DIVISION OFFICERS

G.M. BISCAN	Assistant Superintendent	Champaign
J.P. HAINES	Assistant Superintendent	Decatur
P.J. DeWOLF	Train Master	Champaign
M.E. LINGLE	Train Master-Trans. Eng.	Clinton
J.W. SHARP	Train Master	Mattoon
C.D. MAJORS	Train Master-Trans. Eng.	LaSalle
R.V. CLARK	Transportation Engineer	Champaign
C.J. STEPHENSON	Assistant Train Master	Clinton
R.J. PARKER	Assistant Train Master	Champaign
D.E. FORD	Assistant Train Master	Decatur
J. C. FEEZOR	Transportation Coordinator	Indianapolis
R.K. WINSTEAD	Transportation Coordinator	Evansville
R.E. COATNEY	Transportation Coordinator	Mattoon
B.L. MORGAN	Transportation Coordinator	Mattoon
R.L. MULHOLLAND.	Transportation Coordinator	Decatur
J.E. MOSS	Director – Train Dispatching	Chicago

DON'T LEARN SAFETY

RULES BY ACCIDENT

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

ILLINOIS DIVISION

TIME TABLE NO.

16

Taking Effect 12:01 A.M.

SUNDAY, MARCH 8, 1970

Superseding

ILLINOIS DIVISION

TIME TABLE NO. 15

Dated June 1, 1969

FOR THE GOVERMENT OF EMPLOYEES ONLY

W. H. THOMPSON
Vice President-
General Manager

R. H. PASCHAL
Asst. Vice Pres.–
Operations
(System)

H. L. WILLIAMS
Asst. Vice Pres.–
Operations
(Northern Region)

R. E. JONES
General Manager–
Transportation

J. M. LAW
Superintendent

CHAMPAIGN DISTRICT—Southward

Siding, Standing Room Cars with Engine	Mile Posts	TIME TABLE NO. 16 Taking Effect March 8, 1970 STATIONS	FIRST CLASS								
			1	53	7	5	51	9	3		
			City of New Orleans	City of Miami	Illini	Panama Limited	Piggyback	Shawnee	Mid-American		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily		
..	124.1	...LEVERETT JCT.....	L 9 57AM	L 10 47AM	L 5 09PM	L 6 57AM	L 8 28PM	L 9 09PM	L 11 14PM	.....	.....
	3.7										
..	127.8	C.. CHAMPAIGN	s { 10 02 / 10 12	s { 10 55 / 11 00	s { 5 15 / 5 23	s { 7 02 / 7 12	8 40	s { 9 15 / 9 23	s { 11 20 / 11 35	.....	.....
	4.4										
..	132.2	.....SAVOY	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.9										
91	137.1	C..... TOLONO.....	10 20	11 09	5 31	7 20	8 50	9 31	11 43	.....	.....
	4.8										
..	141.9	.....PESOTUM	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.7										
..	145.6	..... HAYES	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.2										
..	149.8	C ....TUSCOLA	10 29	11 17	5 40	7 29	9 02	9 40	11 52	.....	.....
	4.3										
..	154.1	.....GALTON	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.8										
133	157.9	D.....ARCOLA	10 34	11 22	5 45	7 34	9 10	9 45	11 59	.....	.....
	5.7										
..	163.6	.....HUMBOLDT	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.9										
..	167.5	.....DORANS	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.9										
..	172.4	C ... MATTOON	s 10 48	y 11 38	s 6 01	s 7 48	9 24	s 10 01	s 12 25 AM	.....	.....
	6.9										
..	179.3	.....AETNA	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.0										
..	184.3	.....NEOGA.....	10 58	11 47	6 11	7 58	9 35	10 21	12 35	.....	.....
	6.9										
..	191.2	..... SIGEL	.....	.....	.....	.....	.....	.....	.....	.....	.....
	8.0										
244	199.2	C .. EFFINGHAM	s 11 13	y 12 01PM	s 6 28	s 8 13	9 50	s 10 28	s 1 05	.....	.....
	6.5										
..	205.7	.....WATSON	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.8										
..	211.5	.....MASON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.1										
223	214.6	C ...EDGEWOOD	11 25	12 11	6 40	8 25	10 05	10 40	1 16	.....	.....
	3.9										
..	218.5	.....LACLEDE	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.6										
..	223.1	.....FARINA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.8										
..	228.9	..... KINMUNDY.....	11 35	12 23	6 50	8 35	10 19	10 50	1 26	.....	.....
	4.7										
..	233.6	..... ALMA	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.4										
..	239.0	..... TONTI.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.2										
74	244.2	..... ODIN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.8										
..	250.0	.... BRANCH JCT	A 11 48AM	A 12 40PM	A 7 03PM	A 8 48PM	A 10 40PM	A 11 03PM	A 1 39AM	.....	.....
..		CENTRALIA DISTRICT									
	2.4										
..	252.4	C... CENTRALIA ...	A 11 59AM	A 12 45PM	A 7 12PM	A 9 00PM	A 11 05PM	A 11 12PM	A 1 45AM		
	19.3										
281	17.1	.... GREENDALE	.....	.....	.....	.....	.....	.....	.....	.....	.....
	22.3										
..	41.6	C.....BLUFORD	.....	.....	.....	.....	.....	.....	.....	.....	.....

e – Stop to discharge revenue passengers from Chicago.

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

Siding, Standing Room Cars with Engine	Miles from Centralia	TIME TABLE NO. 16 Taking Effect March 8, 1970 STATIONS		FIRST CLASS 6 Panama Limited Daily	10 Shawnee Daily	52 City of Miami Daily	8 Illini Daily	4 Mid-American Daily	2 City of New Orleans Daily	50 Piggyback Daily	
..	128.3	... LEVERETT JCT. ...	.....	A 6 54AM	A 9 04AM	A 3 50PM	A 4 04PM	A 6 54PM	A 9 54PM	A 2 16AM	.....
3.7											
...	124.6	C .. CHAMPAIGN	.....	s { 6 50 / 6 45	s { 9 00 / 8 55	s { 3 45 / 3 40	s { 4 00 / 3 55	s { 6 50 / 6 45	s { 9 50 / 9 45	2 10	.....
4.4											
...	120.2	..... SAVOY	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.9											
....	115.3	C... TOLONO	.....	.. 6 33	.. 8 36	.. 3 13	... 3 36 ...	... 6 33	... 9 33	.. 1 45	.....
4.8											
108	110.5	..... PESOTUM	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.7											
...	106.8	..... HAYES	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.2											
...	102.6	C .... TUSCOLA	.....	6 24	e 8 27	2 59	3 27	6 24	9 24	1 32	.....
4.3											
...	98.3	..... GALTON	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.8											
...	94.5	D .... ARCOLA	.....	6 19	8 21	2 53	3 21	6 19	9 19	1 24	.....
5.7											
...	88.8	..... HUMBOLDT	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.9											
...	84.9	..... DORANS	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.9											
128	80.0	C ... MATTOON		s 6 08	s 8 10	w 2 40	s 3 10	s 6 08	s 9 08	1 10	
6.9											
...	73.1	..... AETNA	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.0											
128	68.1	..... NEOGA	.....	5 54	7 56	2 21	2 56	5 54	8 54	12 58	.....
6.9											
...	61.2	..... SIGEL	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.0											
230	53.2	C ... EFFINGHAM	.....	s 5 43	s 7 45	w 2 10	s 2 45	s 5 43	s 8 43	12 44	.....
6.5											
...	46.7	..... WATSON	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.8											
...	40.9	..... MASON	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.1											
223	37.8	C. ... EDGEWOOD	.....	5 30	7 30	1 56	2 30	5 30	8 30	12 29	.....
3.9											
...	33.9	..... LACLEDE	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.6											
...	29.3	..... FARINA	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.8											
...	23.5	..... KINMUNDY	.....	5 21	7 21	1 47	2 21	5 21	8 21	12 15AM	.....
4.7											
...	18.8	..... ALMA	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.4											
...	13.4	..... TONTI	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.2											
...	8.2	..... ODIN	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.8											
...	2.4	.... BRANCH JCT. ...	.....	L 5 06AM	L 7 06AM	L 1 30PM	L 2 06PM	L 5 06PM	L 8 06PM	L 11 55PM	.....
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	
2.4											
.....	....	C. ... CENTRALIA	.....	L 5 02AM	L 7 02AM	L 1 25PM	L 2 02PM	L 5 02PM	L 8 02PM	L 11 50PM	.....
19.3											
281	20.1	..... GREENDALE	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.3											
....	41.6	C. .... BLUFORD	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

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

SPRINGFIELD DISTRICT

Southward								Northward			
SECOND CLASS			FIRST CLASS	Siding, Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 16 Taking Effect March 8, 1970 STATIONS	Miles from East St. Louis	FIRST CLASS	SECOND CLASS		
67	63	65	21					22	64	66	62
Dispatch Freight	Dispatch C S 3	Dispatch C S 5	Governor's Special					Governor's Special	Dispatch S C 4	Dispatch Freight	Dispatch S C 2
Daily	Daily	Daily	Daily								
L 11 55PM	L 2 10PM	L 2 35AM	L 10 43AM	...	148.5	C ....CLINTON	142.0	A 6 10PM	A 5 40AM	A 10 35AM	A 7 40PM
				...	149.6	1.1 ...WEST JUNCTION..	140.9				
12 15AM	2 30	2 55	10 53	185	156.7	7.1 ..... KENNEY.....	133.8	5 49	4 25	10 20	6 47
				...	162.7	6.0 ..... CHESTNUT....	127.8				
12 30	2 45	3 10	s 11 03	179	169.0	6.3 C... MT. PULASKI....	121.5	s 5 39	4 10	10 01	6 28
12 35	2 50	3 15	11 07	128	173.2	4.2 .... LAKE FORK	117.3	5 35	4 05	9 53	6 23
				...	179.8	6.6 ....BUFFALO HART..	110.7				
12 55	3 10	3 35	11 20	...	188.1	8.3 ..... BISSEL	102.4	5 22	3 40	9 30	6 05
			11 22	...	190.3	2.2 .....STARNES	100.2	5 20			
1 30	3 20	3 40	A 11 24AM	71	191.9	1.6 C..... AVENUE	98.6	L 5 18PM	3 30	9 15	5 55
			A 11 35AM	...	193.2	....SPRINGFIELD....	99.9	L 5 15PM			
1 30	3 20	3 40		71	191.9	1.3 C .... AVENUE	98.6		3 30	9 15	5 55
				181	198.5	6.6 ..... TORONTO	92.0				
				...	207.3	8.8 ..... CIMIC	83.2				
1 50	3 45	4 05		180	208.9	1.6 ..... DIVERNON	81.6		3 05	8 40	5 30
				...	217.5	8.6 D..FARMERSVILLE ..	73.0				
2 10	4 06	4 25		180	221.9	4.4 ..... WAGGONER ...	68.6		2 50	8 20	5 15
				...	233.3	11.4 ..NORTH LITCHFIELD.	57.2				
... 230 64	4 25	4 45		70	235.9	2.6 .... LITCHFIELD ...	54.6		230 67	7 30	4 55
2 45	445 62	5 00		96	244.0	8.1 ....MOUNT OLIVE ...	46.5		2 15	7 20	445 63
3 00	5 00	5 40		177	256.7	12.7 C....ALHAMBRA	33.8		2 00	7 00	4 25
				...	264.0	7.3 ..... MARINE	26.5				
3 20	5 25	6 05		63	272.6	8.6 ..... MONT	17.9		1 40	6 35	4 05
3 25	5 35	630 66		68	276.0	3.4 .... GLEN CARBON	14.5		1 34	630 65	3 59
A 3 27AM	A 5 37PM	A 6 32AM		...	276.3	0.3 C ..... GLEN	14.2		L 1 32AM	L 6 25AM	L 3 57PM
						Be Governed By C&NW Time Table		Daily	Daily	Daily	Daily
L 4 40AM	L 8 00PM	L 7 30AM		...	286.3	10.0 C ....MADISON	4.2		A 1 15AM	A 5 45AM	A 3 40PM
						Be Governed by Time Table of I.T. and T.R.R.A.					
A 6 25AM	A 9 00PM	A 8 30AM		...	290.5	4.2 C.. EAST ST. LOUIS ...	.....		L 12 30AM	L 5 00AM	L 3 00PM

Southward								Northward			
SECOND CLASS				Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE NO. 16 Taking Effect March 8, 1970 STATIONS	Miles from Freeport	SECOND CLASS			
			373					372			
			Dispatch Freight					Dispatch Freight			
.....	.....	.....	L..12 15AM	..		C.....WALLACE.....		A 8 05AM			
			Except Saturday			2.1 See Freeport District					
.....	.....	.....	L 12 25AM	..	934.2	..EAST JUNCTION..	0.9	A 8 00AM	.....	.....	.....
.....	.....	.....	12 35	96	930.9	3.3 .....DUNBAR.....	4.2	7 50	.....	.....	.....
.....	.....	.....	12 55	71	922.6	8.3 ....FORRESTON....	12.5	6 50	.....	.....	.....
.....	.....	.....	.....	..	912.8	9.8 .....POLO.....	22.3	.....	.....	.....	.....
.....	.....	.....	1 25	157	906.7	6.1 .....WOOSUNG.....	28.4	6 20	.....	.....	.....
.....	.....	.....	2 25	77	899.3	7.4 D..... DIXON.....	35.8	6 00	.....	.....	.....
.....	.....	.....	2 40	81	893.3	6.0 .....ELDENA.....	41.8	5 30	.....	.....	.....
.....	.....	.....	3 10	114	887.6	5.7 .....AMBOY.....	47.5	5 20	.....	.....	.....
.....	.....	.....	3 40	138	871.7	15.9 C.....MENDOTA.....	63.4	4 40	.....	.....	.....
.....	.....	.....	.....	..	864.2	7.5 ..... DIMMICK.....	70.9	.....	.....	.....	.....
.....	.....	.....	405 372	201	859.9	4.3 .....MIDWAY.....	75.2	405 373	.....	.....	.....
.....	.....	.....	4 40	..	855.9	4.0 C.....LA SALLE.....	79.2	3 50	.....	.....	.....
.....	.....	.....	4 55	99	852.7	3.2 .....OGLESBY.....	82.4	3 15	.....	.....	.....
.....	.....	.....	5 05	201	846.8	5.9 .....TONICA.....	88.3	2 55	.....	.....	.....
.....	.....	.....	5 15	..	841.8	5.0 .....LOSTANT.....	93.3	2 45	.....	.....	.....
.....	.....	.....	.....	..	835.6	6.2 ..... WENONA	99.5	.....	.....	.....	.....
.....	.....	.....	6 00	119	825.1	10.5 .....MINONK.....	110.0	2 20	.....	.....	.....
.....	.....	.....	6 05	..	823.5	1.6 .MINONK JUNCTION.	111.6	1 55	.....	.....	.....
.....	.....	.....	6 40	74	813.8	9.7 .....EL PASO.....	121.3	1 40	.....	.....	.....
.....	.....	.....	7 00	73	804.8	9.0 .....HUDSON.....	130.3	1 20	.....	.....	.....
.....	.....	.....	7 15	..	797.9	6.9 C..... NORMAL.....	137.2	1 05	.....	.....	.....
.....	.....	.....	7 20	..	797.3	0.6 .NORMAL JUNCTION.	137.8	1 00	.....	.....	.....
.....	.....	.....	7 25	143	795.8	1.5 ...BLOOMINGTON...	139.3	12 55	.....	.....	.....
.....	.....	.....	7 30	..	794.3	1.5 C.....DEAN.....	140.8	12 50	.....	.....	.....
.....	.....	.....	7 50	94	784.4	9.9 ....HEYWORTH....	150.7	12 30	.....	.....	.....
.....	.....	.....	.....	..	777.9	6.5 ..... WAPELLA.....	157.2	.....	.....	.....	.....
.....	.....	.....	A 8 15AM		773.3	4.6 C..... CLINTON.....	161.8	L 12 10AM	.....	.....	.....
								Except Sunday			

MATTOON DISTRICT

Southward SECOND CLASS				Siding, Standing Room cars with Engine	Mile Posts	TIME TABLE No. 16 Taking Effect March 8, 1970 STATIONS	Miles from Evansville	Northward SECOND CLASS			
			295					296			
			Local Freight					Local Freight			
			Daily								
			L 8 00AM		119.2	C MATTOON	127.4	A 2 30PM			
						6.4					
			8 20	107	125.6	LERNA	121.0	2 10			
						7.6					
			8 35		133.2	BRADBURY	113.4	1 50			
						3.5					
			8 45		136.7	TOLEDO	109.9				
						5.5					
			9 05		142.2	GREENUP	104.4				
						6.1					
			9 20		148.3	HIDALGO	98.3	1 05			
						3.6					
					151.9	ROSE HILL	94.7				
						8.2					
			10 00	70	160.1	NEWTON	86.5	12 40			
						4.8					
			10 15		164.9	BOOS	81.7	12 20			
						5.6					
			10 30		170.5	WEST LIBERTY	76.1	12 05PM			
						1.4					
			10 35		171.9	DUNDAS	74.7				
						7.0					
			10 55	39	178.9	D OLNEY	67.7	11 45			
						6.5					
			1120 296	125	185.4	CALHOUN	61.2	1120 295			
						9.5					
			11 55		194.9	WEST SALEM	51.7	10 35			
						5.2					
			12 10PM		200.1	BONE GAP	46.5	10 20			
						5.0					
			12 25	176	205.1	BROWNS	41.5	10 05			
						7.4					
					212.5	GRAYS	34.1				
						1.0					
			12 45		213.5	GRAYVILLE	33.1	9 45			
						6.5					
			1 00		220.0	GRIFFIN	26.6	9 30			
						5.5					
			1 15		225.5	STEWARTSVILLE	21.1	9 16			
						3.0					
			1 23		228.5	POSEYVILLE	18.1	9 10			
						10.6					
			1 50	38	239.1	WILCOX	7.5	8 50			
						5.4					
			2 05		244.5	D HARWOOD	2.1	8 35			
						2.1					
			A 2 30PM		246.6	EVANSVILLE 8	0.0	L 8 00AM			
								Daily			

NEW HARMONY DISTRICT

Southward				Mile Posts	TIME TABLE No. 16 Taking Effect March 8, 1970 STATIONS	Miles from New Harmony	Northward			
				0	STEWARTSVILLE	6.2				
					6.2					
				6.2	NEW HARMONY					

PEORIA DISTRICT

Southward								Northward			
SECOND CLASS				Siding Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 16 Taking Effect March 8, 1970 STATIONS	Miles from Mattoon	SECOND CLASS			
		275	291					292	276		
		Dispatch Freight	Local Freight					Local Freight	Dispatch Freight		
.....	.....	.....	.....	..	.....	..... PEORIA	119.2	.....	.....	.....	.....
.....	.....	L 9 55PM	L 7 25AM	..	2.8	2.8 ..... WESLEY	116.4	A 1 05PM	A 1 30AM	.....	.....
		Daily	Except 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	39	9.3	0.1 ..... PEKIN	109.0	12 40	1 07	.....	.....
.....	.....	10 25	7 56	111	14.5	5.2 ....SOUTH PEKIN ...	104.7	12 20	12 47	.....	.....
.....	.....	.....	.....	..	20.6	6.1 ...GREEN VALLEY ..	98.6	.....	.....	.....	.....
.....	.....	10 40	8 10	..	21.3	0.7 ..... HERGET	97.9	12 03PM	12 33	.....	.....
.....	.....	10 51	8 22	..	26.2	4.9 ..... DELAVAN	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	.....	.....
.....	.....	1135 276	8 55	55	44.2	8.0 ..... LINCOLN	75.0	11 20	1135 275	.....	.....
.....	.....	.....	.....	..	45.2	1.0 .. PEORIA DIST. JCT. .	74.0	.....	.....	.....	.....
.....	.....	12 25AM	950 292	94 72	55.4	10.2 .... MT. PULASKI ...	63.8	950 291	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	49	71.8	3.5 .... BEARSDALE 4.7	47.4	8 40	10 15	.....	.....
						See Clinton District					
.....	.....	1 30	10 50	..	76.5	C .... DECATUR	42.7	7 52	9 42	.....	.....
.....	.....	1 32	10 52	..	76.7	0.2 .... NORTH JCT	42.5	7 50	9 40	.....	.....
.....	.....	1 37	10 57	..	78.1	1.4 .....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	143	86.8	1.6 D ...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	84	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	118	113.4	3.8 ..... COLES	5.8	6 15	8 15	.....	.....
.....	.....	A 4 00AM	A 1 05PM	..	119.2	5.8 C ..... MATTOON	0.0	L 6 00AM	L 8 00PM	.....	.....
								Except Saturday	Daily		

CLINTON DISTRICT

Southward	Siding, Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 16 Taking Effect March 8, 1970 STATIONS	Miles from Clinton	Northward
		773.3	C. . . . **CLINTON**		
			0.6		
		772.7	HAVANA DIST. JCT.	0.6	
			3.9		
	77	768.8	. . . . . OSPUR	4.5	
			3.6		
		765.2	D. . . . MAROA	8.1	
			4.0		
		761.2	. . . . . EMERY	12.1	
			2.6		
	181	758.6	. . . . . FORSYTH	14.7	
			6.0		
		752.6	C . . DECATUR	20.7	
			0.2		
		752.4	. . . . NORTH JCT	20.9	
			1.4		
		751.0	. . . . SOUTH JCT	22.3	
			1.0		
		750.0	. . DECATUR JCT. . .	23.3	
			3.0		
	72	747.0	. . . . . ELWIN	26.3	
			4.8		
	78	742.2	. . . . . MACON	31.1	
			5.9		
		736.3	. . . MOWEAQUA	37.0	
			2.3		
	126	734.0	. . . . RADFORD	39.3	
			5.1		
		728.9	. . . ASSUMPTION . . .	44.4	
			3.8		
		725.1	. . . . DUNKEL	48.2	
			5.4		
	87	719.7	C. . . . . PANA	53.6	
			7.3		
		712.4	. . . . . OCONEE	60.9	
			10.0		
		702.4	C. . . . RAMSEY	70.9	
			7.4		
		695.0	. . . . . VERA	78.3	
			5.1		
		689.9	D . . VANDALIA	83.4	
			6.6		
		683.3	. . . SHOBONIER	90.0	
			4.5		
		678.8	. . . . . VERNON	94.5	
			3.6		
	83	675.2	. . . . . PATOKA	98.1	
			5.1		
		670.1	. . . . . FAIRMAN.	103.2	
			4.5		
		665.6	. . . . SANDOVAL. . . .	107.7	
			3.6		
		662.0	. . . BRANCH JCT. . . .	111.3	
			2.4		
			See Centralia Dist.		
		659.6	C. . . **CENTRALIA** . . .	113.7	

HAVANA DISTRICT

Southward	Mile Posts	TIME TABLE No. 16 Taking Effect March 8, 1970 STATIONS	Miles from Havana	Northward
		C. . . **CHAMPAIGN**.	101.8	
		3.6		
	3.6	STALEY CONNECTION	98.2	
		0.8		
	4.4	. . . . . STALEYS	97.4	
		3.1		
	7.5	. . . . . BONDVILLE	94.3	
		3.0		
	10.5	. . . . . SEYMOUR	91.3	
		5.1		
	15.6	. . . . **WHITE HEATH** . . .	86.2	
		5.7		
	5.7	. . . . . MONTICELLO		
		5.0		
	10.7	. . . . . AMENIA		
		3.3		
	14.0	. . . . . CISCO		
		5.5		
	19.5	. . . . . ARGENTA.		
		3.9		
	23.4	. . . . . OREANA		
		4.4		
	27.8	. . . GREEN'S SWITCH . . .		
		2.6		
	30.4	. . . . . **I.T. JCT.**		
		0.4		
	30.8	C. . . . **DECATUR**		
		3.1		
	18.7	. . . . . LODGE.	83.1	
		4.8		
	23.5	. . . . . DELAND	78.3	
		5.6		
	29.1	. . . . . WELDON	72.7	
		5.6		
	34.7	. . . . . LANE	67.1	
		5.8		
	40.5	. . HAVANA DIST. JCT. .	61.3	
		0.6		
	41.1	C. . . . **CLINTON**	60.7	
		See Springfield Dist.		
		1.1		
	42.2	. . . . WEST JUNCTIONS .	59.6	
		3.1		
	45.3	. . . . . JENKINS	56.5	
		2.9		
	48.2	. . . . . HALLVILLE	53.6	
		2.5		
	50.7	. . . . MIDLAND CITY. . . .	51.1	
		3.1		
	53.8	. . . . . BEASON	48.0	
		3.2		
	57.0	. . . . . SKELTON	44.8	
		4.8		
	61.8	. . PEORIA DIST. JCT. . .	40.0	
		1.3		
	63.1	D. . . . LINCOLN	38.7	
		6.5		
	69.6	. . . . BURTON VIEW . . .	32.2	
		5.2		
	74.8	. . . NEW HOLLAND . . .	27.0	
		6.2		
	81.0	. . . . MASON CITY	20.8	
		5.8		
	86.8	. . . . . TEHERAN	15.0	
		24.		
	89.2	. . . . . EASTON	12.6	
		3.2		
	92.4	. . . . . BIGGS	9.4	
		2.0		
	94.4	. . . . POPLAR CITY . . .	7.4	
		7.4		
	101.8	. . . . . **HAVANA**		

Southward	Siding, Standing Room Cars with Engine	Mile Posts	TIME TABLE NO. 16 Taking Effect March 8, 1970 STATIONS	Miles from Palestine	Northward
			INDIANAPOLIS	123.3	
		1.7			
		1.7	D WISCONSIN ST. YARD	121.6	
		5.7			
	62	7.4	MT. PERRY	115.9	
		10.0			
		17.4	BARGERSVILLE	105.9	
		7.4			
		24.8	ANITA	98.5	
		5.3			
		30.1	MORGANTOWN	93.2	
		3.2			
	58	33.3	DOUBLING TRACK	90.0	
		5.6			
		38.9	HELMSBURG	84.4	
		2.4			
		41.3	TREVLAC	82.0	
		8.4			
		49.7	UNIONVILLE	73.6	
		6.2			
	51	55.9	D BLOOMINGTON	67.4	
		0.9			
		56.8	FLOYD	66.5	
		8.2			
		65.0	ELWREN	58.3	
		5.2			
		70.2	SOLSBERRY	53.1	
		7.3			
		77.5	TULIP	45.8	
		5.5			
		83.0	BLOOMFIELD	40.3	
		6.4			
		89.4	SWITZ CITY	33.9	
	98	6.0 95.4	LINTON	27.9	
		5.7			
		101.1	DUGGER	22.2	
	96	1.9 103.0	CASS	20.3	
		7.0			
		110.0	SULLIVAN	13.3	
		4.4			
		114.4	NEW LEBANON	8.9	
		4.3			
		118.7	MEROM	4.6	
		1.7			
		120.4	RIVERTON	2.9	
		2.9			
		123.3	D **PALESTINE**		

EFFINGHAM DISTRICT

Southward				Siding, Standing Room Cars with Engine	Mile Posts	TIME TABLE NO. 16 Taking Effect March 8, 1970 STATIONS	Miles from Effingham		Northward			
					123.3	D.... PALESTINE	53.6					
						6.8						
				38	130.1	ROBINSON	46.8					
						5.4						
					135.5	STOY	41.4					
						1.6						
					137.1	BAKERS LANE	39.4					
						2.4						
					139.5	OBLONG	37.4					
						6.1						
					145.6	WILLOW HILL	31.3					
						7.8						
					153.4	NEWTON	23.5					
						6.1						
					159.5	LIS	17.4					
						3.5						
					163.0	WHEELER	13.9					
						3.6						
					166.6	DIETERICH	10.3					
						4.4						
					171.0	EVERS	5.9					
						5.9						
					176.9	C .... EFFINGHAM						

SPECIAL INSTRUCTIONS (Continued on Page 11)

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

Overhead wires at Bloomington, Ill., Meadow Track No. 3, do not have the required 27-ft. clearance.

3. Standard Clocks:

Champaign:	Telegraph "W" office, callers office, engine house, Old callers office (Depot)
Mattoon:	Yard office, engine house
Centralia:	Ticket office, yard office, engine house.
Clinton:	Yard office, telegraph office, engine house.
Bluford:	Yard office, engine house.
Avenue:	Yard Office.
E. St. Louis Hump Yard:	Engine house, Telegraph Office
Palestine:	Yard Office
Evansville:	Engine House
Decatur:	Yard Office
Wisconsin St.:	Yard Office
LaSalle:	Telegraph Office
Bloomington, Ind.	Yard Office
Wallace:	Yard Office and Engine House
Peoria:	P&PU Crew Building

8 (a), 628. Operator-levermen are authorized to use electric lanterns with yellow bulbs for signaling purposes.

10. (g). On Champaign and Springfield Districts Maintenance of Way Department yellow rectangular sign (M of Way Rule 27) will be located 2 miles in advance of point where speed restriction applies.

On Amboy, Clinton, Havana, Peoria, Mattoon, New Harmony, Indianapolis and Effingham Districts, Maintenance of Way Department yellow rectangular sign (M of Way Rule 27) will be located one mile in advance of point where speed restriction applies.

Yellow rectangular signs encountered on Havana District between I.T. Junction and Champaign will indicate a speed restriction of five miles per hour unless otherwise provided.

16. (e). Communicating Signals: Four sounds when standing is changed to one sound when standing.

17, 19, 20, 21. Self-propelled roadway machines will not display signals as prescribed by Rules 17, 19, 20 and 21. Penn. Cent. R.R. trains will display yellow and red markers.

21. (a). Between Champaign, Branch Jct., Edgewood and Bluford white lights will be omitted on all extra trains except passenger extras.

Penn. Cent. R.R. extra trains will not display white lights between Hervey City and Maro.

C&IM Railroad extra trains will not display white lights between Avenue and Cimic.

S-72. Northward trains are superior to trains of the same class in the opposite direction.

(Continued on Page 11)

83. Train Registers:

Champaign, Callers office
Champaign Tower, for first Class Trains
Clinton telegraph office
Glen
East St. Louis – Telegraph office, Hump Yard
Edgewood
Mattoon yard office
Centralia passenger station
Centralia yard office
Bluford yard office
Effingham Yard Office
Decatur Yard Office
Lincoln
Wisconsin St. Yard Office
I.T. Junction
Pekin Tower
Evansville Engine House
White Heath
Palestine
Wallace

Effingham is a register station for freight trains originating and terminating at Effingham. Champaign tower is a register station for first-class trains and trains originating and terminating at passenger station. Champaign callers office is a register station for trains originating and terminating at Champaign Yard. Mattoon yard office is a register station for trains originating and terminating at Mattoon. Edgewood is a register station for Edgewood Line trains only.

All trains will register at Lincoln on the Peoria District, unless otherwise instructed by the Illinois Central dispatcher.

Trains may register by form 905 at:

Decatur – All trains.
Pekin Tower – All trains.
Clinton – All first-class trains.
Champaign Tower – All first-class trains.
Edgewood – All Edgewood line trains.
Glen – All trains

All Springfield District freight trains arriving North Yard, Clinton, will register by Form 906, leaving same with waybills.

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

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

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

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, through operator at Centralia.

Bloomington and Pontiac District trains will not enter Amboy District until they receive permission from Train Dispatcher through operator at Dean.

83 (a). Northward trains from Edgewood line may leave Edgewood without a clearance, if train order signal indicates proceed.

Trains may leave Branch Junction without a clearance but must obtain a clearance before leaving Centralia.

Conductors on northward freight trains originating at Champaign Yard must obtain clearance at "W" Office, Champaign.

Southward freight trains originating at Champaign Yard and Havana District trains will obtain a clearance at Champaign Tower.

Northward and southward passenger trains will obtain clearance at Champaign Tower. Southbound passenger engine crews will leave clearance and train orders on engine for Champaign District crews.

Trains departing East Yard Clinton will register and obtain clearance at "CO" office. Trains departing North Yard Clinton will register at "CO" office and upon departure obtain clearance from train order delivery stand on wye. Before departing North Yard trainman must notify "CO" office train is ready to depart. All southward trains will register at "CO" office, Clinton.

Havana District trains must obtain a clearance before leaving Clinton, except trains between Clinton and Havana which must obtain permission from operator "CO" office, Clinton before leaving.

Northward C.&I.M. trains may leave Cimic without a clearance and will be governed by signal indication before entering Illinois Central trackage.

Southward C.&I.M. trains may leave Avenue Tower, Springfield, without a clearance and will be governed by signal indication before entering Illinois Central trackage.

Northward trains originating at Springfield or Avenue may leave Springfield or Avenue without clearance, but must obtain clearance before leaving Starnes.

Illinois Central trains use Illinois Terminal tracks from Madison to Bridge Junction and T.R.R.A. tracks.

Trains may leave East Jct. without a clearance but must obtain a clearance before leaving Wallace.

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

Trains must obtain a clearance before leaving Decatur.

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

Trains from Evansville must obtain clearance from Telegraph Office, Harwood Yard.

IT southward trains may leave Lincoln, Illinois without a clearance but must obtain Illinois Central clearance at "NF" Tower on P&PU at Peoria, Illinois prior to departure.

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

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

At Clinton the train dispatcher may inform trains originating at North Yard by train order form V whether all overdue superior trains have arrived or departed.

At Glen, the train dispatcher may inform trains by train order, form V, whether all overdue superior trains have arrived or left.

93. Yard Limits:

Champaign
Mattoon
Effingham
Centralia
Bluford
Avenue
Newton
Lincoln
Pana
Branch Junction
White Heath
Evansville (includes Harwood)
Decatur (extends to Decatur Jct.)
Pekin (includes So. Pekin to I.C. Junction)
Linton
Olney
Vandalia

(Continued on page 12)

Palestine (includes Riverton and Robinson)
Bloomington, Ind. (extends to Floyd)
New Harmony (extends to Stewartsville)
Mt. Pulaski (Peoria District)
Wisconsin St. Yard
LaSalle (extends to Oglesby and Midway)
Minonk (extends to Minonk Junction)
Bloomington, Ill. (extends to Dean and Normal)
Dixon Amboy Mendota
Clinton (extends from East Junction to West Junction and to Havana District Junction).
Havana District – West Jct. to and including Havana, Ill.

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.

Between Leverett Junction and Champaign Tower trains and engines may move against the current of traffic when interlocking signal at Leverett Junction indicates "proceed" and the route is properly lined. Yard Master at Champaign yard will authorize such movement and will issue instructions to dispatcher concerned, and before authorizing such movement, he must know that all overdue opposing first-class trains have passed and there is no opposing movement. Rules 93 and D-93 must be observed.

D-97. Unless otherwise designated freight trains will run as extra trains between Champaign and Branch Jct.

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.
Midland City, Penn. Cent. 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). NEWTON: When crossing gate is properly lined, trains may proceed without stopping not to exceed 10 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.

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.

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.

POSEYVILLE: Crossing gate at intersection of C&EI RR and IC RR main track. When crossing gate is properly lined, trains may proceed without stopping not to exceed 15 miles per hour until engine or leading car has passed over crossing. Otherwise trains must stop for this crossing. Gate will be left in position last used.

DECATUR: Crossing gate at intersection of Illinois Central Brush College lead and I.T.R.R. When crossing gate is properly lined movement may be made without stopping not to exceed 10 miles per hour until engine or leading car passes over crossing. Night indication is displayed with a red marker light. Gate will be left in last position used.

MAROA.
Southward Penn. Cent. 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 Penn. Cent. trains leave Illinois Central Railroad main track at Maroa at switch located 600 feet north of depot.

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.

MENDOTA.
Southward train and engine movements over C.M.St.P.&P. junction switch, Mendota, will be governed by color light signal located 340 feet north of switch. Inoperative distant signal is located 2,060 feet north of junction switch.

99. (b). Detailed instructions governing operation and use of rear end oscillating red light are posted in electric locker and selector switch is located near electric locker inside of car. Conductors and trainmen or trains equipped with rear end oscillating red light must be familiar with its operation and use, and comply with posted instructions.

(Continued on Page 13)

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 Champaign and Branch Jct.	100	80	65	60	45	25
Between Edgewood and Bluford	50	50	50	50	45	25
Between Clinton and Mont	79	79	65	60	45	25
Between Mont and Glen	55	55	50	50	40	25
Between East Junction and Dixon	40	40	40	40	40	25
Between Dixon and Clinton	30	30	30	30	30	25
Between Indianapolis and Effingham	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:						
Through turnouts at spring switches unless otherwise authorized	25	25	25	25	25	15
On straight track at spring switches when springing points	40	40	40	40	40	25
Bissell – Spring switch northward main track. Glen – C.&N.W. Junction — No. 20 Cross overs and turnouts	30	30	30	30	30	25
Edgewood – Crossovers and main track turnouts to Edgewood Line. — No. 18 Cross overs and turnouts	30	30	30	30	30	25
Leverett Jct. – Crossover and turnouts. Champaign – Crossovers between Springfield Ave. and Logan St. Effingham – Crossover east siding to northward main south of coal chute. North switch east siding. Edgewood – Turnout South end Southward main track Mango. Avenue – End of double track. Toronto – North and South Siding Switches. Divernon – North Siding Switch. Glen Carbon – South Siding Switch — No. 15 Cross over and turnouts	25	25	25	25	25	25
Indianapolis – Senate Ave., Wisconsin St. Yard, Old Yard Lead	10	10	10	10	10	10
Bloomington, Ind. – Cavanaugh track	25	25	25	25	25	25
Decatur Junction to Peoria District	15	15	15	15	15	15
Through crossovers and turnouts other locations						
101. (b) Lower Speeds						
Amboy District						
East Junction	25	25	25	25	25	25
C.B.&Q. Crossing, Amboy, between approach and home signals	30	30	30	30	30	25
Mendota interlocking, Southward trains between Southward approach and Southward home signal	25	25	25	25	25	25
Mendota interlocking, between home signals until engine or leading car has passed home signal	20	20	20	20	20	20

(Continued on Page 14)

101. (b). Lower Speeds (continued).

Territory or Location	Miles per Hour					
	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.
Amboy District (continued).						
Dimmick interlocking between approach and home signals	25	25	25	25	25	25
La Salle, Vermillion River Bridge A-856-1E	15	15	15	15	15	15
Between Oglesby MP-852 and Midway MP-857 plus 1800 feet	15	15	15	15	15	15
Wenona, G.M.&O. R.R. Crossing between dwarf signals on either side of crossing until engine or leading car has passed dwarf signal	20	20	20	20	20	20
Minonk interlocking, between approach and home signals	30	30	30	30	30	25
El Paso interlocking, between approach and home signals	30	30	30	30	30	25
Dean interlocking, between approach and home signals	30	30	30	30	30	25
Between Dean and Normal	25	25	25	25	25	25
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	25
Between mile post 130 and Springfield Ave., Champaign, northward main track	60	60	60	45	45	25
Tolono, N.E. N&W connection	10	10	10	10	10	10
Tolono — Northward and southward main tracks over N&W main crossing	70	70	70	40	40	25
Tuscola, curves both ends storage track southward main track	90	–	–	–	–	–
Tuscola, B & O wye	5	5	5	5	5	5
Tuscola — Northward and southward main tracks over C&EI and B&O Railroad crossings	70	70	70	40	40	25
Mattoon, northward main track mile 174.6 to 172.7	60	60	60	–	–	–
Mattoon, through subway	40	30	30	20	20	20
Mattoon, Penn. Central crossing (Karl Tower) until engine or leading car has passed over crossing	20	20	20	20	20	20
Effingham — Northward and southward main tracks over Penn. Central Railroad crossing	40	40	40	40	40	–
Effingham — Southward main track mile 198 to 199.5	60	60	60	–	–	–
Effingham — Northward main track mile 202 to 199.5	60	60	60	–	–	–
Branch Junction	40	40	40	40	40	–
Indianapolis District						
Indianapolis – between Senate Ave. and South St.	5	5	5	5	5	5
Curve, located at Gravel Pit, MP 6.8	30	30	30	30	25	20
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 MP68 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 until engine or leading car has passed over crossing	20	20	20	20	20	20
Between MP116 and 117 and MP122 and 123	35	35	35	35	25	20
Dugger – grade crossings in corporate limits	30	30	30	30	30	25
Effingham District						
Robinson, all tracks at General Carbon and 8A lead, Marathon Oil	10	10	10	10	10	10
Penn. Cent. Crossing Robinson – between southward and northward approach signals	20	20	20	20	20	20
Curves, between MP134 and MP135 Curves, between MP151 and MP152 Curves, between MP171 and MP172	30	30	30	30	25	20

(Continued on Page 15)

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

Territory or Location	Passenger trains, roller bearing trucks: Passenger Engines	Passenger and Express trains, friction bearing trucks: Passenger Engines	Passenger and Express trains: GP type Engines	Freight trains: Passenger or GP type Engines	All trains: Switcher of transfer Engines	Trains heading wrecking derricks or locomotive cranes
	Miles per Hour					
Springfield District:						
Clinton, passenger main track at Elizabeth St.	15	15	15	15	15	15
Curve Mile 149.16 West Clinton	45	45	40	40	40	25
Curve Mile 155.00 Salt Creek	65	65	55	50	40	25
Curve Mile 155.45 Salt Creek	65	65	55	50	40	25
Mt. Pulaski, I.T. Wye	10	10	10	10	10	10
Mt. Pulaski, Old and new Wye	5	5	5	5	5	5
Curve Mile 175.63 Lake Fork Creek	70	70	60	50	40	25
Curve Mile 188.11 Bissell northward	40	40	40	40	40	25
Curve Mile 192.08 Avenue	20	20	20	20	20	20
Curve Mile 192.20 St. Louis Wye, Avenue	20	20	20	20	20	25
Curve Mile 192.21, 193.10 Cook St., south of Avenue	45	45	40	35	35	20
Curves Mile 193.57, 193.67 Laurel St., south of Avenue	55	55	50	40	40	25
Curve Mile 199.60 Cotton Hill	65	65	55	40	40	25
Curve Mile 233.20 N&W crossing North Litchfield	55	55	50	40	40	25
Curve Mile 233.43 N&W crossing North Litchfield	55	55	50	40	40	25
Curve Mile 233.76 south of North Litchfield	50	50	50	50	40	25
Curves Mile 234.48, 234.98 North of Litchfield	55	55	50	50	40	25
Mile 235 to MP237	25	25	25	25	25	25
Curve Mile 238.66 south of Litchfield	75	75	60	50	40	25
Curve Mile 243.48 Mt. Olive	65	65	55	50	40	25
Curves Mile 254.54, 254.64 reverse curves north of Alhambra Tower	65	65	55	50	40	25
Curves Mile 255.56, 255.68 reverse curves north of Alhambra Tower	55	55	50	40	40	25
Curve Mile 256.10 N&W crossing, Alhambra	15	15	15	15	15	15
Curve Mile 261.56 north of Marine Curve	70	70	55	50	40	25
Curve Mile 263.74 Marine Curve	35	35	35	35	35	25
Curve Mile 265.72 south of Marine	65	65	55	50	40	25
Curves Mile 268.00 Curve Mile 268.38 Silver Creek curves north of Kuhns. Curve Mile 268.72	65	65	55	40	40	25
Curves Mile 273.14, 273.50, 274.32, 275.00 Mont Hill	55	55	50	50	40	25
Curves Mile 275.45, 275.69 Compound curve, Glen Carbon	55	55	50	50	40	25
Curves Mile 276.20, 276.34 N&W crossing, Glen	40	40	40	40	40	25
Mine Leads	–	–	–	10	10	10
Havana District						
Havana – River Track	10	10	10	10	10	10
Mason City – between approach and home signal	15	15	15	20	20	15
Lincoln – Asylum Track	5	5	5	20	20	5
Bridge N65-8, west of Lincoln	10	10	10	10	10	10
Bridge P 6-6	20	20	20	20	20	20
Bridge N16-8	20	20	20	20	20	20
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
Bridge D 6-6 ½ mile south of Monticello	20	20	20	20	20	20
Bridge N 16-8 one mile south of White Heath	20	20	20	20	20	20
Clinton District						
Decatur, N&W 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

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SPECIAL INSTRUCTIONS (Continued on Page 17)

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					
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 and Southward 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 – Penn. Cent. R.R. Crossing (engine or leading car)	20	20	20	20	20	20
Mattoon District						
Over Bridge B-182-2	25	25	25	25	25	25
Grayville (Grays) – until engine or leading car has passed over crossing	20	20	20	20	20	20
Grayville – grade crossings in corporate limits	30	30	30	30	30	25
Olney, between station and B&O crossing	5	5	5	5	5	5
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

When 50% of cars in train are loaded tank cars or loaded coal cars, speed of train must not exceed 40 miles per hour.

On single track in automatic block system territory, speed of trains or engines are restricted as follows:

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

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

Maximum permissible speed for GP type engines is 65 miles per hour, and for diesel switcher and transfer units 45 miles per hour, except General Purpose diesel units 9200 thru 9203 which have a higher gear ratio permitting a maximum speed of 83 miles per hour. GP 40 diesel units 3000-3059, 71 miles per hour except where higher speed authorized by stencil in cab of engine. GE U-30B series 5000-5005, GE U-33C series 5050-5059, Alco C-636 series 1100-1105, and SD 40 series 6000-6005, 71 miles per hour. Any rule, special instructions, signs or signal requiring lower speed must be observed.

Maximum permissible speed for trains handling piggyback and tri or bi level automobile cars exclusively is 70 miles per hour, any rule, special instructions, signs or signal requiring lower speed must be observed as a freight train.

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 160,000 lbs. must not move over the Store Track at Clinton, Ill.

Cars exceeding a gross weight of 263,000 lbs. must not be moved on Havana District.

The following will govern the movement of 24 foot ore cars moving over Bridge No. A 855-5 over the Illinois River at LaSalle, Illinois and Bridge No. A 808-5 over the Mackinaw River at Kappa, Illinois:

When handling loaded ore cars having a coupled length of approximately 24 feet, which weigh not more than 200,000 lbs. gross weight, the pulling engine or any car exceeding a gross weight of 177,000 lbs. shall be separated by at least three car lengths from any ore car. The length of the three separating cars shall not be less than 40 feet, for each car. Not more than two ore cars shall be coupled together, and these shall be separated from any other ore car by at least three cars. The length of each separating car shall not be less than 40 feet and each separating car shall weigh not more than 177,000 lbs.

When handling loaded ore cars having an approximate length of 24 feet, which weigh not more than 220,000 lbs. gross weight, the pulling engine or any other loaded car shall be separated by at least two empty cars from any ore car. Not more than two ore cars shall be coupled together and these shall be separated from any other ore car by at least two empty cars.

PRE series 450001 to 451000, mechanical refrigerator cars, are prohibited from being moved, account clearance in width, over Bridge A 856-1E, Alpha Cement Company Spur, LaSalle, Illinois.

IC Series 54500-599 covered hopper cars must not be operated over Bridge A 855-5 Illinois River, LaSalle, Illinois maximum gross weight permitted without restrictions – 263,000 pounds. TLDX Series 2018-2027, 2500-3236, 3500-3501, 3800-3815 and 4000; must not be operated over Bridge A 856-1E – Alpha Cement Company Spur, LaSalle, Illinois.

Trains handling loaded WEPX Hoppers of coal should observe the following speed restrictions:

Mine leads, tracks, yard tracks and turnouts – 10 M.P.H.

Peoria District – 30 M.P.H.

Champaign District – 40 M.P.H.

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Trains will not be continuously operated at speed between 15 and 20 m.p.h. Such speeds will be permissible only in acceleration or deceleration of movement.
Slow orders affecting movement of the train handling these cars should not require movement at 15 or 20 m.p.h.
If movement on grade causes speed to drop to 20 m.p.h., throttle should be adjusted to cause speed to be reduced between 10-15 m.p.h.

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

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

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

Location		Class of Engines
Dixon	Borden Co. Inside Shed Coal Dock track Bridge A-900-1-Wall cars State School (coal pit)	All Engines
Forreston	Martin Marietta Gravel Pit Load track and empty track	All Engines
Effingham Unloading pit on C.J. Morita Track		All Engines
Litchfield Penn Central connection beyond derails		More than one Diesel Unit

LaSalle, Vermillion River Bridge A-856-1E. Multiple unit engines and single units of the 1100, 3000, 4000, 5000 and 6000 class are prohibited from moving over this bridge.

Amboy – When using wye track at Green River Ordnance Plant, engines or cars must not go beyond a point 225 feet (or five car lengths) beyond the west wye switch.

Engines must not be operated over the following locations:

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.

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.

Glen Ridge – Beyond 50 feet south of derail.

Seymour – West end house track.

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

104. Normal position of switches:

Mattoon ..... For Champaign District
Effingham ..... For Champaign District
Normal Junction ..... For Amboy District
Minonk Junction ..... For Amboy District
Mendota (Milw. R.R. Jct.) ..... For Illinois Central R.R.

Decatur – IT Jct. – Main track switch located 1,200 ft. north of I.T. Crossing leading into runaround yard lead will be left lined and locked for runaround lead.

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.

Indianapolis – Main track switch near south end Wisconsin St. yard has no normal position and may be left lined in position last used.

White Heath ..... For Decatur-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.
Stewartsville ..... For Mattoon District

Electrically locked hand throw switches:

Location	Switches	Controlled by
Mt. Pulaski	Short wye	Operator, Mt. Pulaski
Avenue	Jageman Bodie Track	Operator Avenue
Avenue	Gett Track	
Avenue	Linn St. Spur	
Toronto	Spur Track to Ordnance Plant	
Toronto	Elevator Track	
Glenarm	Both Ends of House Track	
Cimic	Both Ends Cimic Yard	
Cimic	North End C.&I.M. Siding	
Divernon	Both Ends House Track	

Trainmen desiring to use electrically locked switch will call controlling station by telephone and be governed by instructions on inside of door on electric lock.

105. At Champaign when passenger train movement is to be made from northward main track to station yard track No. 1 with northward stop signal at Springfield Avenue displaying stop indication, train may proceed past stop indication at restricted speed, provided switches are properly lined and route is seen to be clear.

109. Bulletin Boards.

Champaign: Callers' office and passenger depot
Mattoon: Yard Office
Effingham: Yard Office
Centralia: Yard Office; engine house; passenger station
Bluford: Yard office; engine house
Clinton: Telegraph office; engine house; north yard office
Avenue: Yard Office: I.T. Yard Office; C.&I.M. Yard Office.
East St. Louis: Telegraph Office; engine house
Freeport: Wallace Yard Office; engine house
Dixon: Telegraph Office.
LaSalle: Freight Office
Bloomington, Ind.: Telegraph Office
Palestine: Yard Office; engine house
Indianapolis: Wisconsin St. Yard Office; enginemen's wash-room.
East Peoria: Engine house; crew building

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Decatur: Locker Room; Yard Office; I.T. Yard Office.
Harwood: Yard Office
Evansville: Engine house

D-151. Two Tracks:

Between Leverett Jct. and Branch Junction, except between north home signal of interlocking at Champaign and crossover at Springfield Avenue south of passenger station, Champaign.
Tracks Nos. 1 and 2 between these points are designated as station yard tracks and their use is governed by first paragraph of Rule 105.
Between Bissell and Avenue yard office.
Between North Jct. & South Jct., Decatur.

221. (e). At Lincoln on the Havana District and at Vandalia on the Clinton 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).

Scotchlite paddles are in use at Hervey City, Illinois.

251. Rules 251 through 254 are in effect on Champaign District. Cab signal indication supersedes timetable superiority for trains moving with the current of traffic.

Train Dispatcher will advise train crews when and where to clear first class trains.

261. Between Edgewood and Mango on main track 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.

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

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

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

(C). Train will then proceed in accordance with instructions of chief train dispatcher and at a speed considered safe, but in no case exceeding 79 Miles per hour, taking weather conditions into consideration. Train will approach all home signals at interlocking plants prepared to stop, also approach all facing point spring 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 spring 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 Leverett Jct. to Springfield Ave., Champaign, M.P. 128.09; Edgewood to Bluford; Clinton to Avenue; South Siding Switch at Divernon to Glen; Maroa M.P. 765.48 to Decatur Junction, M.P. 749.94; Decatur Junction to Hervey City; and Oglesby M.P. 850.53 to Midway M.P. 858.12.

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 spring switches prepared to stop, unless the way is seen to be clear.

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

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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 to 533 Inc.

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

At Clinton Centralized traffic control is in service between Madison St. and George St. on the Springfield District and between Macon St. and Washington St. on Clinton District. Trains must not exceed a speed of 20 MPH between these limits until engine or leading car has passed through these limits, except where lower speed required.

Centralized Traffic Control is in service between Avenue and South Siding Switch, Divernon.

539. Spring switches:

Location	Normal Position
East Junction* (Clinton)	For main track
Arcola – South Switch, crossover from siding to southward train north of Penn Central crossing†	For southward main track
Mattoon – North switch, north siding	For northward main track
Matoon – South switch, west siding lead†	For southward main track
Neoga – North switch east siding†	For northward main track
Effingham – South switch west siding†	For southward main track.
Greendale siding – both ends*†	For main track
Bluford – North switch north end outbound lead*†	For outbound lead
Kenney siding – both ends*†	For main track
Mt. Pulaski	
Peoria Dist. siding – North switch	For main track
Springfield Dist. – North end*†	For main track
Siding South end*†	For main track
Lake Fork Siding – North End*	For main track
– South End*†	For main track
Bissell – End of 2 main tracks*	For southward main track
Divernon siding – South end.	For main track
Waggoner siding – North end*†	For main track
– South end*	For main track
Litchfield siding – both ends*	For main track
Mt. Olive siding – both ends*	For main track
Alhambra – South siding switch*†	For main track
Mont siding – both ends*	For main track
Glen Carbon – North siding switch*	For main track
Wisconsin Street Yard – South end of inbound lead at Raymond St.	For inbound lead
South Junction (Decatur)	For northward main track
Hervey City (Siding – South switch)	For main track
Sullivan (Siding – South switch)	For main track
Forsyth (Siding Both Ends)*	For main track
Pana (New Storage North switch)	For main track
East Junction: (Freeport)	
East crossover from Amboy District to Freeport District.	
East Switch	For Crossover
West Switch	For main track
East switch of west crossover.	For main track
Woosung: South switch, siding	For main track
Amboy: South switch, siding	For main track
Mendota: South switch, siding	For main track
Midway: South switch, siding	For main track
Oglesby: North switch, siding*	For main track
Tonica: North switch, siding	For main track

(Continued to next column)

*Lunar white marker
†Key operated time release

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:
Pana (New Storage North Switch)
Mt. Pulaski: Peoria Dist. (Siding North Switch)
Hervey City (Siding South Switch)
Sullivan (Siding South Switch)
Woosung (Siding South Switch)
Amboy (Siding South Switch)
Mendota (Siding South Switch)
Midway (Siding South Switch)
Tonica (Siding North Switch
Clinton (North Switch North Yard for Amboy District)

Southward trains on siding at Sullivan desiring to make movement through spring switch to main track must stop before 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.

Movement through spring switches governed by dwarf signal having emergency key operated time release will be governed as follows:

If signal displays stop indication and it is known route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainmen will insert switch key in the release box mounted on signal case near dwarf signal, turn key clockwise and remove key from release box.

On Edgewood line, release box is located on signal case or relay house opposite signal, and key must not be removed until indicator lamp lights, and movement may then be made in accordance with rules. If signal does not clear in prescribed time Rule 509 will govern.

539 (a)

Location	Normal Position
Clinton – Clinton Dist. main track to outbound Chicago Dist. freight lead near freight house.	South switch for cross-over, north switch for outbound Chicago Dist.

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

663. WENONA: Interlocking is normally lined against train and engine movements on the G.M.&O. railroad. When I.C. train or engine is stopped by stop indication, and no conflicting G.M. & O. movement is evident and gates on G.M. & O. track are in stop position, movement over the crossing may be made on hand signal given from the crossing.

Mendota, Trains or engines may pass stop indication on southward Milwaukee Junction signal, after stopping and ascertaining that switches are properly lined and the way is clear to southward home signal. This movement will be made at restricted speed.

671. ARCOLA: Interlocking station is closed between 10:30 P.M. and 5:30 A.M., Monday through Saturday, and all day Sunday. Signals will be normally set for Illinois Central trains during these hours.

672. Automatic Interlockings:

Odin	B.&O. R.R. Crossing
Kinmundy	C.&E.I. R.R. Crossing
Neoga	N.&W. R. R. Crossing
Springfield	N. & W. R.R. Crossing
North Litchfield	N. & W. R.R. Crossing
Litchfield	P.C. R.R. Crossing
Litchfield (Winston)	C. B. & Q. R.R. Crossing
Kenney	P.C. R.R. Crossing
Dugger, Ind.	Peabody Coal Co. R.R. Crossing
Harwood	Penn. Cent. R.R. Crossing
Vandalia	Penn. Cent. R.R. Crossing
Robinson	Penn. Cent. R.R. Crossing
Olney	B. & O. R.R. Crossing
Switz City	Penn. Cent. R.R. Crossing

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 – N&W R.R.	20
Sandoval – B.&O. R.R.	35
Herget – G.M.&O. R.R.	20
Delavan – G.M.&O. R.R.	20
Lincoln – I.C. R.R. (both districts)	20
Sullivan, Ill. – C.&E.I. R.R.	20
Lerna – N&W R.R.	20
Browns – Sou. R.R.	20
Grays – PC R.R.	20
Sullivan, Ind. – C.&E.I. R.R.	15
Linton, Ind. C.M. St.P.&P. R.R.	15
Amboy, C.B.&Q. R.R.	20
Dimmick, C.&N.W. R.R.	20
Lostant, P.C. R.R.	30
Minonk, A.T.&S.F. R.R.	20
El Paso, T.P.&W. R.R.	20

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 making a backward movement with more than three (3) GP-type diesel units in multiple, there is danger of jackknife action of the units which may result in rail turning over under engine. Before making a backward movement, shoving cars or taking slack (movement of light engine excluded), the leading units must be isolated and only the rear three (3) units allowed to work power. Engineers must see that these instructions are strictly observed.

1201. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains.

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	3 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 3 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. Penn. Cent. 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 Penn. Cent. 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 Penn. Cent. Rule 93 territory. Yard limit boards have been installed at intersection of P.C. and L.&N.

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Evansville, and just north of north switch at Harwood.

1206. At Effingham – Gate indicator identified by plate bearing letter "X" governing northward train and engine movements over Fayette Avenue only, on the northward main track is in service ten (10) feet in approach to Fayette Avenue.

When red aspect is displayed, trains and engines must stop and then proceed over crossing at restricted speed, looking out for vehicular traffic.

When green aspect is displayed, trains and engines may proceed over Fayette Avenue without stopping.

Northward trains stopping at Effingham passenger station will stop 175 feet south of Fayette Avenue. A marker post painted white is located on east side of platform.

1207. On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525, Train Dispatchers or levermen operators must be advised of proposed movement of Rail Detector Cars, Ballast Maintenance Cars, Cranes 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 advancy of and in the rear of this equipment.

1209. Journal boxes on streamline cars having roller bearings are equipped with a cylinder of liquid gas sealed with a low melting point solder which is melted when journal is overheating, emitting an odor similar to a stench bomb. The odor enters car through the fresh air intake of the air-conditioning system, and can also be detected in vestibule, as well as in cars following. When this odor is detected, immediate action should be taken to stop the train for inspection. Report should be promptly made to the Chief Dispatcher.

1210. No railroad cars or equipment are to be stored within 100 feet on each side of McDonald Street crossing on either the short or long wye track connecting Springfield and Peoria Districts main tracks at Mt. Pulaski, Illinois.

1212. Siding capacity is based on cars with average length of 50 feet and allows for four diesel units and caboose. Trains made up of cars less than 50 feet in length may be able to get more cars in sidings than shown in Station column.

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 hours, 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 table 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

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a 3/8" 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 is it 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 of 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.

f. Emergency position – this position is located to the extreme right of the brake valve quadrant and is used in making "emergency" application with the automatic brake valve.

2. The Independent Brake Valve is the SA-26 type and is of the self-lapping type. The only difference between this independent brake valve and the independent brake valve used with 24 RL brake equipment is the fact that this brake valve handle locks in "full application" position.

3. MU-2A Valve – is used to cut-in and cut-out the independent brake valve similar to the K-2-A rotair valve on our 24 RL equipment and is located on the left hand side of the automatic brake valve stand near the floor. This valve has the following three (3) positions:

a. "LEAD or DEAD"
b. "TRAIL – 6 or 26"
c. "TRAIL – 24"

Position "TRAIL – 6 or 26" MUST NOT BE USED UNDER ANY CONDITIONS. In order to move the handle from one position to the other it must be first depressed before being moved. The handle should be positioned with its arrow to whatever position is chosen. With the arrow pointing to the nose of the locomotive the valve would be in "TRAIL – 24" and with the arrow pointing toward the engine-room the valve would be in "LEAD or DEAD."

4. Cut-off Pilot Vavle (brake pipe cut-out cock) – this cut-off pilot valve is located on the automatic brake valve stand just below the handle of the automatic brake valve. The pilot valve has three positions:

a. "OUT"
b. "FRT"
c. "PASS"

To move the handle on this valve from one position to another the handle must be first depressed. Under no conditions should this unit be operated in "FRT" position.

"OUT" position is to be used when unit is "dead" or "trailing."

"PASS" position must be used when unit is in "lead" position.

At least for a reasonable length of time an identifying tag will be placed on the MU-2A valve and the Cut-off Pilot Valve.

OPERATING INSTRUCTIONS

The following instructions are intended to cover in a general way the method of handling 26L brake equipment in service.

Automatic Brake Valve. When charging a train or releasing an automatic brake application the automatic brake valve handle should be placed in "release" (running) position, which is at the extreme left of the quadrant.

When making a "service" brake application, move the automatic brake valve handle to the right against the first raised portion of the quadrant. This is "minimum reduction" position and will give a 6 to 8 lb. brake pipe reduction. To increase the brake pipe reduction, move the handle progressively to the right, bearing in mind the further the handle is moved into the "service zone" the greater will be the reduction. The brake valve will lap off at any point where movement of handle is stopped in a "service zone." A full "service" application is obtained by moving the brake valve handle to the extreme right of the service zone against the second raised portion on the quadrant (Suppression Position.)

A "graduated release" of the train brakes may be made after a "service" application by moving the brake valve handle, step by step, toward the release position in as many steps as desired, bearing in mind the further the handle is moved toward the

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"release" position the less the amount of brake cylinder pressure of the cars in the train.

An "emergency" brake application is obtained by moving the brake valve handle to the extreme right.

The automatic brake valve handle can only be removed in "Handle-Off" position.

RELEASING FROM A SAFETY CONTROL OR EMERGENCY APPLICATION

To release from a safety control application it will be necessary to depress dead-man pedal and move the brake valve handle to "Suppression" position until equipment re-sets, then move brake valve handle to release (running) position.

To release any emergency application of the brakes other than one initiated at the brake valve, it will be necessary to move the automatic brake valve handle to "emergency" position for 10 seconds before returning automatic brake valve handle to "release" (running) position.

CHANGING ENDS

Positioning brake equipment for "trailing" –

1. Fully apply independent brake.
2. With automatic brake valve make a full "service" brake pipe reduction.
3. Depress handle of cut-off pilot valve and move to "out" position.
4. Place automatic brake valve handle in "Handle-Off" position and remove handle.
5. Depress handle of MU 2 A valve and move to "Trail-24" position. (Pointer toward nose of unit.)
6. Move independent brake valve to "release" position and remove handle.
7. Place brake valve handles in holder provided.

Positioning brake equipment for "lead" –

1. Insert brake valve handle in independent brake valve and move to full "applied" position.
2. Depress handle of MU-2A valve and move to "lead" position. (Pointer toward engineroom.)
3. Apply automatic brake valve handle to brake valve and move to "release" (running) position.
4. After equalizing reservoir pressure has reached at least 100 lbs. on gauge, depress cut-off pilot valve handle and move pilot valve to "Pass" position.

NOTE: If, in making up the cab for "lead" position, an emergency application of the brakes occurs, it should be kept in mind that it will be necessary to move the automatic brake valve handle to "emergency" position for 10 seconds before returning the brake valve handle to "release" (running) position.

BRAKE PIPE LEAKAGE TEST

When making a train brake test the regular 15 lb. brake pipe reduction must be made with the automatic brake valve. It is then necessary to depress the cut-off pilot valve handle and move to "out" position before reading leakage. Brake pipe leakage must be read for 1 minute, then handle of cut-off pilot valve again depressed and move to "Pass" position.

CAUTION: – Do not fail to move cut-off pilot valve to "Pass" position after leadage test is made.

TOWING LOCOMOTIVE "DEAD" IN TRAIN

If locomotive is to be hauled dead-in-train brake equipment in the cab should be set up as follows:

1. Place the independent brake valve handle in "release" position and the automatic brake valve handle in "Handle-Off" position, remove both brake valve handles and place in holder provided.
2. Depress the cut-off pilot valve handle and move to "out" position.
3. Depress the handle of the MU-2A valve and move to "lead or dead" position.
4. Open the dead engine fixture cut-out-cock.

Passenger engineers will be governed by the above instructions in order that they will be familiar with the operation of the 26L brake equipment for proper train handling.

1219. In testing air brakes in accordance with the "Power Brake Law of 1958" on trains on the Illinois Central Railroad, the following rules must be complied with:

The following rules will be included in the revision of the Illinois Central Air Brake Rule Books and will supersede Air Brake Train Testing Rules of the Illinois Central Railroad Air Brake Rule Books now in effect.

TRAIN AIR BRAKE SYSTEM TESTS

3. (a). Foremen of inspectors and inspectors are jointly responsible for condition of air brake and train air signal equipment on cars leaving their station.

(b). At points where inspectors are not available, the conductor or engine foreman in charge of the train will be responsible for the proper brake test.

6. Each train must have the air brakes in effective operating condition, and at no time shall the number and location of operative air brakes be less than permitted by Federal Law.

7. When piston travel is in excess of 10 inches the air brakes cannot be considered in effective operating condition.

8. (a). When the locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes (flat maintaining), this feature must be cut out during train air brake tests.

(b) Brake pipe leakage should be reduced to a minimum and must not exceed, as follows:

5 lbs. per minute on freight trains.
2 lbs. per minute on passenger trains.

(c) Signal pipe leakage must not exceed 4 lbs. per minute.

9. During standing brake tests, brakes must not be applied or released until proper signal is given by personnel in charge of making brake test.

16. At points where manpower is available running inspection should be made of trains leaving the yard or station by inspector stationed on the ground, watching the train pull by. Conductor or trainman on rear of train must watch for signal from the ground so that train may be stopped if necessary.

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

17. (a) All freight trains must be given inspection and test as specified by Rule 17, 18, 19 and 20 at points:

1. Where a train is originally made up (initial terminal).
2. Where a train consist is changed other than by adding or removing a solid block of cars and train brake systems remains charged.
3. Where train is received in interchange.
4. (a) Also, on freight trains at Johnston Yard, Memphis, Waterloo and freight trains operating between Congress Street (Chicago) and Johnston Yard (Memphis) at Fulton, Kentucky.

(b) Also, freight trains Chicago (Markham or Congress Street) to Birmingham via Centralia at Centralia or via Bluford at Fulton or Paducah.

(c) Also, freight trains Birmingham to Chicago at Carbondale.

5. Also, on passenger trains at Carbondale, on trains opera-

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ting, between Chicago-Memphis; Chicago-Birmingham; Memphis, and Waterloo.

17. (b) Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve pipes must be inspected and known to be in condition for service.

18. (a) After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotives, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 100 pounds, and upon receiving the signal to apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe guage, after which brake pipe reduction must be increased to full service. On freight trains slack must be stretched before brakes are applied. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, that all parts of the brake equipment are properly secured.

(b) When this inspection has been completed the release signal must be given and brakes released and each brake inspected to see that all have released.

(c) Release test on freight trains may be made in accordance with Rule 24 (e).

19. (a) When making test on passenger train in accordance with Rules 18 (a) and (b), the communicating signal system must be tested.

(b) At initial terminal piston travel of body mounted brake cylinders on freight cars must be in accordance with requirements.

(c) Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be within the limits as indicated on badge plate or stencilling on car located in a conspicuous place near brake cylinder.

(d) When brake test is completed, car inspector or trainman who made test will personally inform engineman and conductor, and advise them number of cars in train and number having inoperative brakes.

(e) Defects discovered during a standing test that cannot be repaired promptly must be reported to foreman or conductor.

TRAINS TESTED BY YARD AIR PLANT

20. (a) When locomotive has been coupled to a freight train that has already been tested from yard plant, after train brakes are released, enginemen should stretch the slack in train. After brake system is charged to not less than 15 pounds of the setting of the feed valve on the locomotive but not less than 60 pounds is indicated by an accurate gauge at rear end of train, a 15-pound service reduction must be made by the engineman upon request, or proper signal, then note number of pounds of brake pipe leakage per minute as indicated by brake pipe gauge, after which reduction must be increased to a total of 25 pounds and trainman or inspector must note that brakes on rear car apply and release from locomotive.

ROAD TRAIN AND INTERMEDIATE TERMINAL TRAIN AIR BRAKE TEST

21. (a) Passenger Trains: Before motive power is detached or angle cocks are closed on a passenger train, except when closing angle cocks for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from locomotive in automatic brake operation.

(b) Inspector or trainman must determine if brakes on rear car of train properly apply and release.

22. Freight Trains: Before motive power is detached or angle cocks are closed on a freight train, brakes must be applied with not less than a 25-pound brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and the brakes on rear car are released. In the absence of a caboose gauge, after recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from the locomotive.

23. (a) At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated on rear of freight train, and on a passenger train to at least 100 pounds, a 20-pound brake pipe reduction must be made, and it must be determined that brakes on rear car apply and release properly.

(b) Before proceeding it must be known that brake pipe pressure as indicated at rear of freight train is being restored.

24. (a) At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less than 100 pounds, test of air brakes must be made to determine that brake pipe leakage does not exceed 5 pounds per minute on a freight train or 2 pounds per minute on a passenger train as indicated by the brake pipe gauge after a 15-pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to train which have not been inspected in accordance with Rules 17 through 20 must be so inspected and tested where facilities are available. Where facilities are not available, such inspection and tests must be made at next terminal where facilities are available.

(b) At a terminal where a solid block of cars which has been previously charged and tested as prescribed by Rules 17 through 20, is added to a train, test must be made to determine that brakes on the rear car of train apply and release.

(c) When cars which have not been previously charged and tested as prescribed by Rules 17 through 20 are added to a train, such cars may either be given inspection and tests in accordance with Rules 17 through 20, or tested as prescribed by Rule 24 (a) prior to departure in which case these cars must be inspected and tested in accordance with Rules 17 through 20 at next terminal.

(d) Before proceeding it must be known that the brake pipe pressure at the rear of freight train is being restored.

(e) On a freight train, release inspection may be made by an inspector or trainman stationed on the ground and observing brakes on each car as train departs. But under no circumstances must train be allowed to depart where brakes on any car are found "sticking" during this inspection, until train has been stopped, defect found and corrected.

26. (a) Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between

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all cars; and after the brake system is charged to not less than 60 pounds, a 15-pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

(b) Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 17 through 20.

(c) Except as provided in Rule 26 (a) and (b), the use of air in yard service will be governed by instructions issued by the Superintendent.

1220. All diesel passenger locomotives except the 4002 are now equipped with air compressor shutoff valves.

A 3-way shutoff valve is located in the discharge line of each air compressor and must be fully open during normal operation.

The valve handles are located in recessed portion of ceiling, directly above the No. 1 air compressor on all E-7 type locomotives, and are identified by metal tags. On the E-6 type locomotives the 3-way shutoff valves are located on the left wall rear of locomotive directly alongside of hand brake. On the E-8 and E-9 locomotives the No. 1 air compressor cutout valve is located on the right side inner wall at the center of No. 2 engine. The No. 2 air compressor cutout valve is located on the left side inner wall at the center of No. 2 engine. GP type engines are also equipped with 3-way shutoff valves which are placed at various locations.

In case of air compressor or discharge line failure, close the valve corresponding to that compressor. This vents to atmosphere the output of the defective air compressor or discharge line, and at the same time prevents discharge of air from main reservoirs. The remaining air compressor will continue to function normally.

CAUTION: Be sure that air compressor shutoff valves are either fully open or fully closed.

1221. WHEN DIESEL UNIT IS EQUIPPED WITH "FLAT MAINTAINING" OPERATION OF AIR BRAKES MUST BE HANDLED AS FOLLOWS:

1. Purpose of "Flat Maintaining" devise is to maintain against allowable brake pipe leakage.
2. "Flat Maintaining" must be cut out when making any air brake leakage test.
3. To cut-out "Flat Maintaining" close cut-out cock located on brake valve stand below feed valve.
4. After air test, move cut-out cock to open position air brake must be operated as follows:

(a) When freight train is in motion, air brakes may be released under the following conditions:

(1) 40 to 100 cars with minimum equalizing reservoir reduction of 7 lbs., brake valve handle may be moved to running position at a speed of not less than 15 MPH.

(2) 40 to 100 cars with equalizing reservoir reduction of more than 7 lbs., brake valve handle may be moved to running position at a speed of not less than 20 MPH.

(3) 100 to 150 cars with minimum equalizing reservoir reduction of 7 lbs., brake valve handle may be moved to running position at a speed of not less than 20 MPH.

(4) 100 to 150 cars with equalizing reservoir reduction of more than 7 lbs., brake valve handle may be moved to running position at a speed of not less than 25 MPH.

(5) Over 150 cars with minimum equalizing reservoir reduction of 7 lbs., brake valve handle may be moved to running position at a speed of not less than 30 MPH.

(6) Over 150 cars with equalizing reservoir reduction of more than 7 lbs., brake valve handle may be moved to running position at a speed of not less than 35 MPH.

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
Adjustment tonnage of train	5,750 tons

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the engine has its full rating.

3. Conductors shall show net tonnage in spaces provided therefor on wheel reports.
4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive and tender.
5. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating sections.
6. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.
7. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.
8. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the General Manager Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Manager Transportation.

ADJUSTED TONNAGE RULES AND RATINGS (Continued on Page 27)

	Factor	6	6	10	10	10	9	5	5	
		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% Tonnage Ratings								
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

Factor	11	15	6	5	5	6	6	5
	Champaign to Centralia-Bluford	Bluford-Centralia to Champaign	East St. Louis to Clinton Double Mont. Grade, Single train Over Mont. Grade, 70% of rating	Clinton to East St. Louis	Wallace to Clinton Ruling Grade— Dixon to Eldena	Clinton to Mendota Ruling Grade— Normal to Kerrick Single train LaSalle to Midway — 80% of Rating	Mendota to Amboy Ruling Grade — Mendota to Henkel	Amboy to Wallace Ruling Grade — Dixon to Woosung
Horse Power	100 Per Cent Tonnage Ratings							
1500	6515	8855	5725	6705	2925	3435	3365	3275
1750	6630	9015	6680	7820	7820	3415	3925	3820
3000	13030	17710	11450	13410	13410	5855	6865	6550
3250	13145	17870	12405	14525	6340	7440	7290	7095
3500	13260	18030	13360	15640	6830	8010	7850	7640
4500	19545	26565	17175	20115	8780	10300	10090	9825
4750	19660	26725	18130	21230	9270	10870	10655	10370
5000	19755	26885	19085	22345	9755	11445	11215	10915
5250	19890	27045	20040	23460	10245	12015	11780	11455

	Factor	10	10	10	10	10	12	4	4	8	8	8	8
		Palestine to Lis	Lis to Effing-ham	Effing-ham to Newton	Newton to Palestine	Palestine to Bloom-ington	Bloom-ington to Indian-apolis (Double Doubling track)	Indian-apolis to Bloom-ington	Bloom-ington to Palestine	Clinton to Decatur Ruling Grade Clinton to Ospur	Decatur to Centralia Ruling Grade Decatur, Ill. to Elwin	Centralia to Decatur Ruling Grade Walker to Macon	Decatur to Clinton Ruling Grade Ospur to Clinton
Engines	Horse Power												
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

(Continued on Page 27)

RULES GOVERNING OPERATION OF JOINT I.C. AND B&O DOUBLE TRACK BETWEEN AVENUE AND FOURTH STREET, SPRINGFIELD. SUPERSEDING JOINT TIME TABLE No. 4, Dated October 26, 1958.

1. **Trains or engines will use the right hand track.** The left hand track will be used only under such proper protection as will absolutely prevent accident.
2. The speed of trains or engines must not exceed fifteen miles per hour.
3. Freight trains and yard engines will avoid delay to passenger trains, yard engines will avoid delay to freight trains, giving way immediately upon their approach.
4. Trains and engines must approach end of double track at Fourth Street prepared to stop and will not proceed until the switches are properly lined and track is known to be clear.
5. **Yards:**

Avenue to Fourth Street, Springfield.

All trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of accident, the responsibility rests with the approaching train or engine.

Trains and engines occupying the main track within yard limits must be protected by flagman during fogs, storms or other unfavorable conditions; also, where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains and engines under such conditions.

6. **Railroad Crossings:** – Avenue – I.C.R.R.; B.&O.R.R.; C.&I.M. Ry. Tenth St. – N.&W.R.R. (Automatic).

The Junction switches at Avenue are controlled by signalman.

When home signal cannot be cleared after derails are closed, engineer may, after coming to a stop, accept yellow hand signal from signalman on the ground.

Automatic interlocking is in operation over N&W-I.C.-B.&O. crossing 10th and Madison Sts., Springfield. Trains and engines reduce speed to five miles per hour approaching this crossing, this speed not to be exceeded until engine or first car passes over crossing. Color light dwarf home signals are located 75 feet from each side of crossing. Indications: Red – Stop, Yellow – Proceed. Normal indication is red, if crossing is clear, indication will change to yellow when approaching train reaches a point 270 feet from signal. When signal gives Stop-indication without apparent cause, manual cut-out switch located in box on southwest angle of crossing should be operated, and contact made by telephone with N&W dispatcher. Train or engine may then proceed on hand signal from trainman at crossing.

Following code of signals will govern movements over interlocking at Avenue:

I.C. from north, from main for joint main track	–
I.C. from siding for joint main track	– 0 0
I.C. from siding for joint main track against current of traffic	– 0 0 0
I.C. from south, from main for P.& N. yard	0 0 0 0
I.C. from north for Springfield district main	0 0 0 0
I.C. from siding for Springfield district main	– – – – 0
B.&O. St. Louis division to or from joint main track	– –
B.&O. Indianapolis division to or from joint main track	0 0 – – 0
C. & I.M. main to or from Springfield district	0 – 0
C. & I. M. main to or from joint main track	– – –
C. & I.M. main to or from St. Louis division	– – 0 0
C. & I.M. main to or from Indianapolis division	– – 0 0 0
P. & N. yard to or from St. Louis division	– – – 0
P. & N. yard to or from Indianapolis division	– – – 0 0
P. & N. yard to or from joint main track	– – – – –
Trains or engines desiging to use B.&O. wye from either direction	– – 0 0 0 0
Trains or engines desiring to use joint track in reverse direction will add	0

7. Unless the movement is properly protected no train or engine will be permitted to pass between the passenger station and a train receiving or discharging passengers.
8. Switches must be left set and locked for main track after having been used.