

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.....Trans. Coordinator.....Palestine
C. S. SELSOR.....Traveling Engineer.....Markham
C. C. CANNON.....Traveling Engineer.....Champaign
D. A. GUDRY.....Traveling Engineer.....Clinton
J. A. DUMAS.....Assistant Train Master.....Gibson City
E. E. SCHLOTTMAN, JR.....Assistant Train Master.....Champaign
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.

51

Taking Effect 12:01 A.M.

FRIDAY, SEPTEMBER 1, 1961

Superseding

Time Table No. 50

Dated October 30, 1960

FOR THE GOVERNMENT OF EMPLOYEES ONLY

O. 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

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CLINTON DISTRICT

HAVANA DISTRICT

3

No. 695 Wait at Champaign for No. 694

No. 697 Wait at Champaign for No. 696

PEORIA DISTRICT

Southward				Northward			
SECOND CLASS			TIME TABLE No. 51 Taking Effect September 1, 1961 STATIONS			SECOND CLASS	
	Local Freight	Dispatch P M 1	Siding Standing Room Cars with Engine	Mile Posts		Local Freight	Dispatch M P 2
		275	291				
		L 9 55PM	L 7 25AM	2.8	PEORIA..... 2.8 WESLEY..... 116.4	119.2	
		Daily	Ex. Sunday		Be Governed by Rules and Time Table of P. & P. U.		
		L 10 10PM	L 7 40AM	9.2	I. C. JUNCTION..... 6.4 0.1 C.....PEKIN..... 5.2 SOUTH PEKIN..... 6.1 D....GREEN VALLEY..... 0.7 HERGET..... 97.9	110.0	A 1 05PM
		10 12	7 42	42	D.....DELAVALAN..... 4.9 5.9 D.....EMDEN..... 4.1 D.....HARTSBURG..... 8.0 C.....LINCOLN..... 75.0	93.0	A 1 15AM
		10 25	7 56	57	109.9	12 40	1 07
		10 40	8 10	141	104.7	12 20	12 47
		10 51	8 22	26.2	98.6		
		11 03	8 33	32.1	HERGET..... 97.9	12 03PM	12 33
		11 11	8 40	36.2	D.....PEORIA DIST. JCT..... 1.0 10.2 C.....MT. PULASKI..... 7.0 D.....LATHAM..... 5.9 D....WARRENSBURG..... 3.5 BEARSDALE..... 4.7	11 53	12 20
		11 35 276	8 55	63	74.0	11 42	12 01AM
					9 50 291	11 10	
		12 25AM	9 50 292	75 81	55.4	9 05	10 40
		12 40	10 05	...	63.8	8 50	10 25
		12 52	10 20	...	56.8	8 40	10 15
		1 15	10 35	55	50.9		
					47.4		
					See Clinton District		
		1 30	10 50	...	C.....DECATUR..... 0.2	7 52	9 42
		1 32	10 52	76.7	42.7	7 50	9 40
		1 37	10 57	78.1	42.5	7 45	9 30
		1 42	11 02	79.1	41.1	7 40	9 25
					40.1		
					3.5		
					TURPIN..... 2.6	36.6	
					MT. ZION..... 1.6	34.0	
		2 25	11 40	161	D....HERVEY CITY..... 4.0	32.4	9 08
		2 35	11 50	...	D....DALTON CITY..... 5.8	28.4	9 01
		2 50	12 05PM	96.6	D.....BETHANY..... 5.8	22.6	8 50
					7.3		
		3 10	12 25	94	D.....SULLIVAN..... 5.7	15.3	8 35
		3 25	12 36	109.6	ALLENVILLE..... 3.8	9.6	8 22
		3 35	12 43	113.4	COLES..... 5.8	5.8	8 15
		A 4 00AM	A 1 05PM	119.2	C.....MATTOON..... 0.0	0.0	L 6 00AM
							L 8 00PM
					Except Saturday	Daily	

MATTOON DISTRICT

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Southward				Northward			
SECOND CLASS				SECOND CLASS			
			295				296
			Local Freight	Siding, Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 51 Taking Effect September 1, 1961 STATIONS	Miles from Evansville
			Except Saturday				
			L 8 00AM	119.2		C. MATTOON.....	127.4
			8 20	121	6.4	D. LERNA.....	121.0
			8 35	125.6	7.6	.....BRADBURY.....	113.4
			8 45	133.2	3.5	D. TOLEDO.....	109.9
				136.7	5.5		
			9 05	142.2		D. GREENUP.....	104.4
			9 20	148.3	6.1	.....HIDALGO.....	98.3
				151.9	3.6	.....ROSE HILL.....	94.7
			10 00	81	8.2	D. NEWTON.....	86.5
			10 15	160.1	4.8	.....BOOS.....	81.7
				164.9			
			10 30	170.5	5.6	.....WEST LIBERTY.....	76.1
			10 35	171.9	1.4	.....DUNDAS.....	74.7
			10 55	47	7.0	C. OLNEY.....	67.7
			11 20 296	178.9	6.5	.....CALHOUN.....	61.2
				185.4	9.5	D. WEST SALEM.....	51.7
			11 55	194.9	5.2	.....BONE GAP.....	46.5
			12 10PM	200.1	5.0	.....BROWNS.....	41.5
			12 25	201			
				205.1			
					7.4	.....GRAYS.....	34.1
					1.0		
			12 45	212.5		D. GRAYVILLE.....	33.1
				213.5	6.5	.....GRIFFIN.....	26.6
			1 00	220.0	5.5	.....STEWARTSVILLE.....	21.1
			1 15	225.5	3.0	D. POSEYVILLE.....	18.1
			1 23	228.5			
			1 50	239.1	10.6	.....WILCOX.....	7.5
			2 05	244.5	5.4	C. HARWOOD.....	2.1
			A 2 30PM	246.6	2.1	.....EVANSVILLE.....	0.0
						Except Sunday	

NEW HARMONY DISTRICT

Southward—INDIANAPOLIS DISTRICT—Northward

SECOND CLASS				TIME TABLE NO. 51				SECOND CLASS			
	371	391		Taking Effect September 1, 1961					370	374	
	Dispatch IB-1	Local Freight	Siding, Standing Room, Cars with Engine	Mile Posts	STATIONS				Mile from Palestine	Siding, Standing Room, Cars with Engine	Local Freight
		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	74	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	24.8 ANITA.....	98.5	71		1 40	3 01	
		8 55	8 20		5.3 MORGANTOWN.....	93.2			1 27	2 46	
		9 01	8 27	70	33.3 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 TREVILAC.....	82.0			1 02	2 18	
		9 38	9 05	69	49.7 UNIONVILLE.....	73.6	69		12 43	1 59	
		9 50	9 50	60	55.9 D. BLOOMINGTON.....	67.4	60		12 30	1 45	
		10 00	10 05	69	56.8 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		70.2 SOLSBERRY.....	53.1			11 51	12 57	
		10 40	10 49		77.5 TULIP.....	45.8			11 34	12 38	
		10 50	11 20		83.0 D. BLOOMFIELD.....	40.3			11 22	12 25	
		11 10	11 35		89.4 D. SWITZ CITY.....	33.9			11 10	12 10AM	
	11 55 374	11 59	114	95.4	D. LINTON.....	27.9	114		10 59	11 55 371	
		12 14AM	12 20PM		5.7 DUGGER.....	22.2			10 39	11 30	
		12 27	12 35	112	103.0 OASS.....	20.3	112		10 35	11 25	
		12 41	1 05		110.0 D. SULLIVAN.....	13.3			10 19	11 08	
		12 50	1 20	73	114.4 NEW LEBANON.....	8.9	73		10 10	10 58	
		12 59	1 35		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	

INDIANAPOLIS DISTRICT

TIME TABLE NO. 51

TAKING EFFECT

SEPTEMBER 1, 1961

STATIONS

MILE POSTS

MILES FROM

PALESTINE

SIDING, STANDING ROOM,

CARS WITH ENGINE

SPECIAL INSTRUCTIONS (Continued on Page 9)**Trains may register by Form 905 at:**

Pekin—Interlocking Tower Decatur
 Pekin—Freight House Harwood Tower
 White Heath
 (When Operator on Duty) Champaign 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, White Heath 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	Pana
Decatur (Decatur yard limits extend to Decatur Junction)	Vandalia
	Branch Junction
	White Heath
Mattoon	Champaign
Olney	
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
Evansville	R.R. Crossing and Jct.
Branch Jct. Clinton Dist., I.C.R.R.—M-I R.R. Trains	L.&N. R.R. Jct.
Decatur, Brush College lead, I.T. R.R.—I.C. R.R.—	Crossing
Midland City, Penn. R.R.—I.C.R.R.—	Crossing
Havana, C.&I.M. R.R.—I.C. R.R.—	Crossing
White Heath—Trains from I.T. Jct.	Jct.

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)

SPECIAL INSTRUCTIONS (Continued on Page 10)

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	25	15
Between Clinton and Havana	30	30	30	30	25	15
Between White Heath and Decatur	25	25	25	25	25	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	10	10	10	10	10	10
Bloomington, Ind.—Cavanaugh track						
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

(Continued on Page 10)

SPECIAL INSTRUCTIONS (Continued on Page 11)

101 (b). 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	Miles per Hour	
					All trains; Switcher or transfer Engines	Trains handling wrecking derricks or locomotive cranes
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 northward approach signals	20	20	20	20	20	20
Curves, between MP134 and MP135	30	30	30	30	25	20
Curves, between MP151 and MP152						
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	15	15	15	15	15	15
Between home signal until engine or leading car has passed opposing home signal	20	20	20	20	15	15
Lodge—through interlocking limits	20	20	20	20	15	15
Lodge—between approach and home signal	15	15	15	15	15	15
White Heath—wye track	10	10	10	10	10	10
White Heath—main track turn out	15	15	15	15	15	15
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 approach 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 (engine or leading car)	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)

SPECIAL INSTRUCTIONS (Continued on Page 12)

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—Store track, 200 feet west of Madison St.

Glen Ridge—Beyond 50 feet south of derail.

Monticello—East Wye track beyond Vio Bin Co. building.

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.

Bloomington, Ind.: Telegraph Office

Clinton { Callers office

Clinton { Engine house

Clinton { North Yard Office

Indianapolis { Wisconsin St.

Indianapolis { Yard Office

Indianapolis { Enginemens

Indianapolis { Washroom

Centralia { Yard office

Centralia { Engine house

Champaign—Yard office

I.T. Jct.—I.T. Yard Office

Pekin—Freight house

Effingham: Yard Office

East Peoria—Engine house

Mattoon { Locker Room

Decatur { Yard Office

Mattoon { Yard office

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.

(Continued on Page 12)

SPECIAL INSTRUCTIONS (Continued on Page 13)

509-509 (a) and 103. 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.

525. Centralized traffic control is in service between South Junction and Decatur Junction.

539. Spring Switches:

Location	Normal Position
Wisconsin Street Yard— South end of inbound lead at Raymond Street.	For inbound lead
Mt. Pulaski—Peoria Dist. siding, north switch— For main track	For main track
South Junction----- For northward main track	
Hervey City (Siding—South switch)For main track	
Sullivan (Siding—South switch)For main track	
Calhoun (Siding—North switch)For main track	
Browns (Siding—South switch)For main track	
Clinton (North Switch North Yard)For Amboy District	
Maroa (Siding South switch)*For main track	
Forsyth (Siding Both Ends)*For main track	
Radford (Siding Both Ends)For main track	
Pana (New Storage North switch)For main track	
*Lunar White Marker.	

Following spring switches are protected by reflector sign located 5,000 feet in advance of facing point switch and trains must approach prepared to stop unless signal at switch indicates proceed:

Radford (Siding Both Ends)
Pana (New Storage North Switch)
Mt. Pulaski: Peoria Dist. (Siding North Switch)
Hervey City (Siding South Switch)
Sullivan (Siding South Switch)

Southward trains on siding at Sullivan desiring to make movement through spring switch to main track must stop between clearing circuit sign and switch and wait for southward home signal at interlocking to clear. If southward home signal does not clear, trainmen must then proceed to crossing and operate emergency push-button release housed in box stencilled "IC" on side of concrete house, located in southeast quadrant near crossing.

Calhoun (Siding North End)
Browns (Siding South End)

671. SWITZ CITY, INDIANA: Interlocking station will be closed from 8:01 A.M. to 4:01 P.M. Sunday, each week. Signals will be normally set for Illinois Central trains during these hours.

672. At the following automatic interlocked railroad crossings trains must not exceed speed indicated until engine or leading car passes over crossing:

Location:	Miles Per Hour
Mason City—G.M.&O.R.R.	20
Between New Holland and Mason City—C.&N.W.R.R.	20
Lodge—Wabash R.R.	20
Sandoval—B.&O.R.R.	35
Herget—G.M.&O.R.R.	20
Delavan GM&ORR	20
Lincoln—I.C.R.R. (both districts)	20
Sullivan, Ill.—C.&E.I.R.R.	20
Lerna—N.K.P.R.R.	20
Browns—Sou.R.R.	20
Grays—N.Y.C.R.R.	35
Sullivan, Ind.—C.&E.I.R.R.	15
Linton, Ind.—C.M.St.P.&P.R.R.	15

Home Signals at Sullivan, Ind. are equipped with smash boards and must raise to full clear position before the governing home signal will clear.

Home signals at Linton may be manually controlled by operator in CMSTP&P depot to hold switching moves and allow through train to proceed. At Linton when train or engine, desiring to make movement over crossing, is stopped by stop indication and no conflicting train movement is evident, trainmen shall operate push button located near stop signal, holding down momentarily and releasing. If signal does not then indicate proceed, trainmen must then go to release box located at crossing and operate release. Copies of instructions for operating push button are posted nearby.

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

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.

(Continued on Page 13)

SPECIAL INSTRUCTIONS (Concluded)

13

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. C.C.C.&St.L.R.R. rules for operation of trains and engines between Eighth Avenue and Harwood, Evansville:

Between Harwood and Eighth Avenue, Evansville, trains and engines will be operated under New York Central Rules 91 and 91(a), reading as follows:

91. Unless some form of block signals is used, trains in the same direction must keep not less than five minutes apart, except in closing up at stations. A train following a train carrying passengers must keep not less than ten minutes behind it.

91(a). Where no form of block signals is in use, train-order signals where provided, and home (or dwarf) signals at interlockings, will be used for the purpose of spacing trains, in accordance with Rule 91.

Rule 99 is effective in New York Central Rule 93 territory. Yard limit boards have been installed at intersection of N.Y.C. and L.&N. Evansville, and just north of north switch at Harwood.

1204. Oblong: Derails on both ends of siding. Bloomington, Ind.: Derails on both ends of siding.

1206. No railroad cars or equipment are to be stored within 100 feet of 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.

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.

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 Ospur	Decatur to Centralia Ruling Grade—Decatur to Elwin	Centralia to Decatur Ruling Grade—Walker to Macon	Decatur to Clinton Ruling Grade—Ospur 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			

