

Wx4.org note: The following comments and documents were posted at TrainOrders.com on 10-26-2014.

"High Speed Sunday - Main Line of Mid-America Style"
Author: Englewood

IC had a 100 mph limit in the timetable for approximately 125 miles through Illinois. Since the key to fast timing is sustained high speed running there are few permanent speed restrictions. Double track, current of traffic operation meant no time lost meeting opposing trains.

DIVISION OFFICERS

F. K. STANFORD.....Superintendent.....Champaign
 H. F. DAVENPORT.....Assistant Superintendent.....Champaign
 H. A. SCHMITT.....Assistant Superintendent.....Decatur
 P. S. GHOLSON.....Train Master.....Champaign
 G. G. HESTER.....Train Master.....Kankakee
 J. W. HARRELL.....Train Master.....Clinton
 C. B. HALLMANN.....Train Master.....Mattoon
 R. H. FORBES.....Trans. Coordinator.....Palestine
 O. S. SELSOR.....Traveling Engineer.....Markham
 O. O. CANNON.....Traveling Engineer.....Champaign
 D. A. GUIDRY.....Traveling Engineer.....Clinton
 C. B. 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. O. CROSS.....Train Dispatcher.....Champaign
 O. 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		
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

Illinois Central Railroad

CHICAGO
 CHAMPAIGN
 SPRINGFIELD
 BLOOMINGTON
 PONTIAC
 RANTOUL
 DISTRICTS

(ILLINOIS DIVISION)

TIME TABLE No.

8

Taking Effect 12:01 A.M.

SUNDAY, APRIL 25, 1965

Superseding

TIME TABLE NO. 7

Dated October 25, 1964

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

CHAMPAIGN DISTRICT—Southward

Mile Points	TIME TABLE NO. 8 Taking Effect April 25, 1965 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 Louisiana	Dispatch CN 5	Dispatch CB 9
		Daily	Daily	Daily		Daily	Daily	Daily	Daily	
127.8	O.....CHAMPAIGN.....	L 2 20AM	L 9 55AM	L 10 50AM		L 6 30PM	L 7 10PM	L 10 10PM		
132.2	D.....SAVOY.....	f 2 31	10 00	10 56		6 35	7 14	10 15		
91 137.1	O.....TOLONO.....	s 2 47	10 03	10 59		6 39	7 18	10 19		
141.9	D.....PESOTUM.....	f 2 51								
145.6	.....HAYES.....									
149.8	O.....TUSCOLA.....	s 3 13	10 11	11 07		6 47	e 7 29	10 29		
154.1	.....GALTON.....									
133 157.9	D.....ARCOLA.....	s 3 22	10 16	11 12		6 52	7 36	10 36		
163.6	D.....HUMBOLDT.....	f 3 27								
167.5	.....DORANS.....	3 30	10 23	11 19		6 59	7 44	10 44		
172.4	O.....MATTOON.....	s {3 35 4 02	s 10 39	y 11 28		b 7 05	s 7 54	s 10 57		
179.3	.....AETNA.....									
184.3	D.....NEOGA.....	f 4 16	10 48	11 37		7 14	8 06	11 09		
191.2	.....SIGEL.....	f 4 22	10 53	11 42		7 19	8 12	11 15		
244 199.2	O.....EFFINGHAM.....	s {4 29 4 51	s 11 10	y 11 51		b 7 26	s 8 23	s 11 45		
205.7	.....WATSON.....	f 4 56								
211.5	.....MASON.....	f 5 01	11 18	11 59		7 34	8 34	11 58		
214.6	O.....EDGEWOOD.....	f 5 04	11 20	12 01PM		7 37	8 37	12 02AM	L 3 00AM	L 5 10AM
218.5	.....LAOLEDE.....	f 5 07								
223.1	D.....FARINA.....	f 5 11								
228.9	D.....KINMUNDY.....	f 5 16	11 30	12 13		7 49	8 49	12 16		
233.6	.....ALMA.....	f 5 20								
239.0	.....TONTI.....									
74 244.2	.....ODIN.....	s 5 35								
250.0	.....BRANCH JCT.....	A 5 40AM	A 11 45AM	A 12 30PM		A 8 03PM	A 9 05PM	A 12 39AM	VIA BLUFORD	VIA BLUFORD
CENTRALIA DISTRICT										
252.4	O.....CENTRALIA.....	A 5 45AM	A 11 50AM	A 12 35PM		A 8 10PM	A 9 10PM	A 12 45AM		
280 19.3	D.....GREENDALE.....								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.

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

e—Stop to discharge revenue passengers from Chicago.

CHAMPAIGN DISTRICT—Northward

Siding Standing Room, Cars with Engine	Miles from Centralia	TIME TABLE NO. 8 Taking Effect April 25, 1965 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							
	115.3	O.....TOLONO..... 4.8	3 56	6 32	7 59		s 3 30	3 14	9 15
108	110.5	D.....PESOTUM..... 3.7							
	106.8	.....HAYES..... 4.2							
	102.6	O.....TUSCOLA..... 4.3	h 3 46	6 23	e 7 48		s 3 15	3 04	9 06
	98.3	.....GALTON..... 3.8							
	94.5	D.....ARCOLA..... 5.7	e 3 38	6 18	7 42		s 3 02	2 58	9 01
	88.8	D.....HUMBOLDT..... 3.9					2 54		
	84.9	.....DORANS..... 4.9							
128	80.0	C.....MATTOON..... 6.9	s 3 24	s 6 06	s 7 30		s 2 47	w 2 45	s 8 50
	73.1	.....AETNA..... 5.0							
128	68.1	D.....NEOGA..... 6.9	3 06	5 54	7 15		2 28	2 26	8 36
	61.2	.....SIGEL..... 8.0	3 00				2 22		8 30
230	53.2	C.....EFFINGHAM..... 6.5	s 2 53	b 5 41	s 7 02		s 2 15 ⁵²	w 2 15	s 8 23
	46.7	.....WATSON..... 5.8	2 36	5 34	6 53		2 02		8 11
	40.9	.....MASON..... 3.1					1 57		
	37.8	O.....EDGEWOOD..... 3.9	2 29	5 28	6 45		1 54	2 01	8 05
	33.9	.....LAOLEDE..... 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					1 30		
	8.2	.....ODIN..... 5.8							
	2.4	.....BRANCH JOT.....	L 2 00AM	L 5 00AM	L 6 15AM		L 1 25PM	L 1 35PM	L 7 39PM
			Daily	Daily	Daily		Daily	Daily	Daily
		C.....CENTRALIA..... 2.4	L 1 55AM	L 4 55AM	L 6 10AM		L 1 20PM	L 1 30PM	L 7 35PM
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.

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

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

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

Note the speed restrictions for dispatching mail on the bottom of page 13.

I have included Special Instruction 1217 on page 19 for the benefit of those who enjoy the finer points of train handling.

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

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

(Continued on Page 13)

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

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

Trains handling short wheel base ore cars, 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.
 Trains handling pile driver with boom forward must not exceed a speed of 20 miles per hour.
 Cars exceeding a gross weight of 240,000 lbs. must not be moved on Bloomington Dist., Pontiac Dist. and Rantoul Dist.
 Cars exceeding a gross weight of 160,000 lbs. must not move over the Store Track at Clinton, Ill.

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

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

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

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

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

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

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

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

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

This type of safety control dead-man can be cut out by closing a ¾" cut-out cock, located beneath the small trap door in the floor of the cab and adjacent to the 3-position brake pipe cut-out cock on units with ATS and on units equipped for ATS; units without brake application valve (w/o ATS) have the cut-out cock located in the cab just above the floor back of the brake stand.

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

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

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

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

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

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

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

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

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

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

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

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

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

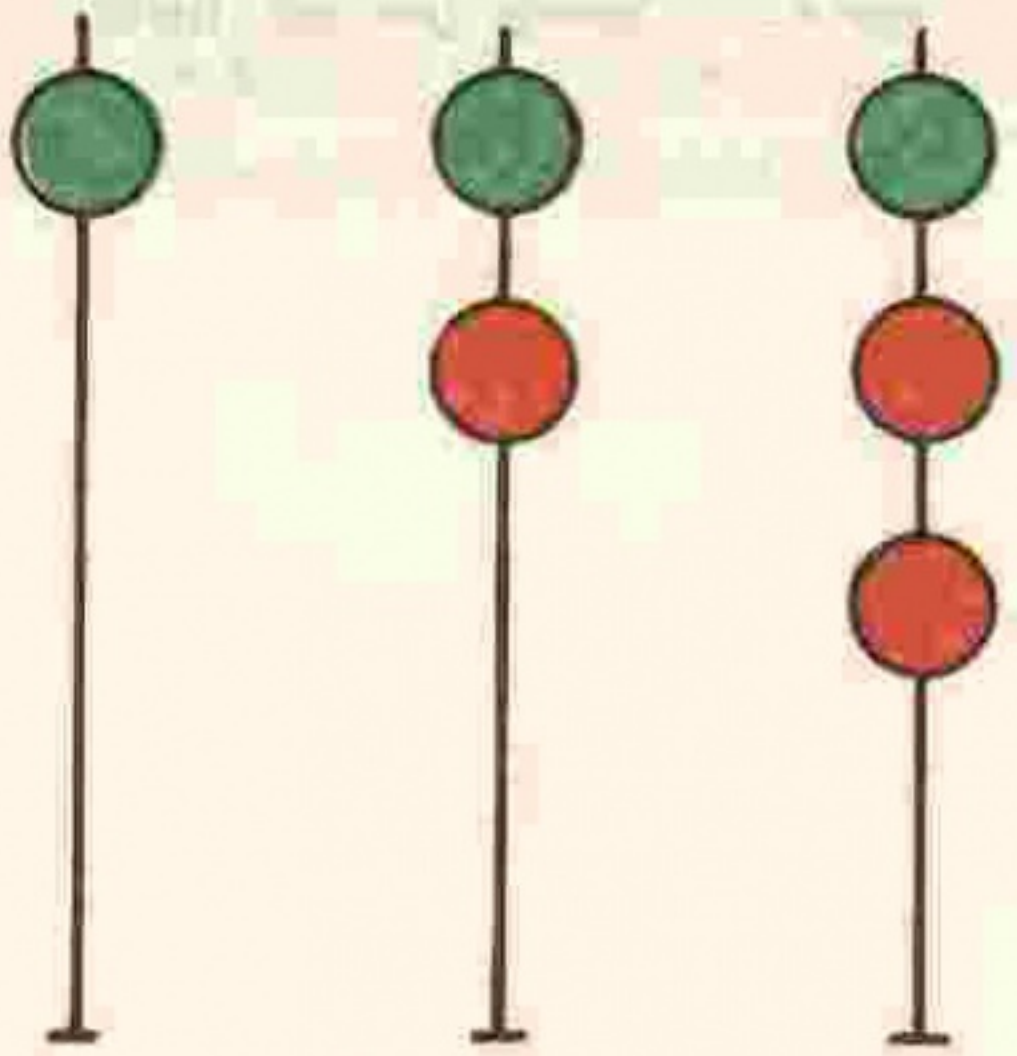
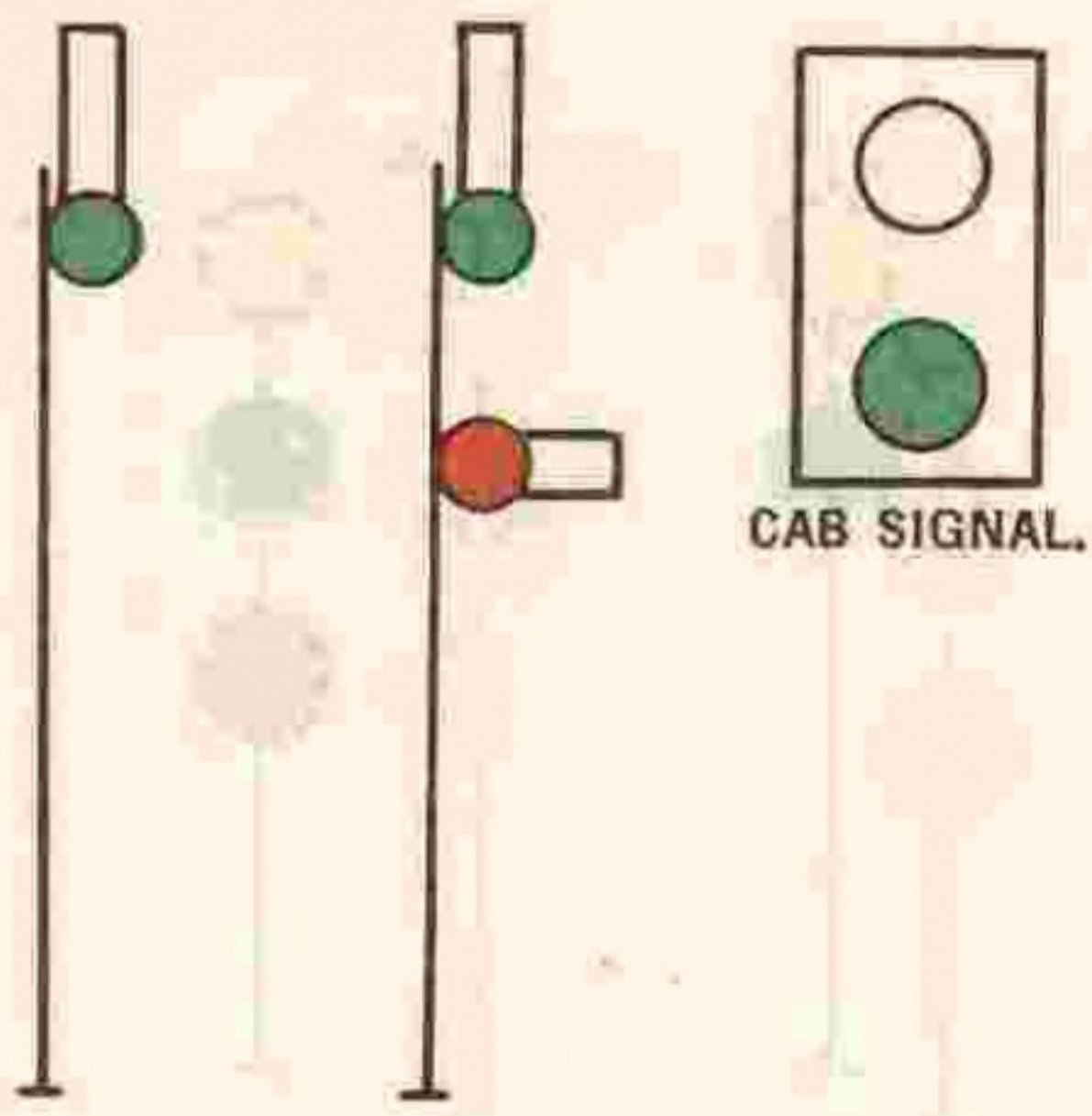
c. Service position—this position consists of a sector of brake valve handle movement to the right of release position. Moving the brake valve handle from left to right through this sector the degree of brake application is increased until with the handle in the extreme right of this sector the handle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

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

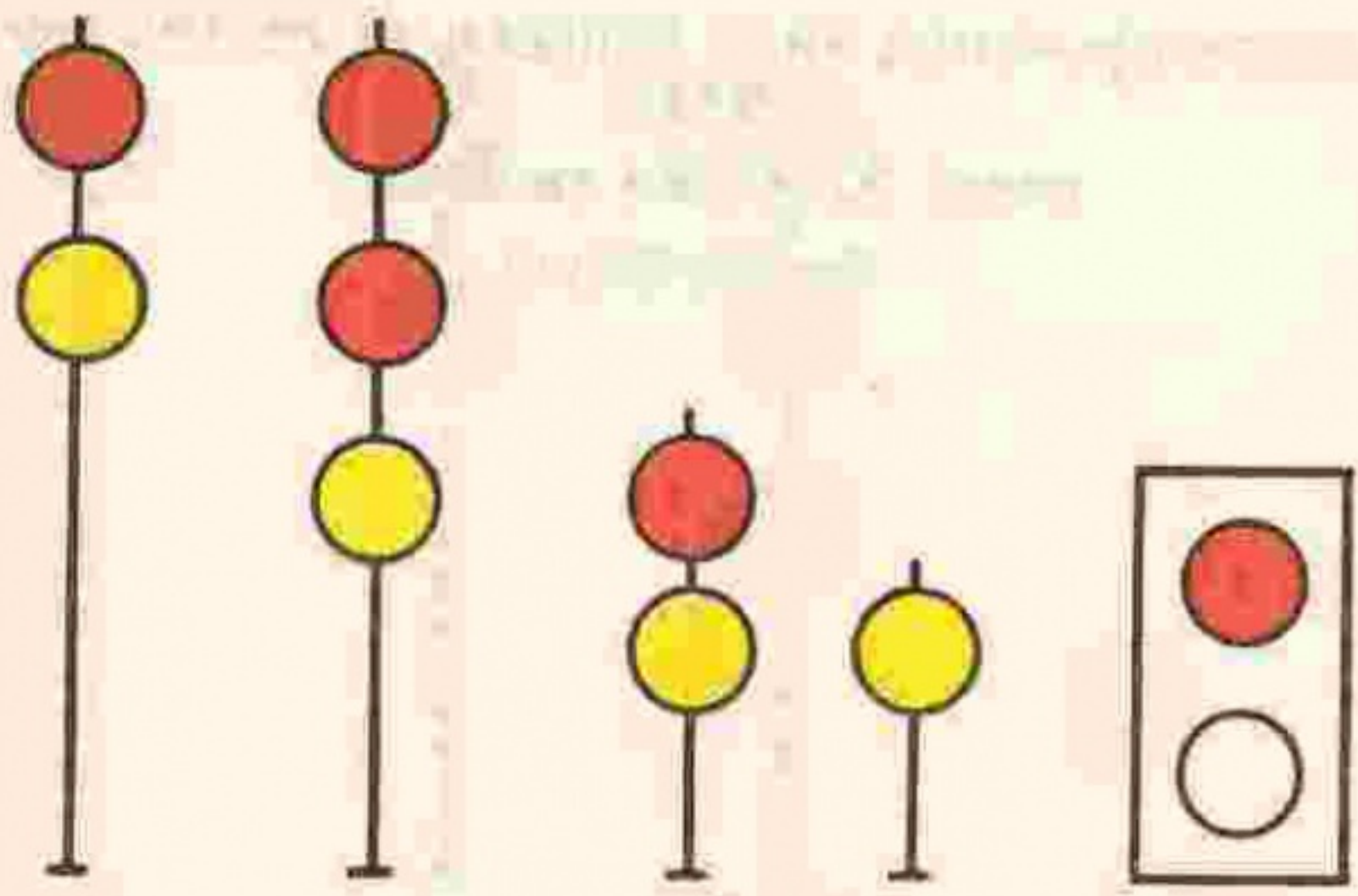
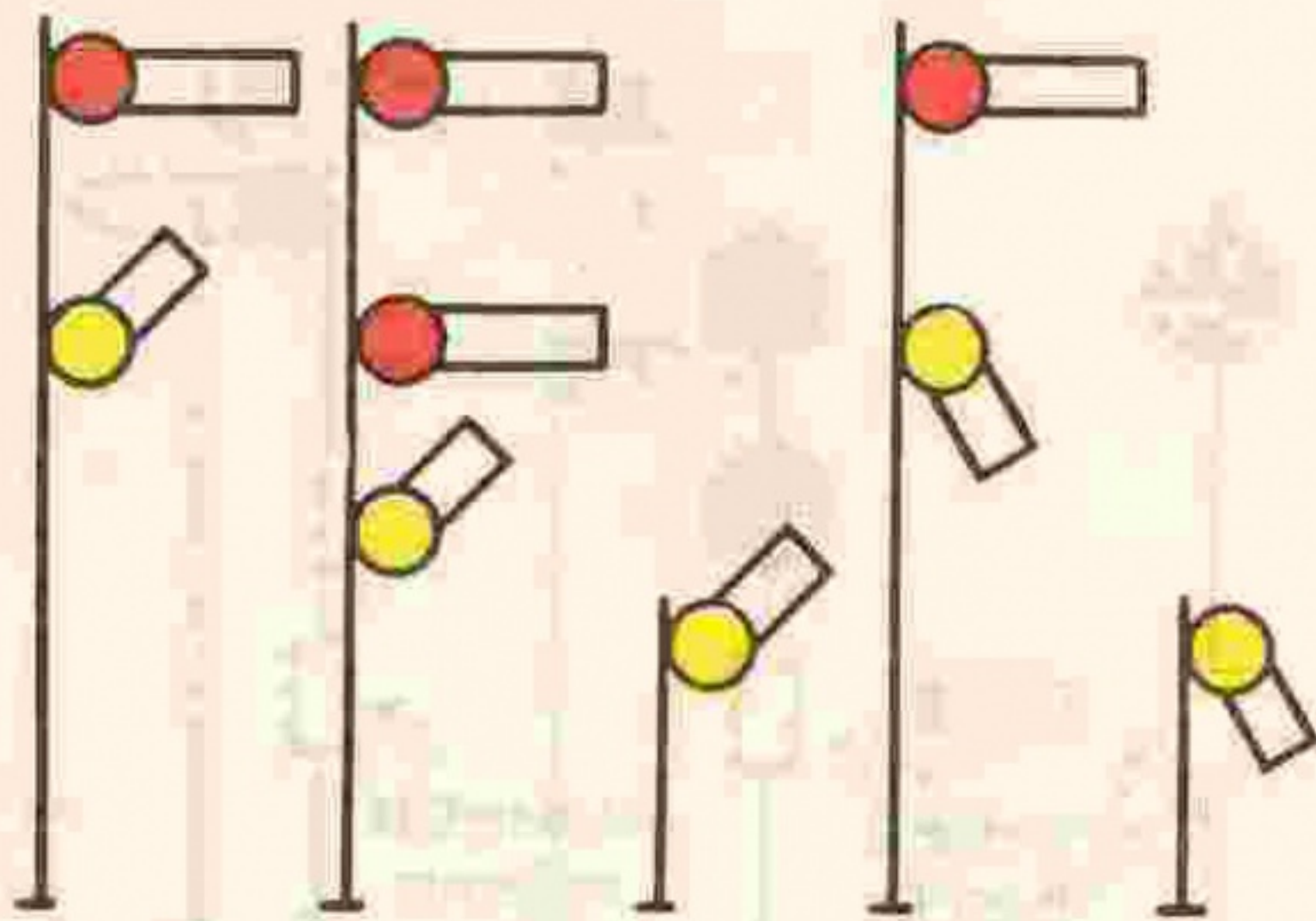
e. Handle off position—this position is located by the first quadrant notch to the right of "Suppression Position." The handle may be removed in this position.

(Continued on page 20)

On the Champaign District the IC had a two aspect cab signal system that displayed either Clear or Restricting. There were no wayside signals except the home signals at interlockings. The IC mounted a number plate on the signal instrument case where an automatic signal would have normally been located to indicate where a new signal circuit (“a loop” in IC terminology) began. Adequate stopping distance was provided by having the cab signal drop to Red at the location where the train would have encountered a Yellow in normal wayside ABS territory.



INDICATION—PROCEED.
NAME—CLEAR.



DWARF

CAB SIGNAL

INDICATION—PROCEED AT RESTRICTED SPEED.

NAME—RESTRICTING.

Instructions for ATS operation are on page 16. One source of confusion among railfans is the lack of a standard naming convention for the various train control devices on the market. ATS on the IC was not the same as ATS on the AT&SF, etc.

The down side of not having wayside signals was that in case of an equipment failure an absolute block had to be maintained in advance of the train.

My only experience with the IC cab signaling was on Amtrak. I don't think there was any speed control on IC engines, so the engineer could use his judgment on how much air to set and when to set it after the cab signal dropped to Restricting. I assume there was some type of acknowledging device that would make a service application if not acknowledged by the engineer. I remember a conversation with an ICG RFE in which he stated that if the cab signal dropped to Restricting at the start of a "loop" the men would tend to take it as the Approach that would have been encountered in normal ABS territory. He tried to dissuade them from operating on assumptions. Amtrak engines had speed control that cut in when the cab signals cut in, relieving the engineman of any judgment or assumptions. If any of you had first hand experience with the IC cab signals on IC engines, please provide corrections or amplifications.

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

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

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

283. Stuenkel

Indian Oaks—Turnout No. 3
to No. 2 track.

Otto

Gilman (First crossover North
of Station No. 2 to
No. 1 track)

Glen—N.K.P. Crossing

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

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

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

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

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

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

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

(D). In event train stop application occurs and engineman is unable to release brakes, the pneumatic device will be cut out, engine electrical device remaining cut in, and train proceed in accordance with engine cab signal indication. Report must be made to chief train dispatcher from first available point of communication, and chief train dispatcher will issue order providing that train with pneumatic device cut out and engine electrical device remaining cut in will be protected by holding such train at open train order offices until preceding

train has cleared next open train order office ahead. Under conditions not here provided for, chief train dispatcher will issue order that train without automatic train stop protection may proceed to a definite point at restricted speed not exceeding fifteen miles per hour.

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

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

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

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

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

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

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

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

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

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

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

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

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

(Continued on Page 17)

101. Speed Restrictions:

Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

Territory or Location	Streamlined passenger trains with roller bearings on all cars, with diesel engines (See Note B)	Passenger and express trains with friction bearing journals, light or with cabooses, with passenger or diesel engines (See Note A)	Passenger trains with 2500 and 2600 class engines, cabooses or light.	Passenger trains with 2030 class and Improved Mikado type engines. (See Note A)	Passenger trains with other type freight engines. (See Note A)	Dispatch freight trains with passenger engines, 2500 and 2600 class and Improved Mikado type engines (See Note A)	Dispatch freight trains with 2700, 2800, 8000 class engines.	Other freight trains with 2500, 2600, 2700, 8000 class and Improved Mikado type engines (See Note A)	Freight trains with other type freight engines. (See Note A)	Eight wheel locomotive cranes and derricks.	Engines without trucks and engines backing up with or without cars.
	Miles per Hour										
Between Branch Jct. and Carbondale.....	100	79	60	60	50	60	50	50	45	30	25
Between Carbondale and Cobden.....	45	50	50	50	50	50	50	45	40	30	25
Between Cobden and Anna.....	45	60	60	60	50	50	50	45	40	30	25
Between Anna and Dongola.....	45	50	50	50	50	50	50	45	40	30	25
Between Dongola and Illinois.....	90	79	60	60	50	50	50	45	40	30	25
Between Illinois and Ballard (Cairo bridge).....	15	15	*	15	15	15	*	15	15	10	10
Between DuQuoin and Bois track #3.....	20	20	20	20	20	20	20	20	20	20	20
Between Branch Jct. and Illinois, and between East St. Louis and Pinkneyville, except where lower speed is required, against current of traffic	35	35	35	35	35	35	35	35	35	30	25
Between Sou. Ry. crossing and Valley Jct. (southward).....		25	25	25	25	25	25	25	25	25	25
Between Sou. Ry. crossing and Trendley Ave. (northward).....		15	15	15	15	15	15	15	15	15	15
Between MP G5 and Sou. Ry. crossing(northward).....		35	35	35	35	35	35	35	35	30	25
Between MP G10 and G5 (northward).....		50	45	45	45	45	45	45	40	30	25
Between Belleville and MP G10 (northward).....		60	60	50	50	50	50	45	40	30	25
Between Valley Jct. and Belleville (southward).....		60	60	50	50	50	50	45	40	30	25
Between Belleville and Carbondale.....		70	60	60	50	50	50	45	40	30	25
Between Pinckneyville and DuQuoin.....		70	60	60	50	50	50	45	40	30	25
Between Texas and Gale.....		30	30	30	30	30	30	30	30	25	15
Between Belleville and New National Mine.....		15	*	15	15	*	*	*	15	15	15
Diverging routes through crossovers, junctions and siding switches:											
Turnouts at spring switches unless otherwise authorized.....	25	25	25	25	25	25	25	25	25	25	25
East St. Louis, spring switch south end B yard, southward main track.....	15	15	15	15	15	15	15	15	15	15	15
On Straight track at spring switches when springing points:											
Pinckneyville, Pinckneyville district, south end double Track.....	40	40	40	40	40	40	40	40	40	30	25
Centralia: Outbound freight lead to northward main, turnout through No. 18 frog.....	30	30	30	30	30	30	30	30	30	30	25
Branch Jct.: Facing point crossover, northward main to southward main.											
Centralia: Springfield Division junction switch.											
DuQuoin: Inbound freight lead from southward main.											
DuQuoin: Pinckneyville district siding switches.											
Carbondale: Crossovers north of Oak Street, Southward main to northward main, northward main to storage track, and from northward freight main to northward main.	25	25	25	25	25	25	25	25	25	25	25
Carbondale: Crossover south of passenger station from St. Louis dist. main to southward main.											
Carbondale: Junction switch St. Louis dist. main to southward main at College Street.											
Carbondale: Crossover from northward main to southward main, College street.....											

Note A: 2100, 2350-2352, 2500, 2600, 2700, 2800 and 8000 class engines, must not be operated over Cairo bridge.

Note B: Streamlined Trains Nos. 1-2-5-6-52-53.

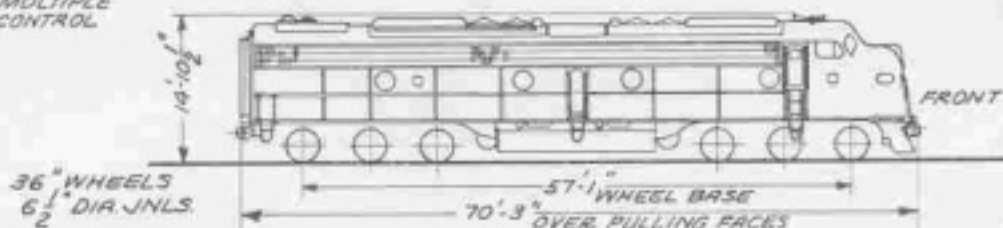
*Prohibited.

IC diagrams of some tools of the trade geared for 117 MPH.

32

TOTAL LOADED WT. 339,500 LBS.

4036-4042

MULTIPLE
CONTROL

PASSENGER

BUILDER	E.M.D. TYPE E9-A	AIR BRAKES	24 RL EQUIPMENT
DIESEL ENGINE (TOTAL)	(2) E.M.D. 12 CYL. MODEL 567	STEAM GENERATOR	(1) VAPOR TYPE OK-4225
HORSE POWER (TOTAL)	2400	SANDERS	PRIME
ENGINE SPEED	275-800 R.P.M.	SAND	18 CU. FT.
MAIN GENERATOR	(2) E.M.D. TYPE D4D-D16	FUEL OIL	1200 GALS.
BATTERY	32 CELL, 64 VOLT	LUBE OIL	(TOTAL 2 ENGS) 330 GALS.
TRACTION MOTORS	(4) E.M.D. TYPE D37	ENGINE COOLING WATER (TOTAL 2 ENGS)	400 GALS.
GEAR RATIO	52:25	STEAM GENERATOR WATER	1350 GALS.
TRACTIVE EFFORT, 25% ADH	56,000 LBS.	MAXIMUM SPEED	117 M.P.H.
TRACTIVE EFFORT, CONT.	19,800 LBS. AT 39 M.P.H.	CURVATURE (ONE OR MORE UNITS)	21 DEGREES
AIR COMP. GARDNER-DENVER TYPE	ABO 112 C.F.M.	TRUCK WHEEL BASE	14'-1"
AIR RESERVOIR CAPACITY	50,000 CU. IN.	LOADED WEIGHT-DRIVERS	224,000 LBS.

36

34

TOTAL LOADED WT. 323,500 LBS.

4106-4108



PASSENGER

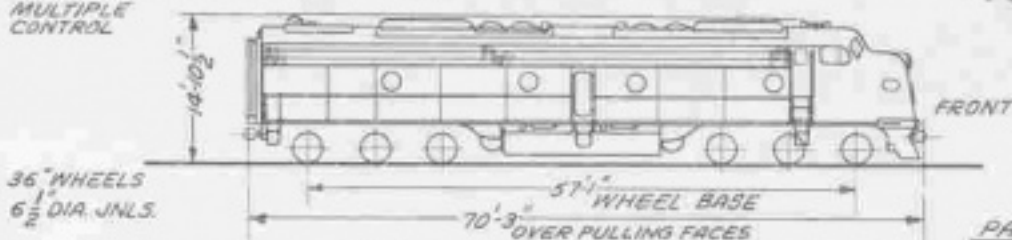
BUILDER	E.M.D. TYPE E9-B	AIR BRAKES	24 RL EQUIPMENT
DIESEL ENGINE (TOTAL)	(2) E.M.D. 12 CYL. MODEL 567	STEAM GENERATOR	(1) VAPOR TYPE OK-4225
HORSE POWER (TOTAL)	2400	SANDERS	PRIME
ENGINE SPEED	275-800 R.P.M.	SAND	16 CU. FT.
MAIN GENERATORS	(2) E.M.D. TYPE D4D-D16	FUEL OIL	1200 GALS.
BATTERY	32 CELL, 64 VOLT	LUBE OIL	(TOTAL 2 ENGS) 330 GALS.
TRACTION MOTORS	(4) E.M.D. TYPE D37	ENGINE COOLING WATER (TOTAL 2 ENGS)	400 GALS.
GEAR RATIO	52:25	STEAM GENERATOR WATER	1350 GALS.
TRACTIVE EFFORT, 25% ADH	54,500 LBS.	MAXIMUM SPEED	117 M.P.H.
TRACTIVE EFFORT, CONT.	19,800 LBS. AT 39 M.P.H.	CURVATURE (ONE OR MORE UNITS)	21 DEGREES
AIR COMP. GARDNER-DENVER TYPE	ABO 112 C.F.M.	TRUCK WHEEL BASE	14'-1"
AIR RESERVOIR CAPACITY	50,000 CU. IN.	LOADED WEIGHT-DRIVERS	218,000 LBS.

38

27

TOTAL LOADED WT. 323,000 LBS.

4018-4021

MULTIPLE
CONTROL

PASSENGER

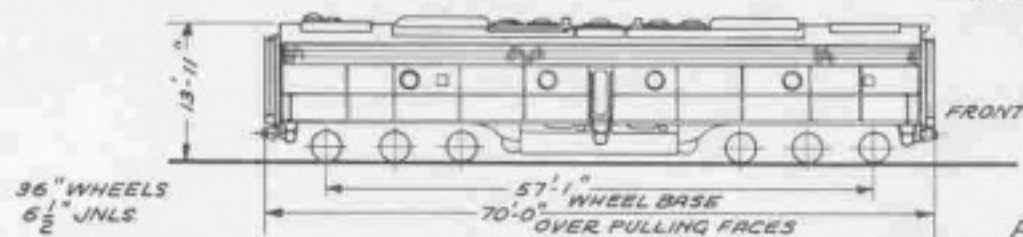
BUILDER	E.M.D. TYPE E8-A	AIR BRAKES	24 RL EQUIPMENT
DIESEL ENGINE (TOTAL)	(2) E.M.D. 12 CYL. MODEL 567	STEAM GENERATOR	(1) VAPOR TYPE OK-4740
HORSE POWER (TOTAL)	2250	SANDERS	PRIME
ENGINE SPEED	275-800 R.P.M.	SAND	18 CU. FT.
MAIN GENERATORS	(2) E.M.D. TYPE D15B-D16	FUEL OIL	1200 GALS.
BATTERY	32 CELL, 64 VOLT	LUBE OIL	(TOTAL 2 ENGS) 330 GALS.
TRACTION MOTORS	(4) E.M.D. TYPE D27	ENGINE COOLING WATER (TOTAL 2 ENGS)	400 GALS.
GEAR RATIO	52:25	STEAM GENERATOR WATER	1350 GALS.
TRACTIVE EFFORT, 25% ADH	54,375 LBS.	MAXIMUM SPEED	117 M.P.H.
TRACTIVE EFFORT, CONT.	19,500 LBS. AT 36 M.P.H.	CURVATURE (ONE OR MORE UNITS)	21 DEGREES
AIR COMP. GARDNER-DENVER TYPE	ABO 112 C.F.M.	TRUCK WHEEL BASE	14'-1"
AIR RESERVOIR CAPACITY	50,000 CU. IN.	LOADED WEIGHT-DRIVERS	217,500 LBS.

31

33

TOTAL LOADED WT. 322,000 LBS.

4104-4105



PASSENGER

BUILDER	E.M.D. TYPE E8-B	AIR BRAKES	24 RL EQUIPMENT
DIESEL ENGINE (TOTAL)	(2) E.M.D. 12 CYL. MODEL 567	STEAM GENERATOR	(1) VAPOR TYPE OK-4740
HORSE POWER (TOTAL)	2250	SANDERS	PRIME
ENGINE SPEED	275-800 R.P.M.	SAND	16 CU. FT.
MAIN GENERATORS	(2) E.M.D. TYPE D15B-D16	FUEL OIL	1200 GALS.
BATTERY	32 CELL, 64 VOLT	LUBE OIL	(TOTAL 2 ENGS) 330 GALS.
TRACTION MOTORS	(4) E.M.D. TYPE D27	ENGINE COOLING WATER (TOTAL 2 ENGS)	400 GALS.
GEAR RATIO	52:25	STEAM GENERATOR WATER	1350 GALS.
TRACTIVE EFFORT, 25% ADH	53,875 LBS.	MAXIMUM SPEED	117 M.P.H.
TRACTIVE EFFORT, CONT.	19,500 LBS. AT 36 M.P.H.	CURVATURE (ONE OR MORE UNITS)	21 DEGREES
AIR COMP. GARDNER-DENVER TYPE	ABO 112 C.F.M.	TRUCK WHEEL BASE	14'-1"
AIR RESERVOIR CAPACITY	50,000 CU. IN.	LOADED WEIGHT-DRIVERS	215,500 LBS.

37