

Ty Tower

# Illinois Central Railroad

CHICAGO  
CHAMPAIGN  
SPRINGFIELD  
BLOOMINGTON  
PONTIAC  
RANTOUL  
DISTRICTS

(ILLINOIS DIVISION)

## TIME TABLE No.

# 6

Taking Effect 12:01 A.M.

**SUNDAY, APRIL 26, 1964**

Superseding

Time Table No. 5

Dated: October 27, 1963

### FOR THE GOVERNMENT OF EMPLOYEES ONLY

O. H. ZIMMERMAN, Vice President

W. A. JOHNSTON, JR., Ass't. Vice President

E. H. BUELOW, General Manager

H. L. WILLIAMS, General Superintendent Transportation

H. F. WILSON, Superintendent Transportation

F. K. STANFORD, Superintendent

### DIVISION OFFICERS

F. K. STANFORD.....Superintendent.....Champaign  
A. M. DICKERSON.....Assistant Superintendent.....Champaign  
H. A. SCHMITT.....Assistant Superintendent.....Decatur  
P. S. GHOLSON.....Train Master.....Champaign  
E. E. JONES.....Train Master.....Kankakee  
J. W. HARRELL.....Train Master.....Clinton  
G. G. HESTER.....Train Master.....Mattoon  
E. H. FORBES.....Trans. Coordinator.....Palestine  
C. S. SELSOE.....Traveling Engineer.....Markham  
C. C. CANNON.....Traveling Engineer.....Champaign  
D. A. GUIDRY.....Traveling Engineer.....Clinton  
C. R. FERGUSON.....Assistant Train Master.....Gibson City  
W. F. HAYDEN.....Assistant Train Master.....Kankakee  
N. W. TUTWILLER.....Assistant Train Master.....Decatur  
J. W. JEREW.....Chief Train Dispatcher.....Champaign  
O. D. CAMPBELL.....Asst. C. Train Dispatcher.....Champaign  
W. E. BAUCKMAN.....Train Dispatcher.....Champaign  
G. O. CROSS.....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  
E. F. HARFORD.....Train Dispatcher.....Champaign  
K. F. IDLEMAN.....Train Dispatcher.....Champaign  
F. V. HAYLIN.....Train Dispatcher.....Champaign  
F. J. BELSCAMPER.....Train Dispatcher.....Champaign  
J. N. KOLF.....Train Dispatcher.....Champaign  
T. L. GREEN.....Train Dispatcher.....Champaign  
P. C. MITCHELL.....Train Dispatcher.....Champaign

### SPEED TABLE

This is not for authorized speed but for information only.

| Seconds<br>per<br>Mile | Miles<br>per<br>Hour | Seconds<br>per<br>Mile | Miles<br>per<br>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                   |







DE-6 5741

| CHICAGO DISTRICT—Northward   |                         |  |                  |                       |                 |   |                      |               |                      |                                    |                            | 3 |
|--|-------------------------|--|------------------|-----------------------|-----------------|---|----------------------|---------------|----------------------|------------------------------------|----------------------------|---|
| Sliding Standing Room,<br>Cars with Engine   | Miles from<br>Champaign | TIME TABLE<br>NO. 6<br>Taking Effect<br>April 26, 1964<br>STATIONS | FIRST CLASS      |                       |                 |   |                      |               |                      |                                    |                            |   |
|  |                         |  | 4                | 6                     | 10              | 34  | 52                   | 8             | 22                   | 38                                 | 2                          |   |
|  |                         |  | The<br>Louisiane | The Panama<br>Limited | The<br>Seminole | C C C St. L 303<br>James Whit-<br>comb Riley  | The City of<br>Miami | The<br>Creole | The Green<br>Diamond | C C C St. L 305<br>The<br>Sycamore | The City of<br>New Orleans |   |
| ...  | 127.8                   | O.....CHICAGO.....   | A 7 00AM         | A 9 00AM              | A 10 45AM       | A 1 45PM  | A 5 50PM             | A 7 00PM      | A 8 15PM             | A 10 05PM                          | A 11 40PM                  |   |
| ...  |                         | CHICAGO TERMINAL DISTRICT  |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 98.5   |                         | 29.3<br>..... RICHTON.....   | A 6 20AM         | A 8 23AM              | A 10 00AM       | A 1 10PM  | A 5 10PM             | A 6 25PM      | A 7 39PM             | A 9 30PM                           | A 11 02PM                  |   |
| 93.6   | O.....                  | 4.9<br>..... MONEE.....  |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 87.3   |                         | 6.3<br>..... PEOTONE.....  |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 81.1   | O.....                  | 6.2<br>..... MANTENO.....  |                  |                       |                 |   |                      | h 6 04        |                      |                                    |                            |   |
| 77.0   |                         | 4.1<br>..... INDIAN OAKS.....                                      |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 73.6   |                         | 3.4<br>..... BRADLEY.....  |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 72.5   | O.....                  | 1.1<br>..... KANKAKEE JOT.....                                     |                  |                       |                 | L 12 33PM   |                      |               |                      | L 9 02PM                           |                            |   |
| 71.9   |                         | 6<br>..... KANKAKEE.....   | s 5 55           | b 7 55                | s 9 35          |   | j 4 40               | s 5 55        | s 7 15               |                                    | s 10 35                    |   |
| 67.5   |                         | 4.4<br>..... OTTO.....   |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 63.5   |                         | 4.0<br>..... CHEBANSE.....   |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 58.7   |                         | 4.8<br>..... OLIFTON.....  |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 54.7   |                         | 4.0<br>..... ASHKUM.....   |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 50.4   |                         | 4.3<br>..... DANFORTH.....   |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 186  | 46.7                    | 3.7<br>O..... GILMAN.....  | s 5 25           | 7 33                  | e 9 05          |   | 4 18                 | s 5 15        | Ls 6 45PM            |                                    | 10 13                      |   |
| 43.1   | D.....                  | 3.6<br>..... ONARGA.....   | 5 20             | 7 30                  | 9 02            |   | 4 15                 | 5 02          |                      |                                    | 10 10                      |   |
| 40.2   |                         | 2.9<br>..... DEL REY.....  |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 86   | 34.7                    | 5.5<br>D..... BUCKLEY.....   | 5 11             |                       | 8 55            |   |                      | 4 55          |                      |                                    |                            |   |
| 29.1   |                         | 5.6<br>..... LODA.....   |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 101  | 25.0                    | 4.1<br>O..... PAXTON.....  | e 5 01           | 7 16                  | 8 47            |   | 4 01                 | s 4 45        |                      |                                    | 9 56                       |   |
| 19.5   | D.....                  | 5.5<br>..... LUDLOW.....   | 4 54             |                       | 8 42            |   |                      | 4 38          |                      |                                    |                            |   |
| 90   | 14.0                    | 5.5<br>O..... RANTOUL.....   | s 4 48           | 7 07                  | s 8 36          |   | 3 52                 | s 4 32        |                      |                                    | 9 47                       |   |
| 9.1  | D.....                  | 4.9<br>..... THOMASBORO.....                                       |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 5.2  |                         | 3.9<br>..... LEVERETT.....   |                  |                       |                 |   |                      |               |                      |                                    |                            |   |
| 3.7  |                         | 1.5<br>..... LEVERETT JOT.....                                     | 4 34             | 6 59                  | 8 24            |   | 3 44                 | 4 19          |                      |                                    | 9 39                       |   |
|  | O.....                  | 3.7<br>..... CHAMPAIGN.....  | L 4 30AM         | L 6 55AM              | L 8 20AM        |   | L 3 40PM             | L 4 15PM      |                      |                                    | L 9 35PM                   |   |
|  |                         |  | Daily            | Daily                 | Daily           | Daily   | Daily                | Daily         | Daily                | Daily                              | Daily                      |   |
| b—Stop to discharge revenue passengers from Memphis and sched-<br>uled stops beyond. |                         |  |                  |                       |                 | j—Stop to discharge revenue passengers from Jackson, Tenn. and<br>scheduled stops beyond. |                      |               |                      |                                    |                            |   |
| e—Stops on flag to receive revenue passengers for Chicago.                           |                         |  |                  |                       |                 | h—Stop on Sunday and Holidays only.   |                      |               |                      |                                    |                            |   |



|                                |               |               |                   |  |            |  |                    |                   |               |               |               |
|--------------------------------|---------------|---------------|-------------------|--|------------|--|--------------------|-------------------|---------------|---------------|---------------|
| 4                              |               |               |                   |  |            |  |                    |                   |               |               |               |
| CHICAGO DISTRICT—(Gilman Line) |               |               |                   |  |            |  |                    |                   |               |               |               |
| Southward                      |               |               |                   |  |            | Northward  |                    |                   |               |               |               |
| SECOND CLASS                   |               |               | FIRST CLASS       | Siding Standing Room, Cars with Engine | Mile Posts | TIME TABLE NO. 6<br>Taking Effect April 26, 1964<br>STATIONS | Miles from Clinton | FIRST CLASS       | SECOND CLASS  |               |               |
| 67                             | 63            | 65            | 21                |  |            |  |                    | 22                | 64            | 66            | 62            |
| Dispatch CS 7                  | Dispatch CS 3 | Dispatch CS 5 | The Green Diamond |  |            |  |                    | The Green Diamond | Dispatch SC 4 | Dispatch SC 6 | Dispatch SC 2 |
| L 7 00PM                       |               |               | L 8 00AM          |  |            | O.....CHICAGO.....   | 148.5              | A 8 15PM          |               |               | A 1 20AM      |
| L 8 10                         | L 9 00AM      | L 10 00PM     |                   | 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                                   |            | O.....GILMAN.....  | 67.4               | As 6 45PM         | A 8 10AM      | A 3 59PM      | A 10 02PM     |
| 9 40                           | 11 20         | 12 18         |                   | 86.4                                   |            | .....RIDGEVILLE.....   | 62.1               | 6 40              | 8 01          | 3 44          | 9 55          |
| 9 50 62                        | 11 25         | 12 23         | 9 25              | 90.1                                   |            | .....THAWVILLE.....  | 58.4               | 6 37              | 7 56          | 3 40          | 9 50 67       |
| 9 57                           | 11 32         | 12 31         | 9 30              | 95.6                                   |            | D.....ROBERTS.....   | 52.9               | 6 32              | 7 49          | 3 34          | 9 44          |
| 10 03                          | 11 38         | 12 37         | 9 34              | 100.2                                  |            | D.....MELVIN.....  | 48.3               | 6 28              | 7 43          | 3 28          | 9 39          |
|                                |               |               |                   |  |            |  |                    |                   |               |               |               |
| 10 10                          |               | 12 45         | 9 39              | 106.0                                  |            | .....GUTHRIE.....  | 42.5               | 6 23              | 7 36          | 3 20          | 9 32          |
| 10 17                          | 11 50         | 12 53         | s 9 44            | 170                                    |            | O.....GIBSON CITY.....                                       | 38.5               | s 6 19            | 7 28          | 3 10          | 9 22          |
| 10 24                          | 11 57         | 1 03          | 9 50              | 115.7                                  |            | .....HARPSTER.....   | 32.8               | 6 13              | 7 20          | 3 00          | 9 14          |
| 10 40                          | 12 01PM       | 1 08          | 9 53              | 121                                    |            | .....MC NULTA.....   | 29.3               | 6 10              | 7 15          | 2 54          | 9 09          |
| 10 50                          | 12 04         | 1 13          |                   | 121.8                                  |            | D.....BELLFLOWER.....  | 26.7               | 6 08              | 7 07          | 2 50          | 9 05          |
|                                |               |               |                   |  |            |  |                    |                   |               |               |               |
|                                |               |               |                   | 123.2                                  |            | .....LAURETTE.....   | 25.3               |                   |               |               |               |
|                                |               |               |                   | 125.7                                  |            | .....KUMLER.....   | 22.8               |                   |               |               |               |
| 10 59                          | 12 10         | 1 23          | 10 00             | 127.4                                  |            | .....WEEDMAN.....  | 21.1               | 6 03              | 6 57          | 2 40          | 8 57          |
| 11 05                          | 12 14         | 1 28          | s 10 03           | 130.6                                  |            | O.....FARMER CITY.....                                       | 17.9               | s 6 00            | 6 52          | 2 34          | 8 53          |
| 11 12                          | 12 19         | 1 34          | 10 07             | 135.0                                  |            | .....PARNELL.....  | 13.5               | 5 56              | 6 45          | 2 26          | 8 47          |
|                                |               |               |                   |  |            |  |                    |                   |               |               |               |
|                                |               |               |                   | 136.6                                  |            | .....FULLERTON.....  | 11.9               |                   |               |               |               |
| 11 19                          | 12 23         | 1 42          | 10 11             | 139.2                                  |            | .....DE WITT.....  | 9.3                | 5 52              | 6 38          | 2 18          | 8 41          |
| 11 27                          | 12 28         | 1 50          |                   | 143.7                                  |            | .....BIRKBECK.....   | 4.8                |                   | 6 31          | 2 10          | 8 35          |
| A 11 45PM                      | A 12 40PM     | A 2 15AM      | 10 17             | 146.6                                  |            | .....EAST JCT.....   | 1.9                | 5 46              | L 6 25AM      | L 2 00PM      | L 8 30PM      |
|                                |               |               | A 10 24AM         | 148.5                                  |            | O.....CLINTON.....   |                    | L 5 44PM          |               |               |               |
|                                |               |               |                   |  |            |  |                    |                   |               |               |               |
|                                |               |               |                   |  |            |  |                    | Daily             | Daily         | Daily         | Daily         |



| SPRINGFIELD DISTRICT |                |                |                   |                                       |            |  |                      |                   |                |                |                | 5 |
|----------------------|----------------|----------------|-------------------|---------------------------------------|------------|--|----------------------|-------------------|----------------|----------------|----------------|---|
| Southward            |                |                |                   |                                       |            | Northward  |                      |                   |                |                |                |   |
| SECOND CLASS         |                |                | FIRST CLASS       | Siding Standing Room Cars with Engine | Mile Posts | TIME TABLE NO. 6<br>Taking Effect April 26, 1964<br>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<br>.....WEST JUNCTION.....                               | 143.4                |                   |                |                |                |   |
| 12 15AM              | 2 30           | 2 55           | 10 38 66          | 185                                   | 156.7      | 7.1<br>.....KENNEY.....                                      | 136.3                | 5 19              | 4 25           | 10 38 21       | 6 47           |   |
|                      |                |                |                   |                                       | 162.7      | 6.0<br>D.....CHESTNUT.....                                   | 130.3                |                   |                |                |                |   |
| 12 30                | 2 45           | 3 10           | s 10 48           | 179                                   | 169.0      | 6.3<br>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<br>.....LAKE FORK.....                                   | 119.8                | 5 05              | 4 05           | 9 53           | 6 23           |   |
|                      |                |                |                   |                                       | 179.8      | 6.6<br>D.....BUFFALO HART.....                               | 113.2                |                   |                |                |                |   |
| 12 55                | 3 10           | 3 35           | 11 05             |                                       | 188.1      | 8.3<br>.....BISSELL.....                                     | 104.9                | 4 52              | 3 40           | 9 30           | 6 05           |   |
|                      |                |                | 11 07             |                                       | 190.3      | 2.2<br>C.....STARNES.....                                    | 102.7                | 4 50              |                |                |                |   |
| 1 30                 | 3 20           | 3 40           | A 11 09AM         | 71                                    | 191.9      | 1.6<br>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<br>C.....AVENUE.....                                     | 101.1                | A 4 31PM          | 3 30           | A 9 05AM       | 5 55           |   |
|                      |                |                |                   | 181                                   | 198.5      | 6.6<br>.....TORONTO.....                                     | 94.5                 |                   |                |                |                |   |
|                      |                |                |                   |                                       | 207.8      | 8.8<br>C.....OLMICO.....                                     | 85.7                 |                   |                |                |                |   |
| 1 50                 | 3 45           | 4 05           | 11 42             | 180                                   | 208.9      | 1.6<br>D.....DIVERNON.....                                   | 84.1                 | 4 16              | 3 05           | 8 40           | 5 30           |   |
|                      |                |                |                   |                                       | 217.5      | 8.6<br>D.....FARMERSVILLE.....                               | 75.5                 |                   |                |                |                |   |
| 2 10                 | 4 06 22        | 4 25           | 11 54             | 180                                   | 221.9      | 4.4<br>.....WAGGONER.....                                    | 71.1                 | 4 06 63           | 2 50           | 8 20           | 5 15           |   |
|                      |                |                |                   |                                       | 233.3      | 11.4<br>.....NORTH LITCHFIELD.....                           | 59.7                 |                   |                |                |                |   |
| 2 30 64              | 4 25           | 4 45           | s 12 08PM         | 70                                    | 235.9      | 2.6<br>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<br>.....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<br>C.....ALHAMBRA.....                                  | 36.3                 | 3 34              | 2 00           | 7 00           | 4 25           |   |
| 3 10                 | 5 10           | 5 55           | 12 38             |                                       | 264.0      | 7.3<br>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<br>.....MONT.....  | 20.4                 | 3 20              | 1 40           | 6 35           | 4 05           |   |
| 3 25                 | 5 35           | 6 30 66        |                   | 68                                    | 276.0      | 3.4<br>.....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<br>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<br>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<br>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—Northward

| Siding/Stopping Room,<br>Cars with Engine | Miles from<br>Centralia | TIME TABLE<br>NO. 6<br>Taking Effect<br>April 26, 1964<br>STATIONS | FIRST CLASS      |                       |                 |   |               |                         |                            |  |
|---|-------------------------|--|------------------|-----------------------|-----------------|---|---------------|-------------------------|----------------------------|--|
|   |                         |  | 4                | 6                     | 10              |   | 8             | 52                      | 2                          |  |
|   |                         |  | The<br>Louisiane | The Panama<br>Limited | The<br>Seminole |   | The<br>Creole | The<br>City of<br>Miami | The City of<br>New Orleans |  |
| 124.6                                     | O                       | CHAMPAIGN<br>4.4   | A 4 10AM         | A 6 48AM              | A 8 12AM        |   | A 3 45PM      | A 3 35PM                | A 9 30PM                   |  |
| 120.2                                     | D                       | SAVOY<br>4.9   | 4 00             | 6 38                  | 8 03            |   | 3 36          |                         | 9 21                       |  |
| 115.3                                     | O                       | TOLONO<br>4.8  | 3 56             | 6 35                  | 7 59            | s | 3 31          | 3 14                    | 9 17                       |  |
| 108.5                                     | D                       | PESOTUM<br>3.7   | 3 52             | 6 31                  | 7 55            |   | 3 24          |                         | 9 12                       |  |
| 106.8                                     |                         | HAYES<br>4.2   |                  |                       |                 |   |               |                         |                            |  |
| 102.6                                     | O                       | TUSCOLA  | h 3 46           | 6 25                  | e 7 48          | s | 3 17          | 3 04                    | 9 06                       |  |
| 98.3                                      |                         | GALTON<br>3.8  |                  |                       |                 | s | 3 05          | 2 58                    | 9 01                       |  |
| 94.5                                      | D                       | ARCOLA<br>5.7  | e 3 38           | 6 19                  | 7 42            | s | 3 05          | 2 58                    | 9 01                       |  |
| 88.8                                      | D                       | HUMBOLDT<br>3.9  |                  |                       |                 |   | 2 57          |                         |                            |  |
| 84.9                                      |                         | DORANS<br>4.9  |                  |                       |                 | s | 2 50          | w 2 45                  | s 8 50                     |  |
| 128.0                                     | C                       | MATTOON  | s 3 24           | s 6 06                | s 7 30          | s | 2 50          | w 2 45                  | s 8 50                     |  |
| 73.1                                      |                         | AETNA<br>5.0   |                  |                       |                 |   |               |                         |                            |  |
| 128.6                                     | D                       | NEOGA<br>6.9   | 3 06             | 5 54                  | 7 15            |   | 2 31          | 2 29                    | 8 36                       |  |
| 61.2                                      |                         | SIGEL<br>8.0   | 3 00             |                       |                 |   | 2 25          |                         | 8 30                       |  |
| 230.5                                     | O                       | EFFINGHAM  | s 2 53           | b 5 41                | s 7 02          | s | 2 18 52       | w 2 18 s                | s 8 23                     |  |
| 46.7                                      |                         | WATSON<br>5.8  | 2 36             | 5 34                  | 6 53            |   | 2 02          |                         | 8 11                       |  |
| 40.9                                      |                         | MASON<br>3.1   |                  |                       |                 |   | 1 57          |                         |                            |  |
| 37.8                                      | O                       | EDGEWOOD   | 2 29             | 5 28                  | 6 45            |   | 1 54          | 2 01                    | 8 05                       |  |
| 33.9                                      |                         | LACLEDE<br>4.6   |                  |                       |                 |   | 1 47          |                         |                            |  |
| 29.3                                      | D                       | FARINA<br>5.8  |                  |                       |                 |   | 1 42          | 1 52                    | 7 56                       |  |
| 23.5                                      | D                       | KINMUNDY<br>4.7  | 2 17             | 5 18                  | 6 33            |   | 1 42          | 1 52                    | 7 56                       |  |
| 18.8                                      |                         | ALMA<br>5.4  |                  |                       |                 |   |               |                         |                            |  |
| 13.4                                      |                         | TONTI<br>5.2   |                  |                       |                 |   | 1 30          |                         |                            |  |
| 8.2                                       |                         | ODIN<br>5.8  |                  |                       |                 |   | 1 25PM        | L 1 35PM                | L 7 39PM                   |  |
| 2.4                                       |                         | BRANCH JOT   | L 2 00AM         | L 5 00AM              | L 6 15AM        |   | L 1 25PM      | L 1 35PM                | L 7 39PM                   |  |
|   |                         |  | Daily            | Daily                 | Daily           |   | Daily         | Daily                   | Daily                      |  |
|   | C                       | CENTRALIA<br>2.4   | L 1 55AM         | L 4 55AM              | L 6 10AM        |   | L 1 20PM      | L 1 30PM                | L 7 35PM                   |  |
| 19.3                                      | D                       | GREENDALE<br>22.3  |                  |                       |                 |   |               |                         |                            |  |
| 41.6                                      | O                       | BLUFORD  |                  |                       |                 |   |               |                         |                            |  |

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

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

No. 4 will stop at Arcola on Saturday to receive U. S. Mail.

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



Southward—BLOOMINGTON DISTRICT—Northward

| SECOND CLASS |  |                        |                     | Mile Posts | TIME TABLE<br>NO. 6<br>Taking Effect<br>April 26, 1964<br>STATIONS | Miles from<br>Bloomington | SECOND CLASS         |                   |  |  |
|--------------|--|------------------------|---------------------|------------|--|---------------------------|----------------------|-------------------|--|--|
|              |  | 491                    | 391                 |            |  |                           | 392                  | 492               |  |  |
|              |  | Local<br>Freight       | Local<br>Freight    |            |  |                           | Local<br>Freight     | Local<br>Freight  |  |  |
|              |  | L 7 00AM               | L 7 00AM            | 55.9       | CHICAGO<br>55.9<br>KANKAKEE  | 141.3<br>85.4             | A 10 00AM            | A 10 00AM         |  |  |
|              |  | Sun., Tues.,<br>Thurs. | Mon., Wed.,<br>Fri. |            | See Chicago Dist.  |                           |                      |                   |  |  |
|              |  | L 7 30AM               | L 7 30AM            | 60.3       | 4.4<br>OTTO  | 81.0                      | A 9 45AM             | A 9 45AM          |  |  |
|              |  | 7 45                   | 7 45                | 65.7       | 5.4<br>IRWIN   | 75.6                      | 9 30                 | 9 30              |  |  |
|              |  | 7 48                   | 7 48                | 66.5       | 0.8<br>LEHIGH JCT.   | 74.8                      | 9 27                 | 9 27              |  |  |
|              |  | 7 53                   | 7 53                | 68.5       | 2.0<br>DIOKEYS   | 72.8                      | 9 22                 | 9 22              |  |  |
|              |  | 8 00                   | 8 00                | 71.6       | 3.1<br>HERSOHER  | 69.7                      | 9 15                 | 9 15              |  |  |
|              |  | 8 10                   | 8 10                | 75.7       | 4.1<br>BUCKINGHAM  | 65.6                      | 9 05                 | 9 05              |  |  |
|              |  | 8 20                   | 8 20                | 79.7       | 4.0<br>CABERY  | 61.6                      | 8 55                 | 8 55              |  |  |
|              |  | 8 30                   | 8 30                | 84.2       | 4.5<br>KEMPTON   | 57.1                      | 8 45                 | 8 45              |  |  |
|              |  | A 8 35AM               | 8 35                | 85.5       | 1.3<br>SAXONY  | 55.8                      | 8 40                 | L 8 40AM          |  |  |
|              |  |                        | 8 45                | 88.4       | 2.9<br>CULLOM  | 52.9                      | 8 30                 |                   |  |  |
|              |  |                        | 8 55                | 92.8       | 4.4<br>CHARLOTTE   | 48.5                      | 8 20                 |                   |  |  |
|              |  |                        | 9 05                | 97.3       | 4.5<br>CHATSWORTH  | 44.0                      | 8 10                 |                   |  |  |
|              |  |                        | 9 15                | 101.8      | 4.5<br>CEREAL  | 39.5                      | 7 55                 |                   |  |  |
|              |  |                        | 9 25                | 105.6      | 3.5<br>RISK  | 35.7                      | 7 40                 |                   |  |  |
|              |  |                        | 9 40                | 111.5      | 5.9<br>OBOPSEY   | 29.8                      | 7 25                 |                   |  |  |
|              |  |                        | 9 50                | 115.5      | 4.0<br>ANCHOR  | 25.8                      | 7 10                 |                   |  |  |
|              |  |                        | 10 00               | 119.8      | 4.3<br>COLFAX  | 21.5                      | 7 00                 |                   |  |  |
|              |  |                        | 10 15               | 125.4      | 5.6<br>COOKSVILLE  | 15.9                      | 6 45                 |                   |  |  |
|              |  |                        | 10 25               | 128.9      | 3.5<br>FLETCHER  | 12.4                      | 6 35                 |                   |  |  |
|              |  |                        | 10 30               | 131.3      | 2.4<br>MERNA   | 10.0                      | 6 30                 |                   |  |  |
|              |  |                        | 10 40               | 135.8      | 4.0<br>BARNES  | 6.0                       | 6 20                 |                   |  |  |
|              |  | A 10 50AM              |                     | 139.8      | 4.5<br>NORMAL JCT.   | 1.5                       | L 6 05AM             |                   |  |  |
|              |  |                        |                     |            | 1.5  |                           |                      |                   |  |  |
|              |  |                        |                     |            | See Amboy Dist.  |                           | Tues. Thurs.<br>Sat. | Mon. Wed.<br>Fri. |  |  |
|              |  | A 11 00AM              |                     | 141.3      | D.....BLOOMINGTON.....   |                           | L 6 00AM             |                   |  |  |



Southward—PONTIAC DISTRICT—Northward

| SECOND CLASS<br>491    | Mile Posts | TIME TABLE<br>NO. 6<br>Taking Effect<br>April 26, 1964<br>STATIONS | Miles from<br>Minonk | SECOND CLASS<br>492 |
|------------------------|------------|--|----------------------|---------------------|
| Local Freight          |            |  |                      | Local Freight       |
| L 7 00AM               | 55.9       | KANKAKEE   | 73.0                 | A 10 00AM           |
| Sun., Tues.,<br>Thurs. |            | See Bloomington Dist.  |                      |                     |
| L 8 35AM               | 85.5       | 29.6<br>SAXONY   | 43.4                 | A 8 40AM            |
| 8 50                   | 91.2       | 5.7<br>GRISWOLD  | 37.7                 | 8 25                |
| 8 55                   | 93.6       | 2.4<br>SOOVEL  | 35.3                 | 8 20                |
| 9 00                   | 96.3       | 2.7<br>EYLAR   | 32.6                 | 8 10                |
| 9 05                   | 98.3       | 2.0<br>RUGBY   | 30.6                 | 8 05                |
| 9 10                   | 100.4      | 2.1<br>SWYGERT   | 28.5                 | 8 00                |
| 9 25                   | 106.0      | 5.6<br>PONTIAC   | 22.9                 | 7 45                |
| 9 35                   | 109.9      | 3.9<br>ROOK'S CREEK  | 19.0                 | 7 35                |
| 9 45                   | 114.0      | 4.1<br>GRAYMONT  | 14.9                 | 7 25                |
| 9 55                   | 118.3      | 4.3<br>FLANAGAN  | 10.6                 | 7 15                |
| 10 05                  | 123.5      | 5.2<br>SPIRES  | 5.4                  | 7 00                |
| A 10 15AM              | 127.3      | 3.8<br>MINONK JCT.   | 1.6                  | L 6 50AM            |
|                        |            | 1.6  |                      |                     |
|                        |            | See Amboy Dist.  |                      | Mon., Wed.,<br>Fri. |
| A 10 30AM              | 128.9      | D. MINONK  |                      | L 6 45AM            |

Northward—RANTOUL DISTRICT—Southward

| Mile Posts | TIME TABLE<br>NO. 6<br>Taking Effect<br>April 26, 1964<br>STATIONS |
|------------|--|
|            |  |
|            | D. LE ROY  |
| 6.3        | 6.3<br>SABINA  |
| 9.3        | 3.0<br>GLENAVON  |
| 12.4       | 3.1<br>LAURETTE  |
| 17.3       | 4.9<br>LOTUS   |
| 19.0       | 1.7<br>DICKERSON   |
| 22.9       | 3.9<br>FISHER  |
| 26.8       | 3.4<br>DEWEY   |
| 29.1       | 2.8<br>TOMLINSON   |
| 30.0       | 0.9<br>PROSPECT  |
| 33.4       | 3.4<br>RANTOUL   |
|            |  |
| 37.3       | 3.9<br>DILLSBURG   |
| 40.4       | 3.1<br>GIFFORD   |
| 44.3       | 3.9<br>PENFIELD  |
| 48.0       | 3.7<br>ARMSTRONG   |
| 52.1       | 4.1<br>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.

3. 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 | { Telegraph office                           |               |
| Hump Yard:   | { Engine house                               |               |

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,                     | Gilman                   |
| For east yard — o                      | For southward main — —   |
| For west yard — — —                    | For Gilman line main — o |
| East yard to No. 3 track o o o         | For northward main o —   |
| East yard to N.Y.C. wye o o o o        | For east sidings o — o   |
| For No. 1 main track o —               | For west lead — — —      |
| For No. 3 main track o o o —           | 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 |

|                         |       |
|-------------------------|-------|
| Alhambra:               |       |
| For N.Y.C. & St. L. wye | o o o |

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 Richton 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. Lehigh Jct. is a register station for southward 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 way-bills.

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 Richton without a clearance, but first class trains and passenger extras originating at Central Station must obtain clearance at "X" office Chicago.

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.

Southward C.&I.M. trains must secure clearance before leaving Avenue Tower, Springfield.

Northward trains originating at Cimic must secure clearance before departing.

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 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                         | Bluford     |
| Champaign                        | Gibson City |
| Otto (Bloomington District only) | Clinton     |
| Gilman                           | Avenue      |
| Mattoon                          |             |
| Rantoul                          | Effingham   |

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.

**D-97.** Unless otherwise designated freight trains will run as extra trains between Richton 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)



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   | Miles per Hour   |  |  |   |   |  |
|---|--|--|--|---|---|--|
|   | Passenger<br>trains,<br>roller<br>bearing<br>trucks:<br>Passenger<br>Engines | Passenger<br>and<br>Express<br>trains,<br>friction<br>bearing<br>trucks:<br>Passenger<br>Engines | Passenger<br>and<br>Express<br>trains:<br>GP type<br>Engines | Freight<br>trains:<br>Passenger<br>or GP<br>type<br>Engines | All trains:<br>Switcher or<br>transfer<br>Engines | Trains<br>handling<br>wrecking<br>derricks or<br>locomotive<br>cranes. |
| Between Richton 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   |
| <b>Diverging routes through crossovers, junctions and siding switches:</b>  |  |  |  |   |   |  |
| 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   |
| Monee—Crossovers between main tracks and turnout to No. 3 track.  | No. 20<br>Cross<br>overs<br>and<br>turnouts                                  | 40   | 40   | 40  | 40  | 30   |
| 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. 18<br>Cross<br>overs<br>and<br>turnouts                                  | 30   | 30   | 30  | 30  | 30   |
| Manteno—Crossovers between tracks 1 and 2, and turnout No. 3 to No. 2 track.  |  |  |  |   |   |  |
| 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.  | No. 15<br>Cross<br>overs<br>and<br>turnouts                                  | 25   | 25   | 25  | 25  | 25   |
| Gilman—Crossover south of T P & W RR crossing No. 2 to No. 1 track.   |  |  |  |   |   |  |
| Edgewood—Crossovers and main track turnouts to Edgewood Line.   |  |  |  |   |   |  |
| Otto—South end siding.  |  |  |  |   |   |  |
| Ashkum—North end west siding.   | No. 15<br>Cross<br>overs<br>and<br>turnouts                                  | 15   | 15   | 15  | 15  | 15   |
| 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.                      | No. 15<br>Cross<br>overs<br>and<br>turnouts                                  | 15   | 15   | 15  | 15  | 15   |
| Edgewood—Turnout South end Southward main track Mango.  |  |  |  |   |   |  |
| Gibson City—South siding switch.  |  |  |  |   |   |  |
| Farmer City—Siding Switches.  |  |  |  |   |   |  |
| Avenue—End of double track.   | No. 15<br>Cross<br>overs<br>and<br>turnouts                                  | 15   | 15   | 15  | 15  | 15   |
| Toronto—North and South Siding Switches.  |  |  |  |   |   |  |
| Divernon—North Siding Switch.   |  |  |  |   |   |  |
| Glen Carbon—South Siding Switch.  |  |  |  |   |   |  |
| Through crossovers and turnouts other locations-----  | 15   | 15   | 15   | 15  | 15  | 15   |

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**SPECIAL INSTRUCTIONS** (Continued on Page 14)

| Territory or Location  | Passenger<br>trains,<br>roller<br>bearing<br>trucks;<br>Passenger<br>Engines | Passenger<br>and<br>Express<br>trains,<br>friction<br>bearing<br>trucks;<br>Passenger<br>Engines | Passenger<br>and<br>Express<br>trains;<br>GP type<br>Engines | Freight<br>trains:<br>Passenger<br>or GP<br>type<br>Engines | All trains:<br>Switcher or<br>transfer<br>Engines | Trains<br>handling<br>wrecking<br>derricks or<br>locomotive<br>cranes. |
|--|--|--|--|---|---|--|
| <b>101-(b). Lower Speeds</b>   |  |  |  |   |   |  |
| <b>Chicago District:</b>   |  |  |  |   |   |  |
| Kankakee Junction, around C C C & St. L. wye-----  | 15   | 15   | 15   | 15  | 15  | 15   |
| Kankakee, between river bridge and K & S crossing, tracks<br>Nos. 1, 2, 3-----   | 25   | 25   | 25   | 25  | 25  | 25   |
| Gilman, through crossover to and from Gilman line, around<br>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<br>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<br>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   |
| <b>Champaign District:</b>   |  |  |  |   |   |  |
| Champaign, lead between "A" yard and northward main<br>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,<br>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<br>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<br>engine or leading car has passed over crossing-----   | 20   | 20   | 20   | 20  | 20  | 20   |
| Effingham { Southward main track mile 198 to 199.5-----  | 60   | 60   | 60   | --  | --  | --   |
| { Northward main track mile 202 to 199.5-----  | 60   | 60   | 60   | --  | --  | --   |
| Branch Junction-----   | 40   | 40   | 40   | 40  | 40  | --   |
| <b>Springfield District:</b>   |  |  |  |   |   |  |
| 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   |
| <p>Trains designated will not exceed speeds indicated at following stations to dispatch U. S. Mail:</p> <p>Buckley—Train No. 4-----60 M.P.H.</p> <p>Tolono—Train No. 1-----75 M.P.H.</p> <p>Neoga—Train No. 25, Sunday only-----40 M.P.H.</p>  |  |  |  |   |   |  |
| <p>Between Otto and Manteno (track 2); between Manteno and Monee; between Gilman and Otto; between Gilman and Glen and between Edgewood and Bluford speed of trains handled by single unit diesel engines is restricted as follows:</p> <p>Single unit diesel light or with one car (may be coach or caboose)-----25 M.P.H.</p> <p>Single unit diesel with two cars (one of which may be coach or caboose)-----45 M.P.H.</p> <p>Maximum permissible 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 83 miles per hour.</p> <p>Maximum permissible speed for trains handling short wheel base ore cars, loaded or empty, ditchers, spreaders, and air dump cars must not exceed 25 miles per hour.</p> <p>Maximum permissible speed for trains handling diesel truck transfer cars is 45 miles per hour.</p> <p>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.</p> |  |  |  |   |   |  |
| <p>Farina—Train No. 25-----40 M.P.H.</p> <p>Tuscola—Train No. 1-----75 M.P.H.</p> <p>Tolono—Train No. 2-----30 M.P.H.</p> <p>When 50% of cars in train are loaded tank cars or loaded coal cars, speed of train must not exceed forty miles per hour.</p>  |  |  |  |   |   |  |

(Continued on Page 14)



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

| Territory or Location  | Passenger<br>trains,<br>roller<br>bearing<br>trucks:<br>Passenger<br>Engines | Passenger<br>and<br>Express<br>trains,<br>friction<br>bearing<br>trucks:<br>Passenger<br>Engines | Passenger<br>and<br>Express<br>trains:<br>GP type<br>Engines | Freight<br>trains:<br>Passenger<br>or GP<br>type<br>Engines | All trains:<br>Switcher or<br>transfer<br>Engines | Trains<br>handling<br>wrecking<br>derricks or<br>locomotive<br>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<br>Alhambra Tower -----                                     | 65   | 65   | 55   | 50  | 40  | 30  |
| Curves Mile 255.56, 255.68 reverse curves north of<br>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 }<br>Curve Mile 268.38 } Silver Creek curves north of Kuhns -                               | 65   | 65   | 55   | 40  | 40  | 30  |
| Curve Mile 268.72 }  |  |  |  |   |   |   |
| 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<br>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<br>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<br>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 derrails              | More than one Diesel Unit |



103. See rule 509a Page 17.

104. Normal position of switches:

Rantoul-----For Chicago District  
Mattoon-----For Champaign District  
Effingham-----For Champaign District  
Saxony-----For Bloomington 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           |
|-----------------------|--|-------------------------|
| Monee                 | Track 4 to house track                                     | Operator, Monee         |
| Peotone               | All main track switches except Standard Oil Company track. | Approach locked.        |
| Manteno               | Track 3 to State Hospital.                                 | Operator Manteno        |
| Manteno               | North Crossover No. 1 Track to Old West Sid-ing.           | Approach locked         |
| Indian Oaks           | Main track crossovers                                      | Operator, Manteno       |
| South of Indian Oaks, | storage track K.E.S. Co. and                               |                         |
|                       | Main track crossovers                                      | Approach locked         |
| Bradley               | Main track crossovers                                      | Operator, Kankakee Jct. |
| Kankakee              | Main track crossovers                                      | Operator, Kankakee Jct. |
| Kankakee              | Main track crossover extreme south end yard                |                         |
| North of Chebanse—    | No. 1 Track to Gas Spur—                                   |                         |
|                       | (Approach locked.)   |                         |
| Chebanse              | All main track   | Operator, Gilman        |
| Clifton               | All main track   |                         |
| Ashkum                | South end of west track                                    |                         |
| Danforth              | All main track   |                         |
| Gilman                | { Crossover Gilman line to TPW Wye and interchange track.  |                         |

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

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, engine house.  
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 Monee and Manteno.

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

Between Manteno and Otto:

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

Between Richton and Monee:

| No. | Location | Use                        |
|-----|----------|----------------------------|
| 1   | West     | southward passenger trains |
| 2   | Second   | northward passenger trains |
| 3   | Third    | southward freight trains   |
| 4   | East     | northward freight trains   |

221 (c). When train order signal displays stop indication at Monee and/or 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.

221 (e). On Bloomington, Pontiac and Rantoul Districts, a red flag, or a red light, will indicate there are orders to be delivered. When there are no orders, a green flag, or a green light, will be displayed.

251. Between Richton and Monee on tracks one, two, three, and four and between Manteno and Otto on tracks one and three, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

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

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261. Between Monee and Otto on track two and Monee and Manteno on track one, 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.

|  |   |   |
|--|---|---|
| <p>283. Monee<br/>Otto<br/>Gilman (First crossover North<br/>of Station No. 2 to<br/>No. 1 track)<br/>Glen—N.K.P. Crossing</p> | } | <p>When home signals display Medium-Clear indications, trains may move through interlocking limits at speed of 40-miles per hour.</p> |
|--|---|---|

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 Pilotron 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 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 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 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.

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. Stop signals, power operated and electrically locked hand throw switches are controlled by operator at Gilman. When train or engine is stopped by a stop signal member of crew must contact operator at Gilman. (See Rule 530.) Telephones for contacting operator 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. Main track switch leading from No. 2 main track at Ashkum to stock track and main track switch leading from No. 1 main track to Standard Oil Stub, Peotone, are not equipped with electric locks.

The Stock track, Ashkum and the Standard Oil Stub, Peotone, must not be used by trains or engines for the purpose of clearing another train. When trains use stock track or Standard Oil Stub to set out, pick up, or to do switching, part of train must be left on main track or switch left open.

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.           |
| Kennedy siding—both ends*†  | For main track.           |
| Mt. Pulaski Peoria Dist. siding—North switch.   | For main track.           |
| Springfield Dist.—North end*† siding  | For main track.           |
| 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.           |
| 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.

At East Junction and 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.

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.

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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 position, 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. K. P. R.R. Crossing   |
| North Litchfield     | Wabash 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              | 4 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 5 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, Joint Oilers, Weed Burners 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.



ADJUSTED TONNAGE RULES AND RATINGS

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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.

| Engines     | Factor      | 11                                  | 15                                  | 5                    | 12                   |
|-------------|-------------|-------------------------------------|-------------------------------------|----------------------|----------------------|
|             | Horse Power | Chicago to<br>Centralla-<br>Bluford | Bluford-<br>Centralla<br>to Chicago | Gilman to<br>Clinton | Clinton to<br>Gilman |
|             |             | 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                |

| Engines     | Factor      | 6   | 5                               | 7                                  | 8                       | 8                                  | 7                       |
|-------------|-------------|---|---------------------------------|------------------------------------|-------------------------|------------------------------------|-------------------------|
|             | Horse-power | East St.<br>Louis to<br>Clinton<br>Double<br>Mont<br>Grade,<br>Single train<br>Over Mont<br>Grade, 70%<br>of rating | Clinton to<br>East St.<br>Louis | Kankakee<br>to<br>Bloom-<br>ington | Kempton<br>to<br>Minonk | Bloom-<br>ington<br>to<br>Kankakee | Minonk<br>to<br>Kempton |
|             |             | 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                           | 22554                              | 20413                   | 20713                              | 21196                   |



