

DIVISION OFFICERS

F. K. STANFORD	Superintendent	Champaign
J. F. REENTS	Assistant Superintendent	Champaign
H. A. SCHMITT	Assistant Superintendent	Decatur
H. G. MULLINS	Train Master	Champaign
R. E. JONES	Train Master	Kankakee
J. W. HARRELL	Train Master	Clinton
B. J. SHAVER	Train Master	Mattoon
R. H. FORBES	Train Master	Palestine
C. S. SELSOR	Traveling Engineer	Markham
C. C. CANNON	Traveling Engineer	Champaign
D. A. GUIDRY	Traveling Engineer	Clinton
J. M. LAW	Assistant Train Master	Gibson City
E. E. SCHLOTTMAN, JR.	Assistant Train Master	Champaign
P. H. CROFT, JR.	Supervisor Trains & Tracks	Kankakee
J. W. JEREW	Chief Train Dispatcher	Champaign
O. D. CAMPBELL	Asst. C. Train Dispatcher	Champaign
J. L. FLEMING	Train Dispatcher	Champaign
J. L. SIMCOX	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

SPEED TABLE

This is not for authorized speed but for information only.

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

Twin City Printing Co., Champaign, Ill.

Illinois Central
Railroad

CLINTON
HAVANA
PEORIA
MATTOON
NEW HARMONY
INDIANAPOLIS
EFFINGHAM
DISTRICTS
(ILLINOIS DIVISION)

TIME TABLE No.

50

Taking Effect 12:01 A.M.

SUNDAY, OCTOBER 30, 1960

Superseding

Time Table No. 14

Dated October 25, 1959,

Time Table No. 36

Dated October 26, 1958,

and Time Table No. 14

Dated June 2, 1957

FOR THE GOVERNMENT OF EMPLOYEES ONLY

G. H. ZIMMERMAN, Vice President

E. H. BUELOW, General Manager

W. A. JOHNSTON JR., General Superintendent Transportation

H. F. WILSON, Superintendent Transportation

F. K. STANFORD, Superintendent

2CLINTON DISTRICT													
Southward									Northward				
SECOND CLASS					Siding, Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 50 Taking Effect October 30, 1960 STATIONS	Miles from Clinton	SECOND CLASS				
				191					192				
				Local Freight					Local Freight				
				Ex. Sunday									
				L 5 01AM	773.3	C.....CLINTON.....		A 12 01PM					
				5 05	772.7	HAVANA DIST. JCT.	0.6	11 50					
				5 14	86 768.8	OSPUR.....	4.5	11 40					
				5 20	78 765.2	D.....MAROA.....	8.1	11 30					
					761.2	EMERY.....	12.1						
				5 35	201 758.6	FORSYTH.....	14.7	11 15					
				6 30	752.6	C.....DECATUR.....	20.7	11 01					
					752.4	NORTH JCT.....	20.9						
					751.0	SOUTH JCT.....	22.3						
					750.0	DECATUR JCT.....	23.3						
				6 50	82 747.0	ELWIN.....	26.3	9 25					
				7 01	88 742.2	D.....MACON.....	31.1	9 15					
					736.3	D.....MOWEAQUA.....	37.0						
				7 20	141 734.0	RADFORD.....	39.3	8 55					
					728.9	D.....ASSUMPTION.....	44.4						
					725.1	DUNKEL.....	48.2						
				8 30 ¹⁹²	91 719.7	C.....PANA.....	53.6	8 30 ¹⁹¹					
					712.4	OCONEE.....	60.9						
				9 05	101 702.4	C.....RAMSEY.....	70.9	6 55					
					695.0	VERA.....	78.3						
				9 50	689.9	C.....VANDALIA.....	83.4	6 20					
					683.3	SHOBONIER.....	90.0						
					678.8	VERNON.....	94.5						
				10 25	93 675.2	D.....PATOKA.....	98.1	5 40					
					670.1	FAIRMAN.....	103.2						
					665.6	D.....SANDOVAL.....	107.7						
				A 11 10AM	662.0	BRANCH JCT.....	111.3	L 5 20AM					
						See Centralia Dist.							
				A 11 40AM	659.6	C.....CENTRALIA.....	113.7	L 5 01AM					
								Ex. Sunday					

HAVANA DISTRICT													3
Southward								Northward					
SECOND CLASS					TIME TABLE No. 50 Taking Effect October 30, 1960 STATIONS			THIRD CLASS					
			693 Local Freight	695 Local Freight	Mile Posts		Miles from Havana	692 Local Freight	694 DC-2				
			Ex. Sunday	Ex. Monday									
				L 2 30AM		C.....CHAMPAIGN.....	101.8		A 10 59PM				
				2 45	3.6	3.6 ..STALEY CONNECTION..	98.2		10 50				
				2 50	4.4	0.8STALEYS.....	97.4		10 45				
				2 58	7.5	3.1BONDVILLE.....	94.3		10 38				
				3 06	10.5	3.0 D.....SEYMOUR.....	91.3		10 31				
			L 6 20PM	3 20	15.6	5.1 D....WHITE HEATH.....	86.2	A 5 10PM	10 20				
			6 32		5.7	5.7 D....MONTICELLO.....			10 00				
			6 45		10.7	5.0AMENIA.....			9 47				
			6 53		14.0	3.3 D.....CISCO.....			9 38				
			7 03		19.5	5.5 D.....ARGENTA.....			9 25				
			7 14		23.4	3.9OREANA.....			9 16				
			7 24		27.8	4.4 ...GREEN'S SWITCH...			9 05				
			A 7 30PM		30.4	2.6I.T. JCT.....			L 9 00PM				
						0.4							
					30.8	C.....DECATUR.....							
				3 28	18.7	3.1LODGE.....	83.1	5 01					
				3 39	23.5	4.8 D.....DELAND.....	78.3	4 51					
				3 52	29.1	5.6 D.....WELDON.....	72.7	4 39					
				4 05	34.7	5.6LANE.....	67.1	4 27					
				4 13	40.5	5.8 ..HAVANA DIST. JCT..	61.3	4 15					
				A 4 20AM	41.1	0.6 C.....CLINTON.....	60.7	L 4 00PM					
						See Springfield Dist.							
					42.2	1.1 ...WEST JUNCTION...	59.6						
					45.3	3.1JENKINS.....	56.5						
					48.2	2.9HALLVILLE.....	53.6						
					50.7	2.5MIDLAND CITY.....	51.1						
					53.8	3.1 D.....BEASON.....	48.0						
					57.0	3.2SKELTON.....	44.8						
					61.8	4.8 ...PEORIA DIST. JCT...	40.0						
					63.1	1.3 D.....LINCOLN.....	38.7						
					69.6	6.5BURTON VIEW.....	32.2						
					74.8	5.2 D...NEW HOLLAND....	27.0						
					81.0	6.2 D.....MASON CITY.....	20.8						
					86.8	5.8TEHERAN.....	15.0						
					89.2	2.4 D.....EASTON.....	12.6						
					92.4	3.2BIGGS.....	9.4						
					94.4	2.0POPLAR CITY.....	7.4						
					101.8	7.4 D.....HAVANA.....							
								Ex. Sunday	Ex. Sunday				

No. 695 Wait at Champaign for No. 694

4 PEORIA DISTRICT											
Southward				TIME TABLE No. 50 Taking Effect October 30, 1960				Northward			
SECOND CLASS				Siding, Standing Room Cars with Engine	Mile Posts	STATIONS	Miles from Mattoon	SECOND CLASS			
		275	291					292	276		
		Disptach P M 1	Local Freight					Local Freight	Dispatch M P 2		
		L 9 55PM	L 7 25AM		2.8	PEORIA..... 2.8 WESLEY.....	119.2 116.4	A 1 05PM	A 1 30AM		
		Daily	Ex. Sunday			Be Governed by Rules and Time Table of P. & P. U.					
		L 10 10PM	L 7 40AM		9.2	6.4 I. C. JUNCTION.....	110.0	A 12 45PM	A 1 15AM		
		10 12	7 42	42	9.3	0.1 PEKIN.....	109.9	12 40	1 07		
		10 25	7 56	57	14.5	5.2 SOUTH PEKIN.....	104.7	12 20	12 47		
					20.6	6.1 GREEN VALLEY.....	98.6				
		10 40	8 10	141	21.3	0.7 HERGET.....	97.9	12 03PM	12 33		
		10 51	8 22		26.2	4.9 DEHAVAN.....	93.0	11 53	12 20		
		11 03	8 33		32.1	5.9 EMDEN.....	87.1	11 42	12 01AM		
		11 11	8 40		36.2	4.1 HARTSBURG.....	83.0	11 35	11 50		
		11 35 276	8 55	63	44.2	8.0 LINCOLN.....	75.0	11 20	11 35 275		
					45.2	1.0 PEORIA DIST. JCT.....	74.0				
		12 25AM	9 50 292	75 181	55.4	10.2 MT. PULASKI.....	63.8	9 50 291	11 10		
		12 40	10 05		62.4	7.0 LATHAM.....	56.8	9 05	10 40		
		12 52	10 20		68.3	5.9 WARRENSBURG.....	50.9	8 50	10 25		
		1 15	10 35	55	71.8	3.5 BEARDSDALE.....	47.4	8 40	10 15		
						4.7					
						See Clinton District					
		1 30	10 50		76.5	0.2 DECATUR.....	42.7	7 52	9 42		
		1 32	10 52		76.7	1.4 NORTH JCT.....	42.5	7 50	9 40		
		1 37	10 57		78.1	1.0 SOUTH JCT.....	41.1	7 45	9 30		
		1 42	11 02		79.1	1.0 DECATUR JCT.....	40.1	7 40	9 25		
					82.6	3.5 TURPIN.....	36.6				
					85.2	2.6 MT. ZION.....	34.0				
		2 25	11 40	161	86.8	1.6 HERVEY CITY.....	32.4	7 25	9 08		
		2 35	11 50		90.8	4.0 DALTON CITY.....	28.4	7 15	9 01		
		2 50	12 05PM		96.6	5.8 BETHANY.....	22.6	7 00	8 50		
		3 10	12 25	94	103.9	7.3 SULLIVAN.....	15.3	6 45	8 35		
		3 25	12 36		109.6	5.7 ALLENVILLE.....	9.6	6 25	8 22		
		3 35	12 43	131	113.4	3.8 COLES.....	5.8	6 15	8 15		
		A 4 00AM	A 1 05PM		119.2	5.8 MATTOON.....	0.0	L 6 00AM	L 8 00PM		
								Except Saturday	Daily		

MATTOON DISTRICT										5	
Southward								Northward			
SECOND CLASS				Siding Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 50 Taking Effect October 30, 1960 STATIONS	Miles from Evansville	SECOND CLASS			
			295					296			
			Local Freight					Local Freight			
			Except Saturday								
			L 8 00AM	...	119.2	C.....MATTOON.....	127.4	A 2 30PM			
			8 20	121	125.6	D.....LERNAL.....	121.0	2 10			
			8 35	...	133.2	D.....BRADBURY.....	113.4	1 50			
			8 45	...	136.7	D.....TOLEDO.....	109.9				
			8 55	...	139.9	D.....NORVEIL.....	106.7	1 30			
			9 05	...	142.2	D.....GREENUP.....	104.4				
			9 10	...	143.5	D.....DEES.....	103.1	1 15			
			9 20	...	148.3	D.....HIDALGO.....	98.3	1 05			
				...	151.9	D.....ROSE HILL.....	94.7				
			9 40	...	155.4	D.....FALMOUTH.....	91.2	12 50			
			10 00	81	160.1	D.....NEWTON.....	86.5	12 40			
			10 15	...	164.9	D.....BOOS.....	81.7	12 20			
			10 30	...	170.5	D.....WEST LIBERTY.....	76.1	12 05PM			
			10 35	...	171.9	D.....DUNDAS.....	74.7				
			10 55	47	178.9	C.....OLNEY.....	67.7	11 45			
			11 20 296	141	185.4	D.....CALHOUN.....	61.2	11 20 295			
			11 55	...	194.9	D.....WEST SALEM.....	51.7	10 35			
			12 10PM	...	200.1	D.....BONE GAP.....	46.5	10 20			
			12 25	201	205.1	D.....BROWNS.....	41.5	10 05			
				...	212.5	D.....GRAYS.....	34.1				
			12 45	...	213.5	D.....GRAYVILLE.....	33.1	9 45			
			1 00	37	220.0	D.....GRIFFIN.....	26.6	9 30			
			1 15	...	225.5	D.....STEWARTSVILLE.....	21.1	9 16			
			1 23	...	228.5	D.....POSEYVILLE.....	18.1	9 10			
			1 50	43	239.1	D.....WILCOX.....	7.5	8 50			
			2 05	...	244.5	C.....HARWOOD.....	2.1	8 35			
			A 2 30PM	...	246.6	D.....EVANSVILLE.....	0.0	L 8 00AM			
								Except Sunday			

NEW HARMONY DISTRICT										
				Mile Posts	TIME TABLE No. 50 Taking Effect October 30, 1960 STATIONS	Miles from Stewartsville				
				6.2	D...NEW HARMONY.....	6.2				
				0	D...STEWARTSVILLE.....					

6 Southward—INDIANAPOLIS DISTRICT—Northward													
SECOND CLASS				Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE NO. 50			Miles from Palestine	Siding, Standing Room, Cars with Engine	SECOND CLASS		
		371	391			Taking Effect October 30, 1960					370	374	
		Dispatch IB-1	Local Freight			STATIONS					Local Freight	Dispatch MI-2	
		Daily	Tues-Thur-Sat										
						INDIANAPOLIS.....	123.3						
		L 8 00PM	L 7 00AM	1.7	D	WISCONSIN ST. YARD.....	121.6	A 3 00PM	A 5 00AM				
		8 12	7 27	7.4		MT. PERRY.....	115.9	74 2 15	3 36				
		8 32	7 50	17.4	D	BARGERSVILLE.....	105.9	1 55	3 16				
		8 45	8 04	71		ANITA.....	98.5	71 1 40	3 01				
		8 55	8 20	30.1	D	MORGANTOWN.....	93.2	1 27	2 46				
		9 01	8 27	70		DOUBLING TRACK.....	90.0	70 1 21	2 40				
		9 11	8 39	38.9		HELMSBURG.....	84.4	1 07	2 24				
		9 16	8 45	41.3		TREVLAC.....	82.0	1 02	2 18				
		9 38	9 05	69		UNIONVILLE.....	73.6	69 12 43	1 59				
		9 50	9 50	60	D	BLOOMINGTON.....	67.4	60 12 30	1 45				
		10 00	10 05	69		FLOYD.....	66.5	69 12 18	1 28				
		10 16	10 23	65.0		ELWREN.....	58.3	12 02PM	1 10				
		10 26	10 34	71		SOLSBERRY.....	53.1	71 11 51	12 57				
		10 40	10 49	77.5		TULIP.....	45.8	11 34	12 38				
		10 50	11 20	72	D	BLOOMFIELD.....	40.3	72 11 22	12 25				
		11 10	11 35	89.4	O	SWITZ CITY.....	33.9	11 10	12 10AM				
		11 55 374	11 59	114	D	LINTON.....	27.9	114 10 59	11 55 371				
		12 14AM	12 20PM	97.6		VICTORIA.....	25.7						
		12 27	12 35	101.1		DUGGER.....	22.2	10 39	11 30				
		12 41	1 05	112		CASS.....	20.3	112 10 35	11 25				
		12 50	1 20	110.0	D	SULLIVAN.....	13.3	10 19	11 08				
		12 59	1 35	73		NEW LEBANON.....	8.9	73 10 10	10 58				
				118.7		MEROM.....	4.6	9 55	10 40				
				120.4		RIVERTON.....	2.9						
		A 1 35AM	A 2 15PM	123.3	D	PALESTINE.....		L 9 45AM	L 10 30PM				
								Mon-Wed-Fri	Daily				

Trains may register by Form 905 at:

Pekin—interlocking tower	Decatur
Pekin—freight house	Harwood Tower

Clinton District trains must not enter Centralia District or cross from northward main to Clinton District, Branch Junction, until they receive permission from train dispatcher, Champaign, through operator at Centralia.

Northward Havana District trains and engines must obtain permission from operator at Clinton before entering Springfield District main track at West Junction.

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.

Before occupying Champaign District main tracks at Effingham, Effingham District trains will ascertain whether overdue first class trains have arrived.

83 (a). Trains may enter Clinton District at Decatur and Decatur Junction without a clearance.

Trains must obtain a clearance before leaving Decatur.

Havana District trains must obtain a clearance before leaving Clinton.

Clinton District trains must obtain a clearance before leaving Centralia yard office but may leave Branch Junction without a clearance.

Trains may leave I.T. Junction without a clearance.

Southward Havana District trains will obtain clearance at Champaign tower.

Train No. 693 may leave White Heath without clearance if train order signal displays clear indication.

Northward trains may leave Evansville without a clearance but must obtain a clearance before leaving Harwood Tower.

Southward trains may leave I. C. Junction without a clearance but must obtain a clearance before leaving Pekin.

83 (b). At Pekin, Decatur, and Harwood the train dispatcher may inform trains by train order, form V, whether all overdue superior trains have arrived or left.

93. Yards:

Effingham	Linton
Newton	Wisconsin Str. Yard
Robinson	Bloomington, Ind., extends
Palestine extends to	to Floyd
Riverton	

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

Mt. Pulaski (Peoria District).

Pekin (Pekin yard limits extend to I.C. Junction).

Lincoln	Olney
Decatur (Decatur	Pana
yard limits extend	Vandalia
to Decatur	Branch Junction
Junction)	White Heath
Mattoon	Champaign
Newton	

New Harmony (New Harmony yard limits extend to Stewartsville).

Harwood

Evansville (Evansville yard limits extend to Harwood).

Havana District trains will use Clinton District main track between Havana District Junction and Clinton passenger station and Springfield District main tracks between Clinton and West Junction.

Havana District trains will keep advised of the movements of Springfield District first class trains and avoid delay thereto.

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

Effingham	Champaign Dist. Jct.
{ Bloomington, Ind.—	{ (M. P. XA-4.5) } .C. I. & L.
{ Lead to Stone Quarries }	{ (M. P. XA-4.1) } Spur Crossings
Indianapolis	I. U. Railroad Jct.
Mattoon	Champaign Dist. Jct.
Evansville	Devon Street C.&E.I. Belt
	R.R. Crossing and Jct.
Evansville	L.&N. R.R. Jct.
Branch Jct. Clinton Dist., I.C.R.R.—M-I R.R. Trains	Jct.
Decatur, Brush College lead, I.T. R.R.—I.C. R.R.	Crossing
Midland City, Penn. R.R.—I.C. R.R.—Penn. R.R.	Crossing
Havana, C.&I.M. R.R.—I.C. R.R.	Crossing

When necessary to open draw on bridge X-120-6 it will be done under flag protection, which rules are posted at each end of bridge.

98 (a). BLOOMFIELD: Trains or engines using railroad crossing on the spur track must do so under train order authority or full protection in accordance with Rule 99. Normal position of crossing gate is for Indianapolis District.

NEWTON: Crossing gate will be operated by operator when on duty. When crossing gate is properly lined, trains may proceed without stopping not to exceed ten miles per hour until engine or leading car passes over crossing. Otherwise trains must stop for this crossing.

CLINTON: Normal position crossing gate at intersection of Clinton and Springfield District main tracks is for Springfield District. Trains may proceed over this crossing at restricted speed not to exceed fifteen miles per hour, without stopping, when they have a clear gate indication.

PEKIN: Normal position of crossing gate at intersection of C.&I.M. main track and I.C. R.R. river track is for C.&I.M. Gate must be lined and locked in normal position at all times except when crossing is in actual use for movements over river track.

POSEYVILLE: Normal position of crossing gate at intersection of C. and E.I. and Illinois Central is for Illinois Central, and train movements over crossing will be governed by color light home signals located 50 feet from the crossing. Trains must not exceed a speed of 20 miles per hour between home signals. Fixed semaphore approach signals for main track are located approximately one mile from the crossing. When a train is stopped by a home signal and no immediate conflicting C. and E.I. train movement is evident, train may proceed over crossing under flag protection and hand signal given by trainman standing at the crossing. Trainman must remain at crossing until engine or leading car reaches crossing.

I. T. JUNCTION: Crossing gate at intersection of I.T.R.R. main track and I.C. main track at Havana District. When crossing gate is properly lined, trains may proceed without stopping not to exceed ten miles per hour until engine or leading car passes over crossing. Otherwise trains must stop for this crossing. Gate will be left in position last used.

(Continued on Page 9)

Decatur.

Interlocking at intersection of Illinois Central Brush College lead and I. T. R. R. Decatur, is normally lined against the Illinois Central. Derails are located 150 feet from crossing. They will be manually operated by Illinois Central trainmen from hand throw stand at crossing. Train and engine movements over crossing will be governed by color light dwarf signals, displaying red or green light, 160 feet from crossing. Trainmen will be governed by instructions in release box located at crossing.

Maroa.

Southward Pennsylvania trains entering Illinois Central main track at Maroa must do so at the designated crossover at the station where signal indication governs such movements. Electrically locked hand throw switches are in service and instructions as to their use are posted on the inside door of the electric lock.

Northward Pennsylvania trains arriving Maroa will take siding at the south switch to siding and proceed to connection with the Pennsylvania, unless otherwise directed by train order.

New Holland.

Crossing gate governing movements over crossing of Illinois Central Railroad and Gulf Mobile and Ohio Railroad is in service at New Holland, Illinois.

Normal position of crossing gate at this intersection is for Illinois Central Railroad. Trains and engines must approach the railroad crossing prepared to stop. Trains will not be required to stop unless gate shows stop indication. Maximum permissible speed over this crossing for Illinois Central trains is 15 MPH for engine or leading car.

Night indication is displayed with a red marker light.

Havana.

Interlocking at intersection of Illinois Central Havana District main line and C.&I.M.R.R. at Havana, is normally lined against the Illinois Central. Derails are located 90 feet from crossing. They will be manually operated by Illinois Central trainmen from hand throw stand at crossing. Train and engine movements over crossing will be governed by color light high signals, displaying red or yellow, 100 feet from crossing. Trainmen will be governed by instructions in release box located at crossing.

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 Indianapolis and Effingham, Ill.-----	40	40	40	40	*25	*25
Between Clinton and Branch Junction-----	40	40	40	40	25	25
Between Champaign and Clinton-----	30	30	30	30	15	15
Between Clinton and Havana-----	30	30	30	30	15	15
Between White Heath and Decatur-----	25	25	25	25	15	15
Between Pekin and Evansville-----	35	35	35	35	25	20
New Harmony District-----	--	10	10	10	10	10
*Around curves 20 miles per hour.						
Diverging routes through crossovers, junctions and siding switches:						
Indianapolis—Senate Ave., Wisconsin St. Yard, Old Yard Lead--- } Bloomington, Ind.—Cavanaugh track-----	10	10	10	10	10	10
Decatur Junction to Peoria District. No. 15 turnout-----	25	25	25	25	25	25
Through turn-out at spring switches unless otherwise authorized---	25	25	25	25	25	25
On straight track at spring switches when springing points-----	35	35	35	35	25	25
Through turn-outs at other locations-----	15	15	15	15	15	15

Between Decatur Junction and Hervey City and between Maroa and Decatur Junction, speed of trains handled by single unit diesel locomotive is restricted as follows:

Single unit diesel light or with one car (may be coach or caboose)-----25 Miles per hour

Single unit diesel with two cars (one of which may be coach or caboose)-----40 Miles per hour

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					
Indianapolis District						
Indianapolis—between Senate Ave. and South St.-----	5	5	5	5	5	5
Curves between MP23 and MP24-----	35	35	35	35	25	20
Curves between MP31 and MP35-----	35	35	35	35	25	20
Between MP44 and MP49, on Gleasons fill between MP62 and MP63, and on Ellis fill between MP 68 and MP69-----	30	30	30	30	25	20
Bloomington, Ind.—curve between MP55 and MP56-----	20	20	20	20	20	20
Bloomington, Ind.—Lead to Stone Quarries-----	20	20	20	20	20	20
Bloomington, Ind.—Old Shawnee Stone Co. track from Indian Hill Stone Mill to Tramway-----	5	5	5	5	5	5
Over bridges X45-4, X75-6 and X120-6-----	20	20	20	20	20	20
Curve mile 83.2-----	35	35	35	35	25	20
At Switz City from approach signals until engine or leading car has passed home signals-----	20	20	20	20	20	20
Between MP116 and 117 and MP122 and 123-----	35	35	35	35	25	20
Effingham District						
C.C.C.&St.L. Crossing Robinson—between southward and north- ward approach signals-----	20	20	20	20	20	20
Curves, between MP134 and MP135 } Curves, between MP151 and MP152 }-----	30	30	30	30	25	20
Curves, between MP171 and MP172 }						
Havana District						
Havana—River Track-----	10	10	10	10	10	10
Mason City—between approach and home signal-----	15	15	15	15	15	15
Lincoln—Asylum Track-----	5	5	5	5	5	5
South Lincoln Interlocking: Northward, between northward approach and home signal----- Between home signal until engine or leading car has passed opposing home signal-----	15	15	15	15	15	15
Lodge—through interlocking limits-----	20	20	20	20	15	15
Lodge—between approach and home signal-----	20	20	20	20	15	15
White Heath—wye track-----	15	15	15	15	15	15
White Heath—wye track-----	10	10	10	10	10	10
Clinton District						
Decatur, Wabash R.R. crossing-----	15	15	15	15	15	15
Pana, interlocking between home signals-----	20	20	20	20	20	20
Pana, interlocking between approach and home signals-----	25	25	25	25	25	25
Ramsey, interlocking Northward trains between northward ap- proach and home signals-----	25	25	25	25	25	25
Vandalia, interlocking between home signals until engine or leading car has passed opposing home signal-----	20	20	20	20	20	20
Vandalia, interlocking between approach and home signals-----	30	30	30	30	30	25
Sandoval, interlocking between approach and home signals-----	35	35	35	35	30	25
Peoria District						
Pekin, River track-----	--	--	--	10	10	10
Herget, Northward between approach and home signal-----	25	25	25	25	25	25
Curve Mile 27, Delavan station-----	20	20	20	20	20	20
Lincoln (Athol)—Northward between approach and home signal-----	15	15	15	15	15	15
Lincoln (Athol)—Interlocking limits-----	20	20	20	20	20	20
Mt. Pulaski—Northward between approach and home signal-----	15	15	15	15	15	15
Mt. Pulaski, interlocking limits-----	20	20	20	20	20	20
Mattoon—N.Y.C.R.R. Crossing-----	20	20	20	20	20	20
Mattoon District						
Olney—Between Northward approach and home signals-----	30	30	30	30	30	30
Grayville (Grays)—Between southward approach and home signal-----	30	30	30	30	30	30
Grayville (Grays)—Between northward approach and home signal-----	15	15	15	15	15	15
Over Wabash River bridge, B-215-7, steel portion-----	10	10	10	10	10	10
Over Bridge B-221-4-----	25	25	25	25	25	25

(Continued on Page 11)

101 (b). Lower Speeds. Continued

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 covers.

Trains must not exceed 25 miles per hour when handling high ore cars with a short wheel base, ditchers, spreaders, or air dump cars, either loaded or empty.

When 50% of cars in a train are loaded tank cars, speed of train must not exceed forty (40) miles per hour.

When handling covered hoppers loaded with grain or soy beans, speed of train must not exceed thirty (30) 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.

Engines must not be operated over the following locations;

Indianapolis District

Lenore, Ind.—Mile Post 5. All tracks serving Public Service Co. except track serving warehouse.

Bloomington, Ind.—Old Shawnee Stone Co. track from Indian Hill Stone Mill to Tramway beyond 3 car lengths of the west end of run around track at Tramway.

Linton—CMStP&P yard except tracks 1-2-3.

Riverton—Merom gravel pit, both tipples.

Effingham District

Robinson—Refinery Track 3 beyond a point one car length north of loading rack to switch south of loading rack. Refinery Tracks 4 and 5 beyond a point one car length north of loading racks.

All Engines are restricted from using track 6 when cars are being loaded or unloaded on tracks 3, 4 or 5

All Engines are restricted from using track 10 when cars are being loaded or unloaded on tracks 11 or 12

When cars are being loaded or unloaded on either Tracks 11 or 12.

Clinton District

Clinton—Store track, 200 feet west of Madison St.

Glen Ridge—Beyond 50 feet south of derail.

Havana District

Monticello—Wye track beyond elevator.

Decatur—Checkerboard Soybean Company, must not go beyond a point 855 feet east of the point of switch of Track No. 3. This point is at the west end of the building.

103. See rule 509a Page 12.

104. Normal Position of Switches:

Effingham-----For Champaign District

Palestine—Main track switch near Main Street south end of yard and most northerly main track switch at north end of yard have no normal position and they may be left lined in position in which they are last used. All trains and engines will approach these switches at restricted speed and know they are properly lined for their movement before using them.

Indianapolis—Main track switch near south end Wisconsin St. yard has no normal position and may be left lined in position last used. All trains and engines will approach this switch at restricted speed and know it is properly lined for their movement.

White Heath-----For Clinton-Champaign Route

Havana Dist. Jct.-----For Clinton District

West Jct. (Havana Dist.)-----For Springfield District

North Jct. (end of double track) For southward main

South Jct. (end of double track) For northward main

Hervey City -----For Illinois Central R.R.

Mattoon -----For Champaign District

Stewartsville -----For Mattoon District

109. Bulletin Boards.

Clinton {	Callers office Engine house North Yard Office	Bloomington, Ind.: Telegraph Office
Indianapolis {	Wisconsin St. Yard Office Enginemens Washroom	Palestine { Yard Office Engine House Office
Centralia {	Yard office Engine house	Effingham: Yard Office
Champaign—Yard office		East Peoria—Engine house
		Pekin—Freight house
		Decatur { Locker Room Yard Office
		Mattoon { Yard office Engine house
		Harwood—Yard office
		Evansville—Engine house

D-151. Two tracks.

Between Clinton and West Junction.

Between North Jct. and South Jct. Decatur.

221. (e). Except at Lincoln, Ill. Freight Station there are no semaphore type train order signals on the Havana District. 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 except as provided in Rule 221 (f).

287. At Forsyth, trains and engines may move through trailing point switch at a speed not to exceed 25 miles per hour when block signal shows a slow-clear indication.

290. Automatic train stop test loop has been installed 200 feet east of U. S. Route 45 crossing, Effingham.

Engine crews should turn ATS cab switch to "on" position at Evers to allow equipment to warm up. After passing over test loop they will acknowledge red indication and proceed leaving ATS cut in over ATS territory.

505. Automatic block system territory extends from Clinton to Havana District Junction; from Maroa M.P. 765.48 to Decatur Junction, M.P. 749.94; from Decatur Junction to Hervey City.

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ADJUSTED TONNAGE RULES AND RATINGS

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
Adjusted 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 locomotive 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 practical to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.
8. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the General Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Superintendent of Transportation.

	Factor	10	10	10	10	10	12	4	4	8	8	8	8
		Palestine to Lis	Lis to Effingham	Effingham to Newton	Newton to Palestine	Palestine to Bloomington	Bloomington to Indianapolis (Double Doubling track)	Indianapolis to Bloomington	Bloomington to Palestine	Clinton to Decatur Ruling Grade—Clinton to Osprey	Decatur to Centralia Ruling Grade—Decatur, Ill. to Elwin	Centralia to Decatur Ruling Grade—Walker to Macon	Decatur to Clinton Ruling Grade—Osprey to Clinton
Engines	Horse Power	100 Percent Tonnage Ratings											
Diesel	1500	3620	6595	5080	3655	3600	4150	2050	2430	6230	5610	4880	7970
Diesel	1750	4221	7186	5681	4256	4201	4751	2651	3031	7270	6545	5695	9300
Diesel	3000	7240	13170	10160	7310	7200	8300	4100	4860	12460	11220	9760	15940
Diesel	3250	7841	13771	10761	7911	7801	8901	4701	5461	13500	12155	10575	17270
Diesel	3500	8442	14372	11362	8512	8402	9502	5302	6062	14540	13090	11390	18600
Diesel	4500	10860	19755	15240	10965	10800	12450	6150	7290	18690	16830	14640	23910
Diesel	4750	11461	20356	15841	11566	11401	13051	6751	7891	19730	17765	15455	25240
Diesel	5000	12062	20957	16442	12167	12002	13652	7352	8492	20770	18700	16270	26570
Diesel	5250	12663	21558	17043	12768	12603	14253	7953	9093	21810	19635	17085	27900

	Factor	6	6	10	10	10	9	5	5	7
		Mattoon to Mt. Pulaski	Mt. Pulaski to Peoria	Mt. Pulaski to Mattoon	Peoria to Mt. Pulaski	Mattoon to Evansville	Evansville to Mattoon Helper—Harwood to Wilcox	Havana District between Champaign and Havana Ruling Grade (Southward) Lane to Clinton Ruling Grade (Northward) Midland City to Hallville	Decatur to White Heath Ruling Grade—Monticello to White Heath	White Heath to Decatur Ruling Grade—White Heath to Monticello
Engines	Horse-power	100 Per Cent Tonnage Rating								
Diesel	1500	4020	4235	2955	4235	2720	3040	3070	2810	3860
Diesel	1750	4690	4940	3450	4940	3170	3545	3580	3280	4500
Diesel	3000	8040	8470	5910	8470	5435	6075	6140	5620	7720
Diesel	3250	8710	9175	6405	9175	5895	6585	6650	6090	8360
Diesel	3500	9380	9880	6900	9880	6345	7090	7160	6560	9000
Diesel	4500	12060	12700	8870	12700	8160	9115	9210	8430	11580
Diesel	4750	12730	13410	9360	13410	8610	9620	9720	8900	12220
Diesel	5000	13400	14115	9855	14115	9065	10130	10230	9370	12860
Diesel	5250	14070	14820	10350	14820	9515	10635	10740	9840	13500

