

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
R. E. JONES Train Master Kankakee
J. W. HARRELL Train Master Clinton
G. G. HESTER Train Master Mattoon
R. H. FORBES Trans. Coordinator Palestine
C. S. SELSOR Traveling Engineer Markham
C. C. CANNON Traveling Engineer Champaign
D. A. GUIDRY Traveling Engineer Clinton
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. RAUCKMAN Train Dispatcher Champaign
G. C. 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
R. F. HARFORD Train Dispatcher Champaign
K. F. IDLEMAN Train Dispatcher Champaign
F. V. HAVLIN Train Dispatcher Champaign
F. J. BELSCAMPER Train Dispatcher Champaign
J. N. KOLP Train Dispatcher Champaign
T. L. GREEN Train Dispatcher Champaign
P. C. MITCHELL Train Dispatcher Champaign

SPEED TABLE

This is not for authorized speed but for information only.

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

Twin City Printing Co., Champaign, Ill.

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

CHICAGO DISTRICT—Southward

Mile Posts Siding Standing Room, Cars with Engines	TIME TABLE NO. 6 Taking Effect April 26, 1964 STATIONS	FIRST CLASS								
		25	1	21	53	11	33	5	9	3
		The Southern Express	The City of New Orleans	The Green Diamond	The City of Miami	C C C St. L 302 Cincinnati Special	C C C St. L 304 James Whit- comb Riley	The Panama Limited	The Seminole	The Louisiane
.....	0.....CHICAGO.....	L 11 30PM	L 7 45AM	L 8 00AM	L 8 45AM	L 8 55AM	L 4 00PM	L 4 30PM	L 4 45PM	L 7 30PM
.....	.....	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.... 29.8	29.3.....RICHTON.....	L 12 05AM	L 8 20AM	L 8 32AM	L 9 20AM	L 9 30AM	L 4 33PM	L 5 05PM	L 5 23PM	L 8 08PM
.... 34.2	4.9 0.....MONEE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... 40.5	6.3.....PEOTONE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... 46.7	6.2 0.....MANTELLO.....	.....	.....	.....	.....	h 9 44	.....	.....	.....	.....
.... 50.8	4.1 3.4.....INDIAN OAKS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... 54.2	3.4 1.1.....BRADLEY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... 55.8	1.1 0.....KANKAKEE JCT.....	.....	.....	.....	A 9 53AM	A 4 58PM	.....	.....	.....	.....
.... 55.9	6 4.4 0.....KANKAKEE.....	s 12 45	s 8 40	s 8 53	j 9 42	.....	.....	s 5 26	s 5 44	s 8 32
119 60.3	4.0 0.....OTTO.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... 64.8	4.8 0.....CHEBANSE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... 69.1	4.0 0.....CILFTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
104 78.1	4.3 0.....ASHKUM.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... 77.4	4.3 3.7 0.....DANFORTH.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
224 81.1	3.7 0.....GILMAN.....	s 1 20	9 00	As 9 16AM	10 02	.....	.....	5 46	6 06	s 9 00
.... 84.7	3.6 2.9 0.....ONARGA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... 87.6	2.9 5.5 0.....DEL REY.....	.....	.....	.....	.....	.....	.....	.....	6 16	9 10
86 98.1	5.6 0.....BUCKLEY.....	1 30	.....	.....	.....	.....	.....	6 03	6 24	s 9 20
.... 98.7	5.6 0.....LODA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
128 102.8	4.1 0.....PAXTON.....	s 1 45	9 17	.....	10 19	.....	.....	.....	.....	.....
.... 108.3	5.5 5.5 0.....LUDLOW.....	1 51	.....	.....	.....	.....	.....	.....	6 29	9 25
90 113.8	4.9 0.....RANTOUL.....	s 2 10	s 9 30	.....	10 28	.....	.....	6 12	s 6 39	s 9 35
.... 118.7	3.9 0.....THOMASBORO.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... 122.6	3.9 1.5 0.....LEVERETT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... 124.1	1.5 3.7 0.....LEVERETT JCT.....	2 20	9 39	.....	10 37	.....	.....	6 20	6 49	9 45
.... 127.8	3.7 0.....CHAMPAIGN.....	A 2 40AM	A 9 50AM	.....	A 10 45AM	.....	.....	A 6 25PM	A 7 00PM	A 9 55PM

h—Stop on Sunday and Holidays only.

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

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

OE6 5741

CHICAGO DISTRICT—Northward

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Miles from Champaign	TIME TABLE NO. 6 Taking Effect April 26, 1964 STATIONS	FIRST CLASS									
		4	6	10	34	52	8	22	38	2	
		The Louisiane	The Panama Limited	The Seminole	C C C St. L 303 James Whit- comb Riley	The City of Miami	The Creole	The Green Diamond	C C C St. L 305 The Sycamore	The City of 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 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.....MONEE.....										
87.3	.....PEOTONE.....										
81.1	O.....MANTENO.....							h 6 04			
77.0	.....INDIAN OAKS.....										
73.6	.....BRADLEY.....										
72.5	O.....KANKAKEE JOT.....				L 12 33PM				L 9 02PM		
71.9	.....KANKAKEE.....	s 5 55	b 7 55	s 9 35		j 4 40	s 5 55	s 7 15		s 10 35	
67.5	.....OTTO.....										
63.5	4.0 OHEBANSE.....										
58.7	4.8 CLIFTON.....										
54.7	4.0 ASHKUM.....										
50.4	4.3 DANFORTH.....										
186	46.7 O.....GILMAN.....	s 5 25	7 33	e 9 05		4 18	s 5 15	Ls 6 45PM		10 13	
43.1	3.6 D.....ONARGA.....	5 20	7 30	9 02		4 15	5 02			10 10	
40.2	2.9 D.....DEL REY.....										
86	5.5 34.7 D.....BUCKLEY.....	5 11		8 55			4 55				
29.1	5.6 LODA.....										
101	4.1 25.0 O.....PAXTON.....	e 5 01	7 16	8 47		4 01	s 4 45			9 56	
19.5	5.5 D.....LUDLOW.....	4 54		8 42			4 38				
90	5.5 14.0 O.....RANTOUL.....	s 4 48	7 07	s 8 36		3 52	s 4 32			9 47	
9.1	4.9 D.....THOMASBORO.....										
5.2	3.9 5.2 D.....LEVERETT.....										
3.7	1.5 3.7 D.....LEVERETT JOT.....	4 34	6 59	8 24		3 44	4 19			9 39	
	O.....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 scheduled stops beyond.

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

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

h—Stop on Sunday and Holidays only.

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CHICAGO DISTRICT—(Gilman Line)

CHICAGO DISTRICT—(Gillman Line)									
Southward				Northward					
SECOND CLASS			FIRST CLASS	TIME TABLE NO. 6			SECOND CLASS		
67	63	65	21	Starting Standing Room Cars with Engine	Mile Posts	STATIONS	Miles from Clinton	22	64
Dispatch CS 7	Dispatch CS 3	Disptach CS 5	The Green Diamond					The Green Diamond	66
L 7 00PM			L 8 00AM			CHICAGO.....	148.5	A 8 15PM	
L 8 10	L 9 00AM	L 10 00PM			21.9	21.9 MARKHAM.....	126.6	A 10 30AM	A 8 00PM
Daily	Daily	Daily	Daily						
L 9 30PM	L 11 10AM	L 12 10AM	Ls 9 16AM		81.1	59.2 GILMAN.....	67.4	As 6 45PM	A 8 10AM
9 40	11 20	12 18			86.4	5.3 RIDGEVILLE.....	62.1	6 40	8 01
9 50 62	11 25	12 23	9 25	206	90.1	3.7 THAWVILLE.....	58.4	6 37	7 56
9 57	11 32	12 31	9 30	51	95.6	5.5 ROBERTS.....	52.9	6 32	7 49
10 03	11 38	12 37	9 34		100.2	4.6 MELVIN.....	48.3	6 28	7 43
10 10		12 45	9 39			5.8 GUTHRIE.....	42.5	6 23	7 36
10 17	11 50	12 53	s 9 44	170	110.0	4.0 GIBSON CITY.....	38.5	s 6 19	7 28
10 24	11 57	1 03	9 50		115.7	5.7 HARPSTER.....	32.8	6 13	7 20
10 40	12 01PM	1 08	9 53	121	119.2	3.5 MONULTA.....	29.3	6 10	7 15
10 50	12 04	1 13			121.8	2.6 BELLFLOWER.....	26.7	6 08	7 07
					123.2	1.4 LAURETTE.....	25.3		
					125.7	2.5 KUMLER.....	22.8		
10 59	12 10	1 23	10 00		127.4	1.7 WEEDMAN.....	21.1	6 03	6 57
11 05	12 14	1 28	s 10 03	125	130.6	3.2 FARMER CITY.....	17.9	s 6 00	6 52
11 12	12 19	1 34	10 07		135.0	4.4 PARNELL.....	13.5	5 56	6 45
					136.6	1.6 FULLERTON.....	11.9		
11 19	12 23	1 42	10 11		139.2	2.6 DE WITT.....	9.3	5 52	6 38
11 27	12 28	1 50			143.7	4.5 BIRKBECK.....	4.8		6 31
A 11 45PM	A 12 40PM	A 2 15AM	10 17		146.6	2.9 EAST JCT.....	1.9	5 46	L 6 25AM
			A 10 24AM		148.5	1.9 CLINTON.....		L 5 44PM	
								Daily	Daily
								Daily	Daily

SPRINGFIELD DISTRICT

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Southward						Northward							
SECOND CLASS			FIRST CLASS			Siding Room, Cars with Engine	Mile Posts	TIME TABLE NO. 6 Taking Effect April 26, 1964. STATIONS	Miles from St. Louis	SECOND CLASS			
67	63	65	21	The Green Diamond	22	64	66	62	St. Louis	The Green Diamond	Dispatch S C 4	Dispatch S C 6	Dispatch S C 2
Dispatch C S 7	Dispatch C S 3	Dispatch C S 5	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	O.....CLINTON..... 1.1	144.5	A 5 40PM	A 5 40AM	A 11 30AM	A 7 40PM			
12 15AM	2 30	2 55	10 38 66	185 156.7	149.6....WEST JUNCTION..... 7.1	143.4							
					.....KENNEY.....	136.3	5 19	4 25	10 38 21	6 47			
					D.....CHESTNUT..... 6.0	130.3							
12 30	2 45	3 10	s 10 48	179 169.0	O.....MT. PULASKI..... 6.3	124.0	s 5 09	4 10	10 01	6 28			
12 35	2 50	3 15	10 52	128 173.2	149.6 4.2....LAKE FORK..... 6.6	119.8	5 05	4 05	9 53	6 23			
					D....BUFFALO HART..... 179.8	113.2							
12 55	3 10	3 35	11 05	188.1	8.3....BISSELL..... 2.2	104.9	4 52	3 40	9 30	6 05			
			11 07	190.3	O.....STARNES..... 1.6	102.7	4 50						
1 30	3 20	3 40	A 11 09AM	71 191.9	O.....AVENUE..... 1.6	101.1	L 4 48PM	3 30	L 9 20AM	5 55			
			s 11 22	193.2	D.....SPRINGFIELD..... 1.3	102.4	s 4 45						
1 30	3 20	3 40	L 11 27AM	71 191.9	O.....AVENUE..... 6.6	101.1	A 4 31PM	3 30	A 9 05AM	5 55			
				181 198.5	....TORONTO..... 8.8	94.5							
				207.8	O.....CIMIC..... 8.8	85.7							
1 50	3 45	4 05	11 42	180 208.9	D.....DIVERNON..... 8.6	84.1	4 16	3 05	8 40	5 30			
2 10	4 06 22	4 25	11 54	180 221.9	D....FARMERSVILLE..... 4.4	75.5							
				217.5	....WAGGONER..... 11.4	71.1	4 06 63	2 50	8 20	5 15			
2 30 64	4 25	4 45	s 12 08PM	70 235.9	233.3....NORTH LITCHFIELD..... 2.6	59.7							
					D....LITCHFIELD..... 57.1	57.1	s 3 53	2 30 67	7 30	4 55			
2 45	4 45 62	5 00	12 17	96 244.0	8.1....MOUNT OLIVE..... 12.7	49.0	3 46	2 15	7 20	4 45 63			
3 00	5 00	5 40	12 30	177 256.7	O.....ALHAMBRA..... 7.3	36.3	3 34	2 00	7 00	4 25			
3 10	5 10	5 55	12 38	264.0	D.....MARINE..... 8.6	29.0	3 27	1 50	6 50	4 15			
3 20	5 25	6 05	12 48	63 272.6	....MONT..... 3.4	20.4	3 20	1 40	6 35	4 05			
3 25	5 35	6 30 66		68 276.0	....GLEN CARBON..... 0.3	17.0		1 34	6 30 65	3 59			
A 3 27AM	A 5 37PM	A 6 32AM	A 12 54PM	276.3	O.....GLEN..... 16.7	L 3 15PM		L 1 32AM	L 6 25AM	L 3 57PM			
					Bo 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 O.....MADISON..... 6.7	A 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 O....EAST ST. LOUIS..... 0.3		L 2 40PM						
					O....ST. LOUIS..... 293.0			L 12 30AM	L 5 00AM	L 3 00PM			

CHAMPAIGN DISTRICT—Southward

Mile Posts Siding Standing Room Cars with Baggage	TIME TABLE NO. 6 Taking Effect April 26, 1964 STATIONS	FIRST CLASS							SECOND CLASS	
		25	1	53		5	9	3	73	75
		The Southern Express	The City of New Orleans	The City of Miami		The Panama Limited	The Seminole	The Louisiane	Dispatch C N 5	Dispatch C B 9
		Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
127.8	O.....CHAMPAIGN..... 4.4	L 3 00AM	L 9 55AM	L 10 50AM		L 6 30PM	L 7 10PM	L 10 10PM		
132.2	D.....SAVOY..... 4.9	f 3 06	10 00	10 56		6 35	7 14	10 15		
91 137.1	O.....TOLONO..... 4.8	s 3 22	10 03	10 59		6 39	7 18	10 19		
141.9	D.....PESOTUM..... 3.7	f 3 26								
145.6	.....HAYES..... 4.2					6 47	e 7 29	10 29		
149.8	O.....TUSCOLA..... 4.3	s 3 48	10 11	11 07						
154.1	.....GALTON..... 3.8									
133 157.9	D.....ARCOLA..... 5.7	s 3 57	10 16	11 12		6 52	7 36	10 36		
163.6	D.....HUMBOLDT..... 3.9	f 4 02								
167.5	.....DORANS..... 4.9	4 05	10 23	11 19		6 59	7 44	10 44		
172.4	O.....MATTOON..... 4.40	{4 10 s 10 39	y 11 28		b 7 05	s 7 54	s 10 57			
179.3	.....AETNA..... 5.0									
184.3	D.....NEOGA..... 6.9	f 4 54	10 48	11 37		7 14	8 06	11 09		
191.2	.....SIGEL..... 8.0	f 5 00	10 53	11 42		7 19	8 12	11 15		
244 199.2	O.....EFFINGHAM..... 5.07	{5 07 s 5 31	s 11 10	y 11 51	b 7 26	s 8 23	s 11 45			
205.7	.....WATSON..... 5.8	f 5 36								
211.5	.....MASON..... 3.1	f 5 41	11 18	11 59		7 34	8 34	11 58		
214.6	O.....EDGEWOOD..... 5.4	f 5 44	11 20	12 01PM		7 37	8 37	12 02AM	L 3 00AM	L 5 10AM
218.5	.....LACLEDE..... 4.6	f 5 47								
223.1	D.....FARINA..... 5.8	f 5 51								
228.9	D.....KINMUNDY..... 4.7	f 5 56	11 30	12 13		7 49	8 49	12 16		
233.6	.....ALMA..... 5.4	f 6 00								
239.0	.....TONTI..... 5.2									
74 244.2	.....ODIN..... 5.8	s 6 15								
250.0	.....BRANCH JCT..... 2.4	A 6 20AM	A 11 45AM	A 12 30PM		A 8 05PM	A 9 05PM	A 12 39AM		
252.4	O.....CENTRALIA..... 2.4	A 6 25AM	A 11 50AM	A 12 35PM		A 8 10PM	A 9 10PM	A 12 45AM		
280 19.3	D.....GREENDALE..... 22.3								3 27	5 37
41.6	O.....BLUFORD								A 4 00AM	A 6 30AM

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

e—Stop to discharge revenue passengers from Chicago.

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

VIA BLUFORD

VIA BLUFORD

CHAMPAIGN DISTRICT—Northward

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Siding Standing Room, Cars with Engine Miles from Centralia	TIME TABLE NO. 6 Taking Effect April 26, 1964 STATIONS	FIRST CLASS							
		4	6	10		8	52	2	
		The Louisiane	The Panama Limited	The Seminole		The Creole	The City of Miami	The City of New Orleans	
...	124.6 O.....CHAMPAIGN..... 4.4	A 4 10AM	A 6 48AM	A 8 12AM		A 3 45PM	A 3 35PM	A 9 30PM	
...	120.2 D.....SAVOY..... 4.9	4 00	6 38	8 03		3 36		9 21	
...	115.3 O.....TOLONO..... 4.8	3 56	6 35	7 59		s 3 31	3 14	9 17	
108	110.5 D.....PESOTUM..... 3.7	3 52	6 31	7 55		3 24		9 12	
...	106.8 .....HAYES..... 4.2								
...	102.6 O.....TUSCOLA..... h 3 46		6 25	e 7 48		s 3 17	3 04	9 06	
...	98.3 .....GALTON..... 4.3 3.8								
...	94.5 D.....ARCOLA..... 5.7	e 3 38	6 19	7 42		s 3 05	2 58	9 01	
...	88.8 D.....HUMBOLDT..... 3.9					2 57			
...	84.9 .....DORANS..... 4.9								
128	80.0 O.....MATTOON..... s 3 24	s 6 06	s 7 30			s 2 50	w 2 45	s 8 50	
...	73.1 .....AETNA..... 6.9 5.0								
128	68.1 D.....NEOGA..... 6.9	3 06	5 54	7 15		2 31	2 29	8 36	
...	61.2 .....SIGEL..... 8.0	3 00				2 25		8 30	
230	53.2 O.....EFFINGHAM..... s 2 53	b 5 41	s 7 02			s 2 18	w 2 18	s 8 23	
...	46.7 .....WATSON..... 6.5 5.8	2 36	5 34	6 53		2 02		8 11	
...	40.9 .....MASON..... 3.1					1 57			
...	37.8 O.....EDGEWOOD..... 2.9	2 29	5 28	6 45		1 54	2 01	8 05	
...	33.9 .....LACLEDE..... 3.9 4.6								
...	29.3 D.....FARINA..... 5.8					1 47			
...	23.5 D.....KINMUNDY..... 4.7	2 17	5 18	6 33		1 42	1 52	7 56	
...	18.8 .....ALMA..... 5.4								
...	13.4 .....TONTI..... 5.2								
...	8.2 .....ODIN..... 5.8					1 30			
...	2.4 .....BRANCH JCT..... L 2 00AM	L 5 00AM	L 6 15AM			L 1 25PM	L 1 35PM	L 7 39PM	
		Daily	Daily	Daily		Daily	Daily	Daily	
...	2.4 O.....CENTRALIA..... L 1 55AM	L 4 55AM	L 6 10AM			L 1 20PM	L 1 30PM	L 7 35PM	
Mile Post									
280	19.3 D.....GREENDALE..... 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.

c—Stop 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.

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Southward—BLOOMINGTON DISTRICT—Northward

SECOND CLASS				Mile Posts	TIME TABLE NO. 6	Miles from Bloomington	SECOND CLASS			
		491	391				392	492		
		Local Freight	Local Freight							
					CHICAGO..... 55.9	141.3				
		L 7 00AM	L 7 00AM	55.9	KANKAKEE.....	85.4	A 10 00AM	A 10 00AM		
		Sun., Tues., Thurs.	Mon., Wed., Fri.		See Chicago Dist.					
		L 7 30AM	L 7 30AM	60.3	OTTO..... 5.4	81.0	A 9 45AM	A 9 45AM		
		7 45	7 45	65.7	IRWIN..... 0.8	75.6	9 30	9 30		
		7 48	7 48	66.5	LEHIGH JCT..... 2.0	74.8	9 27	9 27		
		7 53	7 53	68.5	DICKEYS..... 3.1	72.8	9 22	9 22		
		8 00	8 00	71.6	HERSCHER..... 4.1	69.7	9 15	9 15		
		8 10	8 10	75.7	BUCKINGHAM.....	65.6	9 05	9 05		
		8 20	8 20	79.7	CABERY..... 4.0	61.6	8 55	8 55		
		8 30	8 30	84.2	KEMPTON..... 4.5	57.1	8 45	8 45		
		A 8 35AM	8 35	85.5	SAXONY..... 1.8	55.8	8 40	L 8 40AM		
			8 45	88.4	CULLOM..... 2.9	52.9	8 30			
			8 55	92.8	CHARLOTTE..... 4.4	48.5	8 20			
			9 05	97.8	CHATSWORTH..... 4.5	44.0	8 10			
			9 15	101.8	CEREAL..... 4.5	39.5	7 55			
			9 25	105.6	RISK..... 3.8	35.7	7 40			
			9 40	111.5	OBROSEY..... 5.9	29.8	7 25			
			9 50	115.5	ANCHOR..... 4.0	25.8	7 10			
			10 00	119.8	COLFAX..... 4.3	21.5	7 00			
			10 15	125.4	COOKSVILLE..... 5.6	15.9	6 45			
			10 25	128.9	FLETCHER..... 3.5	12.4	6 35			
			10 30	131.3	MERRA..... 2.4	10.0	6 30			
			10 40	135.8	BARNES..... 4.0	6.0	6 20			
		A 10 50AM		139.8	NORMAL JCT..... 4.5	1.5	L 6 05AM			
					See Amboy Dist.		Tues. Thurs. Sat.	Mon. Wed. Fri.		
			A 11 00AM	141.3	D.....BLOOMINGTON.....		L 6 00AM			

Southward—PONTIAC DISTRICT—Northward

SECOND CLASS	Mile Posts	TIME TABLE NO. 6	Miles from Minonk	SECOND CLASS
491		Taking Effect April 26, 1964		492
Local Freight		STATIONS		Local Freight
L 7 00AM	55.9	KANKAKEE.....	73.0	A 10 00AM
Sun., Tues., Thurs.		See Bloomington Dist.		
L 8 35AM	85.5	29.6 SAXONY.....	48.4	A 8 40AM
8 50	91.2	5.7 GRISWOLD.....	37.7	8 25
8 55	98.6	2.4 SCOOVEL.....	35.3	8 20
9 00	96.3	2.7 EYLAR.....	32.6	8 10
9 05	98.3	2.0 RUGBY.....	30.6	8 05
9 10	100.4	2.1 SWYGERT.....	28.5	8 00
9 25	106.0	5.6 D. PONTIAC.....	22.9	7 45
9 35	109.9	3.9 ROOK'S CREEK.....	19.0	7 35
9 45	114.0	4.1 D. GRAYMONT.....	14.9	7 25
9 55	118.3	4.3 D. FLANAGAN.....	10.6	7 15
10 05	128.5	5.2 SPIRES.....	5.4	7 00
A 10 15AM	127.3	3.8 MINONK JCT.....	1.6	L 6 50AM
		1.6 See Amboy Dist.		Mon., Wed., Fri.
A 10 30AM	128.9	D. MINONK.....		L 6 45AM

9

Northward—RANTOUL DISTRICT—Southward

Mile Posts	TIME TABLE NO. 6	STATIONS
	Taking Effect April 26, 1964	
		LE ROY.....
6.3		6.3 SABINA.....
9.3		9.3 GLENAVON.....
12.4		12.4 LAURETTE.....
17.3		17.3 LOTUS.....
19.0		19.0 DICKERSON.....
22.9		22.9 D. FISHER.....
26.3		26.3 D. DEWEY.....
29.1		29.1 TOMLINSON.....
30.0		30.0 PROSPECT.....
33.4		33.4 O. RANTOUL.....
		DILLSBURG.....
37.3		37.3 GIFFORD.....
40.4		40.4 PENFIELD.....
44.3		44.3 ARMSTRONG.....
48.0		48.0 POTOMAC.....
52.1		52.1 D. POTOMAC.....

SPECIAL INSTRUCTIONS (Continued on Page 11)

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

8. Standard Clocks:

Kankakee:	Yard office	Kankakee Jct.
Gilman:	Telegraph office.	
Champaign:	Telegraph office, yard office, engine house.	
Mattoon:	Yard office, engine house.	
Centralia:	Ticket office, yard office, engine house.	
Gibson City:	Interlocking station.	
Clinton:	Yard office, telegraph office, engine house.	
Bluford:	Yard office, engine house.	
Avenue:	Yard Office	Minonk
E. St. Louis	{ 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 west yard	— — —
East yard to No. 3 track	o o o
East yard to N.Y.C. wye	o o o o
For No. 1 main track	o —
For No. 3 main track	o o o —
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 waybills.

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

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

(Continued on Page 11)

SPECIAL INSTRUCTIONS (Continued on Page 12)

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

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

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

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)

SPECIAL INSTRUCTIONS (Continued on Page 18)

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

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

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SPECIAL INSTRUCTIONS (Continued on Page 14)

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

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

Buckley—Train No. 4-----60 M.P.H.
Tolono—Train No. 1-----75 M.P.H.
Neoga—Train No. 25, Sunday only-----40 M.P.H.

Farina—Train No. 25-----40 M.P.H.
Tuscola—Train No. 1-----75 M.P.H.
Tolono—Train No. 2-----30 M.P.H.

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

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:

Single unit diesel light or with one car (may be coach or caboose) -----25 M.P.H.

Single unit diesel with two cars (one of which may be coach or caboose) -----45 M.P.H.

Maximum 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.

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.

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

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

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SPECIAL INSTRUCTIONS (Continued on Page 15)

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

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

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

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

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

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

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

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

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SPECIAL INSTRUCTIONS (Continued on Page 16)

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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 Approach locked.	Company track.
Manteno	Track 3 to State Hospital.	Operator Manteno
Manteno	North Crossover No. 1	
	Track to Old West Side	Approach locked
Indian Oaks	Main track crossovers	Operator, Manteno
South of Indian Oaks, storage track K.E.S. Co. and		
Bradley	Main track crossovers	Approach locked
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
Mt. Pulaski	Northward Main	
Avenue	Short wye	Operator, Mt. Pulaski
Avenue	Jageman Bodie Track	
Avenue	Gett Track	
Toronto	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:	Callers 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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SPECIAL INSTRUCTIONS (Continued on Page 17)

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.

283. Monee
Otto
Gilman (First crossover North
of Station No. 2 to
No. 1 track)
Glen—N.K.P. Crossing

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

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

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

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

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

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

(C). Train will then proceed in accordance with instructions of chief train dispatcher and at a speed considered safe, but in no case exceeding 79 Miles per hour, taking weather conditions into consideration. Train will approach all home signals at interlocking plants prepared to stop, also approach all facing point 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 Jet. M. P. 250.12; on northward main M. P. 251.21 south of Branch Jet 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.

(Continued on Page 17)

SPECIAL INSTRUCTIONS (Continued on Page 18)

17

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

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 Jet.—North switch, north end outbound lead.	For northward main track.
Arcola—South Switch, crossover from siding to southward main north of Pennsylvania crossing †	For southward main track.
Mattoon—North switch, north siding.	For northward main track.
Mattoon—South switch, west switching lead†	For southward main track.
Neoga—North switch east siding†	For northward main track.
Effingham—South switch west siding†	For southward main track.
Greendale siding—both ends*†	For main track.
Bluford—North switch north end outbound lead*†	For main track.
Kenney siding—both ends*†	For main track.
Mt. Pulaski	
Peoria Dist. siding—North switch.	For main track.
Springfield Dist.—North end*† siding	For main track.
South end*	For main track.
Lake Fork siding—North end* 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*† 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

Clinton—Clinton Dist. main track to	South switch for cross-
outbound Chicago Dist. freight lead	over, north switch
near freight house.	for outbound Chi-
	icago Dist. freight
	lead.

Clinton—Outbound Chicago Dist. freight lead to inbound Chicago Dist. lead north of freight house.	Both crossoverswitches lined for crossover.
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Clinton—North leg of outbound Chicago Dist. wye track to East yard	Northbound freight lead track.
	northbound freight lead.

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
Chgo. Dist. (Gilman Line)	Chgo. Dist.	145'	175'	2200'
Laurette	Wabash	140'	150'	2580'
Lotus	Wabash	140'	150'	Crossing
Risk	Wabash	90'	100'	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.

(Continued on Page 18)

SPECIAL INSTRUCTIONS (Concluded)

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
Kimmundy	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

19

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	100 Per Cent Tonnage Rating			
		11	15	5	12
		Chicago to Centralia-Bluford	Bluford-Centralia to Chicago	Gilman to Clinton	Clinton to Gilman
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	100 Percent Tonnage Ratings						
		6	5	7	8	8	7	
		East St. Louis to Clinton Double Mont Grade, Single train Over Mont Grade, 70% of rating	Clinton to East St. Louis	Kankakee to Bloomington	Kempton to Minonk	Bloomington to Kankakee	Minonk to Kempton	
Diesel	1500	5725	6705	6374	5860	5932	6048	
Diesel	1750	6680	7820	7432	6833	6917	7052	
Diesel	3000	11450	13410	12748	11720	11864	12096	
Diesel	3250	12405	14525	13810	12696	12852	13104	
Diesel	3500	13360	15640	14873	13674	13842	14102	
Diesel	4500	17175	20115	19122	17580	17796	18144	
Diesel	4750	18130	21230	20174	18545	18775	19142	
Diesel	5000	19085	22345	21243	19528	19770	20156	
Diesel	5250	20040	23460	26554	24413	24713	25196	

