipment re-sets, then move brake valve handle to release (running) position.

To release any emergency application of the brakes other than one initiated at the brake valve, it will be necessary to move the automatic brake valve handle to "emergency" position for 10 seconds before returning automatic brake valve handle to "release" (running) position.

CHANGING ENDS

Positioning brake equipment for "training"—

1. Fully apply independent brake.
2. With automatic brake valve make a full "service" brake pipe reduction.
3. Depress handle of cut-off pilot valve and move to "out" position.
4. Place automatic brake valve handle in "Handle-Off" position and remove handle.
5. Depress handle of MU 2 A valve and move to "Trail-24" position. (Pointer toward nose of unit.)
6. Move independent brake valve to "release" position and remove handle.
7. Place brake valve handles in holder provided.

Positioning brake equipment for "lead"—

1. Insert brake valve handle in independent brake valve and move to full "applied" position.
2. Depress handle of MU-2A valve and move to "lead" position. (Pointer toward engineroom.)
3. Apply automatic brake valve handle to brake valve and move to "release" (running) position.
4. After equalizing reservoir pressure has reached at least 100 lbs. on gauge, depress cut-off pilot valve handle and move pilot valve to "Pass" position.

NOTE: If, in making up the cab for "lead" position, an emergency application of the brakes occurs, it should be kept in mind that it will be necessary to move the automatic brake valve handle to "emergency" position for **10 seconds** before returning the brake valve handle to "release" (running) position.

BRAKE PIPE LEAKAGE TEST

When making a train brake test the regular 15 lb. brake pipe reduction must be made with the automatic brake valve. It is then necessary to depress the cut-off pilot valve handle and move to "out" position before reading leakage. Brake pipe leakage must be read for 1 minute, then handle of cut-off pilot valve again depressed and move to "Pass" position.

CAUTION:—**Do not fail to move cut-off pilot valve to "Pass" position after leakage test is made.**

TOWING LOCOMOTIVE "DEAD" IN TRAIN

If locomotive is to be hauled dead-in-train brake equipment in the cab should be set up as follows:

1. Place the independent brake valve handle in "release" position and the automatic brake valve handle in "Handle-Off" position, remove both brake valve handles and place in holder provided.
2. Depress the cut-off pilot valve handle and move to "out" position.
3. Depress the handle of the MU-2A valve and move to "lead or dead" position.
4. Open the dead engine fixture cut-out-cock.

Passenger engineers will be governed by the above instructions in order that they will be familiar with the operation of the 26L brake equipment for proper train handling.

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1219. In testing air brakes in accordance with the "Power Brake Law of 1958" on trains on the Illinois Central Railroad, the following rules must be complied with:

The following rules will be included in the revision of the Illinois Central Air Brake Rule Books and will supersede Air Brake Train Testing Rules of the Illinois Central Railroad Air Brake Rule Books now in effect.

TRAIN AIR BRAKE SYSTEM TESTS

3. (a) Foremen of inspectors and inspectors are jointly responsible for condition of air brake and train air signal equipment on cars leaving their station.

(b) At points where inspectors are not available, the conductor or engine foreman in charge of the train will be responsible for the proper brake test.

6. Each train must have the air brakes in effective operating condition, and at no time shall the number and location of operative air brakes be less than permitted by Federal Law.

7. When piston travel is in excess of 10 inches the air brakes cannot be considered in effective operating condition.

8. (a) When the locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes (flat maintaining) this feature must be cut out during train air brake tests.

(b) Brake pipe leakage should be reduced to a minimum and must not exceed, as follows:

5 lbs. per minute on freight trains.
2 lbs. per minute on passenger trains.

(c) Signal pipe leakage must not exceed 4 lbs. per minute.

9. During standing brake tests, brakes must not be applied or released until proper signal is given by personnel in charge of making brake test.

16. At points where manpower is available running inspection should be made of trains leaving the yard or station by inspector stationed on the ground, watching the train pull by. Conductor or trainman on rear of train must watch for signal from the ground so that train may be stopped if necessary.

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

17. (a) All trains must be given inspection and test as specified by Rule 17 thru 20 at points:

1. Where a train is originally made up (initial terminal).
2. Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged.
3. Where train is received in interchange.
4. Also, Centralia; Bluford, on trains operating between Chicago-Memphis (Johnston Yard) and Chicago-Birmingham only; Johnston Yards Memphis and Waterloo.

(b) Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve pipes must be inspected and known to be in condition for service. If train is to be operated in electro-pneumatic brake operation, brake circuit cables must be properly connected.

18. (a) After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 100 pounds, and upon receiving the signal to apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipeleakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. On freight trains slack must be stretched before brakes are applied. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, that all parts of the brake equipment are properly secured.

(b) When this inspection has been completed the release signal must be given and brakes released and each brake inspected to see that all have released.

(c) Release test on freight trains may be made in accordance with Rule 24(e).

19. (a) When a passenger train is to be operated in electro-pneumatic brake operation and after completion of test of brakes as prescribed by Rule 18(a) and (b), the brake system must be recharged to not less than 100 pounds air pressure, and upon receiving the signal to apply brakes for test, engineer will fully apply electro-pneumatic brake as indicated by straight air single pointer gauge. (Gauge should register approximately 75 lbs.) Inspection of train brakes must then be made to determine if brakes are applied on each car.

(b) When this inspection has been completed the release signal must be given and brakes released and each brake inspected to see that all have released.

(c) When operating with electro-pneumatic brakes and rear car is equipped with DE-1 backup valve, a set and release test must be made by operating the back up valve, noting that brakes apply and release on the rear car.

(d) When making test on passenger trains in accordance with Rules 18(a), (b)and Rule 19(a), (b), the communicating signal system must be tested.

(e) At initial terminal piston travel of body mounted brake cylinders on freight cars must be adjusted in accordance with requirements.

(f) Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

(g) When brake test is completed, car inspector or trainman who made test will personally inform engineman and conductor, and advise them number of cars in train and number having inoperative brakes.

(h) Defects discovered during a standing test that cannot be repaired promptly must be reported to foreman or conductor.

TRAINS TESTED BY YARD AIR PLANT

20. (a) When locomotive has been coupled to a freight train that has already been tested from yard plant, after train brakes are released, enginemen should stretch the slack in train. After brake system is charged to not less than 15 pounds of the setting of the feed valve on the locomotive but not less than 60 pounds as indicated by an accurate gauge at rear end of train a 15 pound service reduction must be made by the engineman upon request, or proper signal, then note number of pounds of brake pipe leakage per minute as indicated by brake pipe gauge, after which reduction must be increased to a total of 20 pounds and trainman or inspector must note that brakes on rear car apply and release from locomotive.

ROAD TRAIN AND INTERMEDIATE TERMINAL TRAIN AIR BRAKE TEST

21. (a) **Passenger Trains:** Before motive power is detached or angle cocks are closed on a passenger train operated in either automatic or electro-pneumatic operation, except when closing angle cocks for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal application and release tests of brakes on rear car must be made from locomotive in automatic brake operation. If train is to be operated in electro-pneumatic brake operation, this test must also be made in electro-pneumatic brake operation before proceeding.

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(b) Inspector or trainman must determine if brakes on rear car of train properly apply and release.

22. Freight Trains: Before motive power is detached or angle cocks are closed on a freight train, brakes must be applied with not less than a 20-pound brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, after recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from the locomotive.

23. (a) At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated on rear of freight train, and on a passenger train to at least 100 pounds, a 20-pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

(b) Before proceeding it must be known that brake pipe pressure as indicated at rear of freight train is being restored.

(c) On trains operating with electro-pneumatic brakes, after automatic brakes have been tested as prescribed by Rule 23 (a), test must be made to determine that rear brakes apply and release properly by applying fully electro-pneumatic brakes as indicated by straight air single pointer gauge.

24. (a) At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 100 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed 5 pounds per minute on a freight train or 2 pounds per minute on a passenger train as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to train which have not been inspected in accordance with Rules 17 through 20 must be so inspected and tested where facilities are available. Where facilities are not available, such inspection and tests must be made at next terminal where facilities are available.

(b) At terminal where a solid block of cars which has been previously charged and tested as prescribed by Rules 17 through 20, is added to a train, test must be made to determine that brakes on the rear car of train apply and release.

(c) When cars which have not been previously charged and tested as prescribed by rules 17 through 20 are added to a train, such cars may either be given inspection and tests in accordance with Rules 17 through 20, or tested as prescribed by Rule 24 (a) prior to departure in which case these cars must be inspected and tested in accordance with Rules 17 through 20 at next terminal.

(d) Before proceeding it must be known that the brake pipe pressure at the rear of freight train is being restored.

(e) On a freight train, release inspection may be made by an inspector or trainman stationed on the ground and observing brakes on each car as train departs. But under no circumstances must train be allowed to depart where brakes on any car are found "sticking" during this inspection, until train has been stopped, defect found and corrected.

26. (a) Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car.

(b) When this examination has been completed proper release signal must be given and it must be ascertained that all brakes have released properly.

(c) Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 17 through 20.

(d) Except as provided in Rule 26 (a) and 26 (c), the use of air in yard service will be governed by instructions issued by the Superintendent.

Brake pipe pressure on freight trains will be 80 pounds.

1220. All diesel passenger locomotives except the 4002 are now equipped with air compressor shutoff valves.

A 3-way shutoff valve is located in the discharge line of each air compressor and must be fully open during normal operation.

The valve handles are located in recessed portion of ceiling, directly above the No. 1 air compressor on all E-7 type locomotives, and are identified by metal tags. On the E-6 type locomotives the 3-way shutoff valves are located on the left wall rear of locomotive directly alongside of hand brake. On the E-8 and E-9 locomotives the No. 1 air compressor cutout valve is located on the right side inner wall at the center of No. 2 engine. The No. 2 air compressor cutout valve is located on the left side inner wall at the center of No. 2 engine. GP type engines are also equipped with 3-way shutoff valves which are placed at various locations.

In case of air compressor or discharge line failure, close the valve corresponding to that compressor. This vents to atmosphere the output of the defective air compressor or discharge line, and at the same time prevents discharge of air from main reservoirs. The remaining air compressor will continue to function normally.

CAUTION: Be sure that air compressor shutoff valves are either fully open or fully closed.

1221. WHEN DIESEL UNIT IS EQUIPPED WITH "FLAT MAINTAINING" OPERATION OF AIR BRAKES MUST BE HANDLED AS FOLLOWS:

1. Purpose of "Flat Maintaining" devise is to maintain against allowable brake pipe leakage.

2. "Flat Maintaining" must be cut out when making any air brake leakage test.

3. To cut-out "Flat Maintaining" close cut-out cock located on brake valve stand below feed valve.

4. After air test, move cut-out cock to open position air brake must be operated as follows:

(a) When freight train is in motion, air brakes may be released under the following conditions:

(1) 40 to 100 cars with minimum equalizing reservoir reduction of 7 lbs., brake valve handle may be moved to running position at a speed of not less than 15 MPH.

(2) 40 to 100 cars with equalizing reservoir reduction of more than 7 lbs., brake valve handle may be moved to running position at a speed of not less than 20 MPH.

(3) 100 to 150 cars with minimum equalizing reservoir reduction of 7 lbs., brake valve handle may be moved to running position at a speed of not less than 20 MPH.

(4) 100 to 150 cars with equalizing reservoir reduction of more than 7 lbs., brake valve handle may be moved to running position at a speed of not less than 25 MPH.

(5) Over 150 cars with minimum equalizing reservoir reduction of 7 lbs., brake valve handle may be moved to running position at a speed of not less than 30 MPH.

(6) Over 150 cars with equalizing reservoir reduction of more than 7 lbs., brake valve handle may be moved to running position at a speed of not less than 35 MPH.

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of a train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading (including caboose)_5,000 tons
Adjustment factor (75 x 10)_____ 750 tons
Adjustment tonnage of train_____5,750 tons

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the engine has its full rating.

3. Conductors shall show net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive and tender.

5. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating sections.

6. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.

7. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

8. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the General Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Superintendent of Transportation.

	Factor	11	15	5	12
		Chicago to Centralia-Bluford	Bluford-Centralia to Chicago	Gilman to Clinton	Clinton to Gilman
Engines	Horse Power	100 Per Cent Tonnage Rating			
Diesel	1500	6515	8855	5445	6420
Diesel	1750	6630	9015	5540	6535
Diesel	3000	13030	17710	10890	12840
Diesel	3250	13145	17870	10985	12955
Diesel	3500	13260	18030	11080	13070
Diesel	4500	19545	26565	16335	19260
Diesel	4750	19660	26725	16430	19375
Diesel	5000	19755	26885	16525	19490
Diesel	5250	19890	27045	16620	19605

	Factor	6	5	7	8	8	7
		East St. Louis to Clinton Double Mont Grade, Single train Over Mont Grade, 70% of rating	Clinton to East St. Louis	Kankakee to Bloomington	Kempton to Minonk	Bloomington to Kankakee	Minonk to Kempton
Engines	Horsepower	100 Percent Tonnage Ratings					
Diesel	1500	5725	6705	6374	5860	5932	6048
Diesel	1750	6680	7820	7432	6833	6917	7052
Diesel	3000	11450	13410	12748	11720	11864	12096
Diesel	3250	12405	14525	13810	12696	12852	13104
Diesel	3500	13360	15640	14873	13674	13842	14102
Diesel	4500	17175	20115	19122	17580	17796	18144
Diesel	4750	18130	21230	20174	18545	18775	19142
Diesel	5000	19085	22345	21243	19528	19770	20156
Diesel	5250	20040	23460	26554	24413	24713	25196