

ILLINOIS CENTRAL SYSTEM

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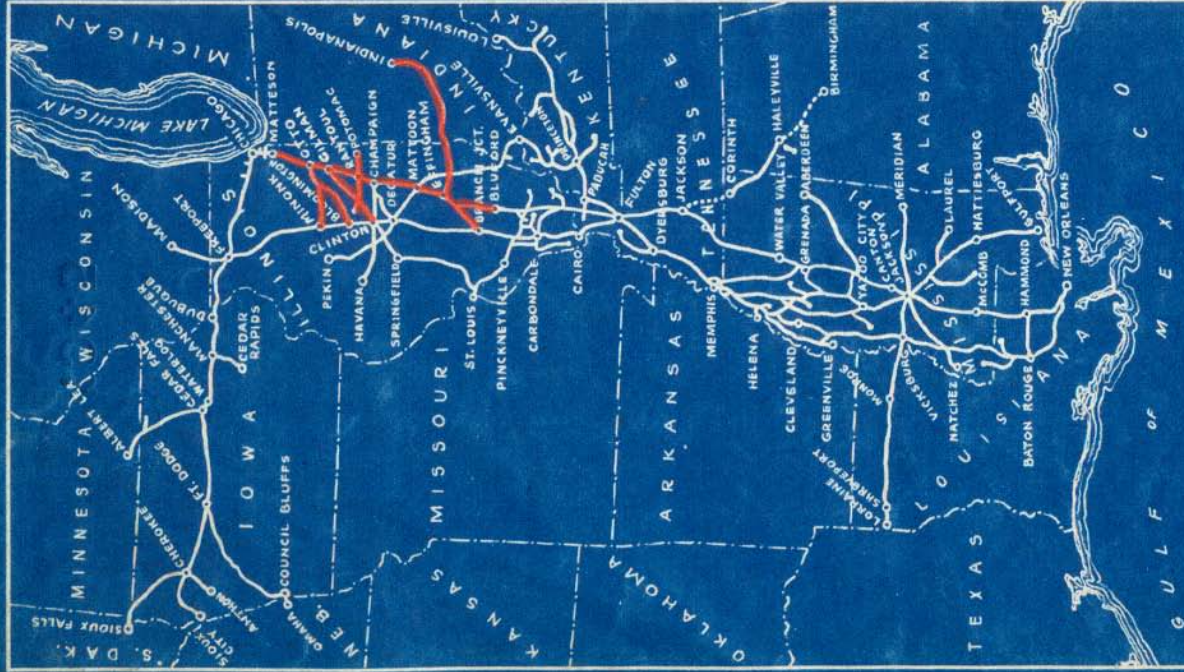
ILLINOIS DIVISION

CONDENSED PROFILE

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OFFICE OF CHIEF ENGINEER, CHICAGO, ILLINOIS

1945



# ILLINOIS CENTRAL SYSTEM

ILLINOIS DIVISION 

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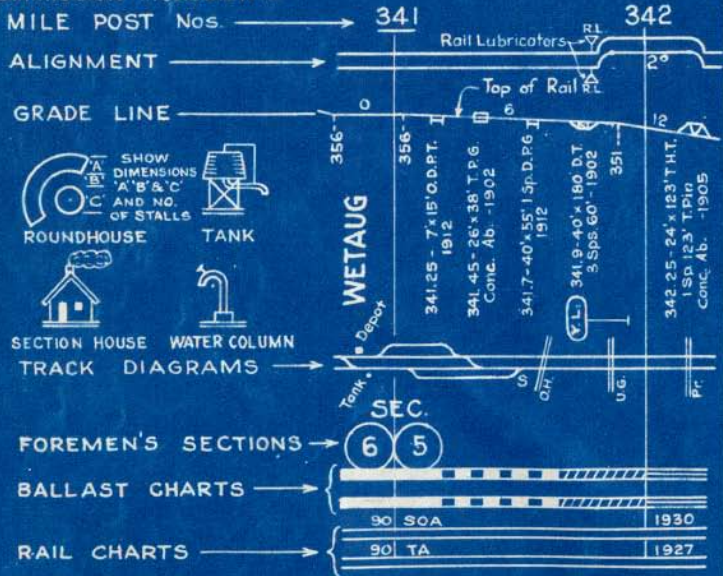
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NOTE: UNDERLINED MILE POSTS INDICATE LOCATION OF INTERSTATE COMMERCE COMMISSION MONUMENTS

# EXPLANATIONS

TRACING REDRAWN  
 JAN. 1, 1943  
 REVISED  
 JAN. 1, 1944  
 JAN. 1, 1945



1" = 4000' HORIZONTAL SCALE FOR PROFILE, ALIGNMENT, TRACKS AND CHARTS.  
 1" = 60' VERTICAL SCALE FOR PROFILE

NUMBERS ON GRADE LINES ARE FEET PER MILE

ELEVATIONS ARE IN FEET ABOVE SEA LEVEL AT TOP OF RAIL, BILOXI DATUM



PRIVATE CROSSINGS ARE MARKED












OVERHEAD	"	"	Pr.
UNDER GRADE	"	"	O.H.
SPRING SWITCHES	"	"	U.G.
			S

## KEY TO BALLAST CHART

BROKEN STONE	---	=====
SLAG	---	=====
SCREENINGS	---	=====
GRAVEL	---	=====
CINDERS	---	=====
SAND	---	=====
CHATS	---	=====
EARTH	---	=====

# EXPLANATIONS

## SIGNAL KEY


AUTOMATIC SIGNALS		INTERLOCKING SIGNALS		
LOWER QUADRANT	UPPER QUADRANT	MÉCHANICAL	ELECTRIC	FIXED
 HOME	 ABSOLUTE	 HOME	 HOME	 HOME
 DISTANT	 PERMISSIVE	 DISTANT	 DISTANT	 DISTANT
	 DISTANT			

NOTE: SIGNALS ALWAYS SHOW IN NORMAL POSITION

WORKING QUADRANT OF DANGER SIGNALS SHOWN THUS:



 CROSSING BELL & WIGWAG

 RING ENCLOSED SIGNALS INDICATE LIGHT SIGNALS

 CROSSING BELL

 FLASHING LIGHT SIGNAL

HIGH WATER MARK SHOWING YEAR AND ELEVATION IN FEET ABOVE SEA LEVEL, H.W.M. BILOXI DATUM 1912 591'

PIPE CULVERTS SHOULD NOT BE SHOWN IN THIS BOOK.

ⓑ SIGNAL LOCATION IN AUTOMATIC TRAIN STOP TERRITORY.

# EXPLANATIONS

## ABBREVIATIONS USED ON RAIL CHARTS

FR	INDICATES	ILLINOIS	STEEL CO.	FRICTIONLESS	O.H. PROCESS	1st	QUALITY
"S"	"	"	"	"	A.S.C.E. BESSEMER	"	"
SC	"	"	"	"	COMMON STD.	"	"
SO	"	"	"	"	A.S.C.E. OPEN HEARTH	"	"
SOA	"	"	"	"	A.R.A."A"	"	"
SOA TIT.	"	"	"	"	A.R.A."A"	"	TITANIUM
T	"	TENN. COAL & IRON	"	"	A.S.C.E.	"	"
"TA"	"	"	"	"	A.R.A."A"	"	"
"TC"	"	"	"	"	COMMON STD.	"	"
MBA	"	MARYLAND STEEL	"	"	A.R.A. BESSEMER	"	MAYARI
C	"	CARNEGIE	"	"	A.S.C.E.	"	"
C.A.M.A	"	CAMBRIA	"	"	A.R.A."A" OPEN HEARTH	"	"
AOA	"	ALGOMA	CORP.	"	A.R.A."A"	"	"
NOA	"	INLAND	"	"	A.R.A."A"	"	"
LA	"	LACKAWANA	CO.	"	"	"	"
RI	"	INLAND	CORP.	"	A.R.E.A.	"	"
RS	"	ILLINOIS	CO.	"	A.R.E.A.	"	"
RT	"	TENN. COAL & IRON	"	"	A.R.E.A.	"	"
MI	"	INLAND STEEL CORP.	"	"	MANGANESE (INT.)	"	"
MS	"	ILLINOIS STEEL CO.	"	"	"	"	"
MT	"	TENN. COAL & IRON	"	"	"	"	"

C --- CONTROLLED COOLED

N --- NORMALIZED

H --- END HARDENED

W --- END HARDENED (TELEWELD PROCESS)

O --- END HARDENED (OXWELD PROCESS)

NOTE: Figure 2 used with symbol indicates second quality rail. Example SOA<sub>2</sub>

(RR-'34) - Rerolled Rail with original date of rolling  
 (Rel.-'34) - Relieved " " " " "  
 (Swd.-'34) - Sowed " " " " "  
 ("Fis") - Fissure



30 31 32 33 34 35

17683+30  
30.2-Sig.Br. Conc.  
Piers-62'-0"-1923

RAIL CHART TRK 3  
2= 110-RI-1929

RAIL CHART TRK 4  
a = 90-NOA-1923  
b = 90-SOA (Rel. 21)'23  
c = 90-SOA-1923  
d = 90-SOA (Rel. 13)'23

Interlocker - Saxby  
Farmer - Elec. Mechanical  
36 Lever Frame  
27 Working Levers  
2 Spare Levers  
7 Spare Spaces  
Sec. Ho  
4 Rms  
II. 7 Elec W Levers  
Spr. Space

YARD LEAD  
Pr.

COOK COUNTY  
MILL  
COOK COUNTY

30.8-Sig.Br. 62'-3"  
Conc. Piers-1923

CARDOX CORP.  
32.6-Sig.Br. 62'-3"  
Conc. Piers-1923

34.1-0.H. Hwy.  
21'-4.5" x 195'-6"  
2 Sps. T.P.G. 46'-0" Sp. T.P.G. 75'-0"  
2 Tim. Panels - W.App. 1923

(POP. 411)  
**MONEE**

34.2-0.H. Hwy.-L. 21'-2" x 195'-6"  
1-Span T.P.G. 75'-0"  
2-Span T.P.G. 46'-0"  
1-Span T.P.G. 28'-6"-1923  
34.3 Foot Br. 21'-7" x 165'-2"  
1-Sp. 75'-0" - 1-Sp. 45'-0"  
1-Sp. 45'-2" - 1923  
34.4 0.H. Hwy. - 2 Sp. T.P.G. 46'-0"  
1-T.P.G. 81'-3" x 21'-3"-1923  
34.7-0.H. Hwy. 28' x 293'  
1-85'-6" T.P.G.-J. Dm. Apps.  
Steel Cols. Conc. Piers-1931

Sec. 32

Sec. 30

C.L. 4280'

30 34

TRK. 4  
3  
2  
1  
TRK 4  
3  
2  
1

90-SOA-1922

90-NOA 1922

90-SOA

1924

90-NOA

1922

90-SOA

1923

2-110-RI-1927

110-RI

1922

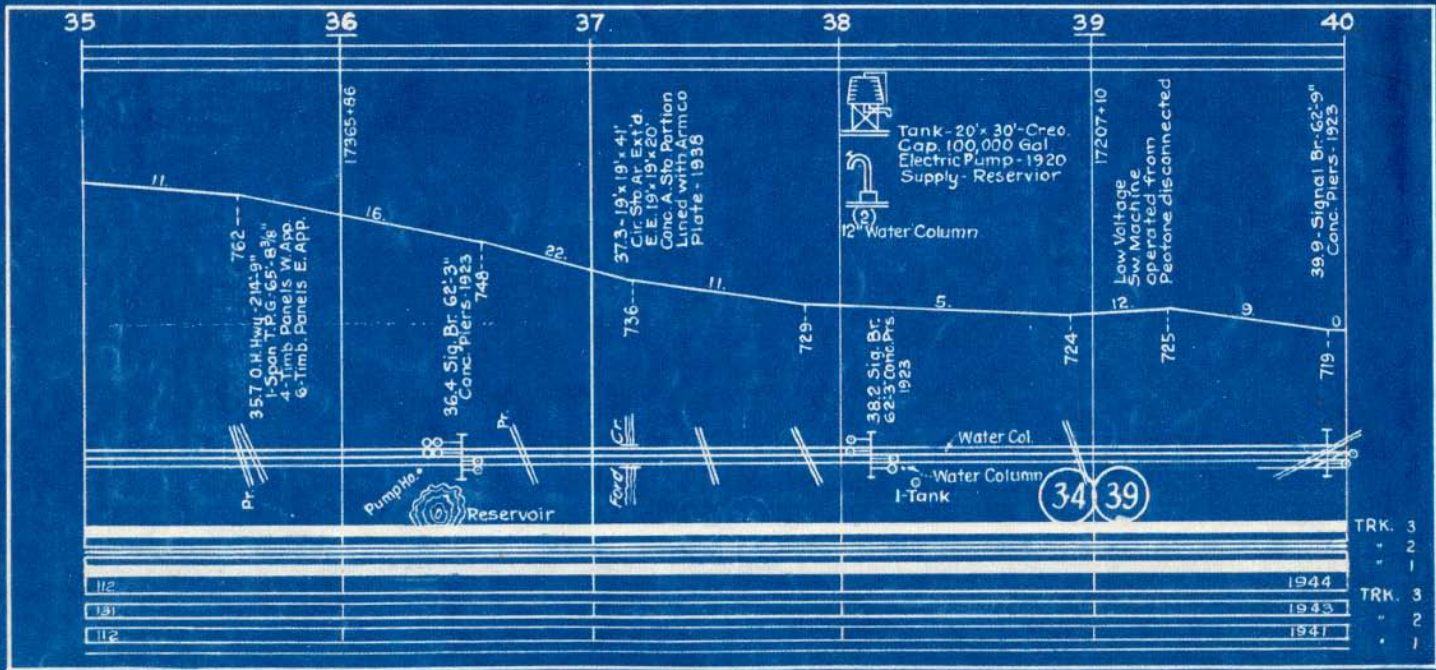
90-SOA

1923

110-RI-1924

26 30

S.B. 1749



35.7 O.H. Hwy - 214'-9"  
 1-Span T.P.G. 65'-8 3/8"  
 4-Timb. Panels W.App.  
 6-Timb. Panels E.App.

36.4 Sig. Br. 62'-3"  
 Conc. Piers - 1923

37.3-19x19x4'  
 Clear Span Arch Ext'd.  
 E.E. 19x19x20'  
 Conc. A. Sto. Portion  
 Lined with Armco  
 Plate - 1936

Tank - 20' x 30' - Creo.  
 Cap. 100,000 Gal.  
 Electric Pump - 1920  
 Supply - Reservoir

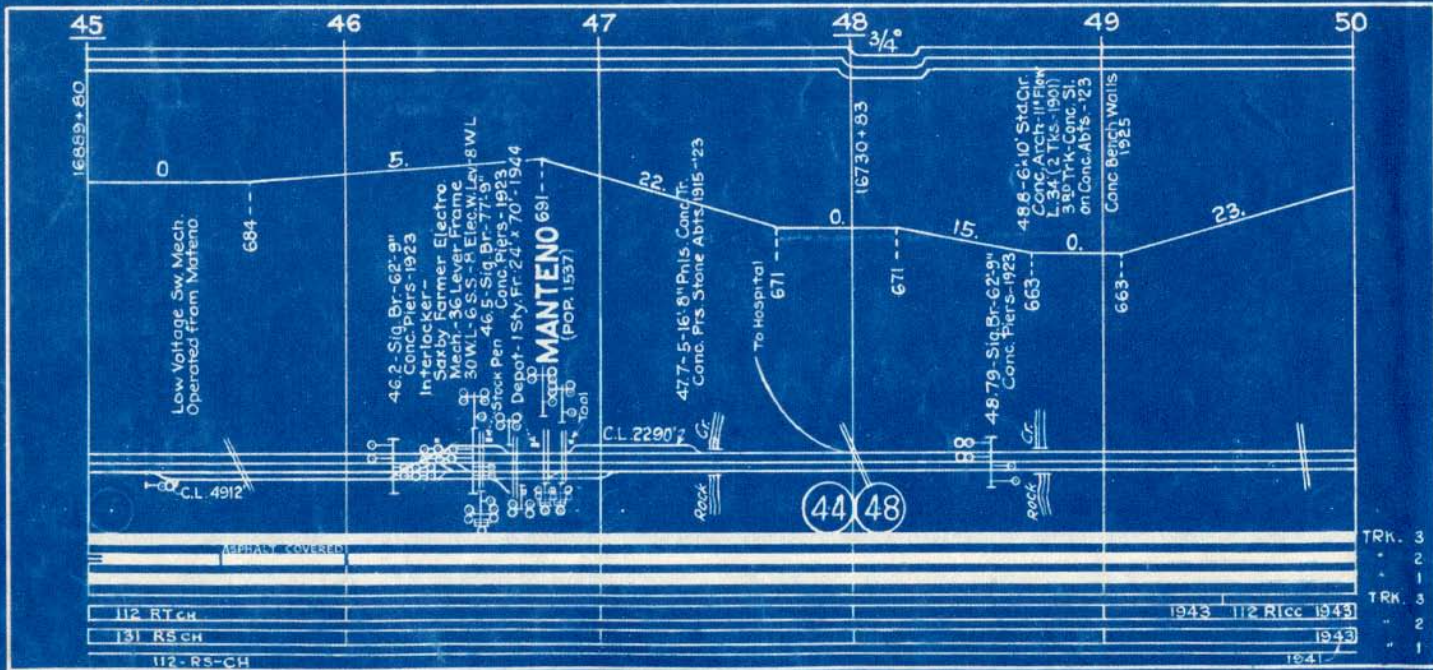
Low Voltage  
 Sw. Machine  
 Operated from  
 Peotone disconnected

39.9 - Signal Br. 62'-9"  
 Conc. Piers - 1923

						TRK. 3
						" 2
						" 1
112					1944	TRK. 3
131					1943	" 2
112					1941	" 1



← TO CHICAGO



50 51 52 53 54 55

667 --- 23  
12  
4  
697 ---  
18572+37  
695 ---

50.3 - 5 x 6' Std. Conc. Arch  
B, 1905 - L, 62' - 12" Flow

50.6 - Sig. Br. - 68' - 3"  
Conc. Piers - 1923  
50.9 - Sig. Br. - 62' - 3"  
Conc. Piers - 1923

**INDIAN OAKS**  
(POP. 25)

52.6 - Sig. Br. - 62' - 3"  
Conc. Piers - 1923

52.8 - 22.5' x 170' - 0" H.H.  
65' - 11" S.H. Turntable  
Sp. - St. Calis. Conc. Pys  
Timber Apprs - 1929

16413 + 70

54.2 - 5.12 x 55 - 6" S. eq.  
Sto. & Conc. Arch - 1901 - 22  
East 21-6' Portion 1922  
54.3 - Broadway St. Sub  
(3 Tks) 2 Sps. Inc. 1 - Bm:  
Slabs (1 - 25' - 1 - 23' - 1")  
1 - Conc. Slab 8 - 6 1/2' over Side-  
walk. Conc. Piers & Abut. s.  
Length 54' - 1925  
54.3 W - Broadway St. Sub  
(1 - Tk) 2 Sps. Inc. 1 - Bms.  
Slabs (1 - 22' - 1 - 23' - 1") 1 - Conc.  
Slab 8 - 1 - 6 1/2' over Sidewalk.  
Conc. Piers & Abut. s. L. 54' - 24'  
54.7 - Center St. Conc.  
Subway (8 Tks) 2 Sps.  
Conc. Slabs 10' - 9"

**BRADLEY**

54.1 - 5 x 1400  
(POP. 3689) 650 ---  
Water Sta.  
at M. Kankakee  
1 Tank 20' x 30'  
Wood B. 1918  
Cap. 100,000 G.  
Supply - City

Mech. Cooler  
Tank

1917  
Mech. Shop  
Water  
Coln.

48 53.5

Depot  
1st Hwy. Fr.  
18' x 44' - 1944

112 R1cc  
131 R5 CH  
112 - R5 - CH

11943 R1cc  
112 RTCH  
1943

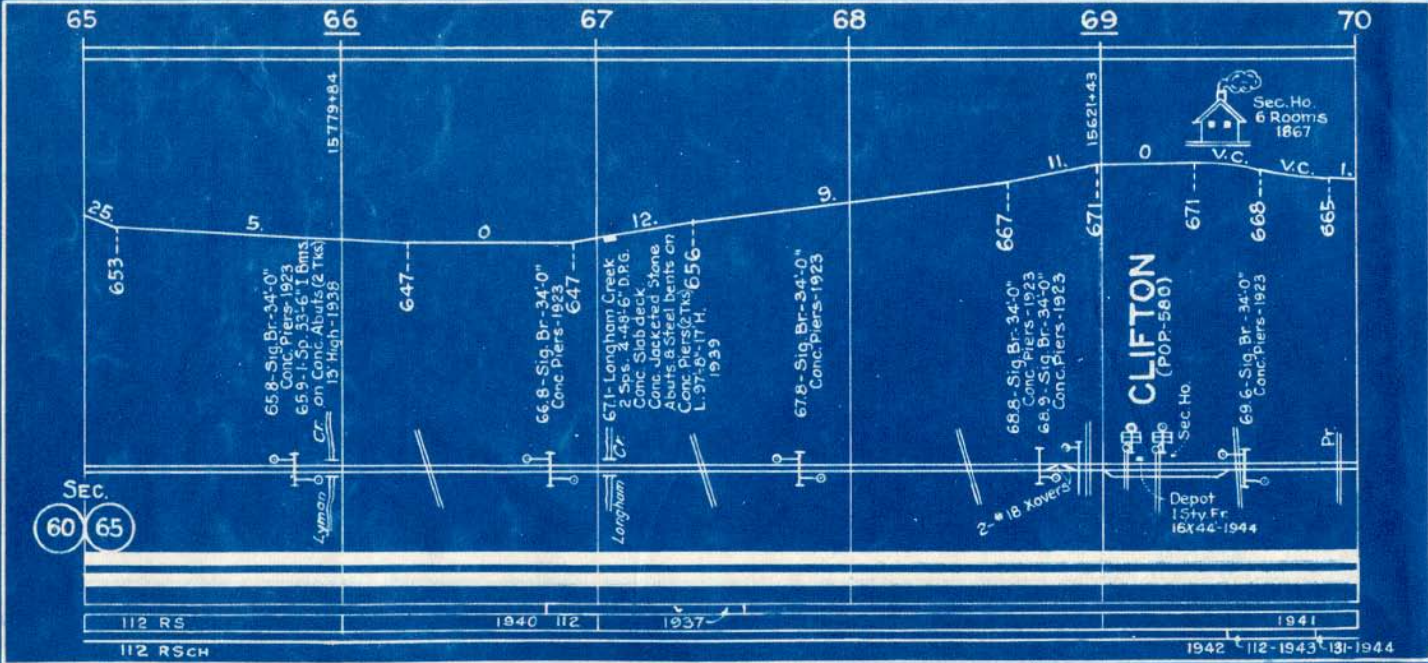
112 R1cc 1943  
112 RTCH 1943

TRK. 3  
2  
1  
TRK. 3  
2  
1

1941







SEC. 60 65

CLIFTON (POP. 580)



Sec. Ho. 6 Rooms 1867

Depot 15ty Fr. 16x44'-1944

112 RS

1940 112

1937

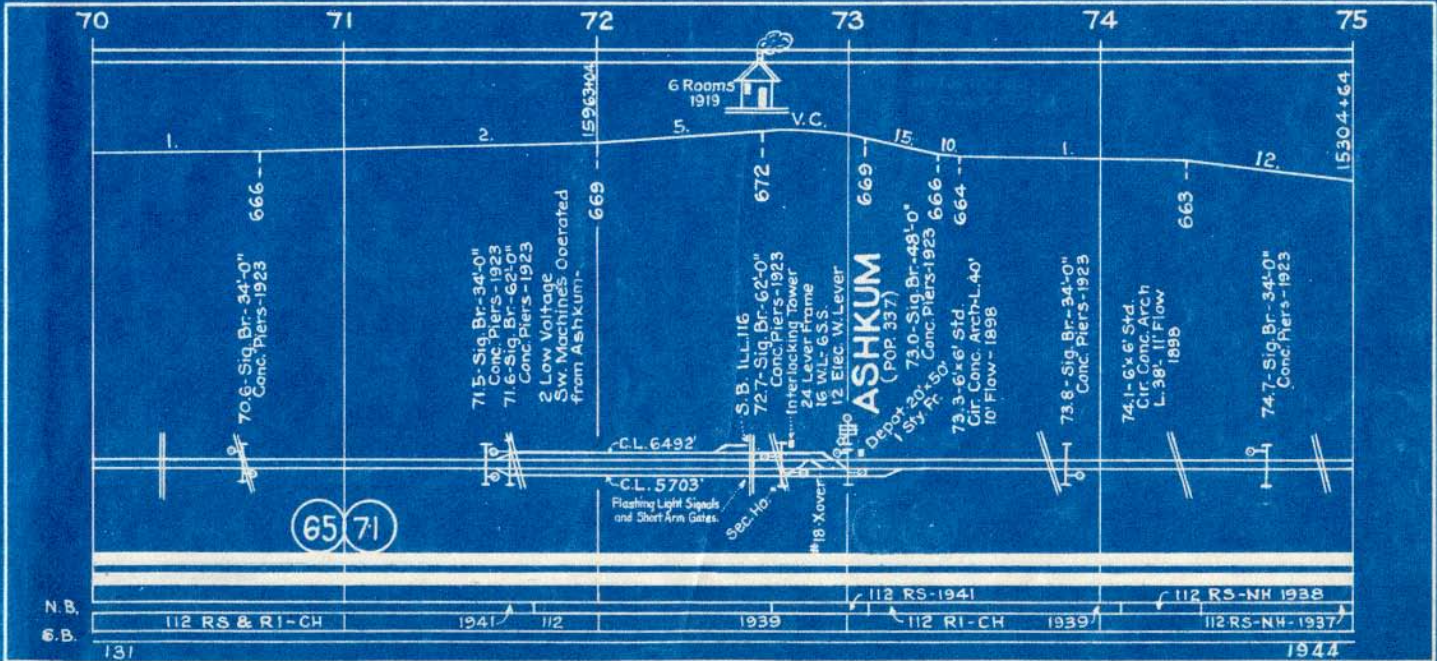
1941

112 RSch

1942 112-1943-1944



70 71 72 73 74 75



70.6 - Sig. Br. - 34'-0"  
Conc. Piers - 1923

71.5 - Sig. Br. - 34'-0"  
Conc. Piers - 1923  
71.6 - Sig. Br. - 62'-0"  
Conc. Piers - 1923

2 Low Voltage  
Sw. Machines, Operated  
from Ashkum -

S. B. I.L.L. 116  
72.7 - Sig. Br. - 62'-0"  
Conc. Piers - 1923  
Interlocking Tower  
24 Lever Frame  
16 W.L. - 6 S.S.  
12 Elec. W. Lever

**ASHKUM**  
(POP. 337)

73.0 - Sig. Br. - 48'-0"  
Conc. Piers - 1923

73.3 - 6' x 6' Std.  
Gir. Conc. Arch - L. 40'  
10' Flow - 1898

73.8 - Sig. Br. - 34'-0"  
Conc. Piers - 1923

74.1 - 6' x 6' Std.  
Gir. Conc. Arch  
L. 38' 11" Flow  
1898

74.7 - Sig. Br. - 34'-0"  
Conc. Piers - 1923

C.L. 6492'  
C.L. 5703'  
Flashing Light Signals  
and Short Arm Gates.

Sec. Ho.  
#18 X-over



N.B.  
S.B.

112 RS & R1-CH

1941 112

1939

112 RS-1941

112 R1-CH

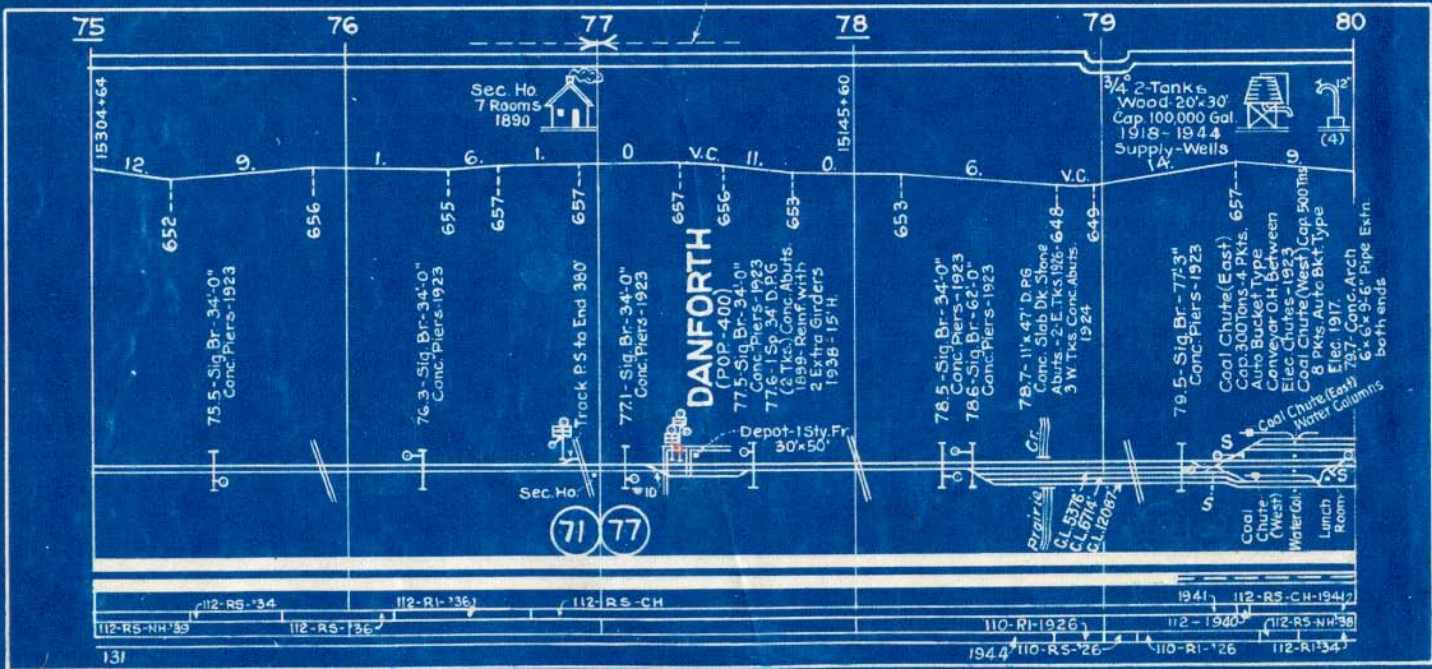
1939

112 RS-NH 1938

112 RS-NH-1937

131

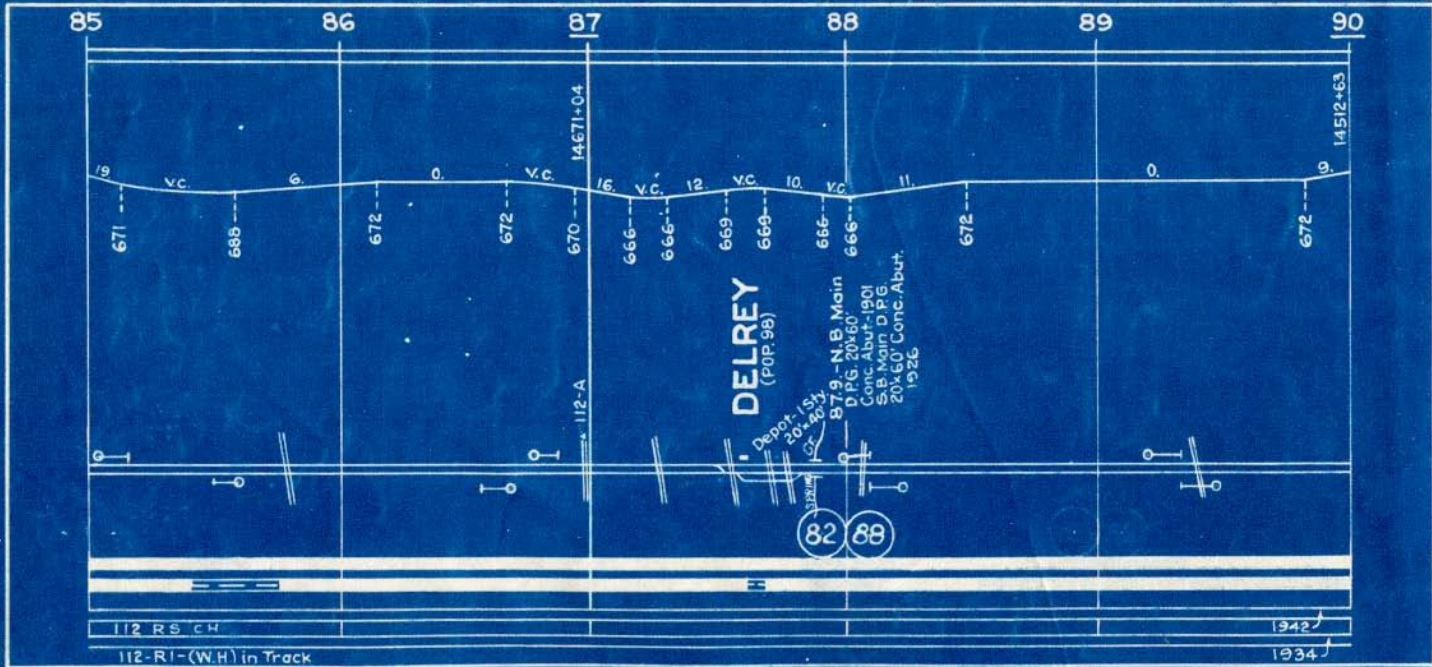
1944

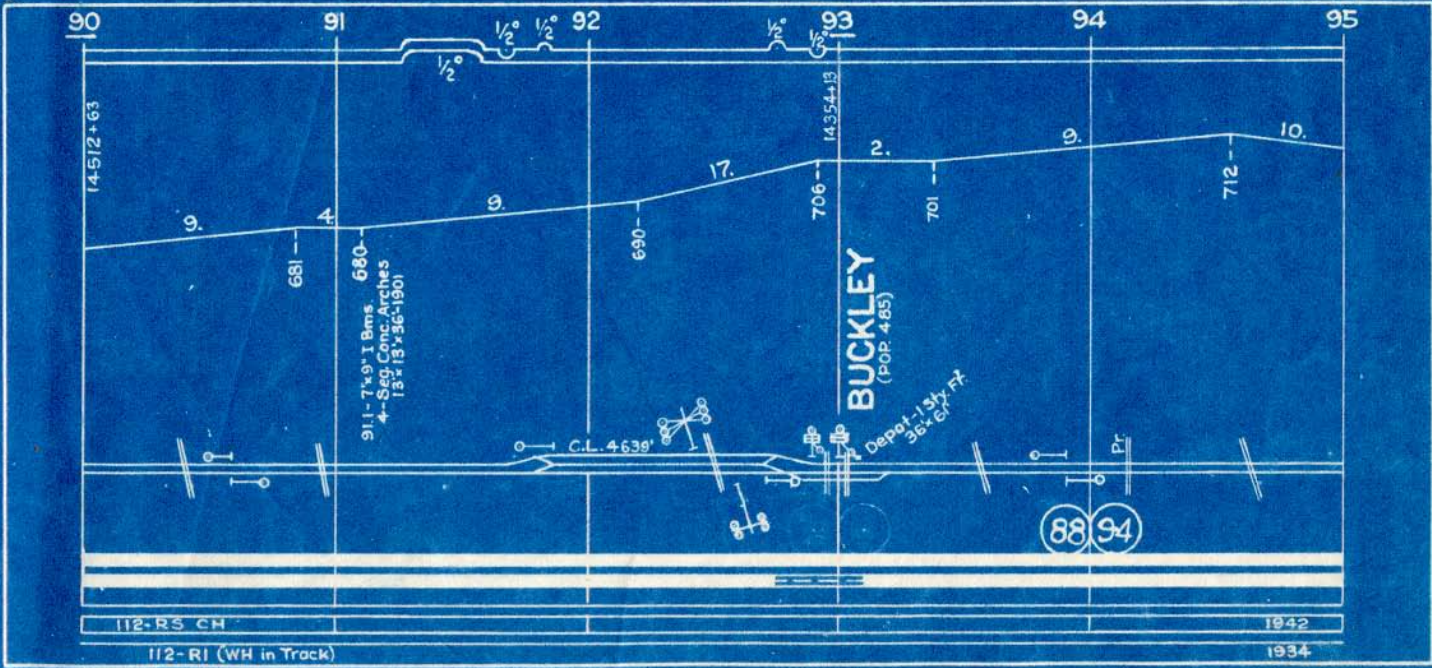


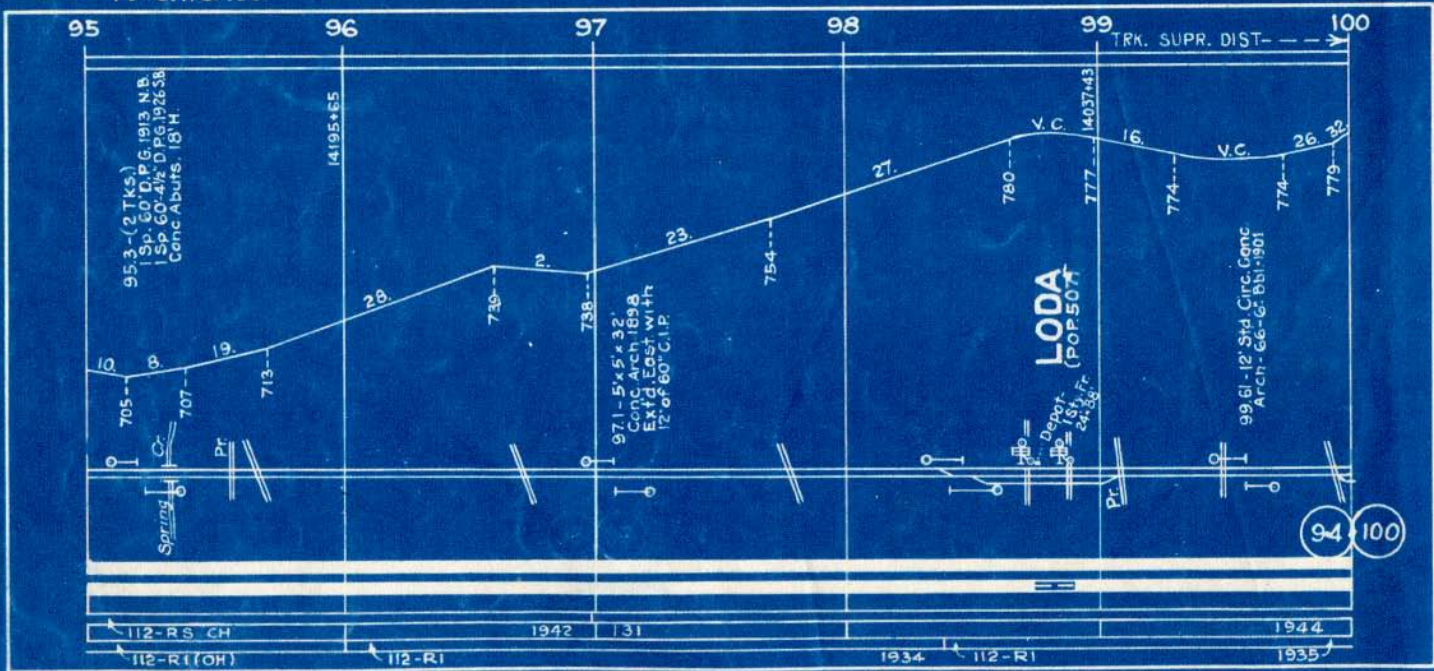


19

← TO CHICAGO







100 ← -- TRK. SUPR. DIST. 101 102 103 104 105

Tank 20' x 30'  
Creo. Wood Fr. 1923  
Cap. 100,000 Gals.  
2 Elec. Pumps Supply Wells  
V.C.

32. ---  
792 ---  
2-12" Water Col.

MP 102

12. ---  
792 ---  
O.H. To Le Fayette  
L. E. & W. R.R. (N.Y.C. & S.T.L.)  
Coal No. 5.

MP 103

2-16" Wells - 125' Deep  
R-Layne & Bowler  
Pumps Elec. Driven  
by 25 H.P. Motors

IRONDIS CO.  
FORD CO.  
Winter Col.  
To Bicominion  
Ft. Ho.

C.L. 5428'

94 100

C.L. 6858'  
Water Col. Well  
Tank Well

778-13678+75  
16. ---  
102.0-5 x 6-9" Conc. Ar  
1901 & 1911 - Ext. to 14'

102.08 - Conc. 5' Ft.  
1-8m. - 1-15'-3", 1904

102.7 - 21'-6" x 13'-6"  
O.H. Hwy. Conc. 1924

102.8 - 21'-6" x 10'-6"  
3-T.P. Gir. Inc. in Conc.

102.85 - 21'-6" x 18'-2" 771-  
O.H. Hwy. Conc.  
1924

102.9 - 21'-6" x 13'-0"  
O.H. Hwy. Conc. 1924

103.0 - 21'-6" x 13'-0"  
O.H. Hwy. Conc. 1924

103.1 - 21'-6" x 12'-6"  
O.H. Foot Br. 1924

103.2 - 21'-6" x 13'-0"  
O.H. Hwy. Conc. 1924

103.3 - 21'-6" x 11'-6"  
O.H. Foot Br. Steel  
1-Span 2 Stairways  
1924

**PAXTON**  
(Pop. 3106)

Depot  
1 1/2 St. Br.  
30' x 95'

O.H. To Le Fayette  
L. E. & W. R.R. (N.Y.C. & S.T.L.)  
Coal No. 5.

O.H. Frt. Ho.

O.H. Ft. Br.

O.H. Ft. Br.

O.H. Ft. Br.

110-1926

131

1944

112 RI

1935

13720+36

769

762

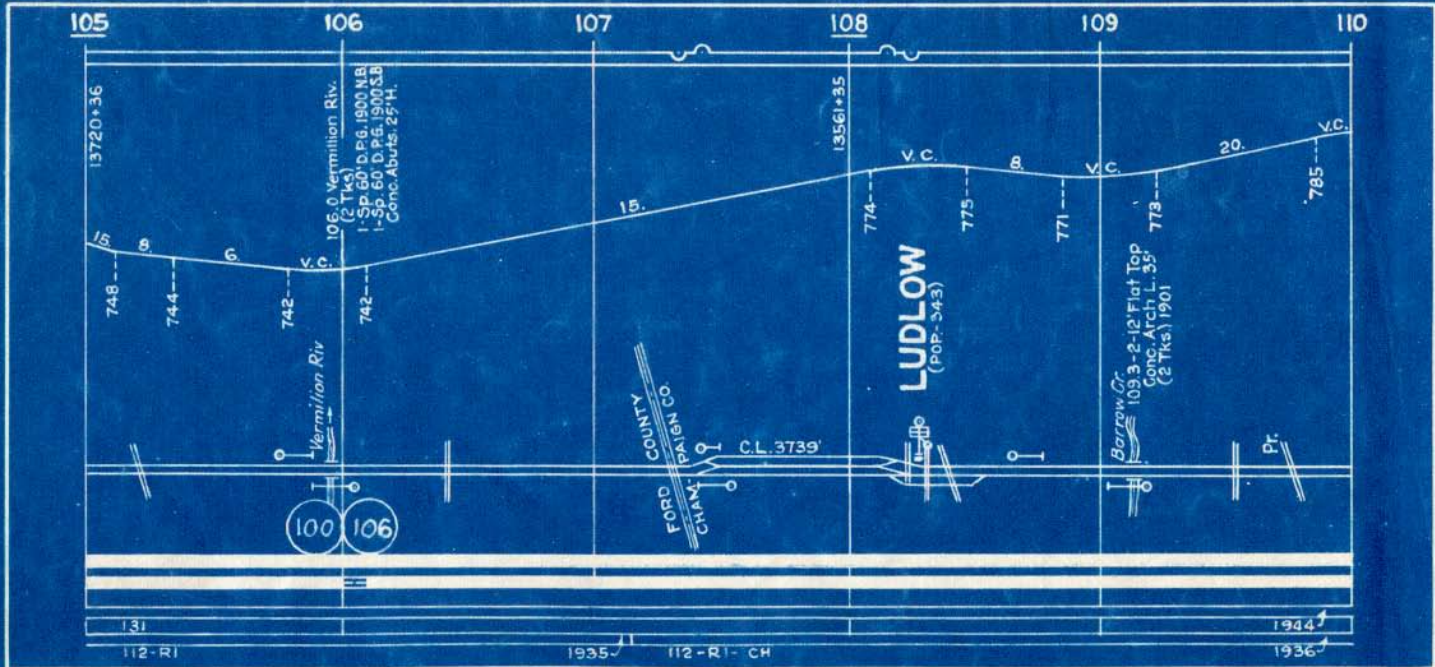
757

15.

29.

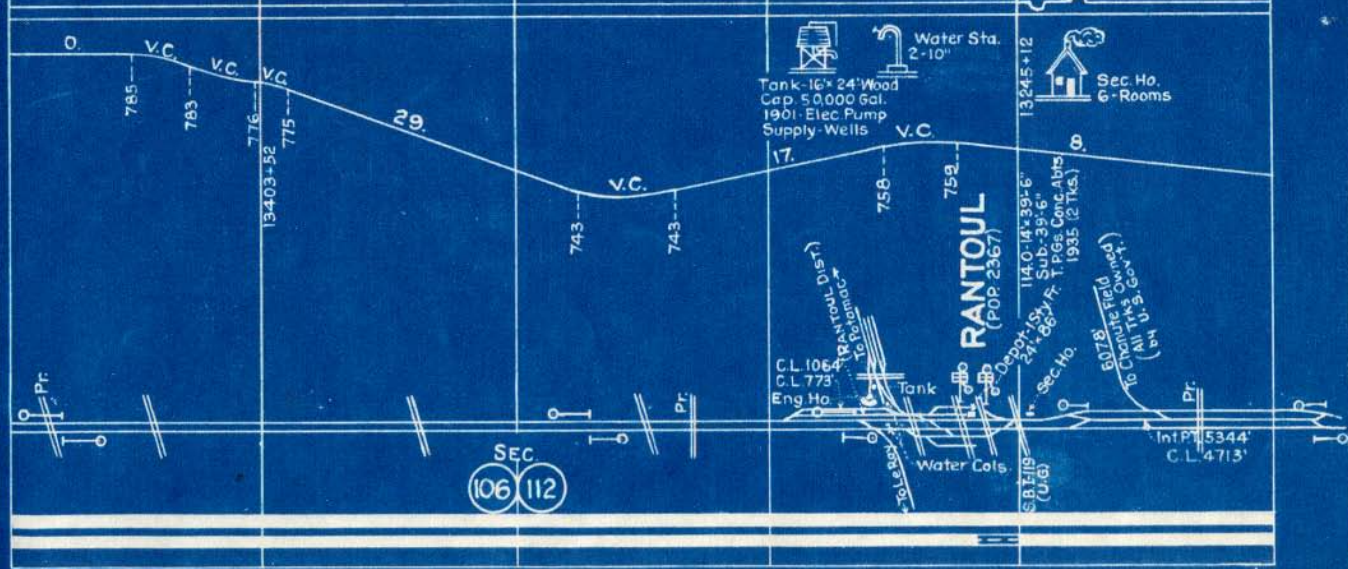
21.

15.





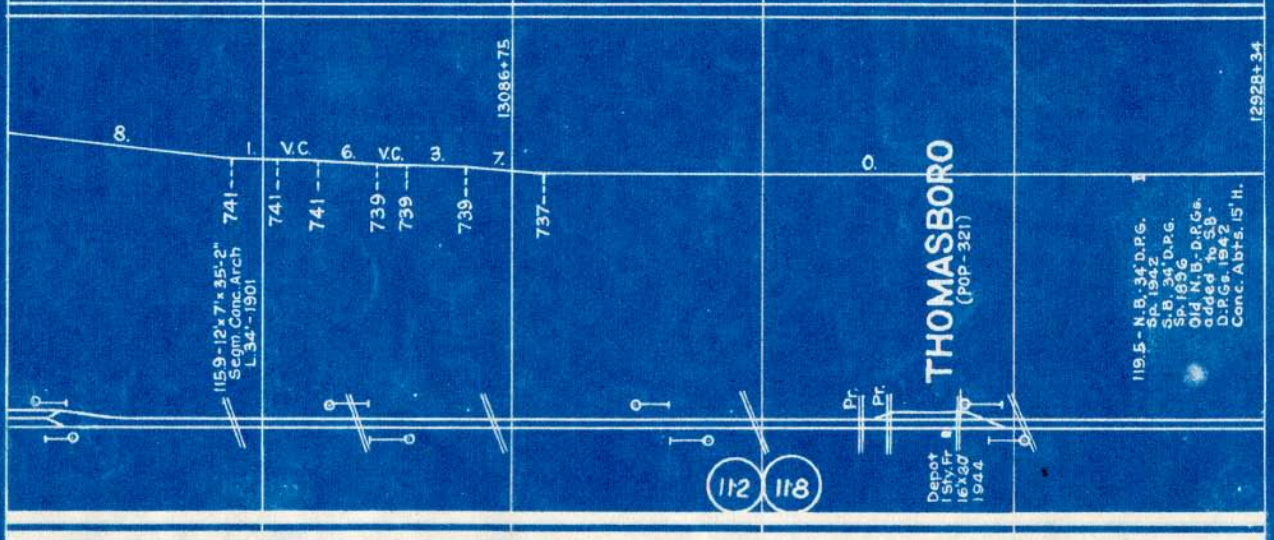
110 111 112 113 114 115



131 ← | 1936 | 112-RS (H) | 1936 | 112-RS-(C.H) | 1936

← 112-RI (C.H) | 1941

115 116 117 118 119 120



131 - 1944	110				1925
112-RS (CH)					1936

12928+34

THOMASBORO  
(POP - 321)

119.5 - N.B. 34' D.P.G.  
SP. 1942  
S.B. 34' D.P.G.  
SP. 1956  
Old N.B. D.P.G.  
added to SB.  
D.P.Gs. 1942  
Conc. Abts. 15' H.

Depot  
16' x 20'  
1944

112 118

13086+75

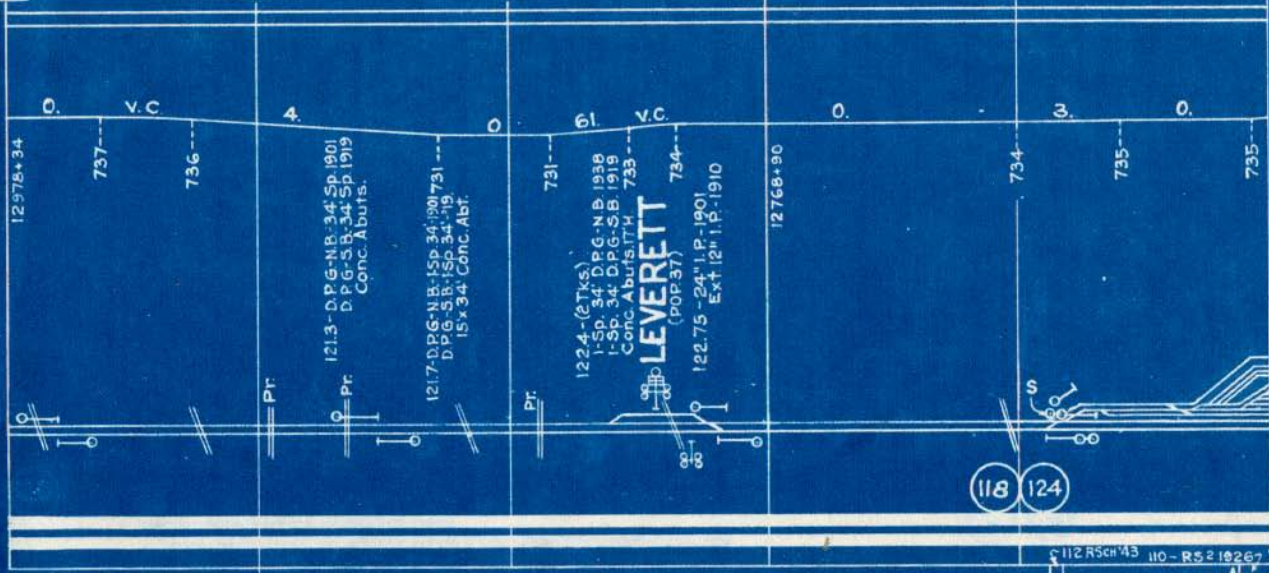
8.

1159-12' x 7' x 35'-2"  
Segm Conc Arch  
L. 34' - 1901

1. VC. 6. VC. 3. 7.

Pr.  
Pr.

120 121 122 123 124 125



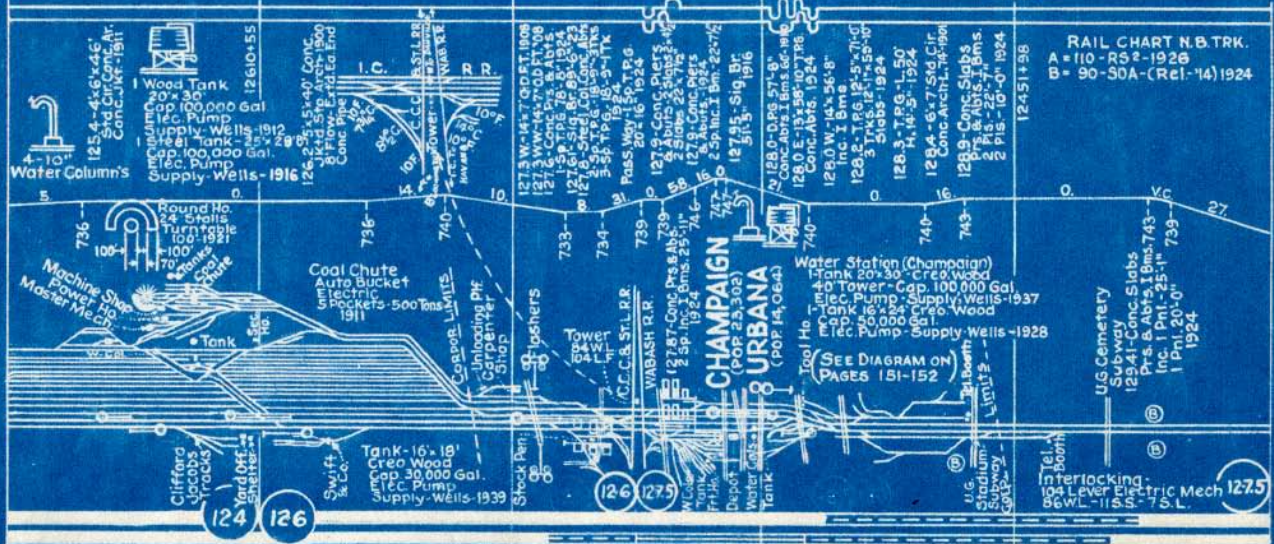
112-R5CH'43 110-R52 19267

1925 110-R12 1926

1936 112-R1 (CH) 1937 112-R52 1939

110-R1  
112-RS (CH)

125 126 127 128 129 130



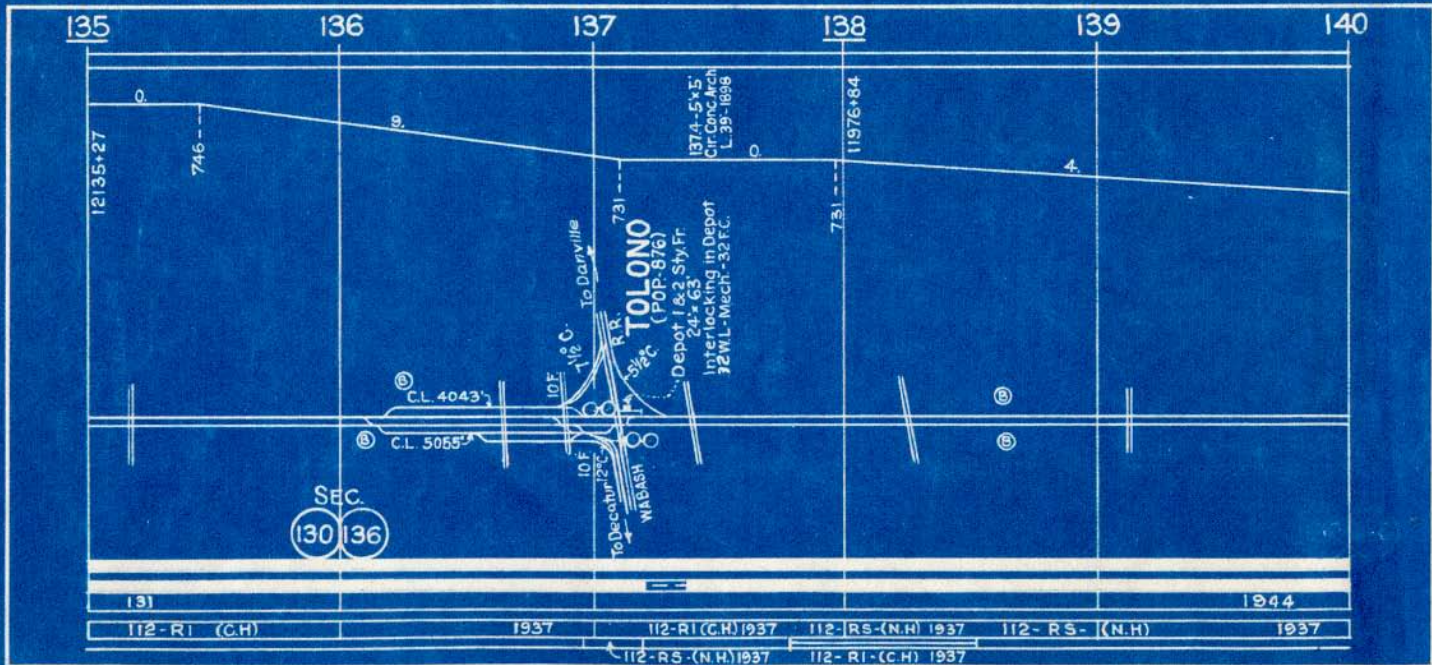
RAIL CHART N.B. TRK.  
 A = 110-R5<sup>2</sup>-1926  
 B = 90-50A-(Reel-'14) 1924

**CHAMPAIGN**  
 (POP. 23,302)  
**8 URBANA**  
 (POP. 14,064)

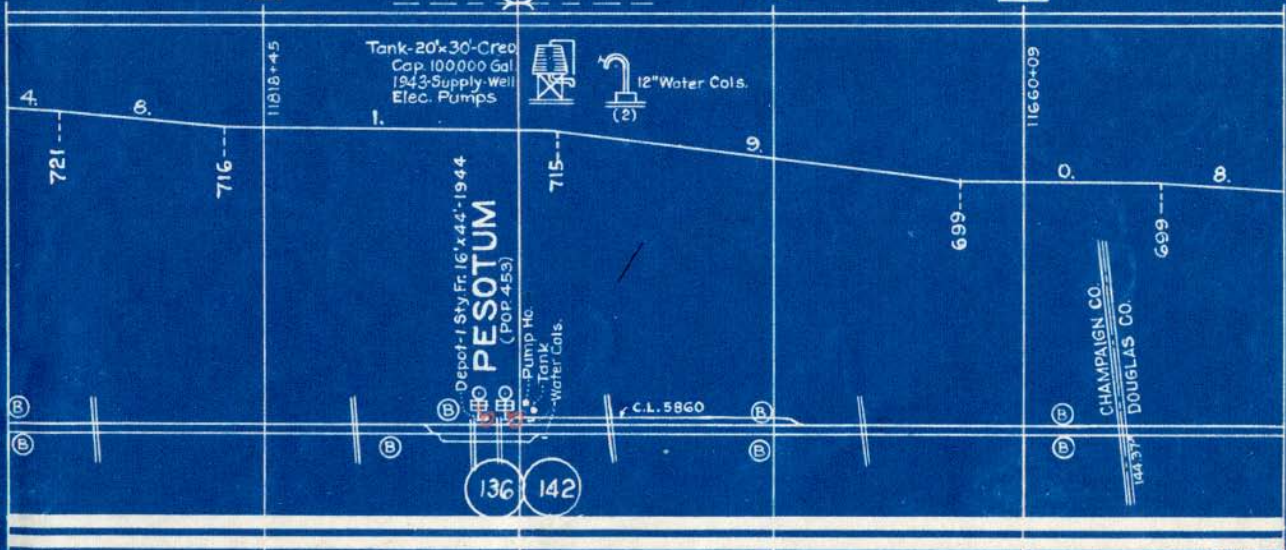
Intertlocking:  
 104 Lever Electric Mech 127.5  
 86WL-1155-75.L

N.B.	110-R12 1926	110-R5 <sup>2</sup>	1926	110-R12	1926	112-R5-(CH)	1941	110-R1	1925
S.B.									
	112-R5 <sup>2</sup> -(CH)					1939	112-R5 <sup>2</sup> -(CH) 1940	112-R5 <sup>2</sup>	1936





140 141 142 143 144 145

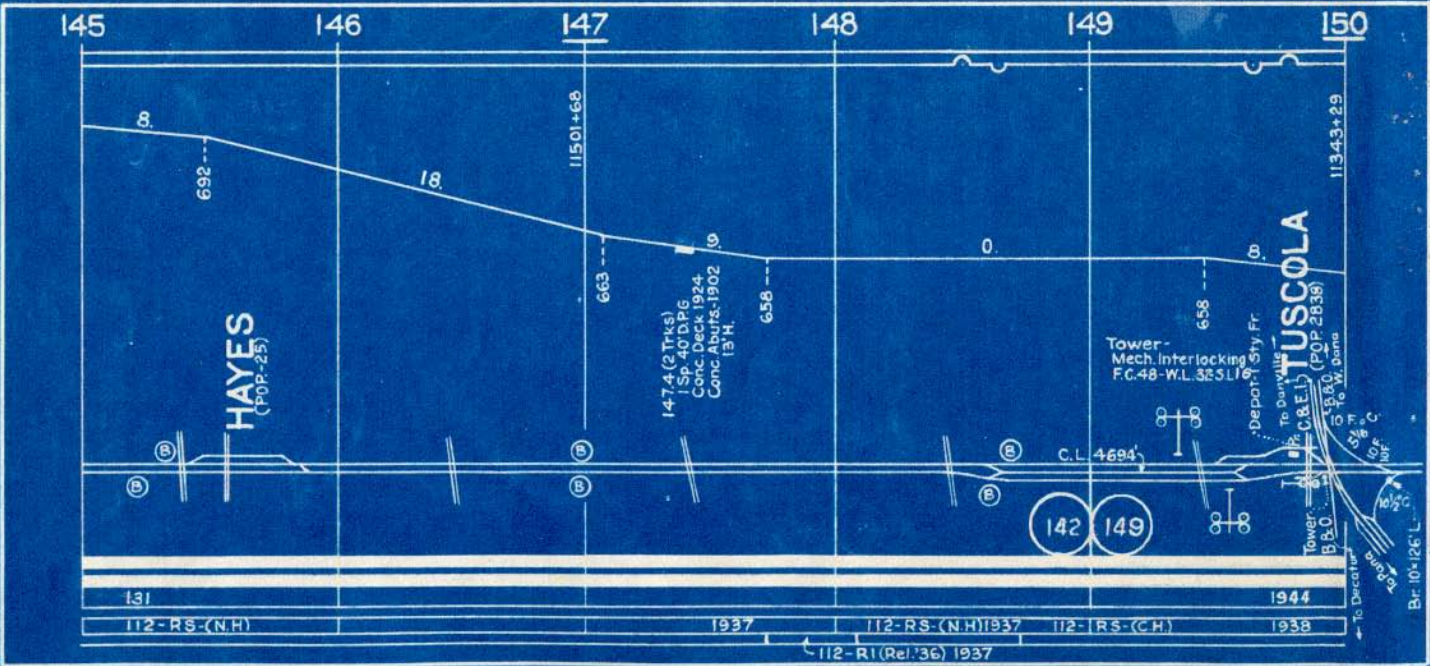


131

1944

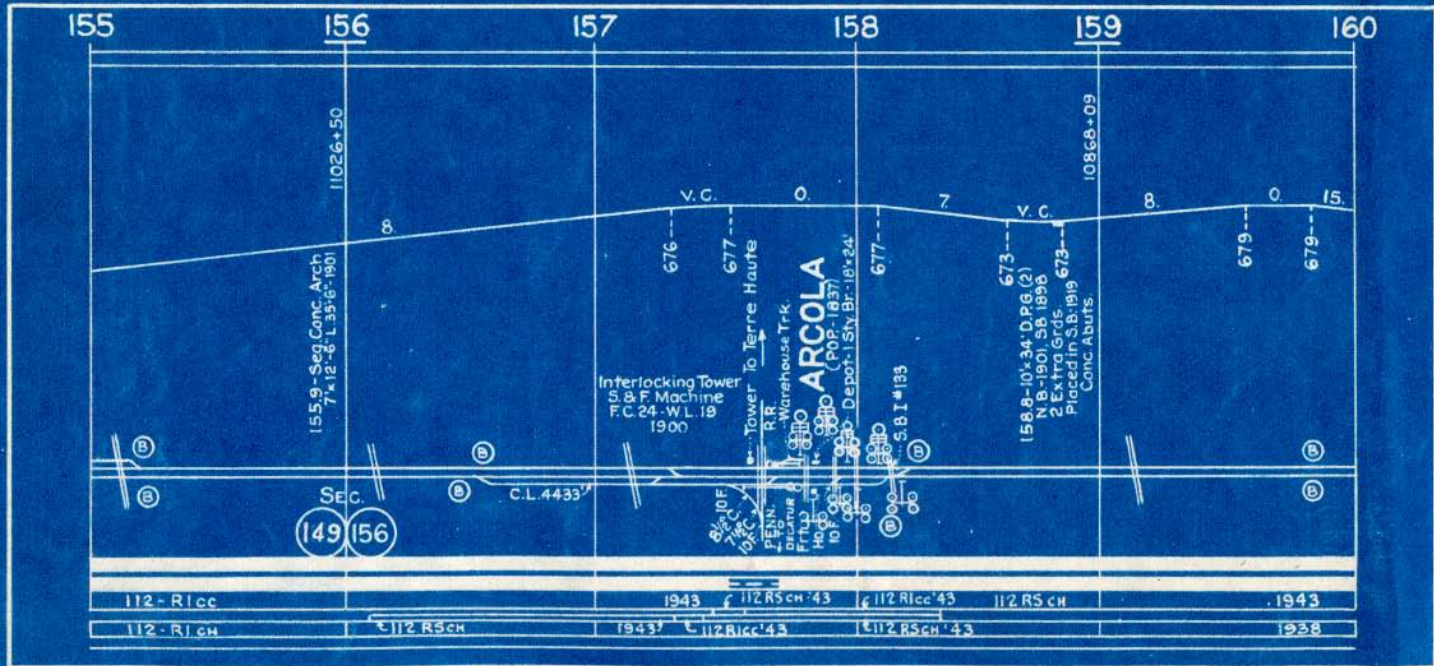
112-RS-(NH)

1937

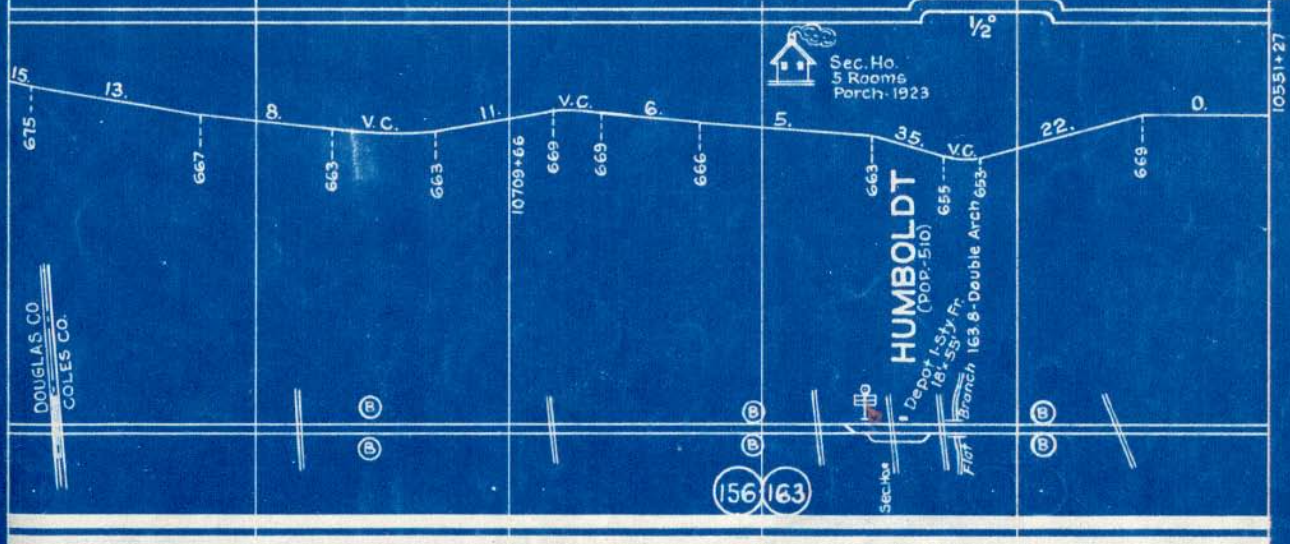








160 161 162 163 164 165



DOUGLAS CO.  
COLES CO.



Sec. Ho.  
5 Rooms  
Porch-1923

**HUMBOLDT**  
(POP. 510)

Depot 1-1/2 Sty. Fr.  
18x53 Fr.  
Flat Branch 163 8-Double Arch 653

Sec. Ho.

1/2°

10551+27

112-R5ch

112-R1

1938

112-R5 (N.H.)

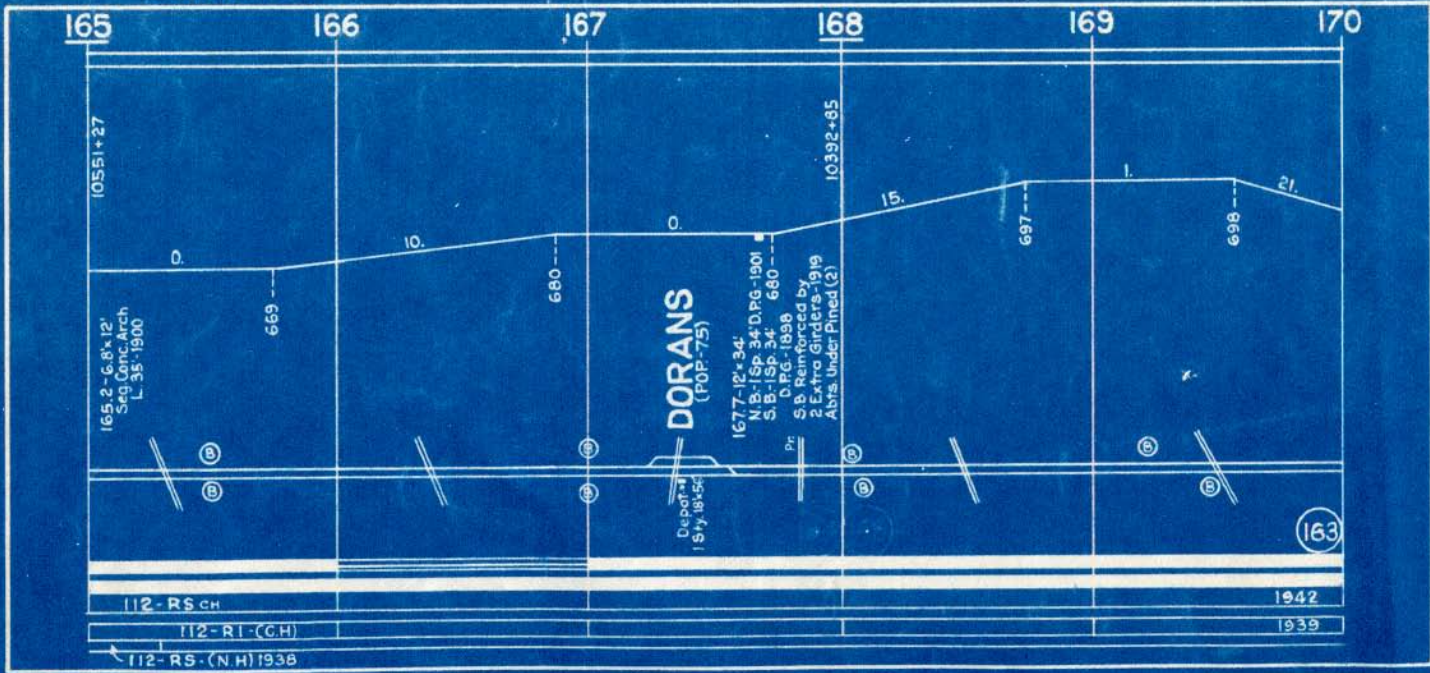
1943

112 R5CH

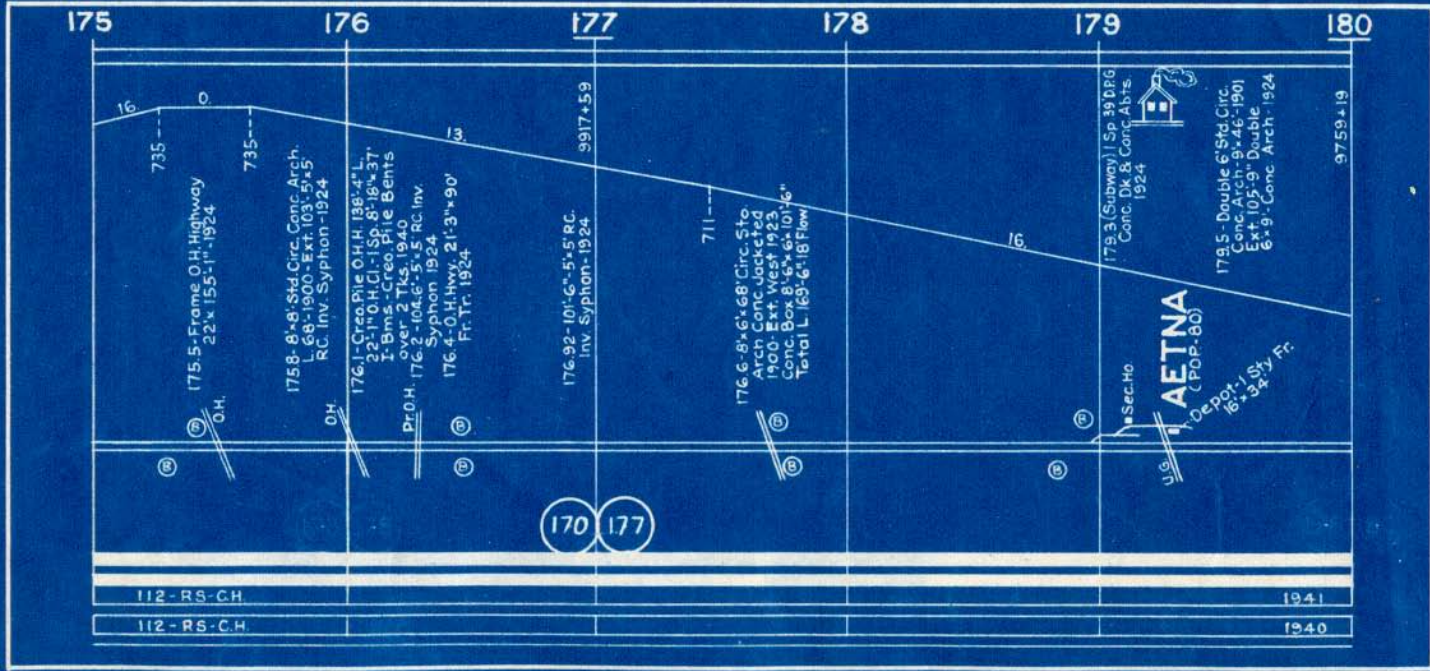
1942

1938

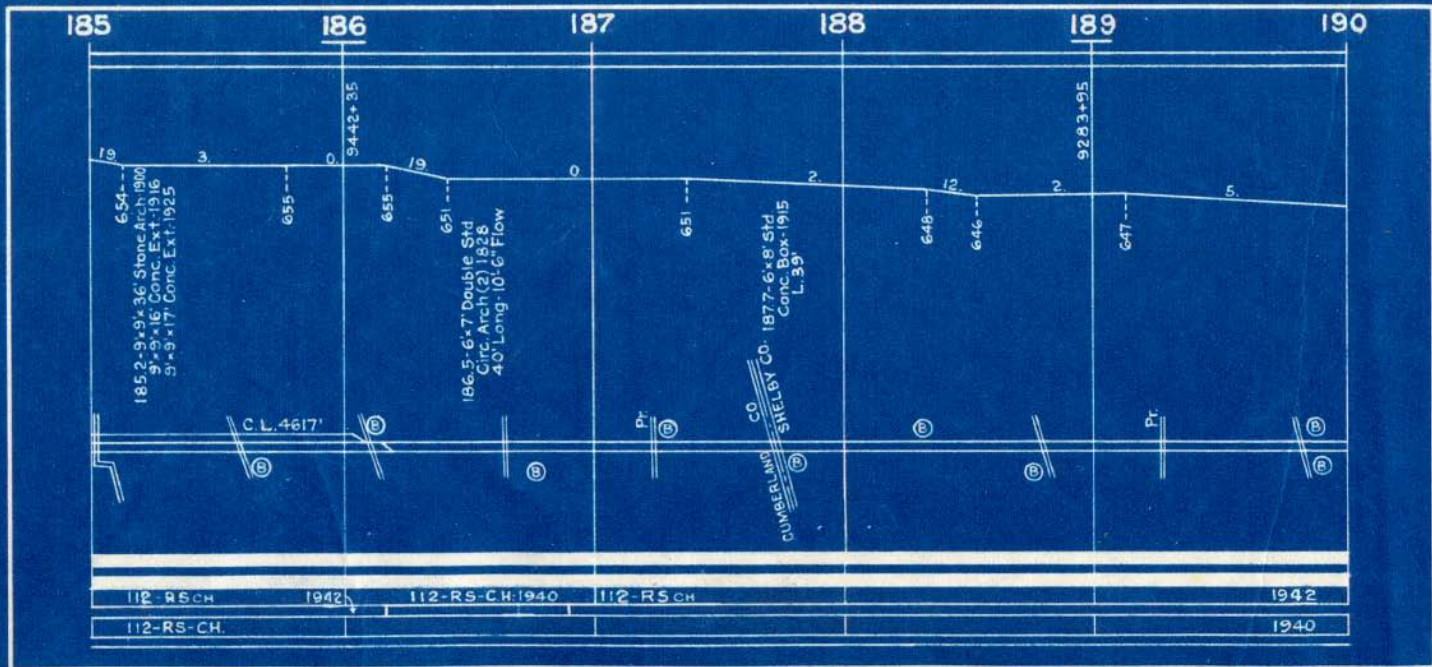
156 163







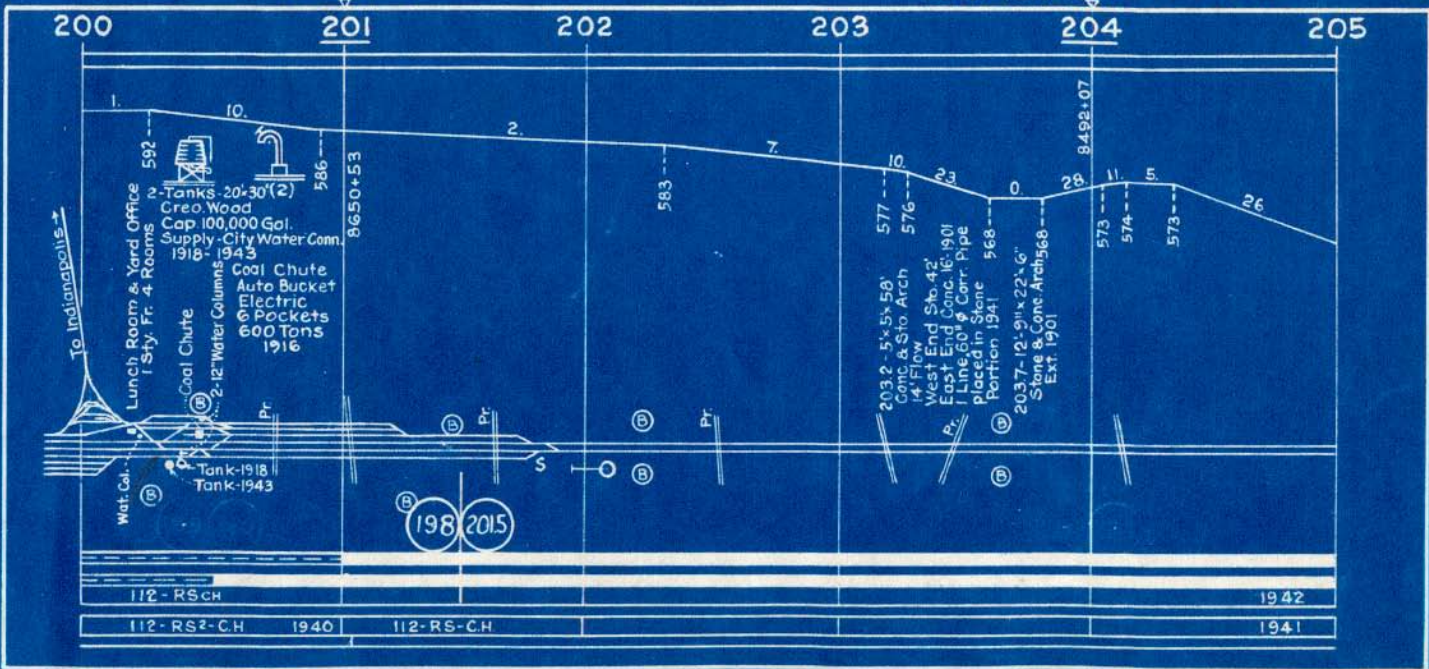














210 211 212 213 214 215

6175+42

210.4 - 6'x12' Seg. Conc Arch - 10' x 34'-6" 1902

(B)

(B)

561 ---

26

Depot - 1 Sty. Fr.



**MASON**  
(POP - 351)

579 ---  
580 ---  
581 ---  
581 ---  
580 ---

212

212.0 - 2'x4' Stone Box 1902

212.3 - 11'x30' Sto. & Conc. Arch Jacket  
1916 - L. 89'

(B)

(B)

565 ---  
565 ---

21

213

8017+00  
576 ---

576 ---  
576 ---  
576 ---  
574 ---  
571 ---

214



Sec. Ho.  
5-Rms.  
B-1859

214.0 - 10'x10' Std. Cir. Conc. Arch 27'x34' 1901-1917

Sec. Ho.

(B)

(B)

GRS. Co. - Inter. kr. Dep. in Depot  
TC 24 - W.L. 22  
1905

18' x 0' Over  
B & O. Depot  
1 Sty. Fr.  
4'8" x 48"

**EDGEWOOD**  
I.S.W. R.R. (POP - 492)  
B & O R.R.  
Depot & Sig. Tower

To Branch Junction

To Fulton

To Fulton

To Fulton

To Fulton

To Fulton

To Fulton

To Fulton

To Fulton

To Fulton

To Fulton

To Fulton

To Fulton

To Fulton

208 215

112-R5ch

1942

110-R5-297

112-RI-CH.

1940

110-R5

1931

110-RI-1931



220                      221                      222                      223                      224                      225

0.                      5.                      6.                      9.                      10.                      4.                      6.                      8.                      11.

583---

581---

579---

221.7-5'-6" x 16'-Conc. P.T.  
1921 (2)

75.41+77

579---

583---

584---

576---

577---

73.93+40

**FARINA**

(POP-804)

Depot - 1 Sty. Fr.

24 x 51'

MARION CO.  
FAYETTE CO.

CL. 2701'

223.8

(B)

(B)

(B)

(B)

(B)

(B)

215      222

110-R5-

1928

110-R5

1928

112-RI

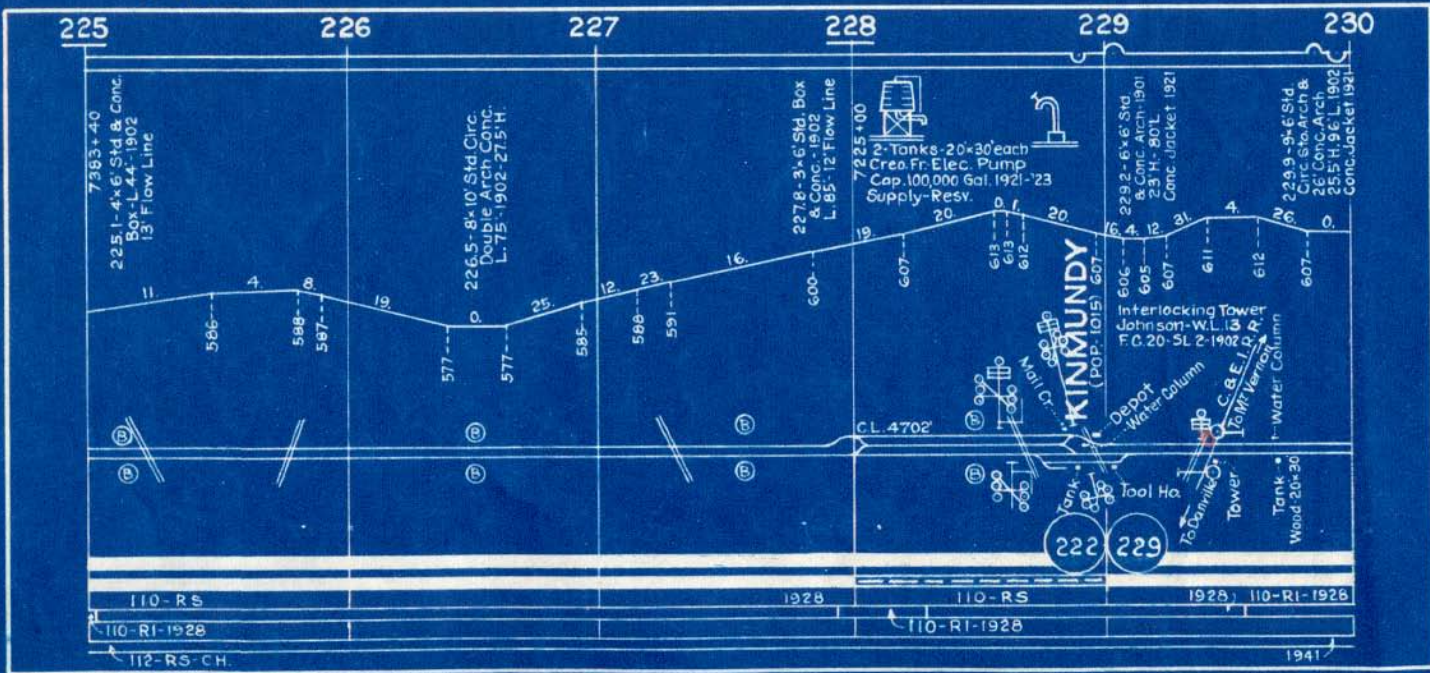
110-RI-1928

1934

110-RI-1928

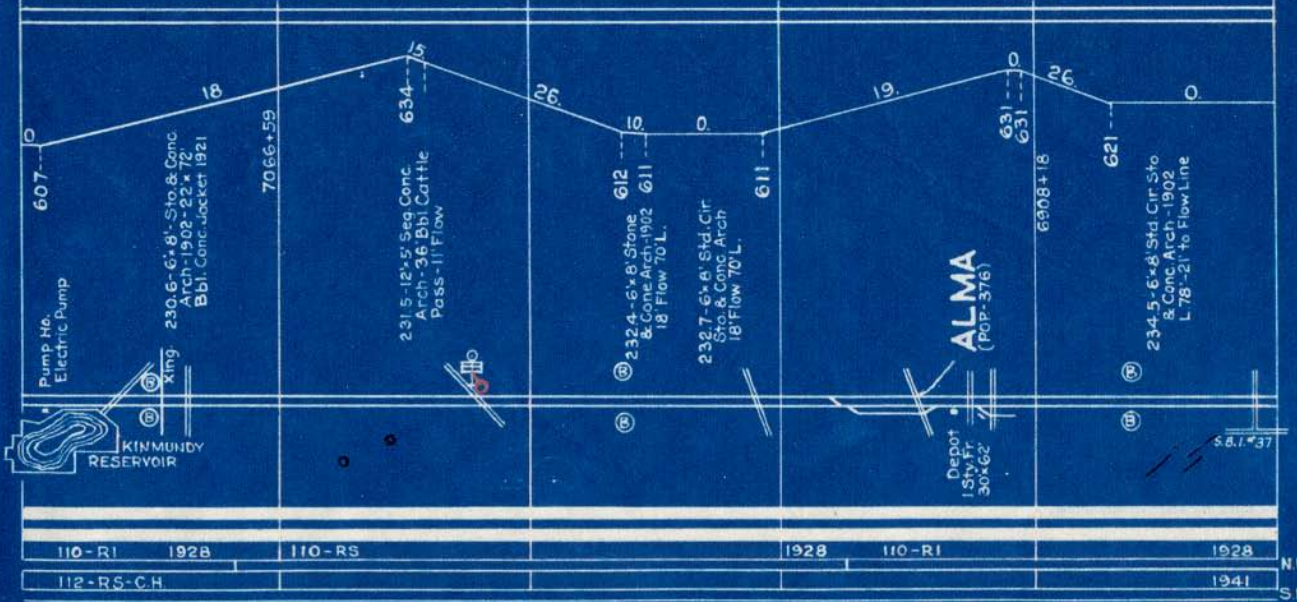
112-RS-C.H.

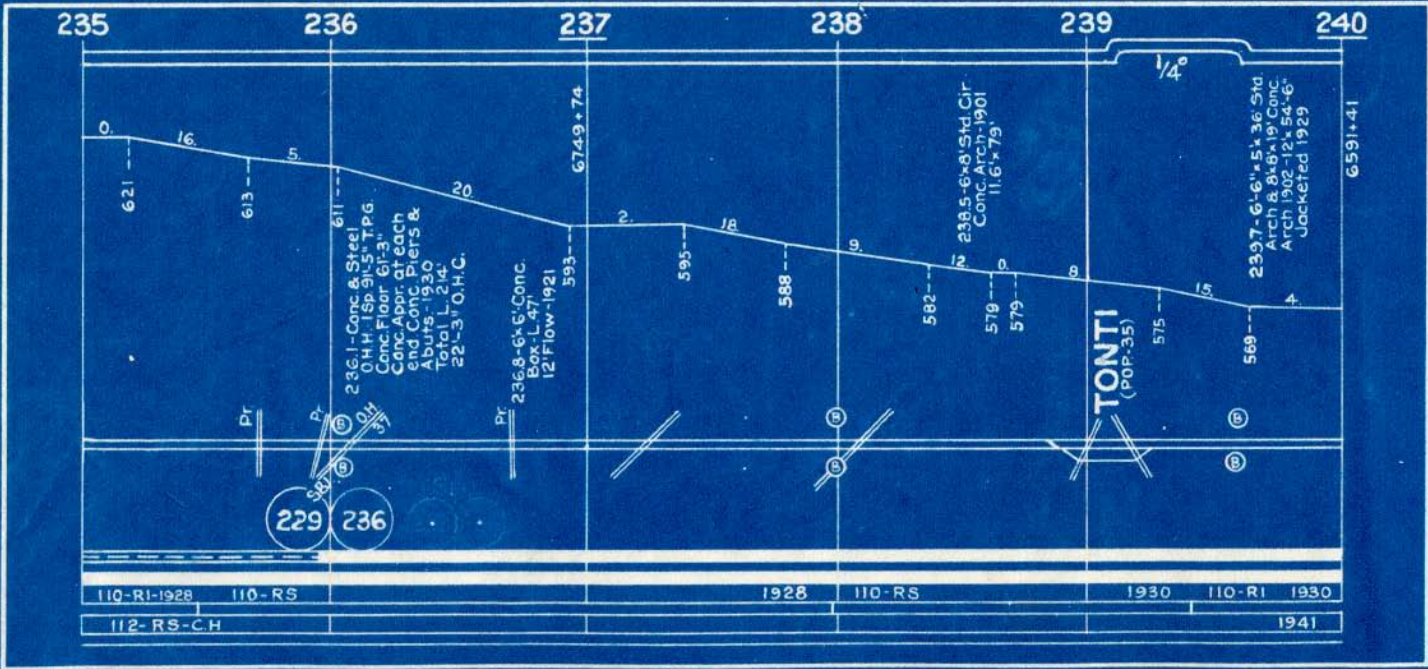
1941





230 231 232 233 234 235





229

236

TONTI  
(POP. 35)

110-RI-1928

110-RS

1928

110-RS

1930

110-RI

1930

112-RS-C.H.

1941



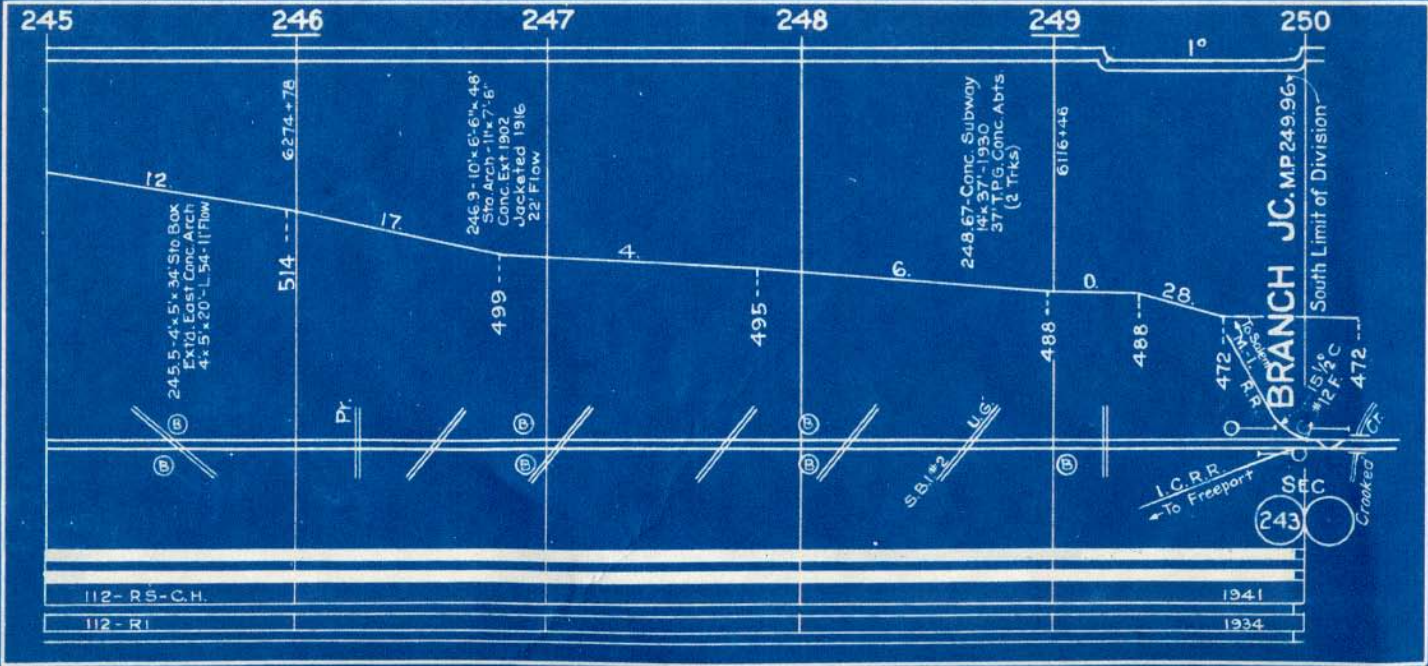
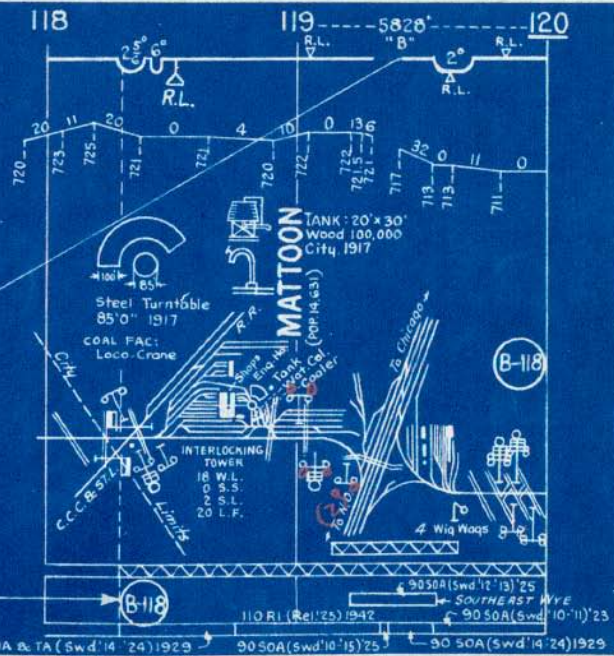
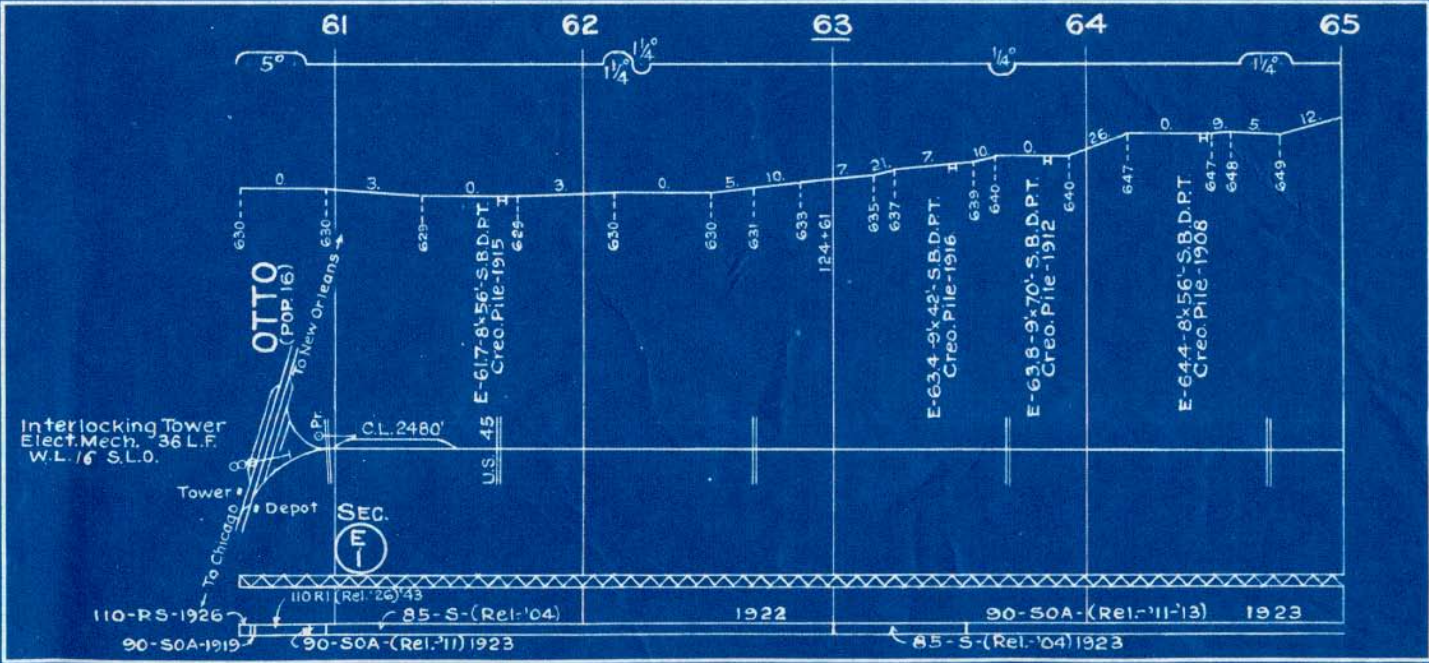


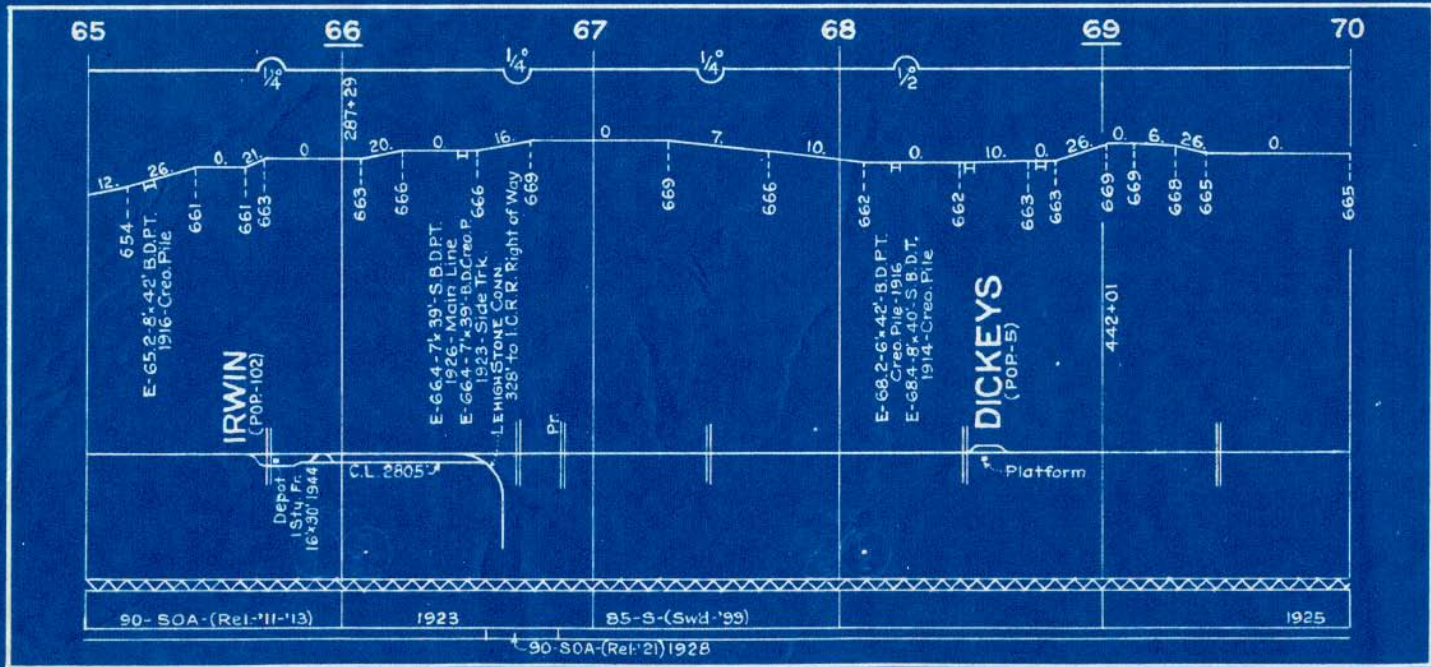
Diagram Showing Wye Connection with Main Line



SPRINGFIELD DIV. 76 M.P. 118.28

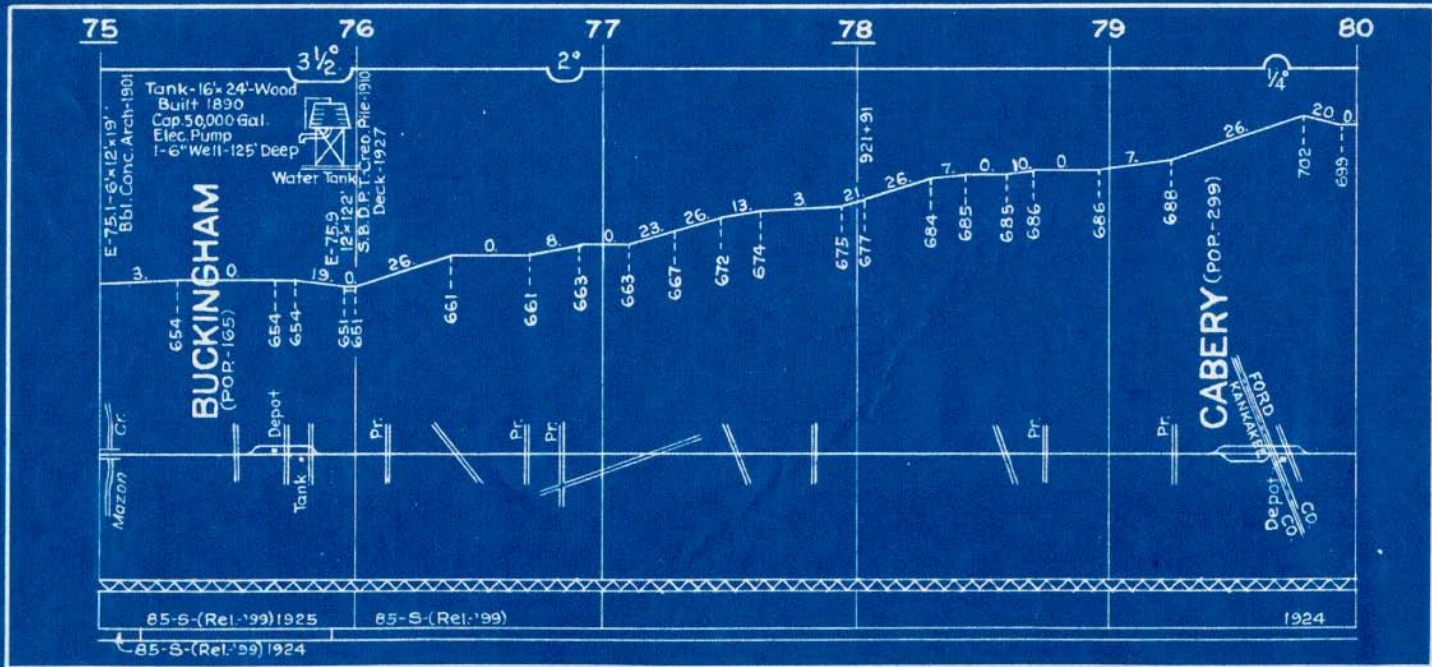
90 50A & TA (Swd 14'24) 1929      90 50A (Swd 10'15) 25      90 50A (Swd 14'24) 1929

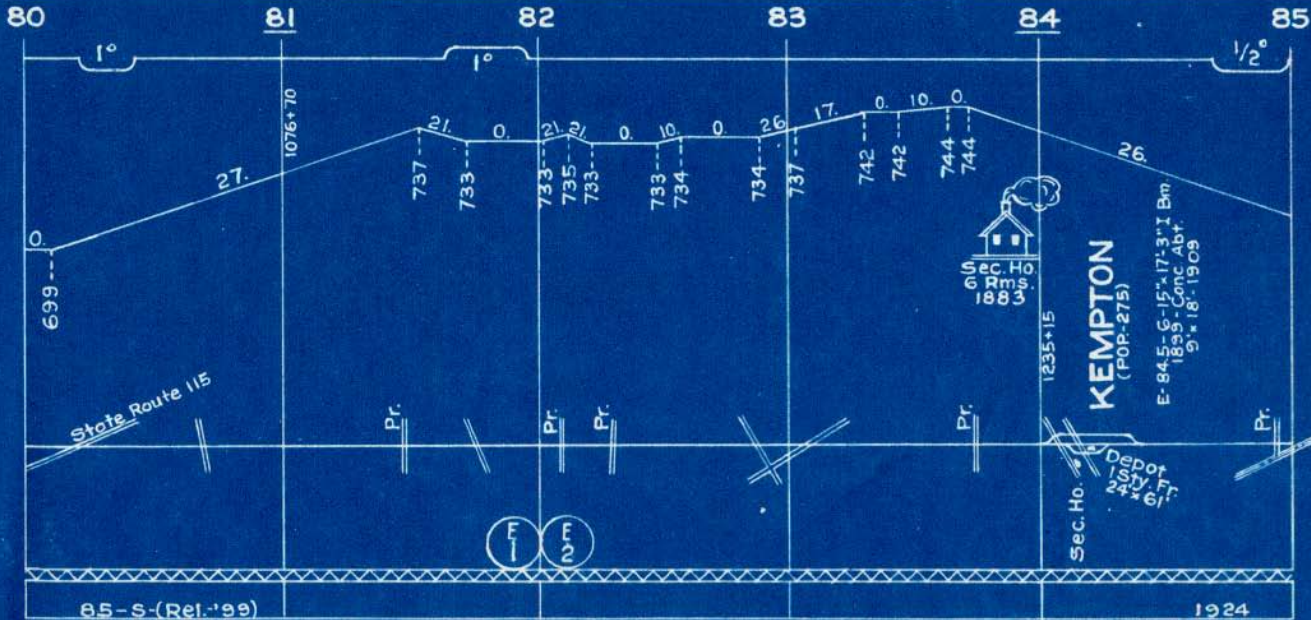


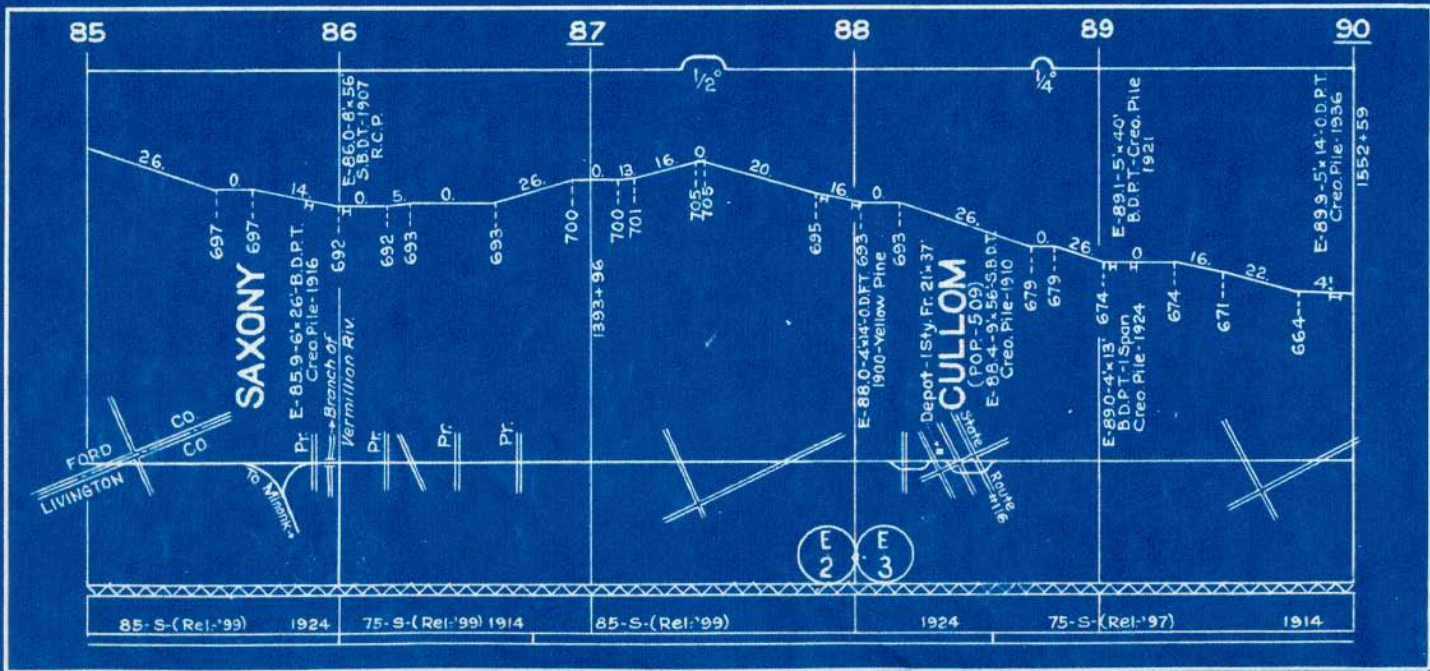




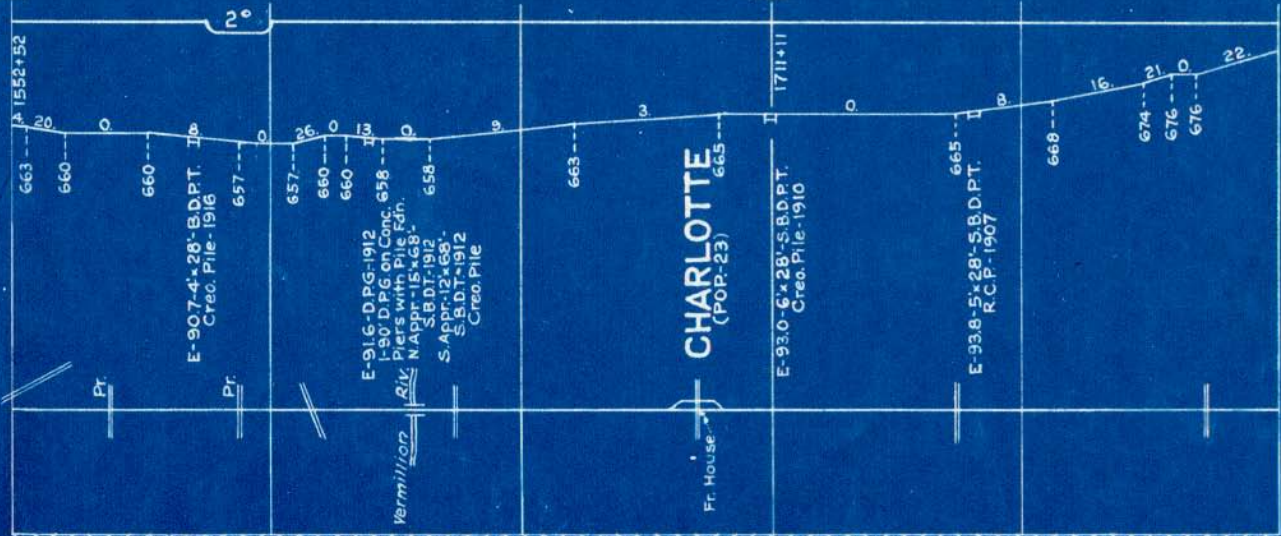








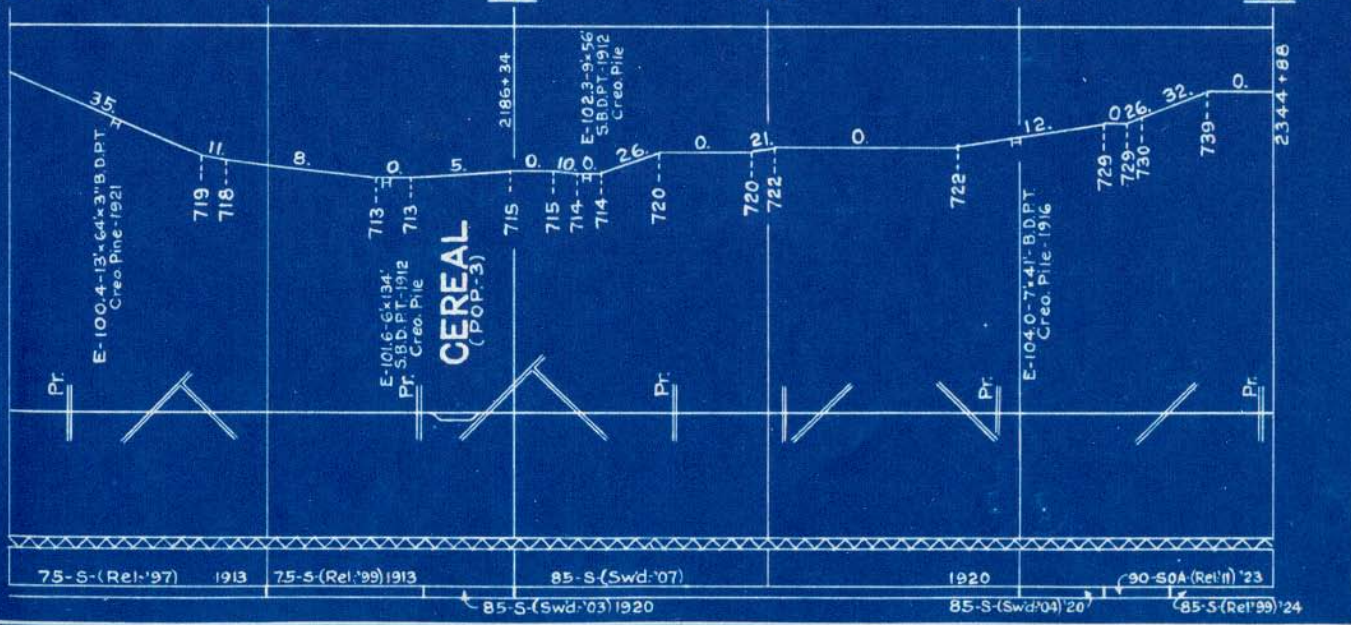
90 91 92 93 94 95

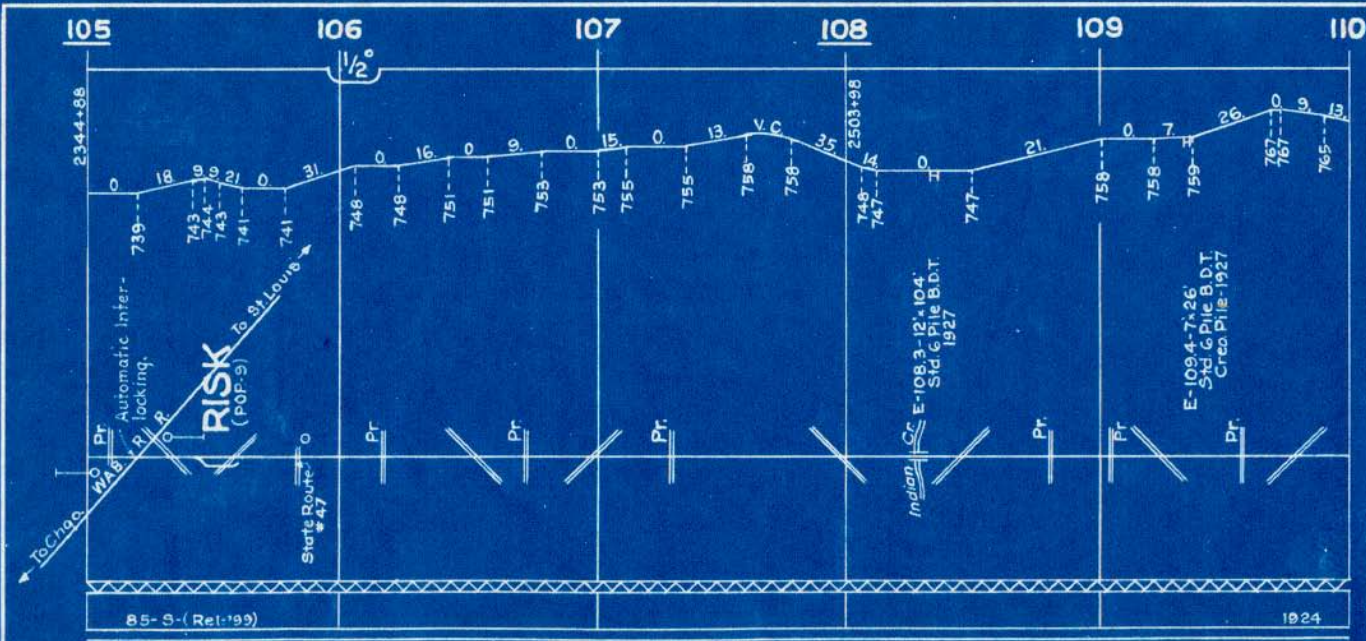


75-S-(Rel.'97)		1914	75-S-(Rel.'99)	1914
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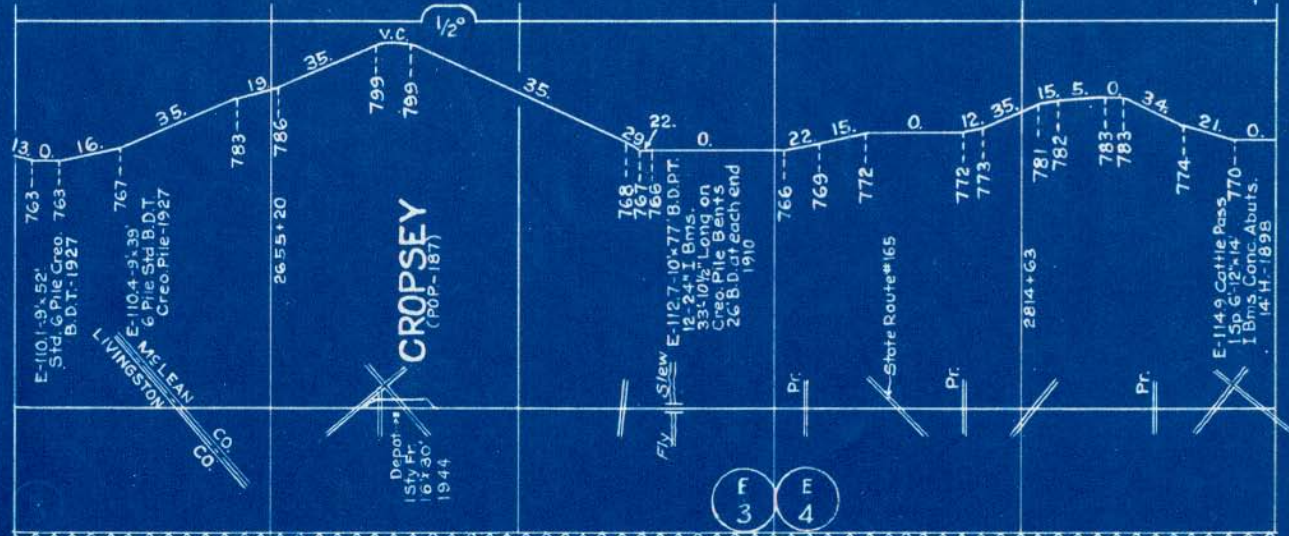


100 101 102 103 104 105





110 111 112 113 114 115



E-110.1-9'x52'  
Std. 6 Pile Cero.  
B.D.T.-1927

LIVINGSTON CO.  
McLEAN CO.

E-110.4-9'x39'  
6 Pile Std B.D.T.  
Cero.Pile-1927

26.55+20

**CROPSEY**  
(POP-187)

Depot →  
1 Sty Fr.  
16'x30'  
1944

768  
767  
766  
E-112.7-10'x77' B.D.P.T.  
12-24" I Bms.  
33-10 1/2" Long on  
Cero.Pile Bents  
26' B.D. at each end  
1910

Fly Sewer

F 3

E 4

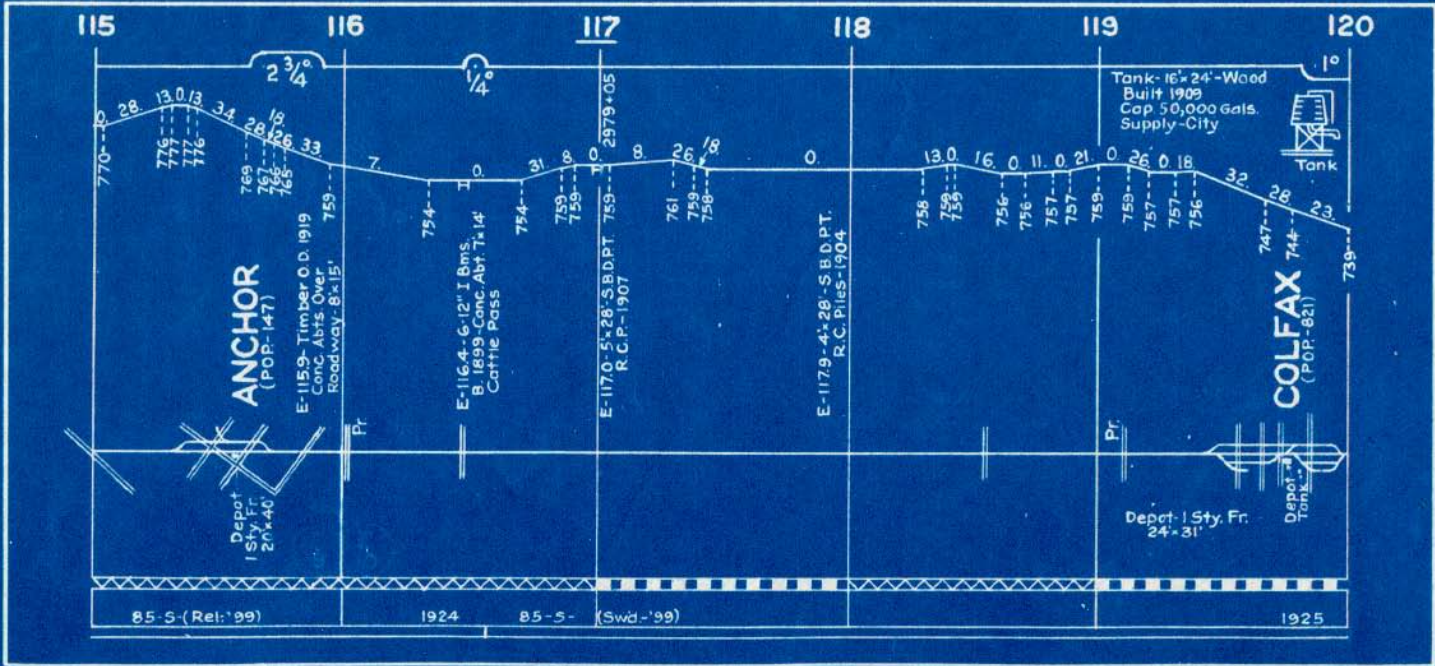
State Route #165

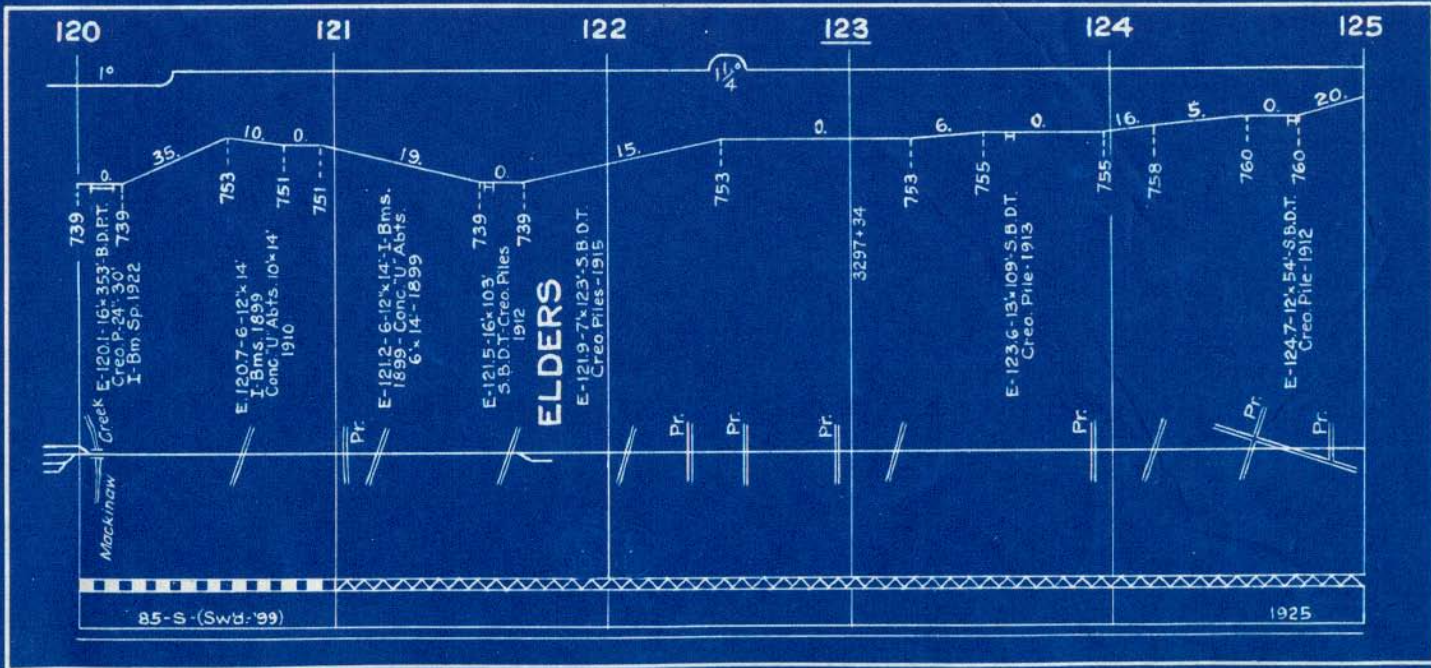
E-114.9 Cattle Pass  
1 Sp 6-12'x14'  
1 Bms. Conc. Abuts.  
14' H.-1898

85-S-(Rel.'99)

1924







125 126 127 128 129 130

# COOKSVILLE

(POP. 297)



Depot- 1 Sty. Fr.  
16' x 30' 1944

34.53+42  
E-126.1-6'x41'-S.B.D.T.  
Crea. P. -1912

E-126.5-8'x54'-S.B.D.T.  
R.C. Piles-1907

E-126.7-6-12'x14'  
I-Bms - 1899  
Conc. U' Abt. 8'x14'

E-127.7-6'x41'-S.B.D.T.  
Crea. P. -1915

85-S-(Swd-'99)

# FLETCHER

(POP. 15)



Pr E-128.7-16'x82'-S.B.D.T.  
Crea. P.-1912

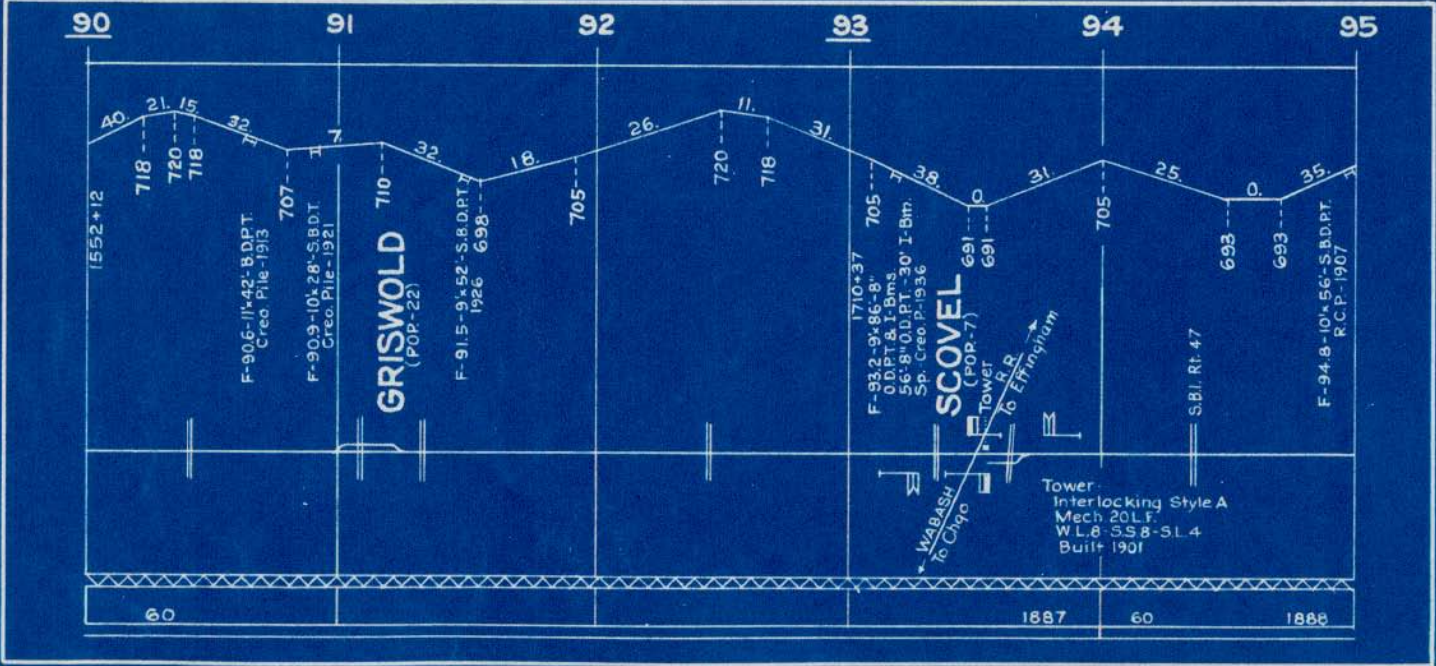
E-130.0-6-12'x14'-I-Bms '99  
Conc. U' Abts -9'x14'-1899  
Cattle Pass

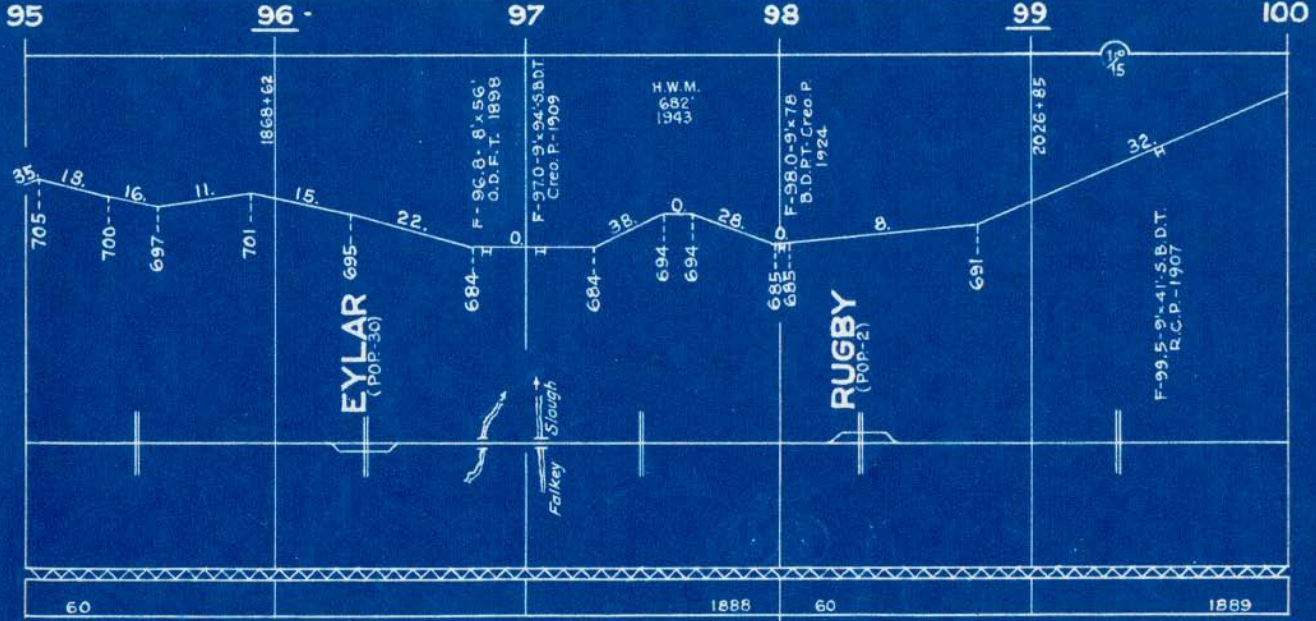
1925



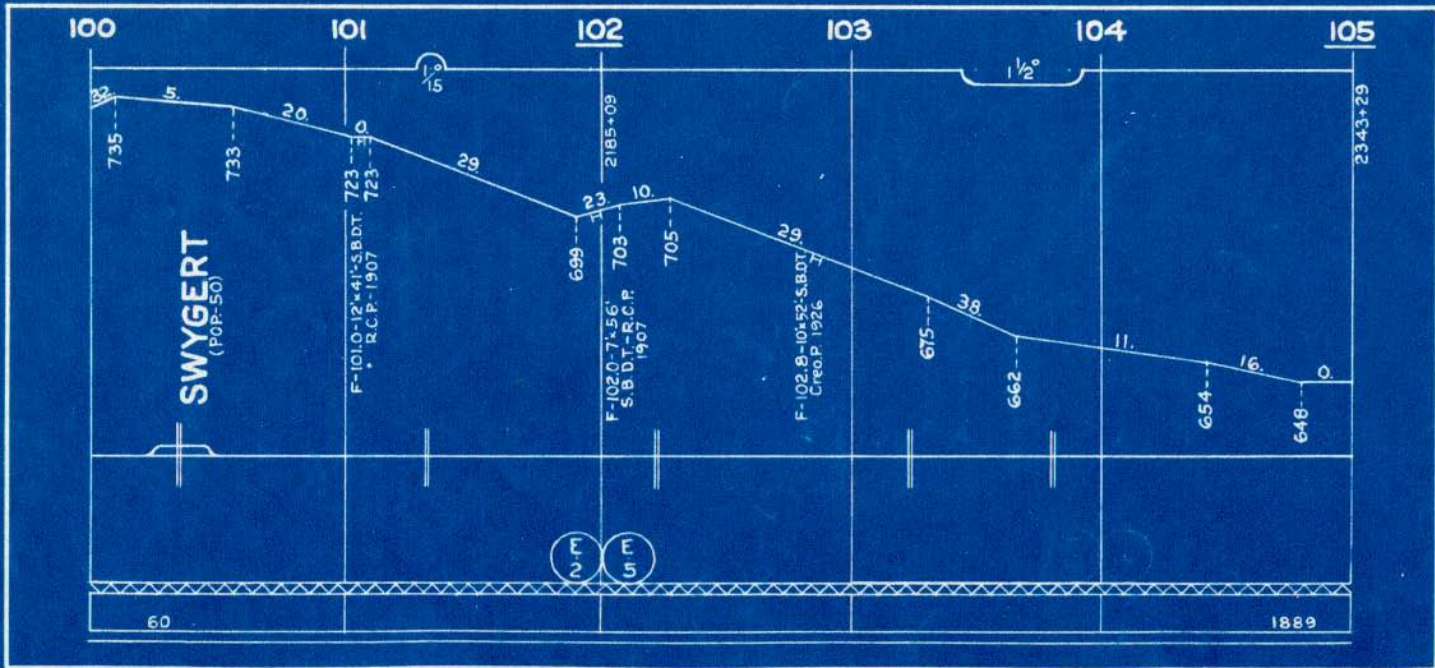




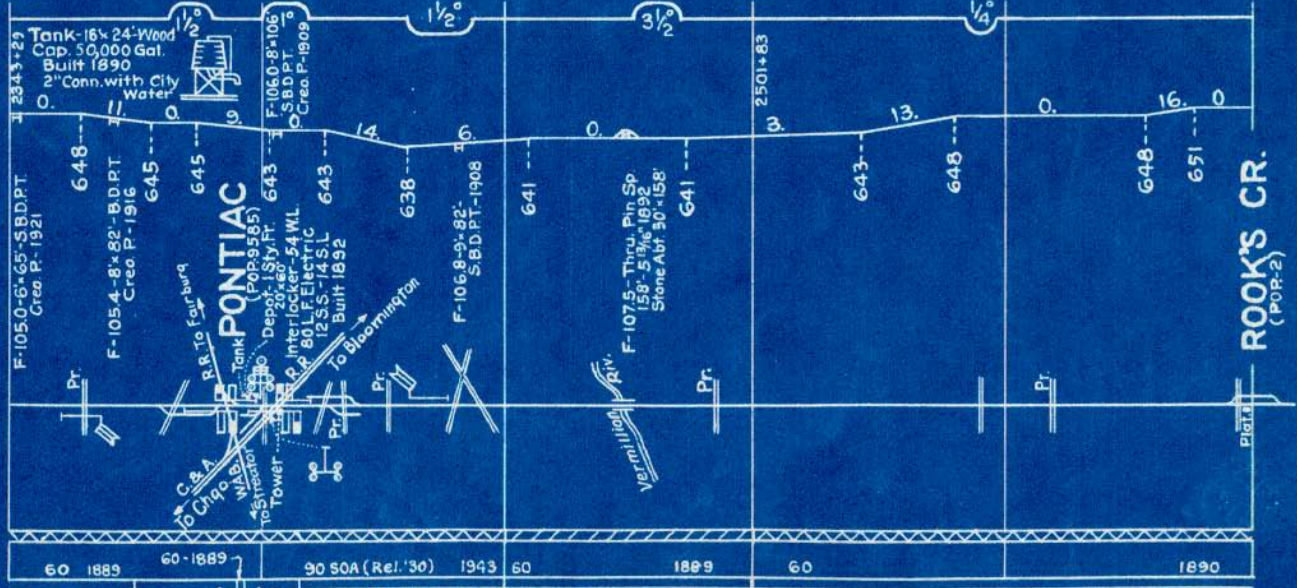






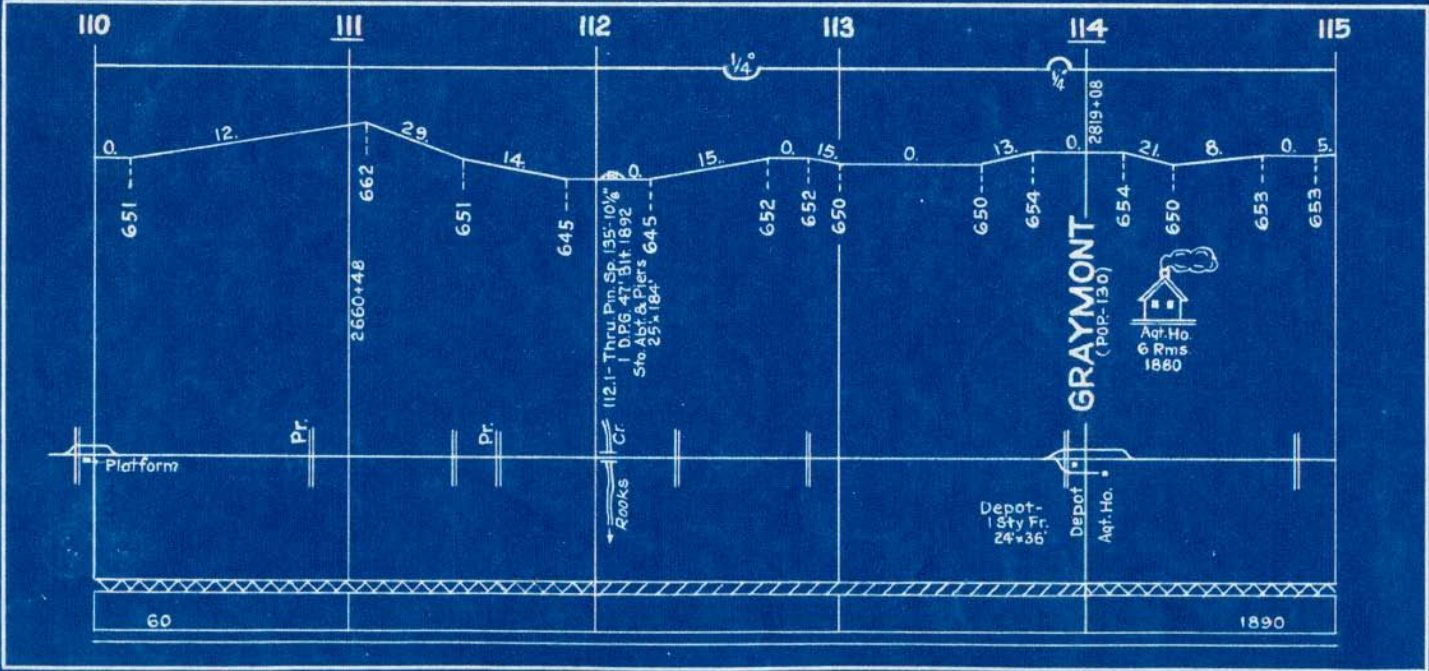


105 106 107 108 109 110

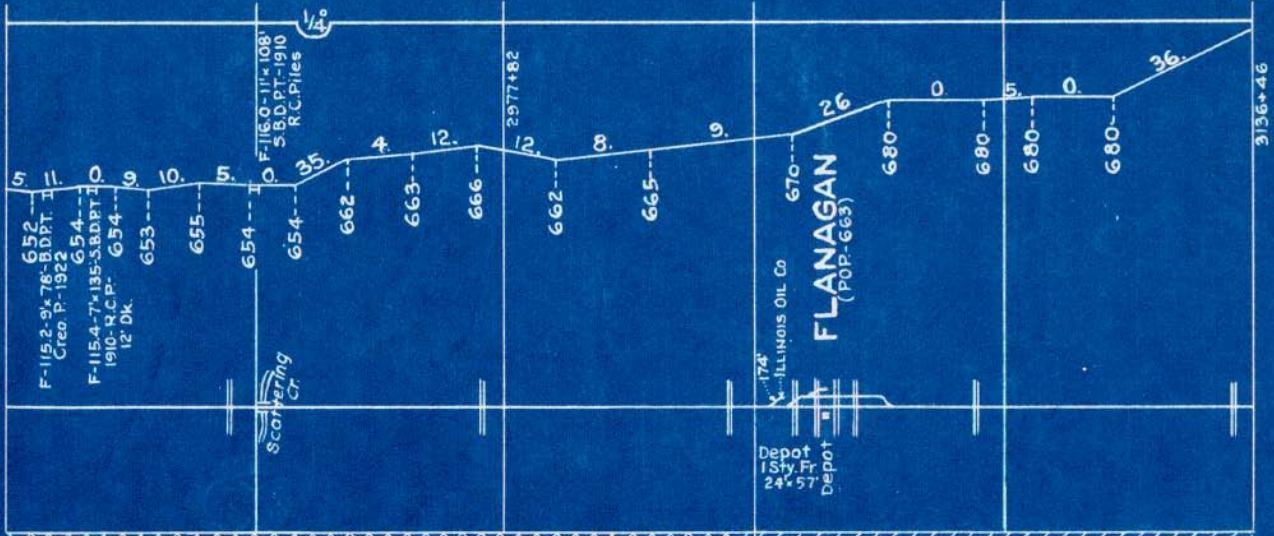


90 50A, NOA (Rel.'29,'30,'31) 1943

← TO SAXONY



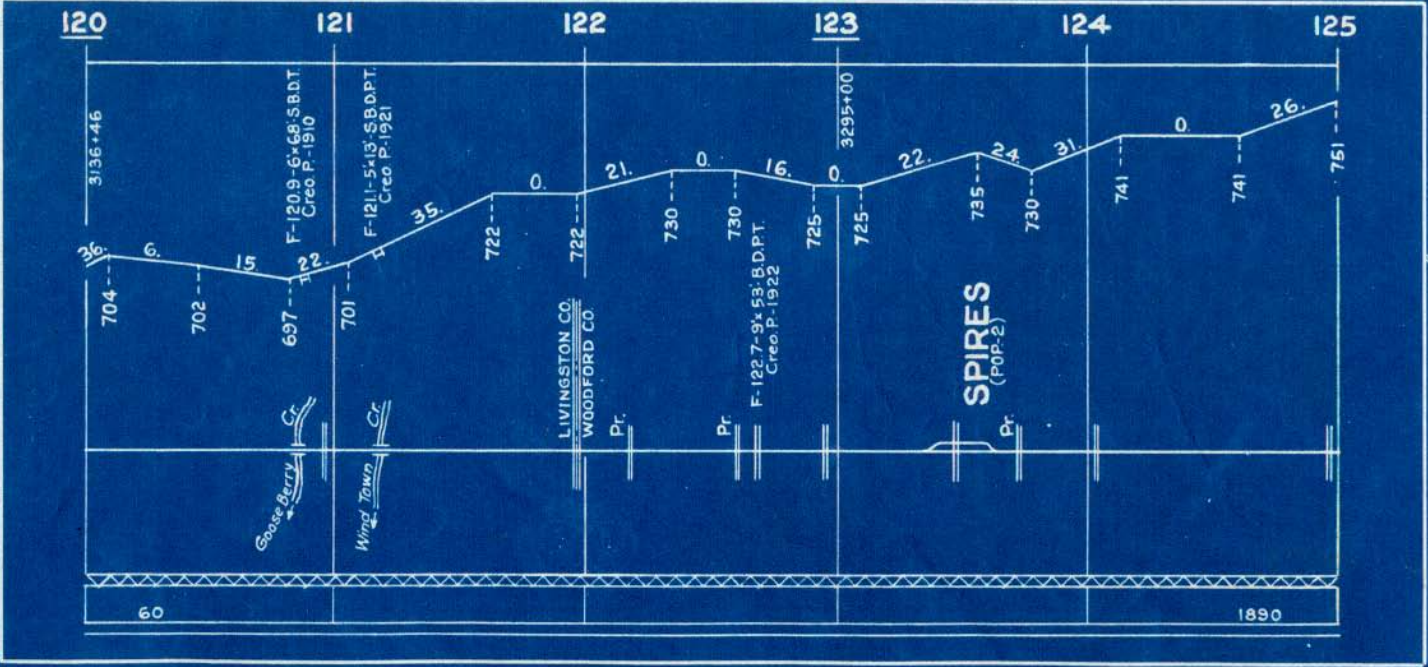
115                      116                      117                      118                      119                      120



60

1890

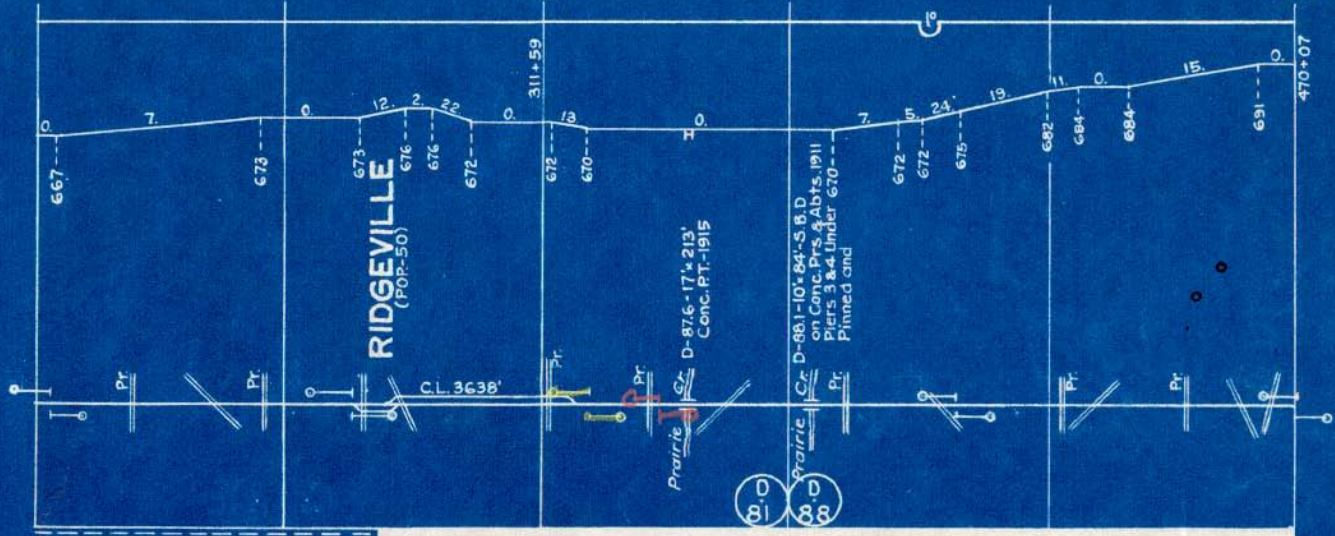
← TO SAXONY







85                      86                      87                      88                      89                      90



112-RS-(NH)

1937

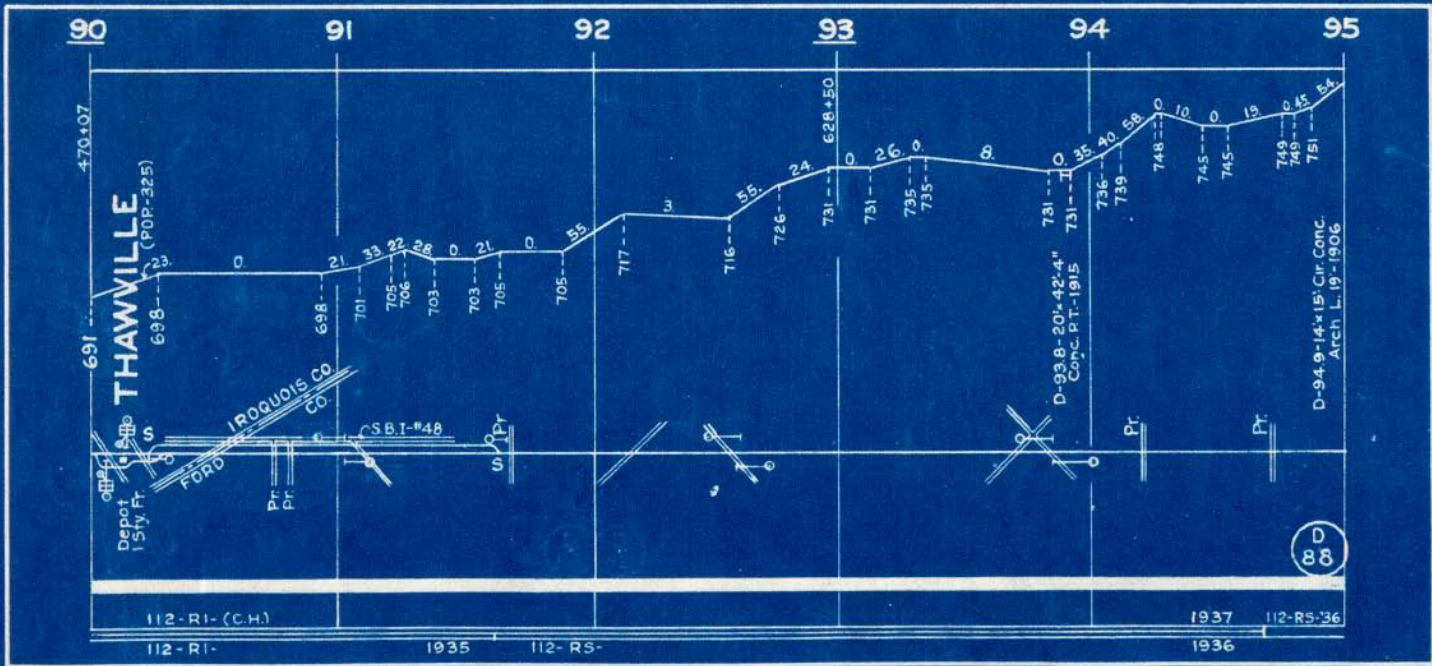
112-RI-(CH)

1932

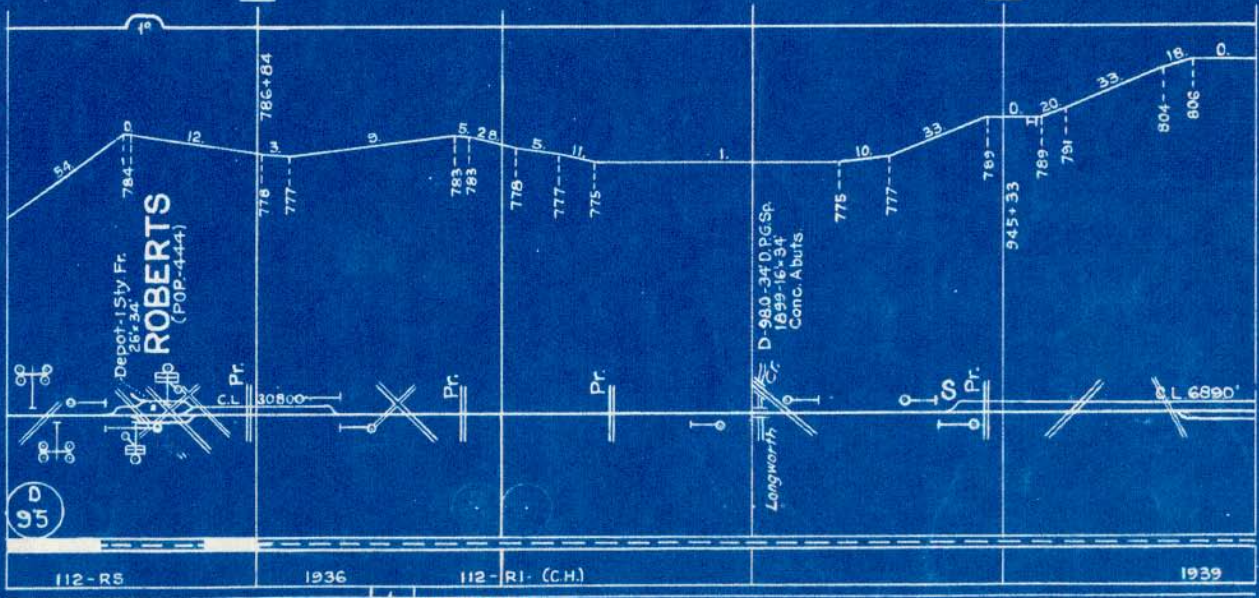
112-RI

1935





95                      96                      97                      98                      99                      100



D  
95



105

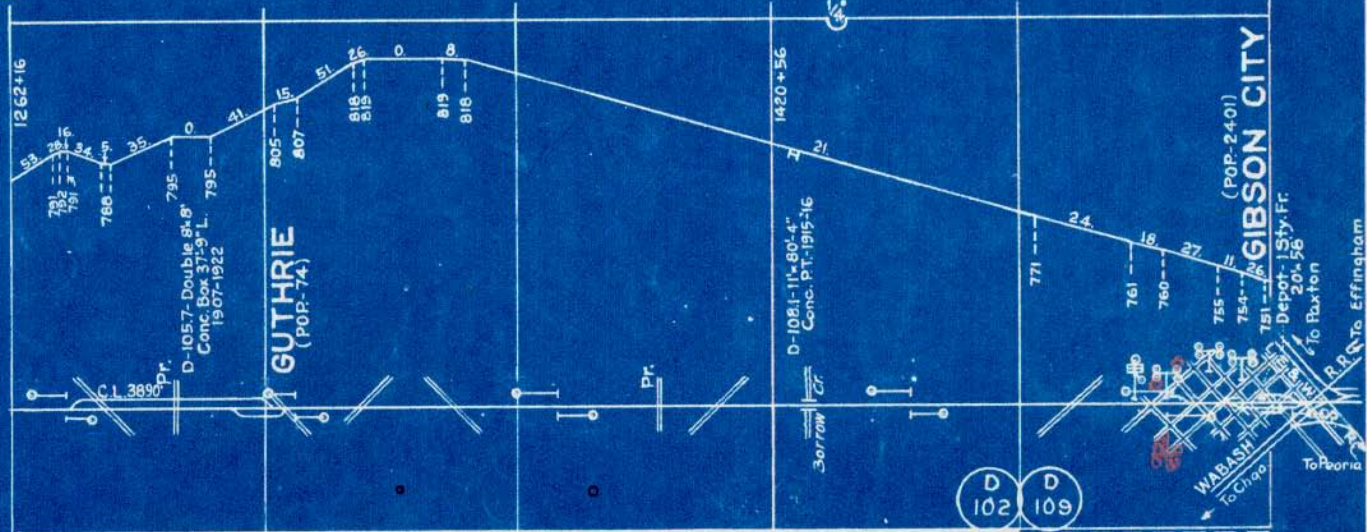
106

107

108

109

110



112-RS-(C.H.)

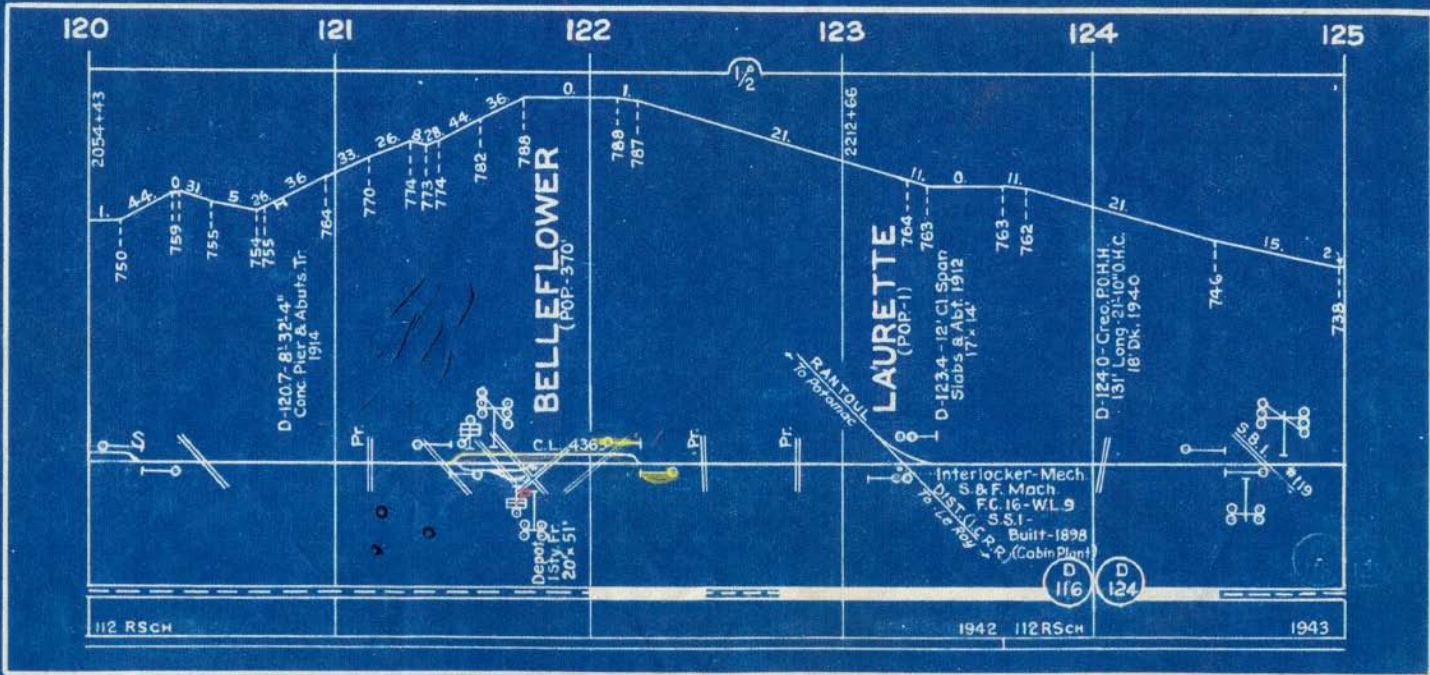
1941

112-RS-(C.H.)

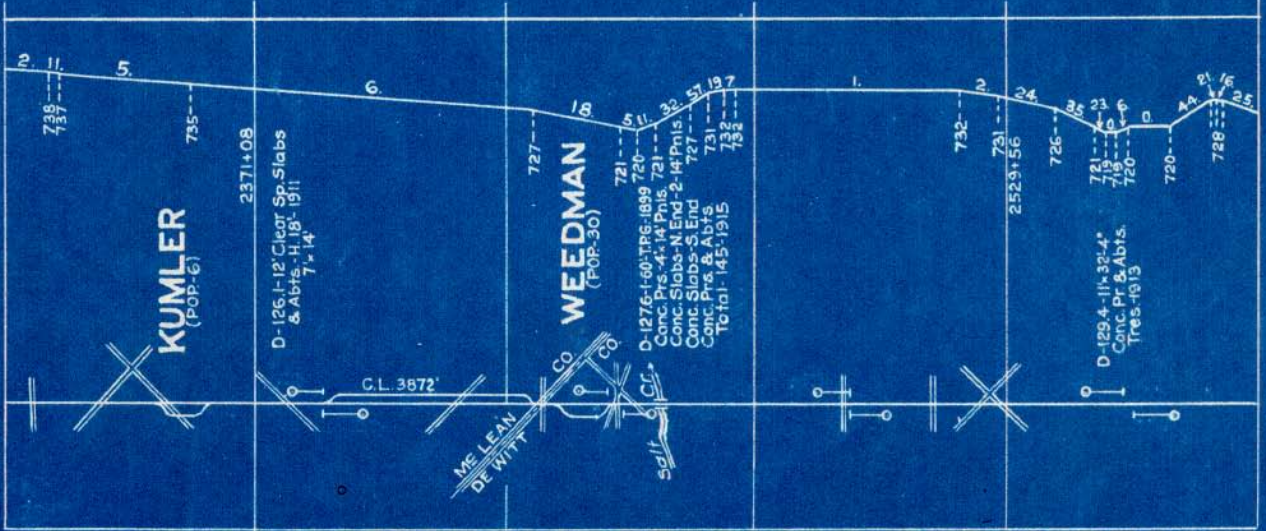
1940







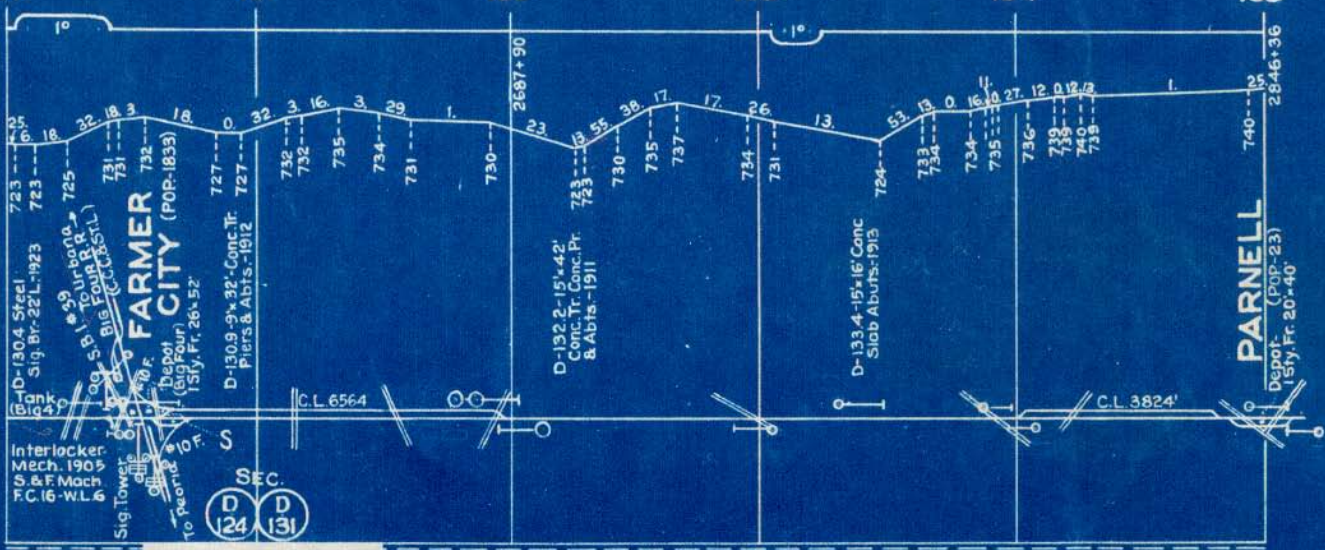
125 126 127 128 129 130



112 RS CH 1943 112-44

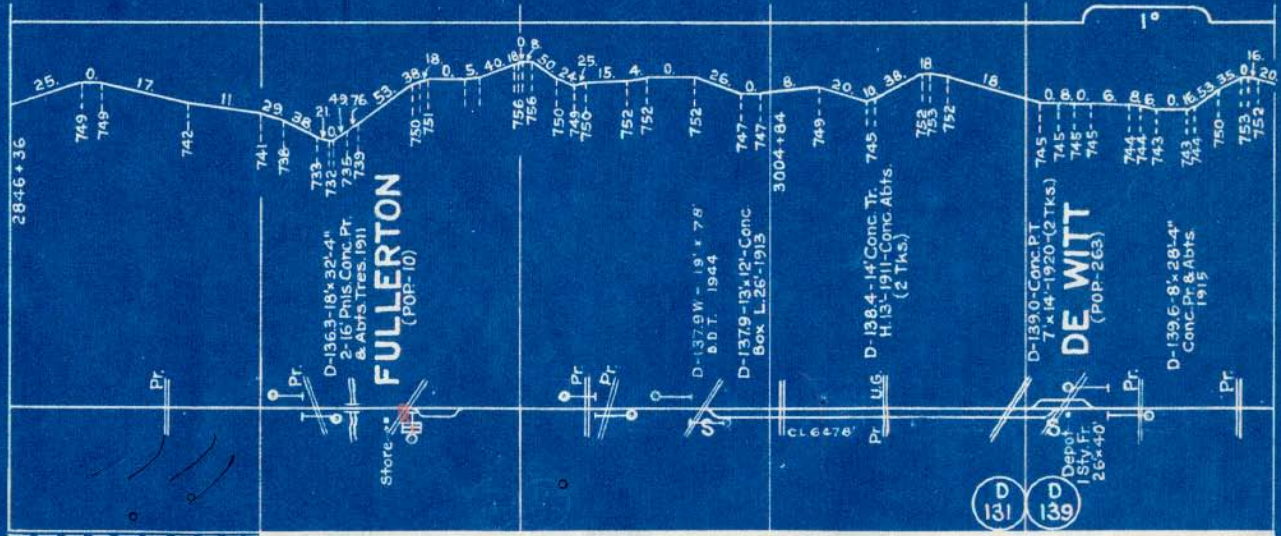


130 131 132 133 134 135



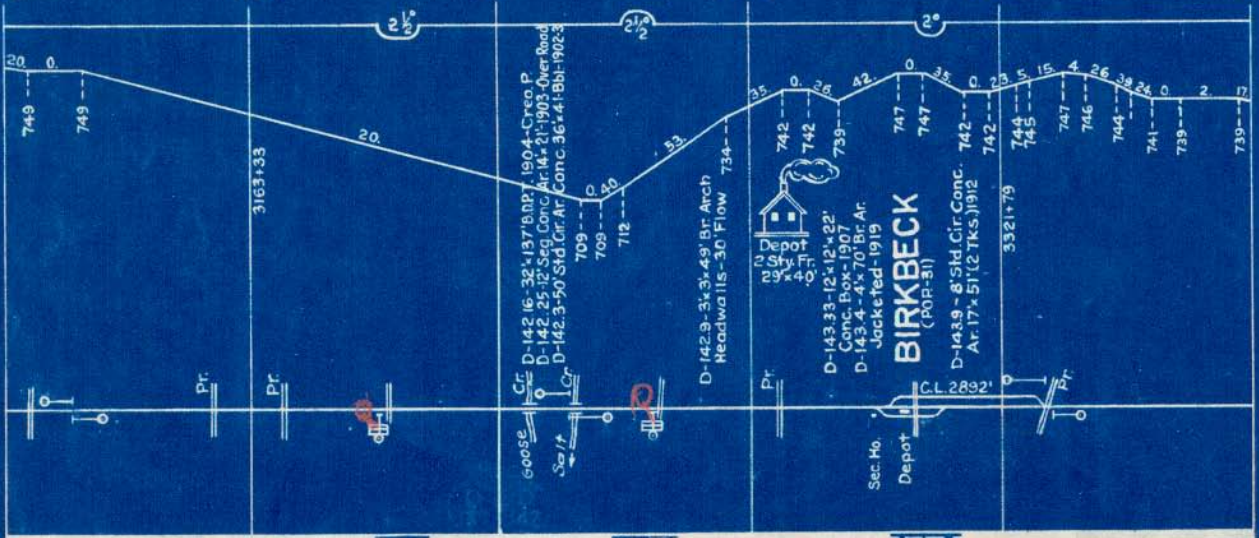
112	1944	112 RSCH	1943
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135 136 137 138 139 140



112 R5ch	1943	112-RI-(C.H.)	1939	112-R5-(C.H.)	1941
----------	------	---------------	------	---------------	------

140 141 142 143 144 145



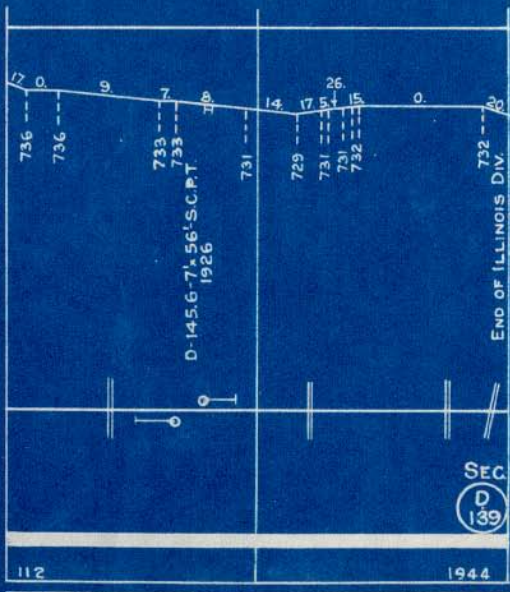
112 - RS - (C.H.)

1941

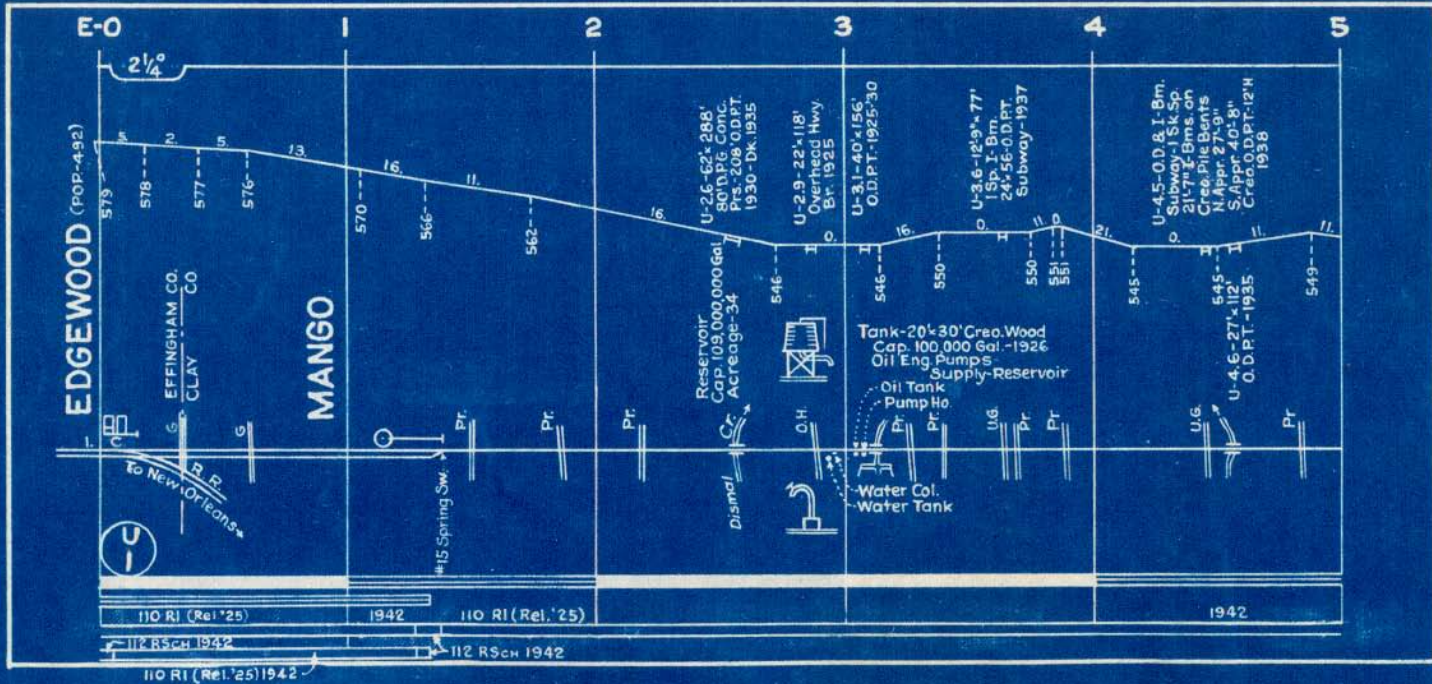
112

1944

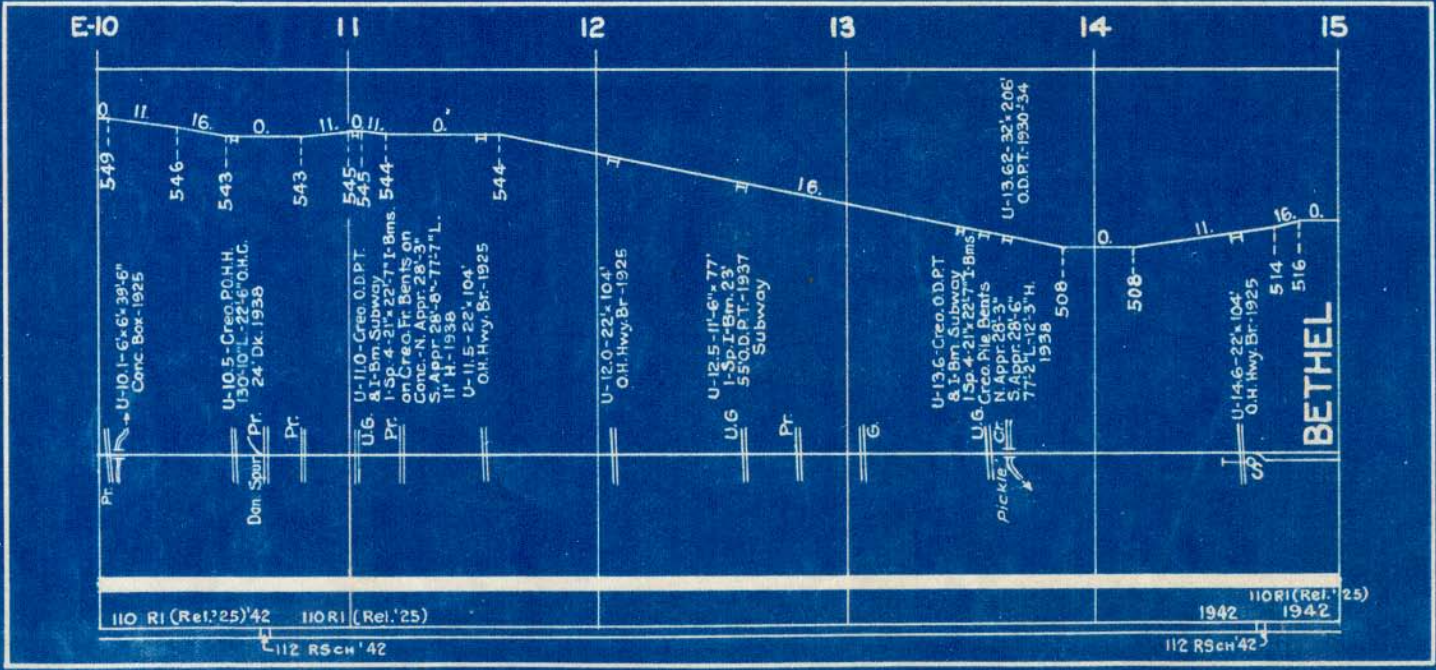
145                      146                      147



SEE SPRINGFIELD DIV. PAGE 8 FOR CLINTON.







110 RI (Rel.'25)'42

110 RI (Rel.'25)

112 RSch'42

1942

110 RI (Rel.'25)

1942

112 RSch'42

BETHEL

E-15

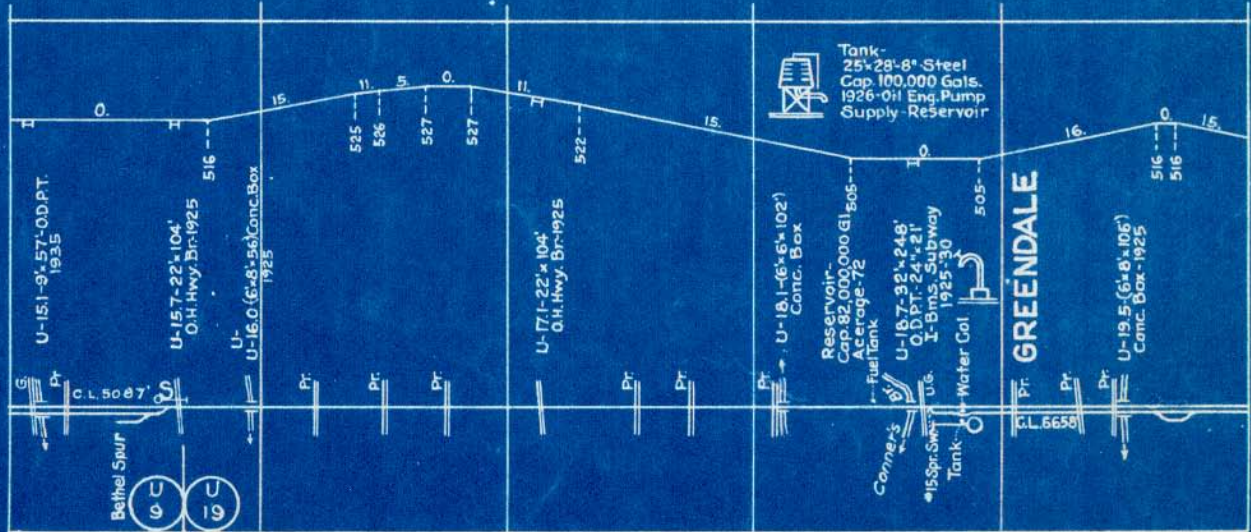
16

17

18

19

20



110 RI (Rel. '25)

1942

110-RI (Rel. '26-'27)

1941

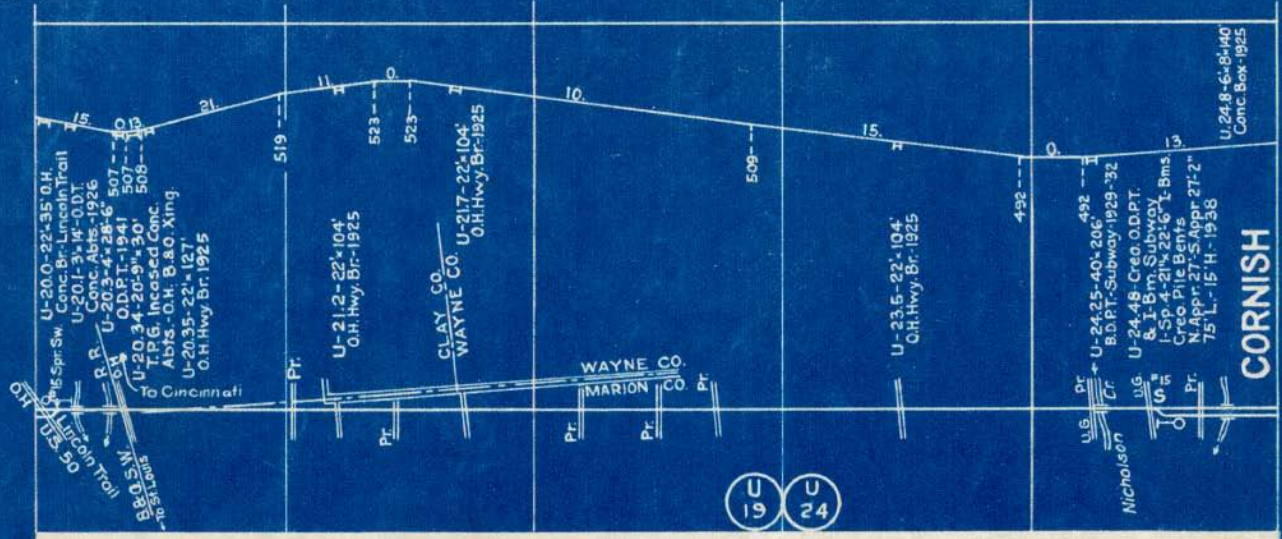
110-RI (Rel. '26-'27) 1941

112-RS-1941

**GREENDALE**



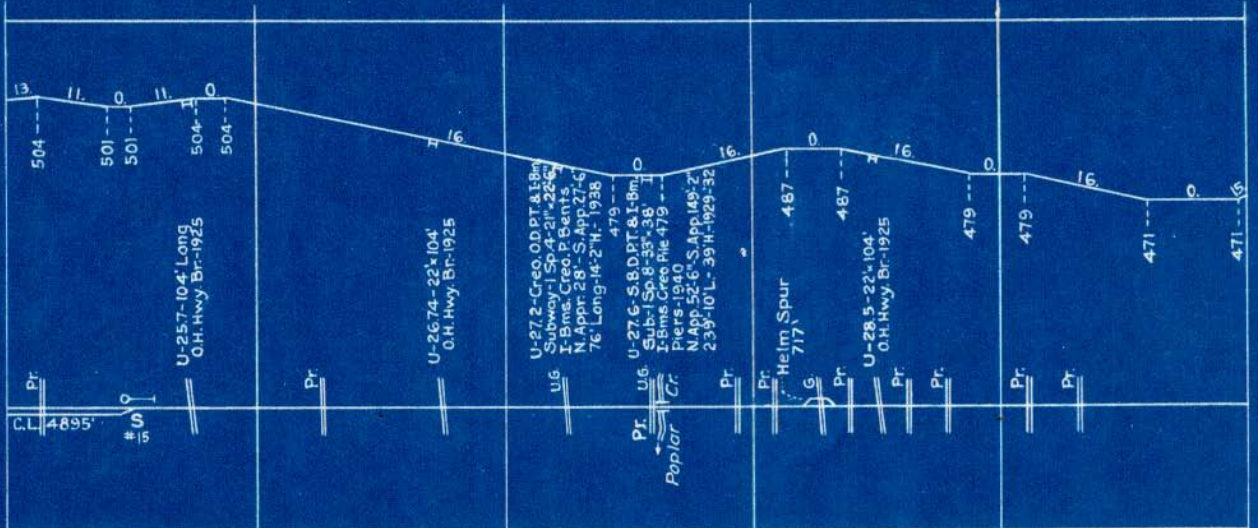
E-20 21 22 23 24 25



110-R1 (Rel. '26-'27) 1941  
 110-R1 (Rel. '26-'27)  
 112-R5-1941

1941  
 110 R1 (Rel.'25) 1943  
 112 R5 Sch '42

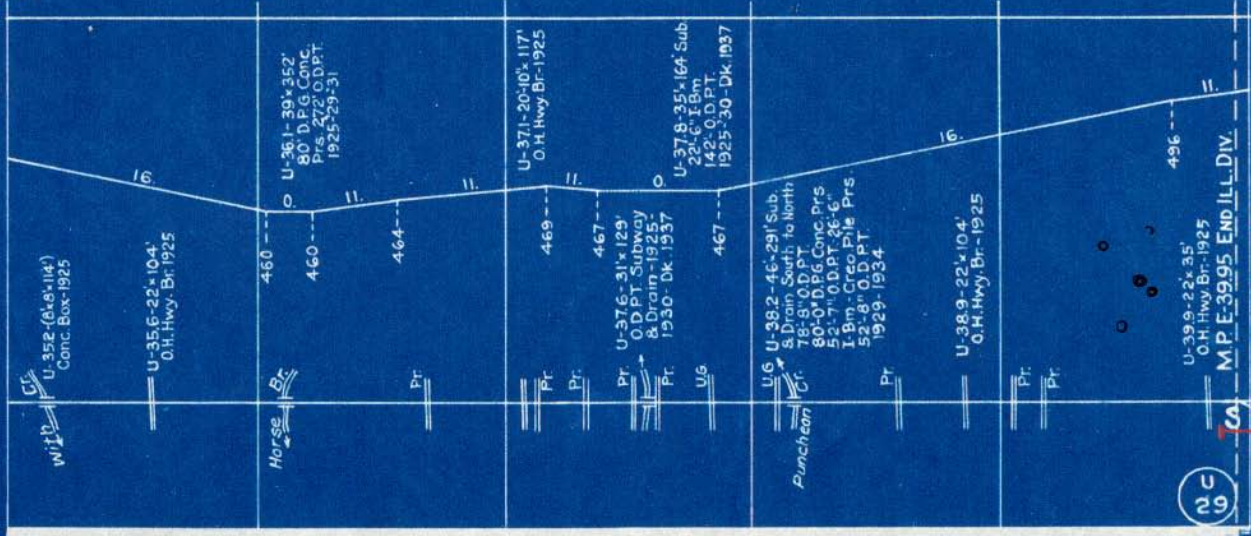
E-25                      26                      27                      28                      29                      30



110 RI (Rel.'25)'43    110 RI (Rel.'25)                      1943    110 RI (Rel.'25)                      1943  
 112 RSch'42                      112 R6ch'42                      112 RSch'43



E-35 36 37 38 39 40

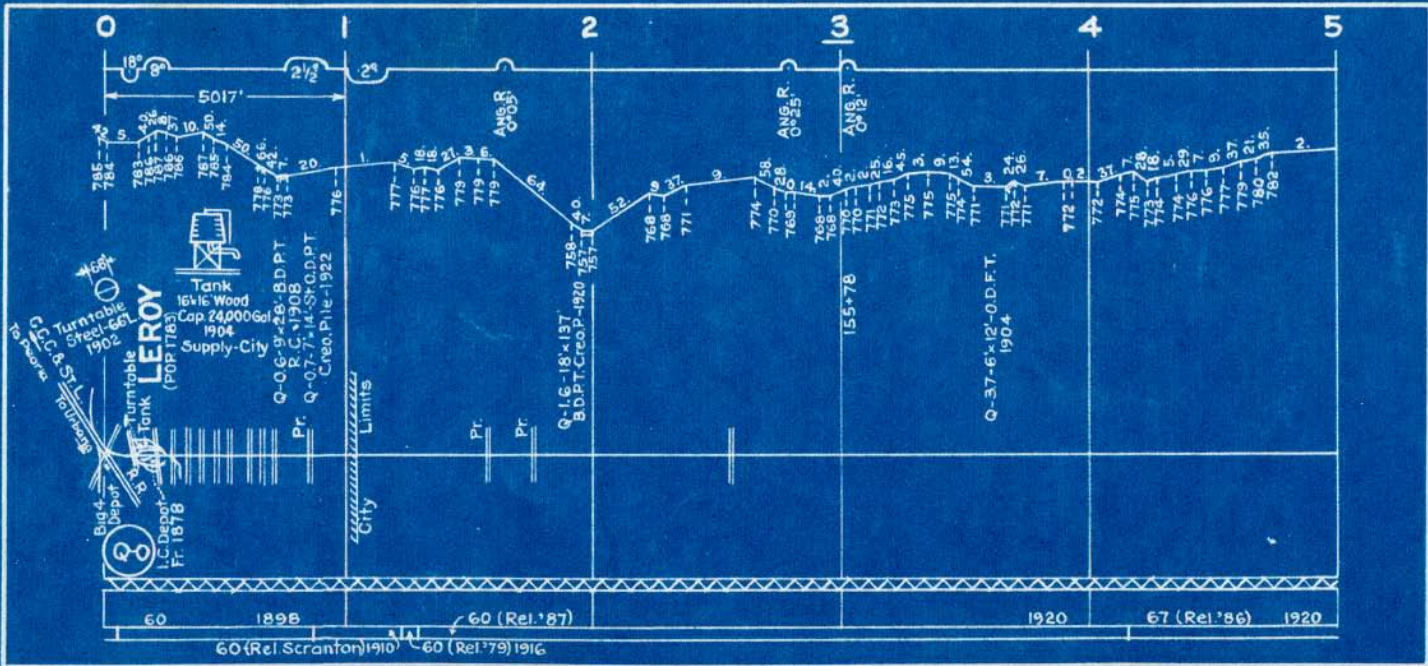


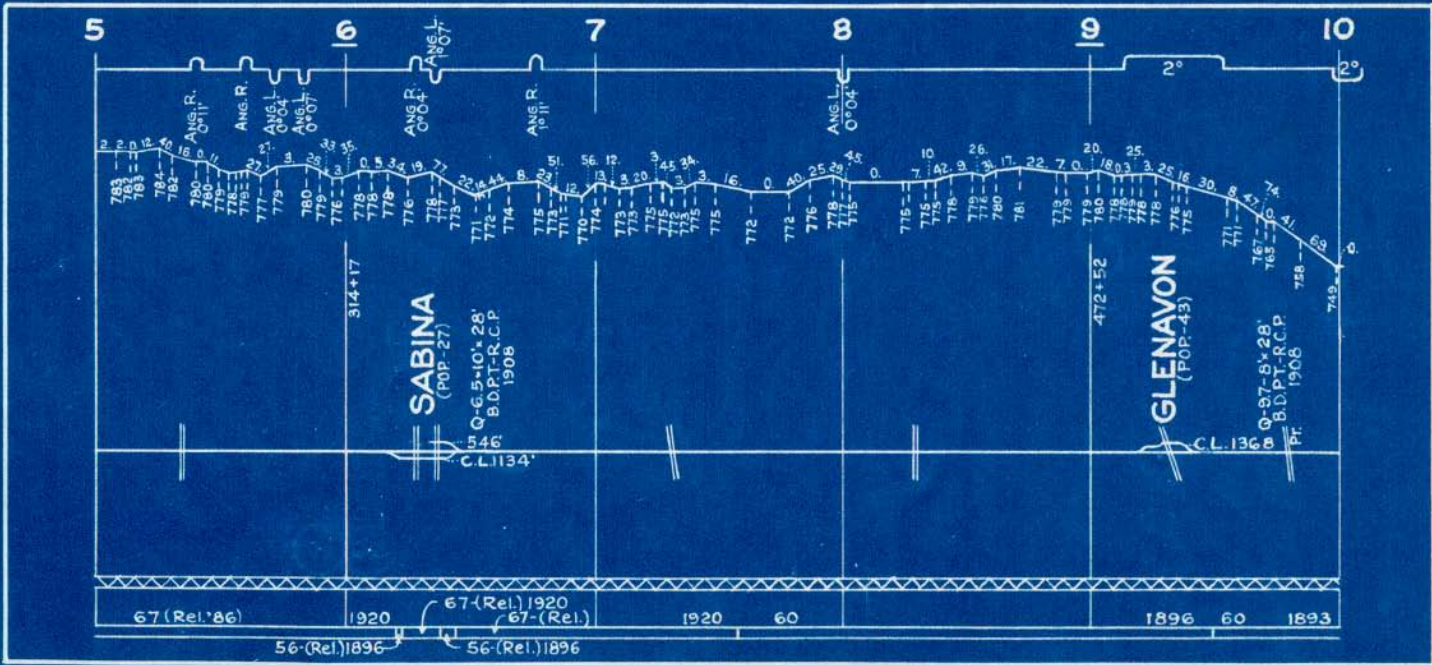
BLUFORD

110 RI (Rel. '27) 1943 110 RS (Rel. '27) 1943 110 RS (Rel. '26) 1943

NC 9

LE ROY

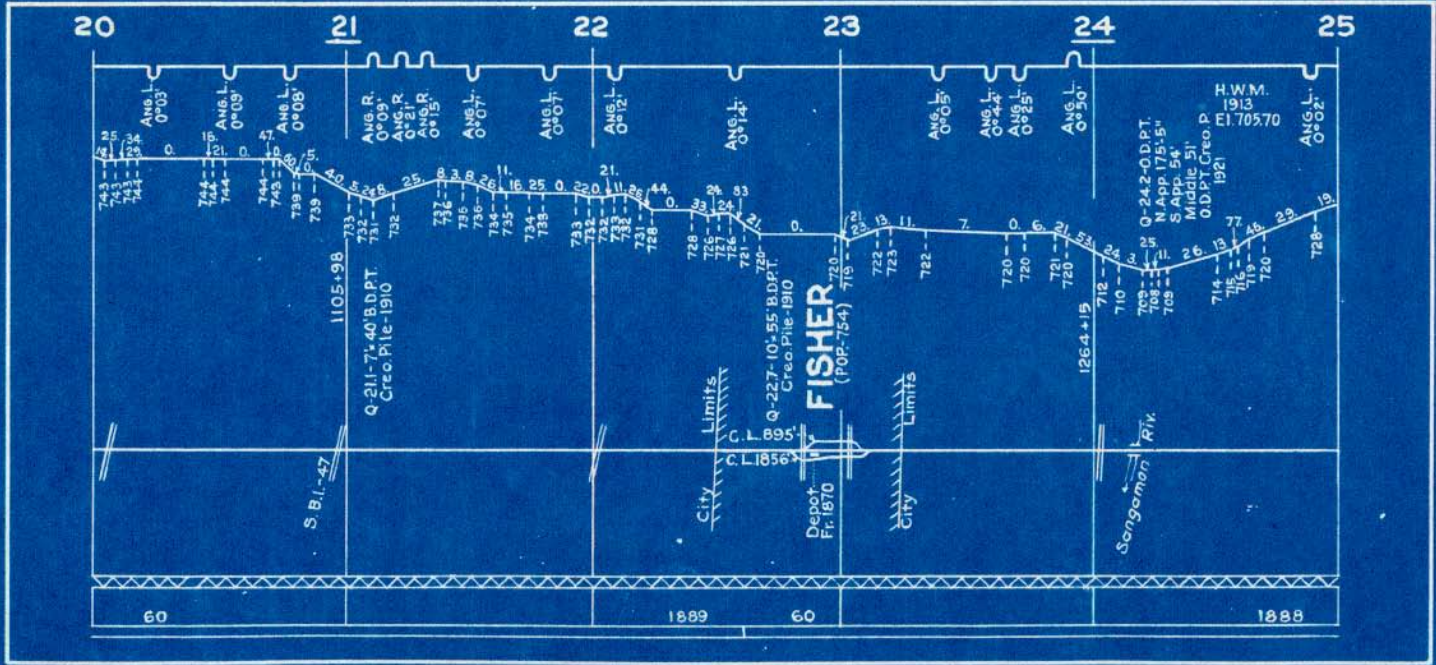












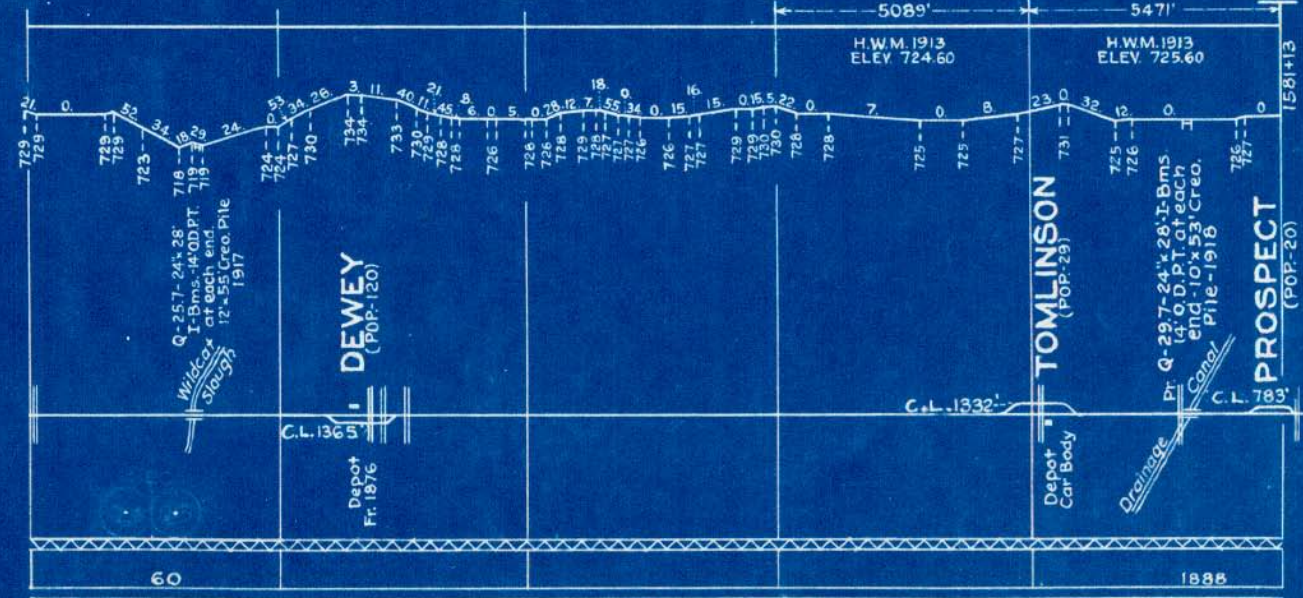
60

1889

60

1888

25                      26                      27                      28                      29                      30



Q-25.7-24' x 28'  
I-Bms. 14' O.D. PT.  
at each end  
12' x 55' Creo. Pile  
1917

**DEWEY**  
(POP-120)

Depot  
Fr. 1876

C.L. 136.5

**TOMLINSON**  
(POP-29)

Depot  
Car Body

C.L. 1332

**PROSPECT**  
(POP-20)

C.L. 183

Drainage  
Canal  
Pt. Q-29.7-24' x 28'  
I-Bms  
14' O.D. PT. at each  
end - 10' x 53' Creo.  
Pile - 1918

H.W.M. 1913  
ELEV. 724.60

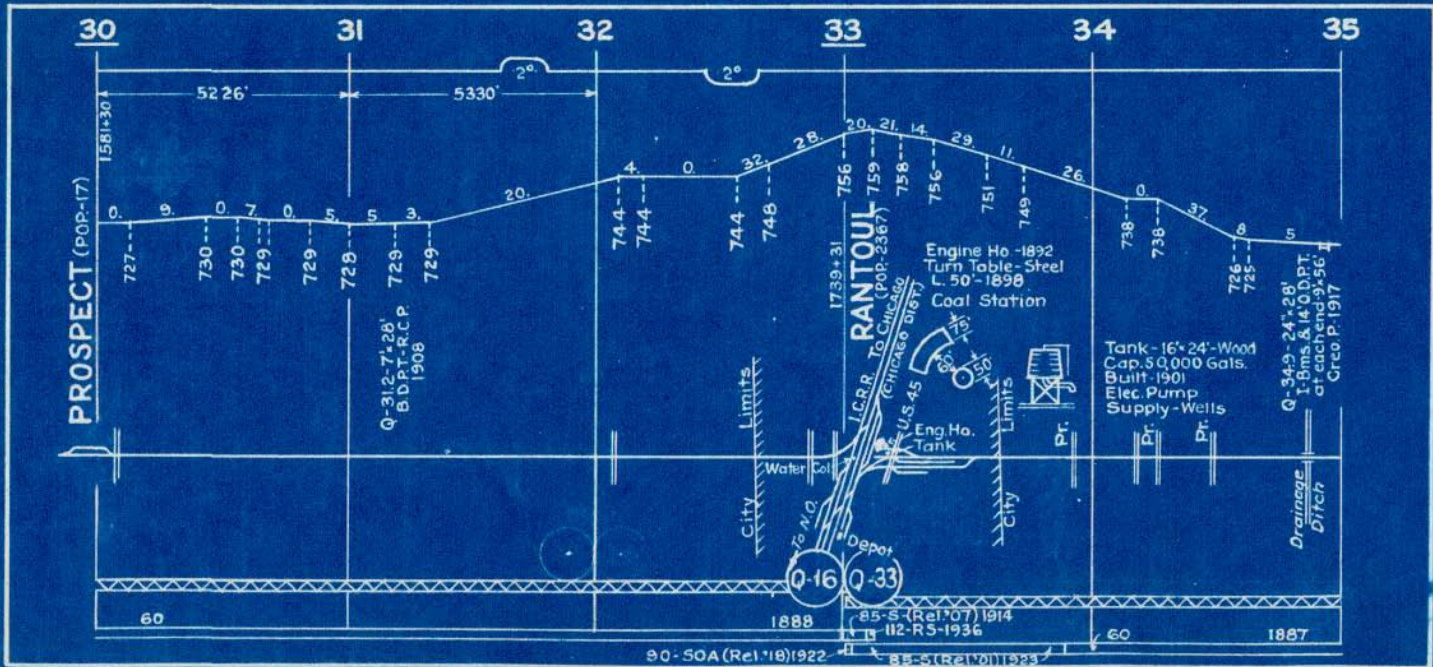
H.W.M. 1913  
ELEV. 725.60

5089'                      5471'

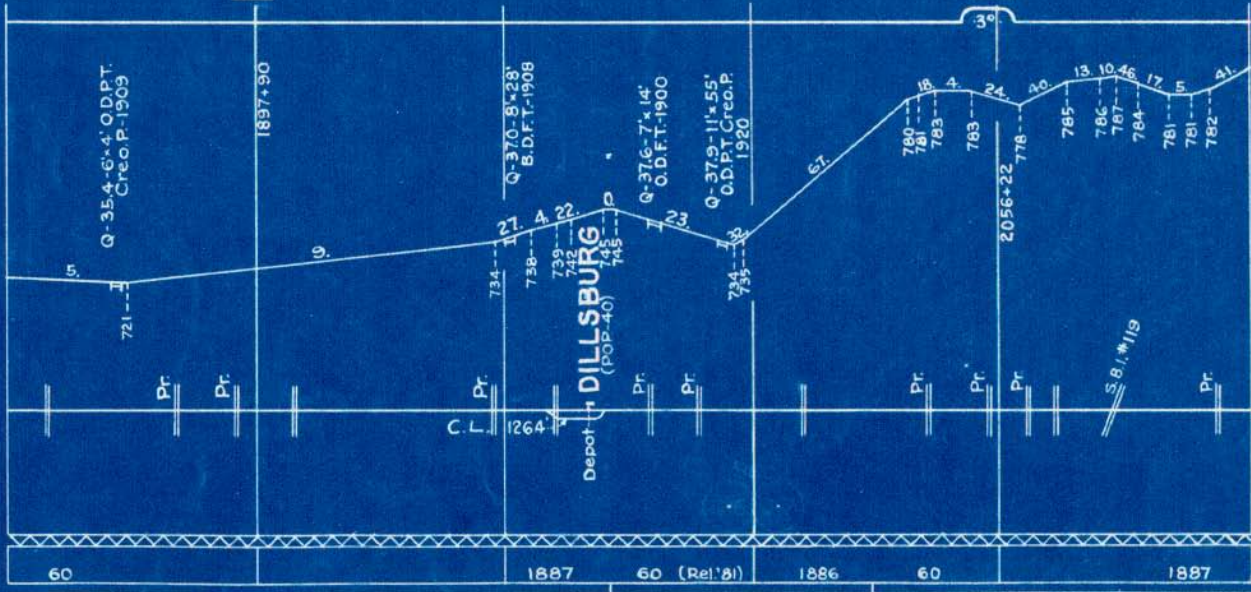
1581+13

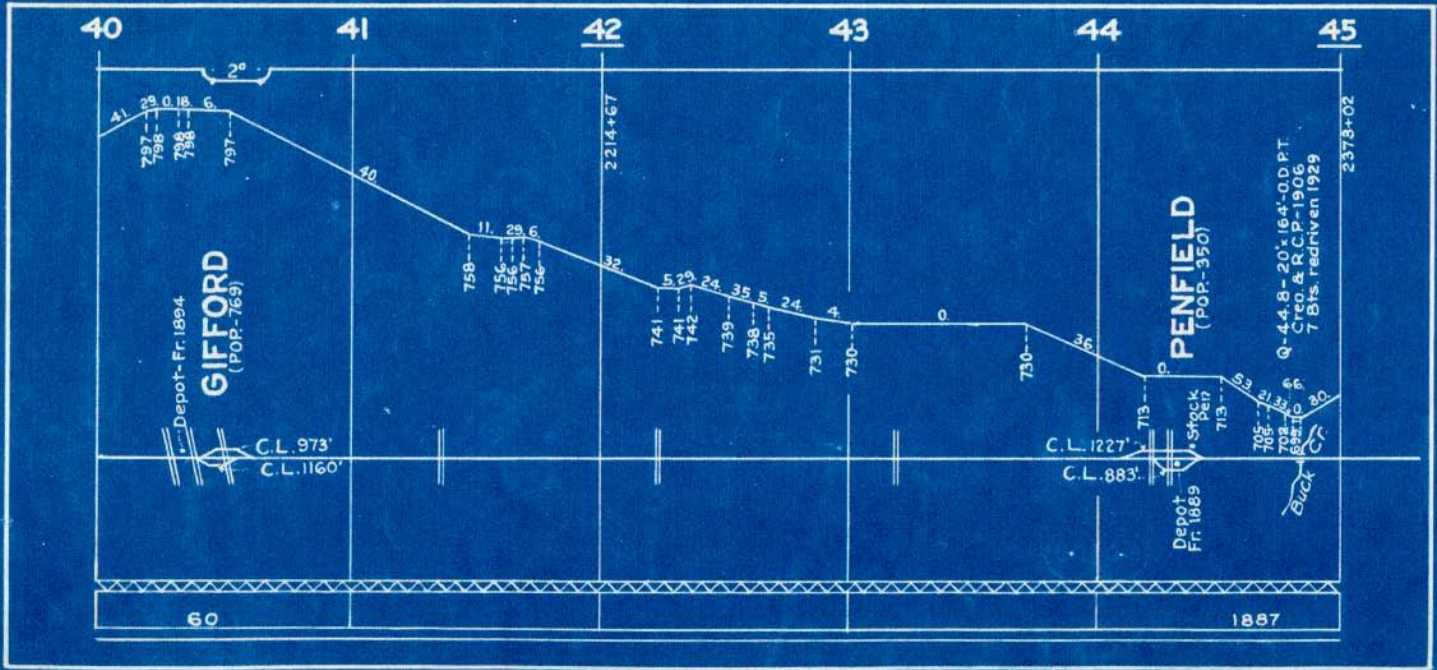
60

1888



35                      36                      37                      38                      39                      40





40

41

42

43

44

45

797-  
798-  
798-  
798-  
797-

Depot - Fr. 1894  
**GIFFORD**  
(POP. 769)

C.L. 973'  
C.L. 1160'

758-  
756-  
756-  
757-  
756-

2214+67

741-  
741-  
742-  
739-  
738-  
735-

731-  
730-

730-

C.L. 1227'  
C.L. 883'

**PENFIELD**  
(POP. 350)

Depot Fr. 1889  
Stock pen

713-  
713-  
705-  
702-  
692.10

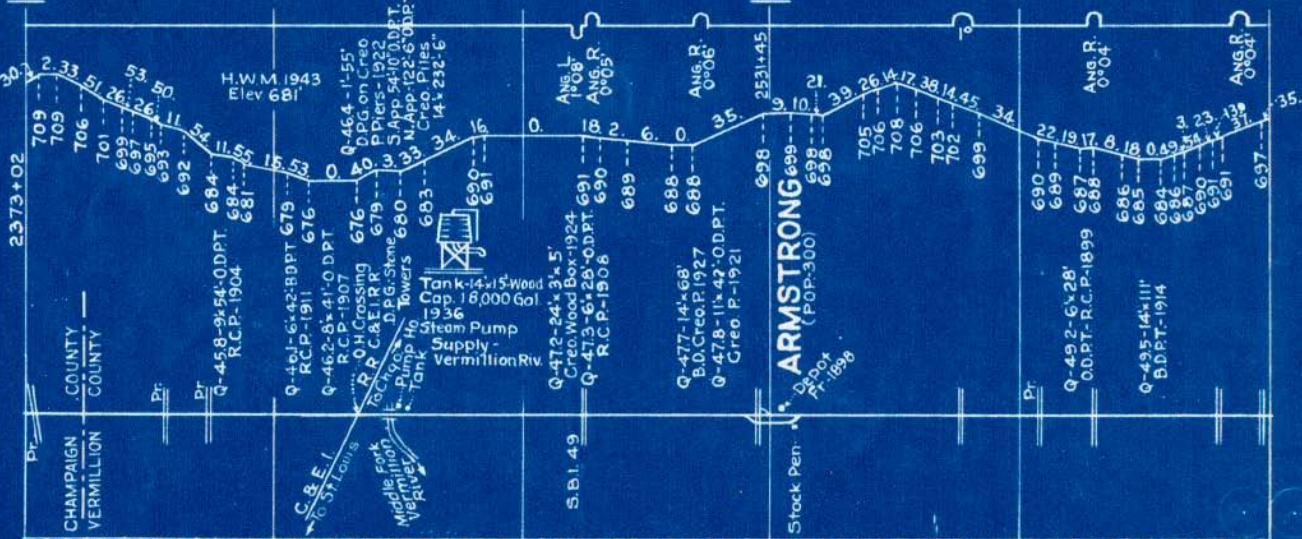
Q-4.4.8-20' 164'-O.D. P.T.  
Creo. & R.C.P-1906  
7 Bts. redriven 1929

2373+02

60

1887

45 46 47 48 49 50

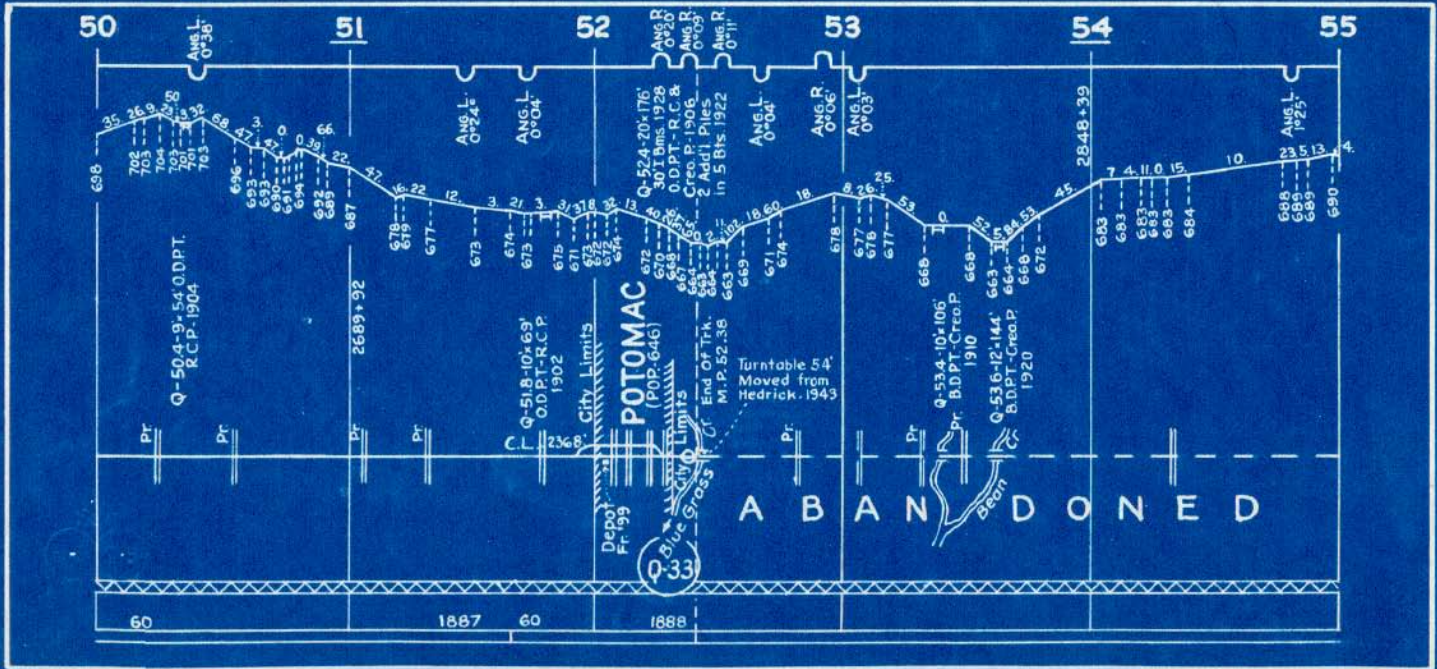


2373+02

**ARMSTRONG**  
(POP. 300)  
Stock Pen.  
PT. 1898

60

1887

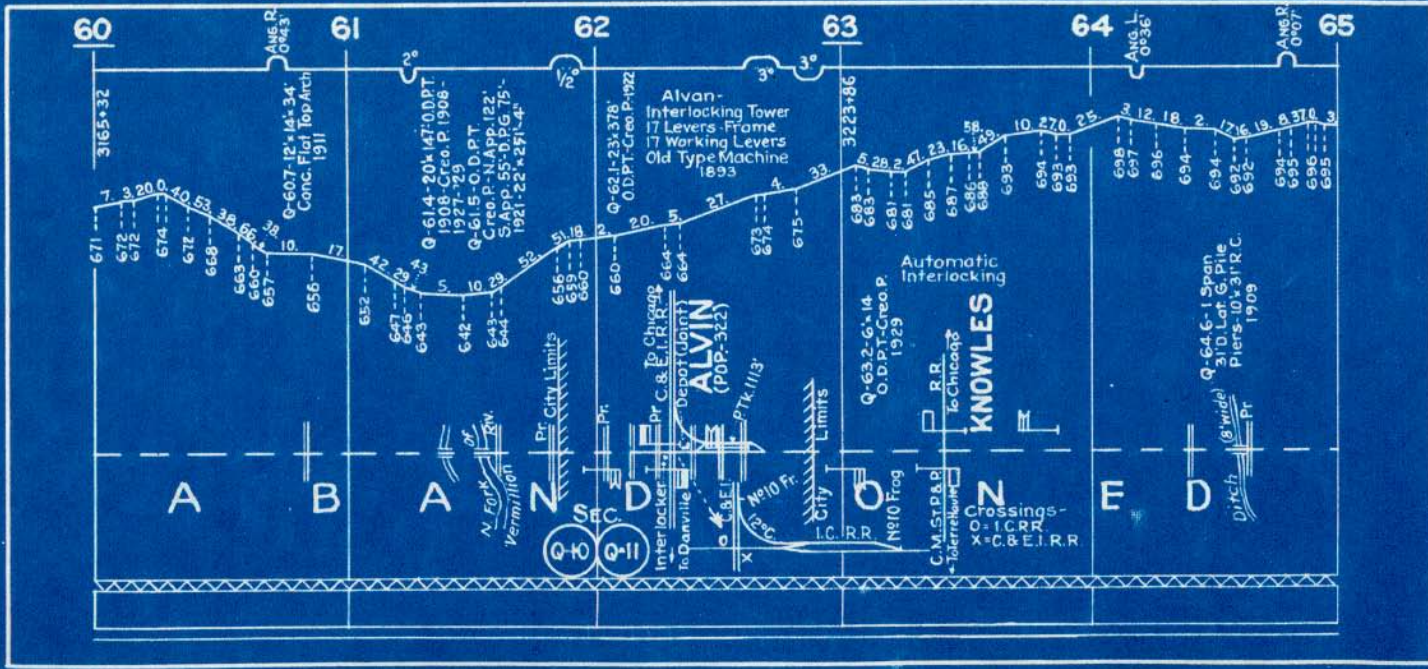


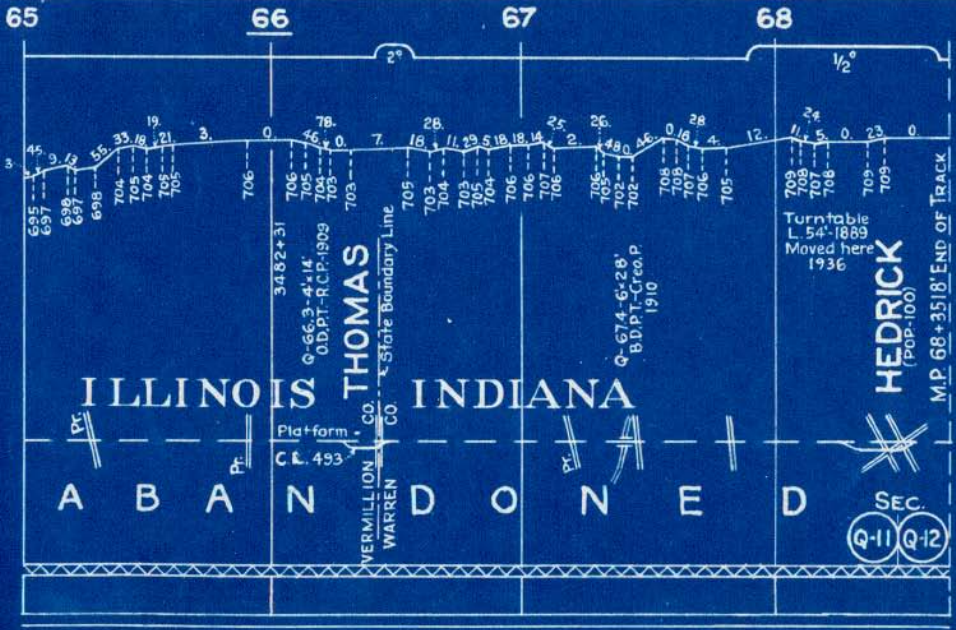
A B A N D O N E D

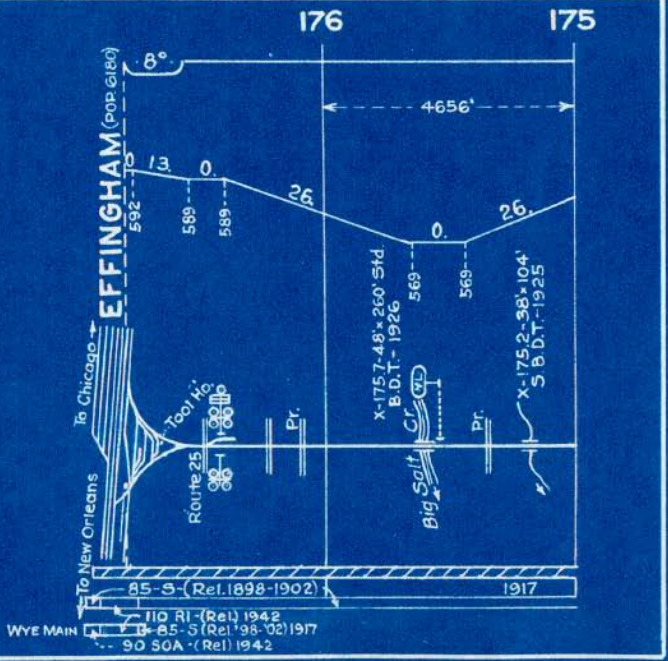
60	1887	60	1888
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175

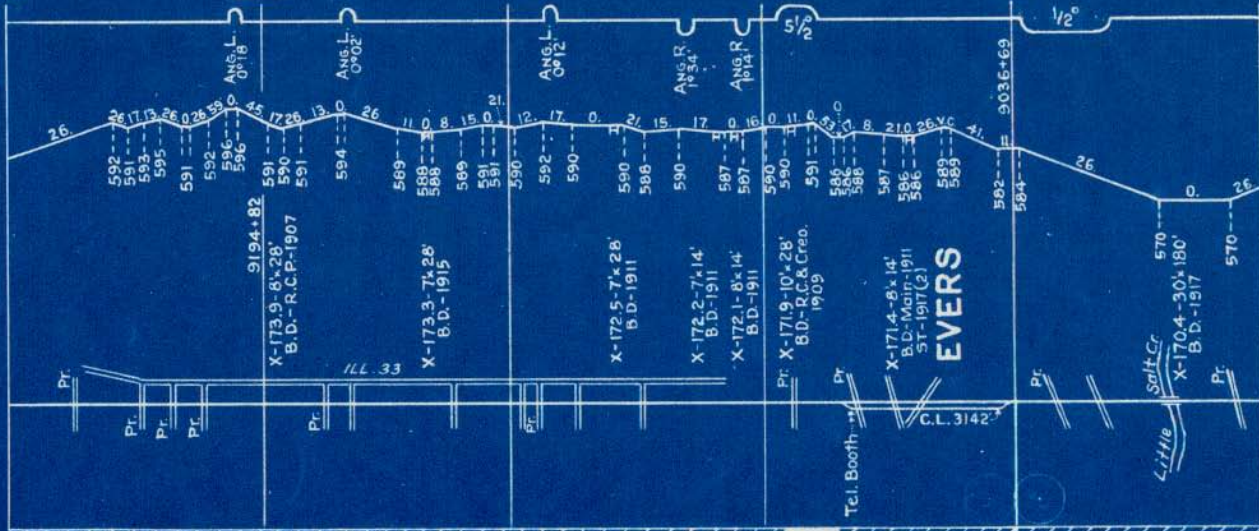
174

173

172

171

170



X-173.9-8'x28'  
B.D.-R.C.P.-1907

X-173.3-7'x28'  
B.D.-1915

X-172.5-7'x28'  
B.D.-1911

X-172.2-7'x14'  
B.D.-1911

X-172.1-8'x14'  
B.D.-1911

Pr: X-171.9-10'x28'  
B.D.-R.C.C. & Creop.  
1909

X-171.4-8'x14'  
B.D.-Main-1911  
ST-1917(2)

**EVERS**

Salt Cr.  
X-170.4-30'x180'  
B.D.-1917

Pr.

Pr.

Pr.

Pr.

Pr.

Pr.

Pr.

Pr.

Pr.

Pr.

85-S (Swd. 1900-1907)

1920

90

1941

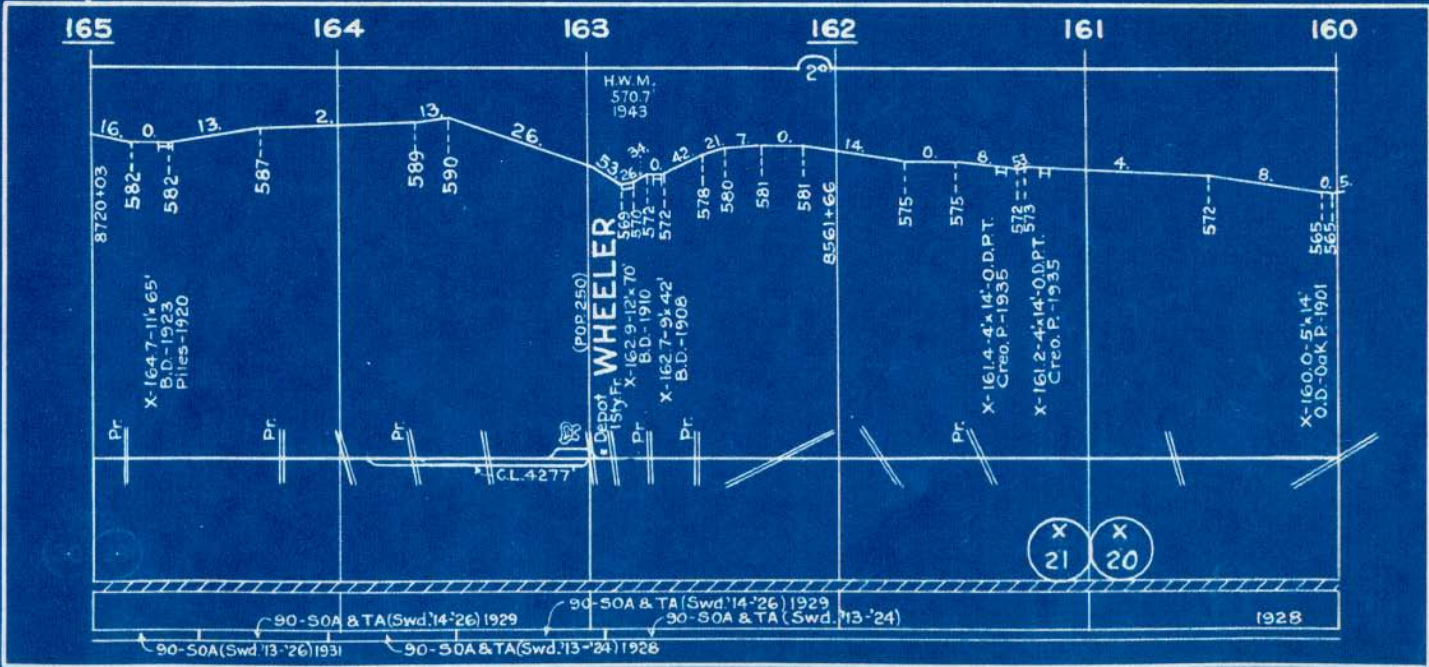
90

1941

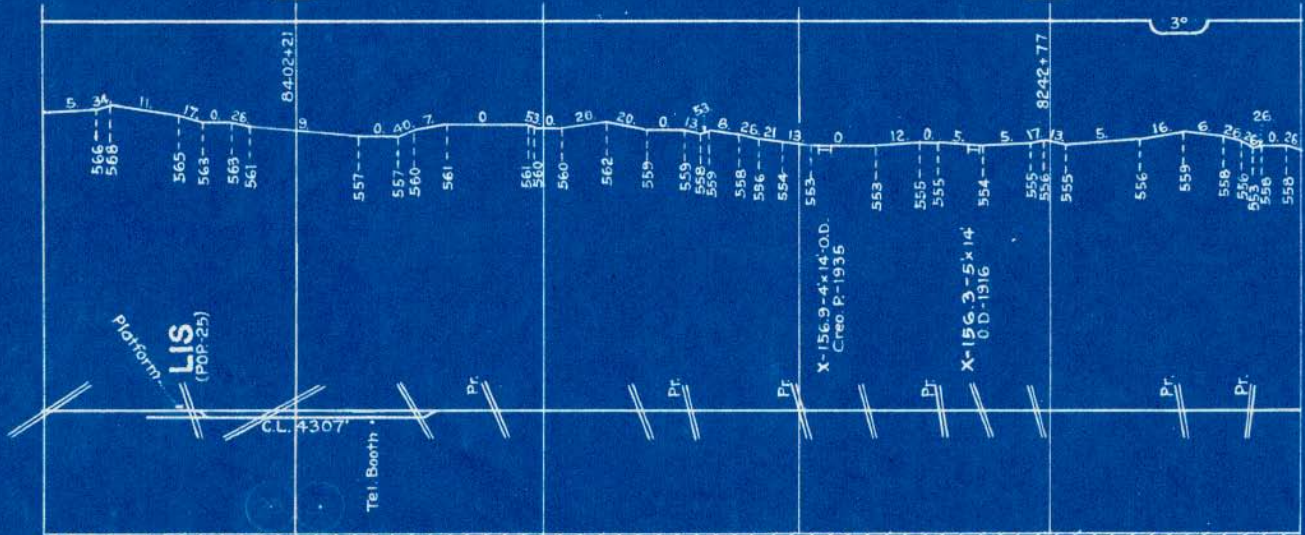
85-S (Rel. '98-1901-'02) 1917

90-50A (Swd. 1918-'20) 1927





160 159 158 157 156 155



90-50A & TA (Swd '19-'24)

192B

90-50A (Swd '11-'21)

1926

566  
568  
565  
563  
563  
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557  
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558

Platform  
**LIS**  
(POP-25)

C.L. 4307'

Tel. Booth

Pr.

Pr.

Pr.

Pr.

X-156.3-5 x 14  
O.D.-1916

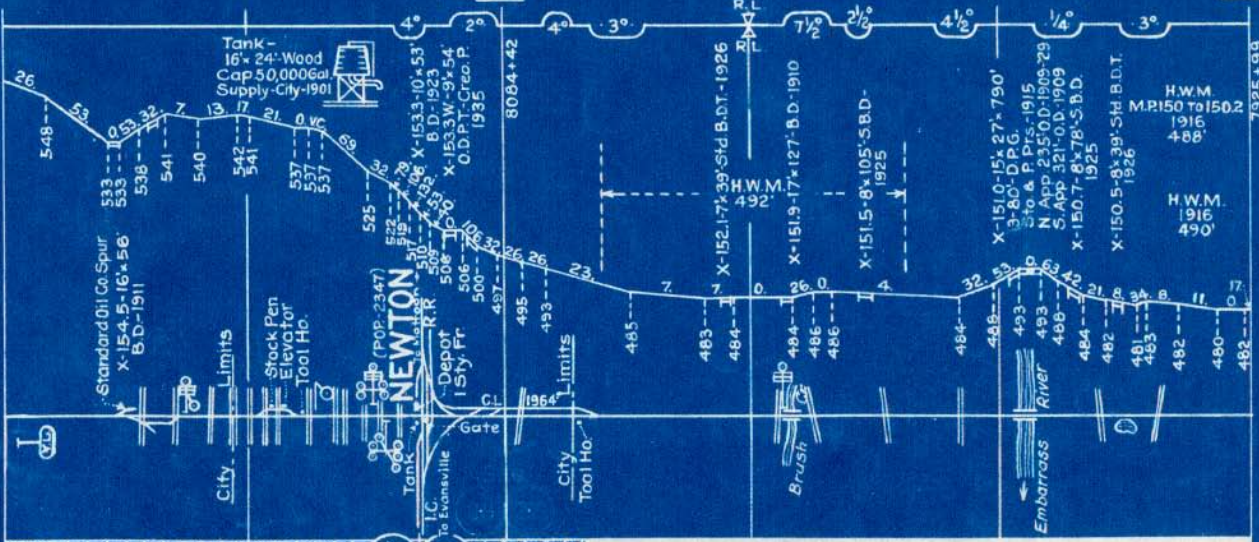
X-156.9-4 x 14 O.D.  
C.reo. P-1935

3°

84.02+21

82.42+77

155 154 153 152 151 150



90-50A (Swd. '11-'21) 1926

90-50A & TA (Swd. '13-'24) 1928

90-50A & TA (Swd. 1913-'24) 1928

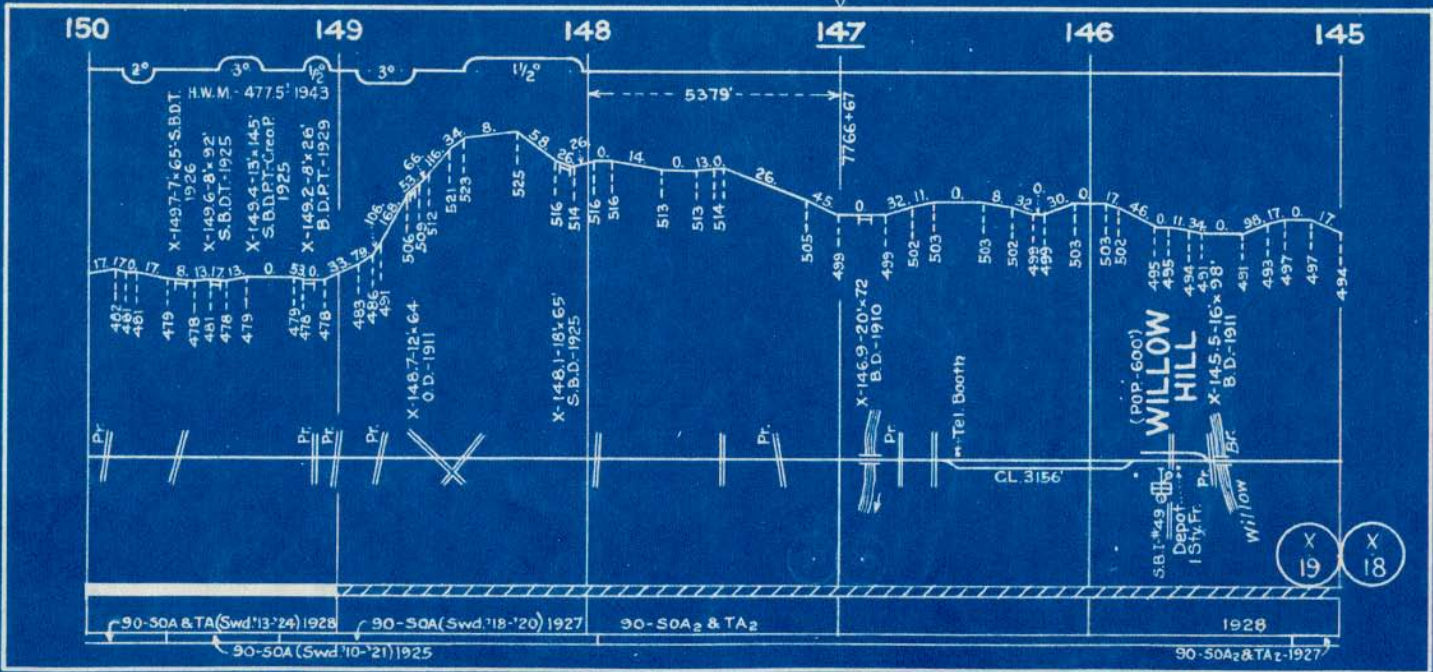
90-50A (Rel. '19) 1940

90-50A (Swd. '11-'21) 1926

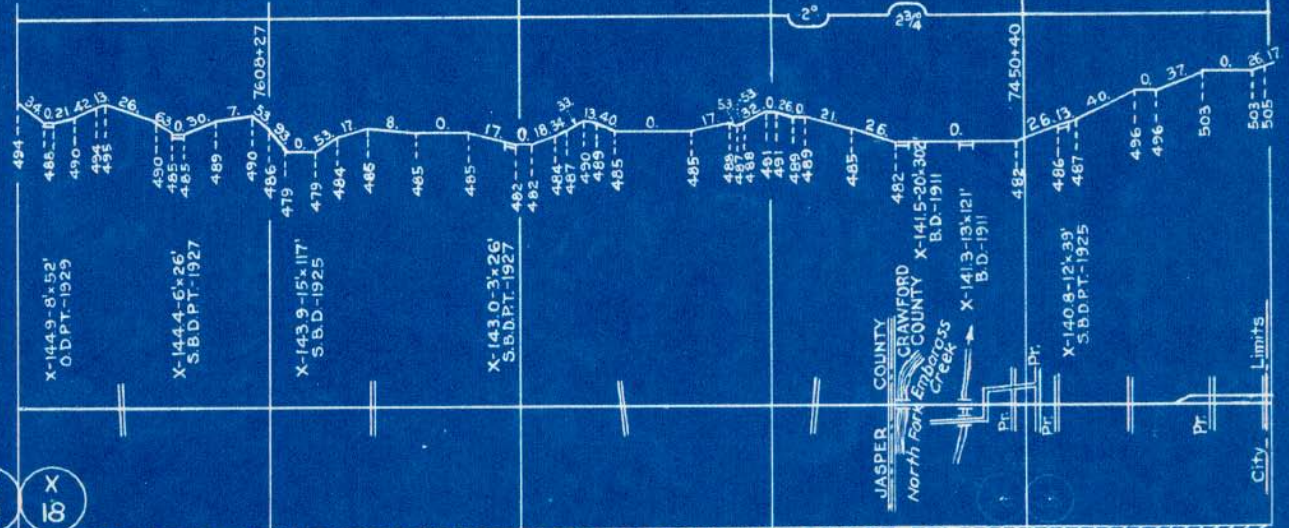
90-50A (Swd. 1913-'15) 1924

X 20  
X 19





145 144 143 142 141 140



X 19  
X 18

90-50A2-TA2

1927

90-50A (Swd.'11-'22)

1926

JASPER COUNTY

CRAWFORD COUNTY

North Fork Embury's Creek

X-141.5-20'x302' B.D.-1911

X-141.3-13'x121' B.D.-1911

X-140.8-12'x39' S.B.D.P.T.-1925

City Limits

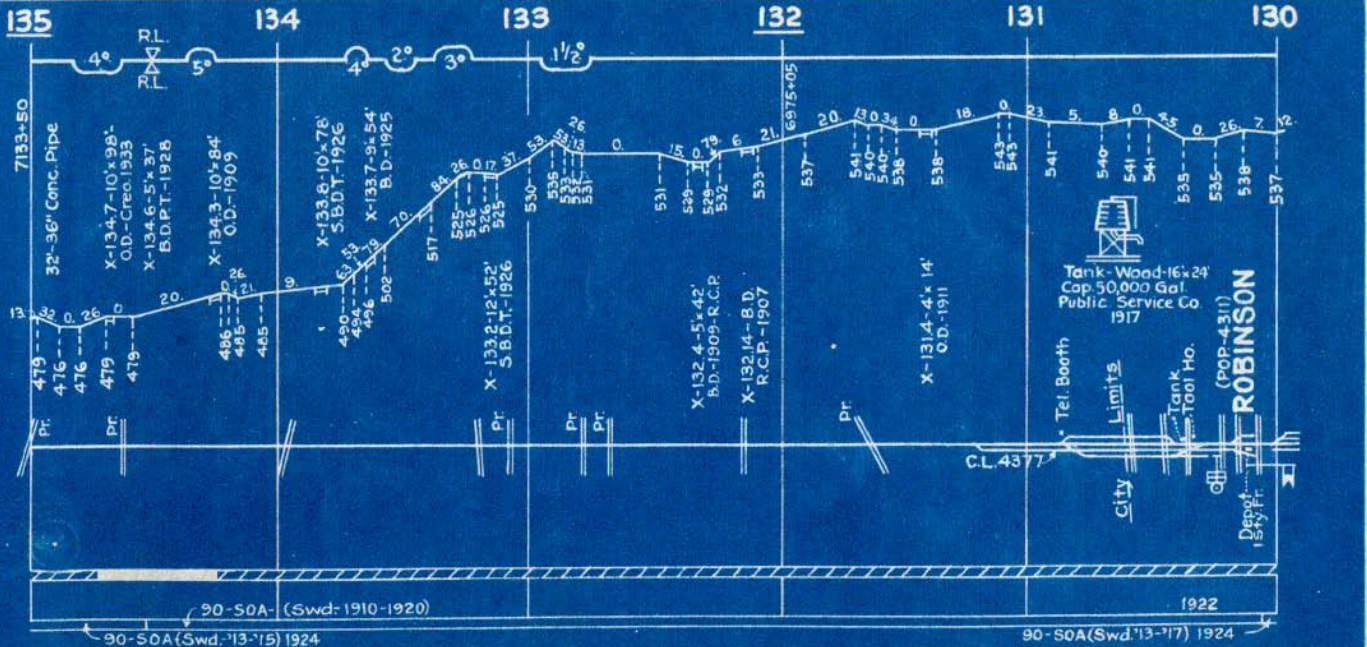
Pr.

Pr.

Pr.

Pr.





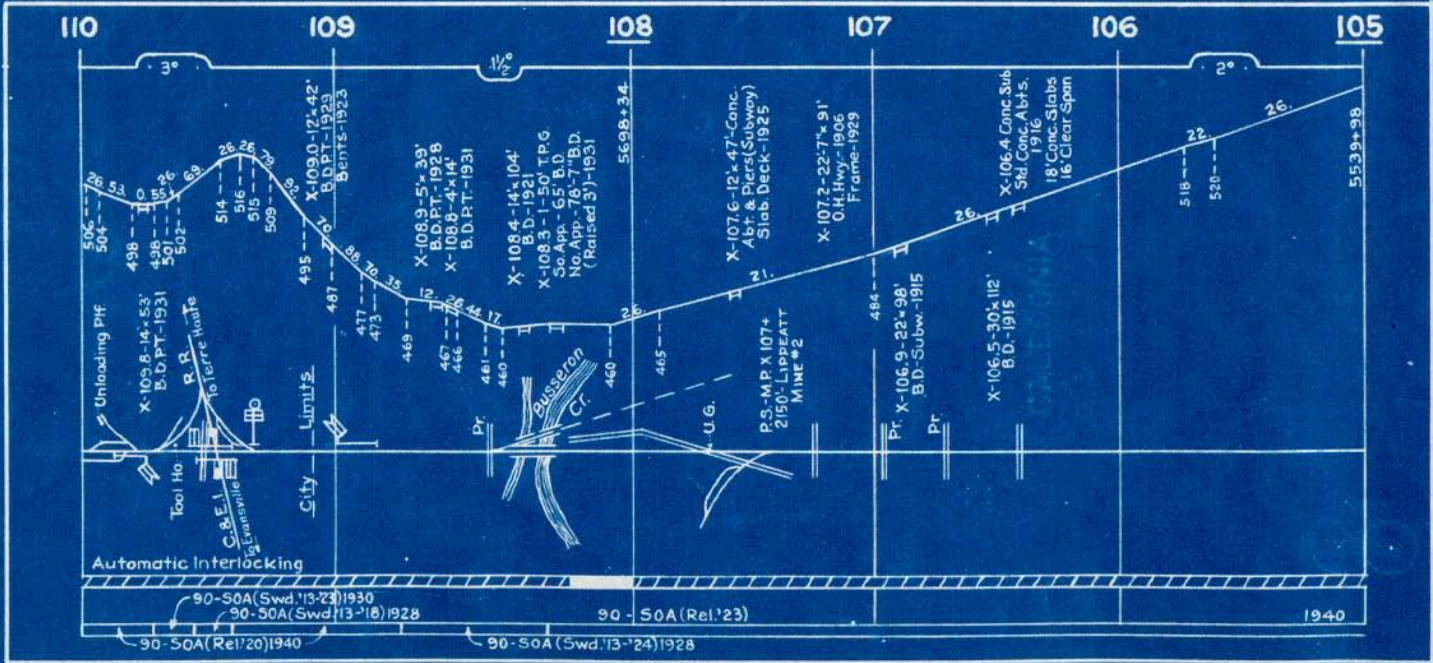




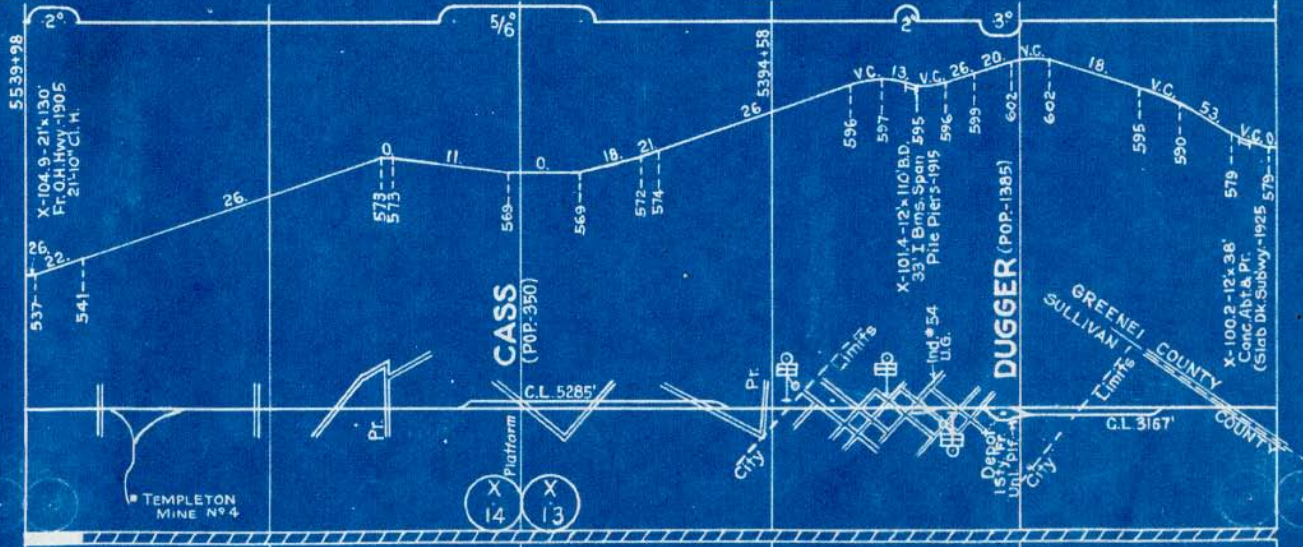








105 104 103 102 101 100



90-SOA (Rel '23)

1940



95

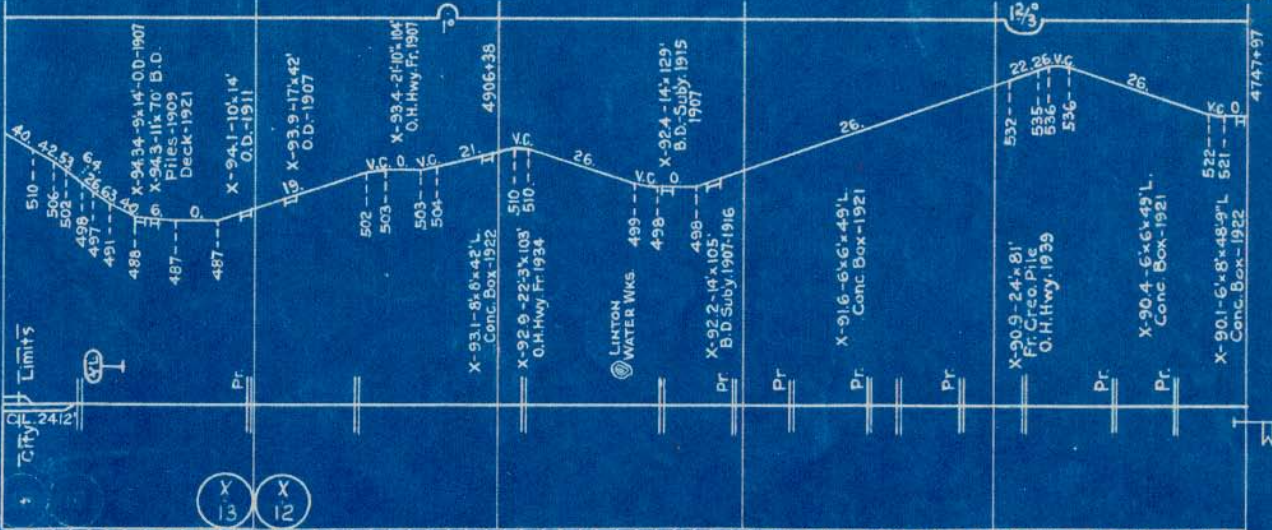
94

93

92

91

90



90-TA-AOA-SOA-NOA-Mixed (Swd.'26)

1933

90-SOA

(Swd.'23-'24)

1934

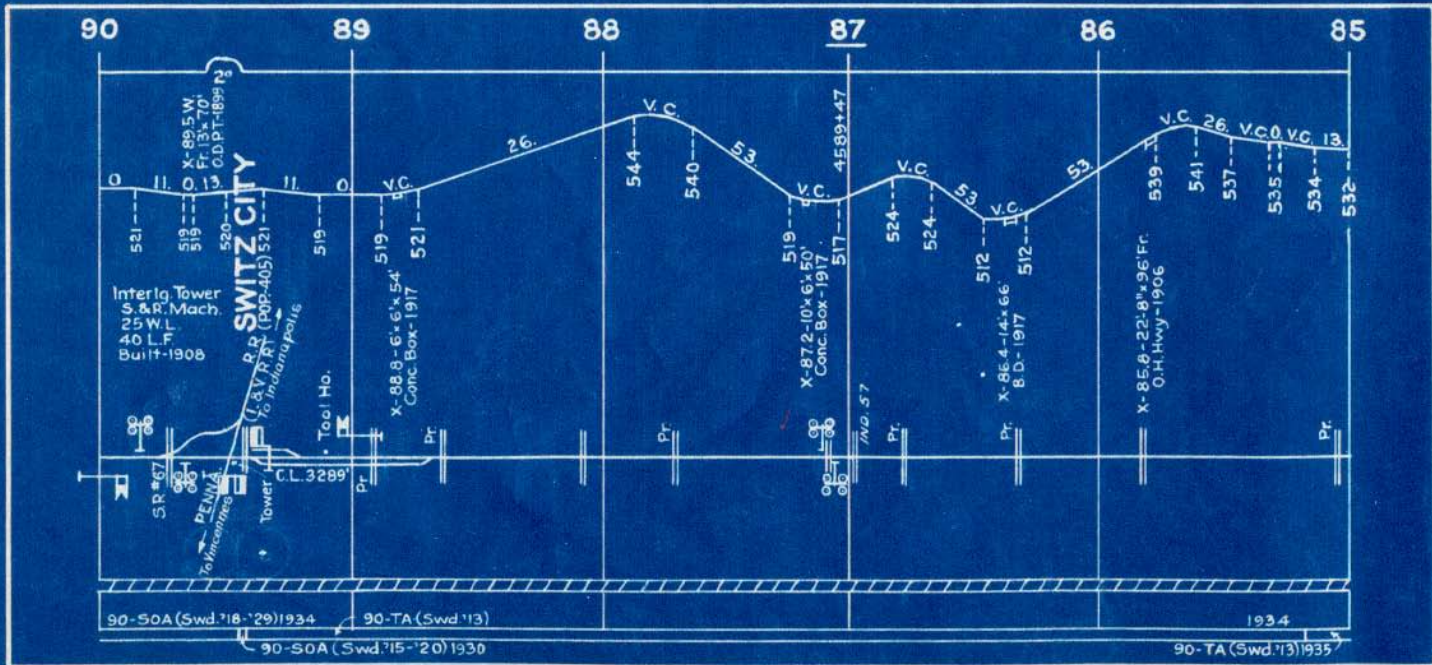
90-SOA (Swd.'18-'29)'34

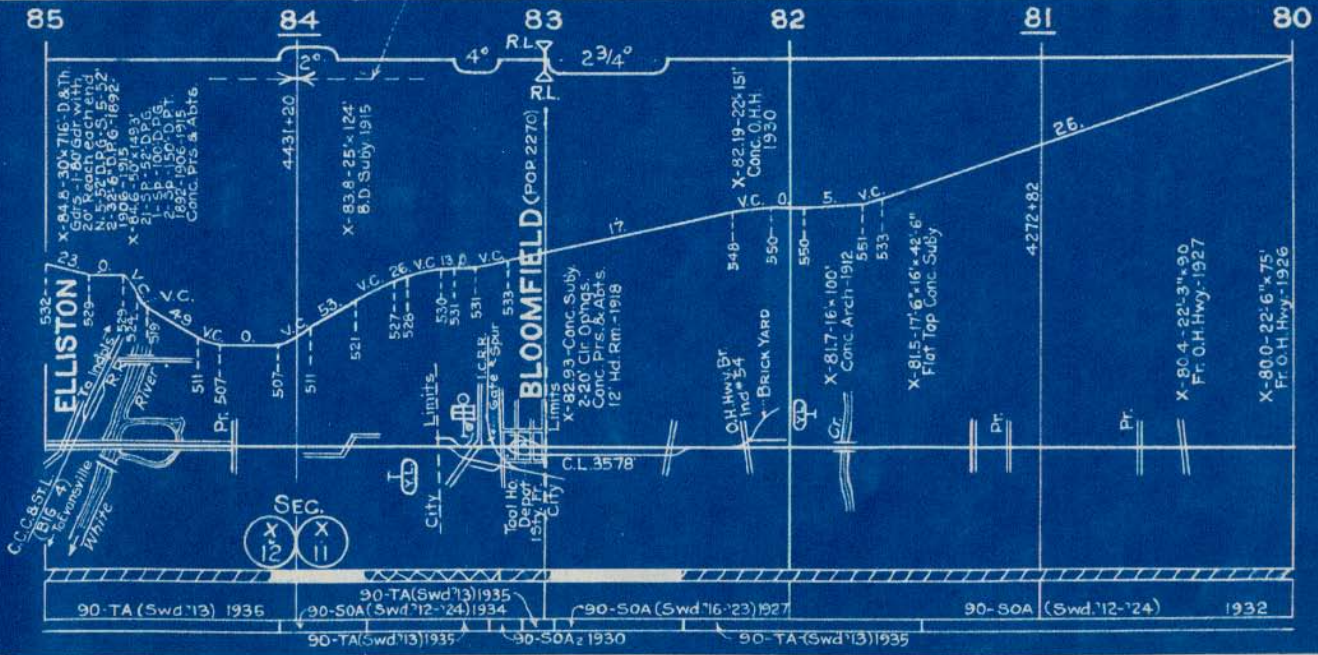
90-SOA (Rel.'19) 1937

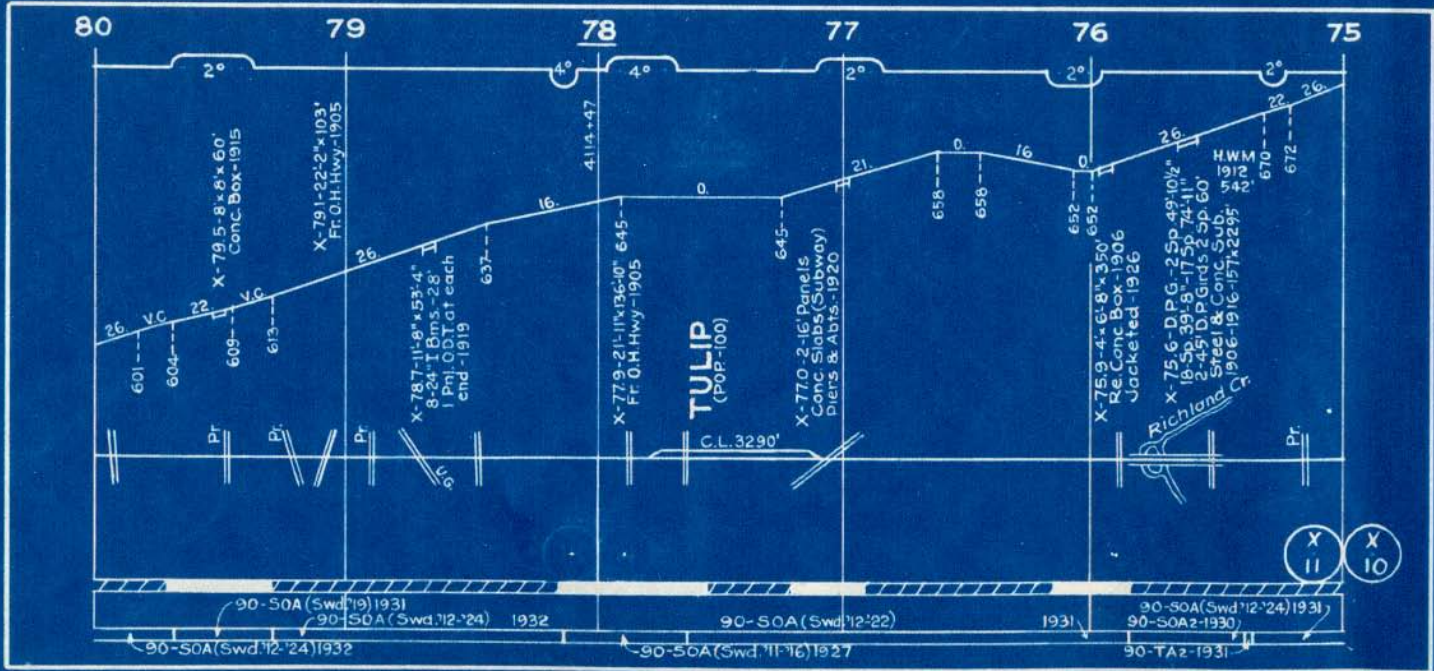
90-SOA (Swd.'19) 1931

X 13

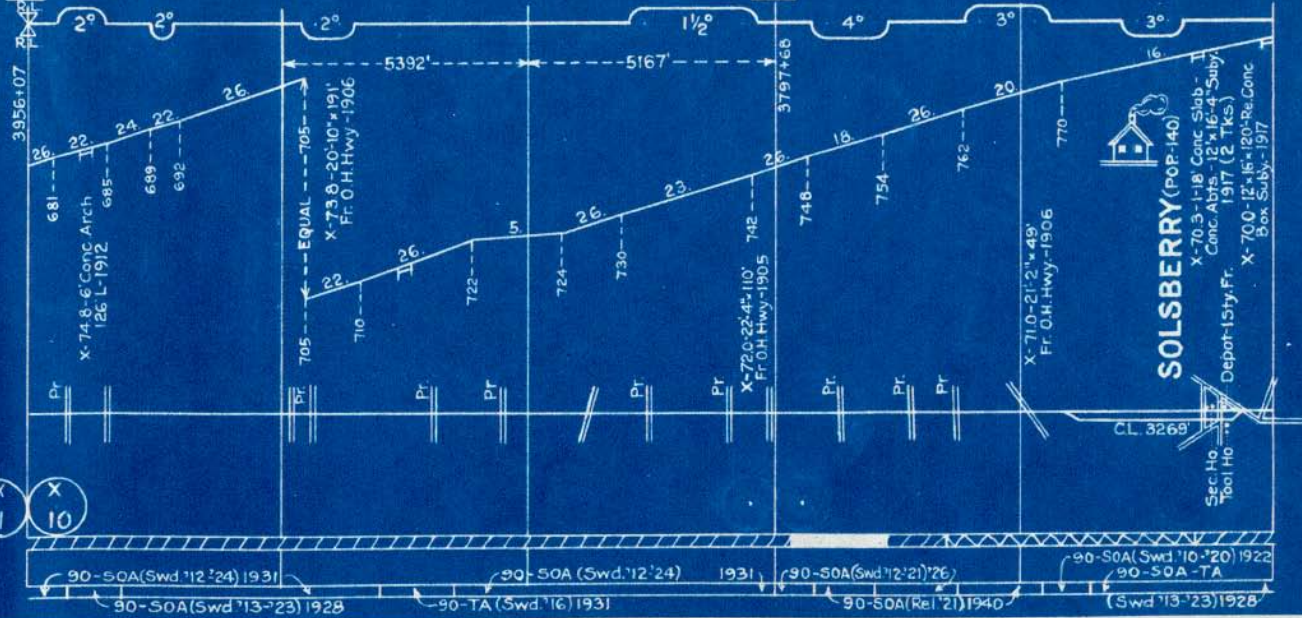
X 12







75 74 73 72 71 70



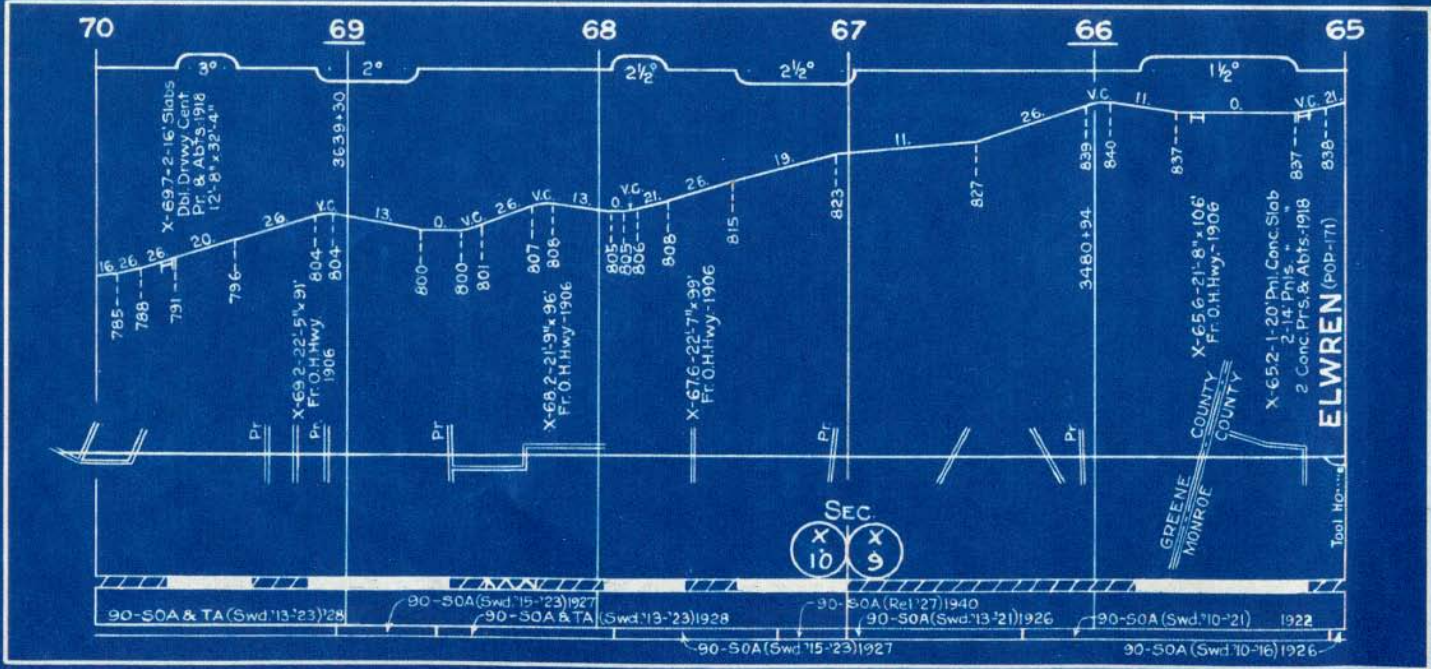
X 11 X 10



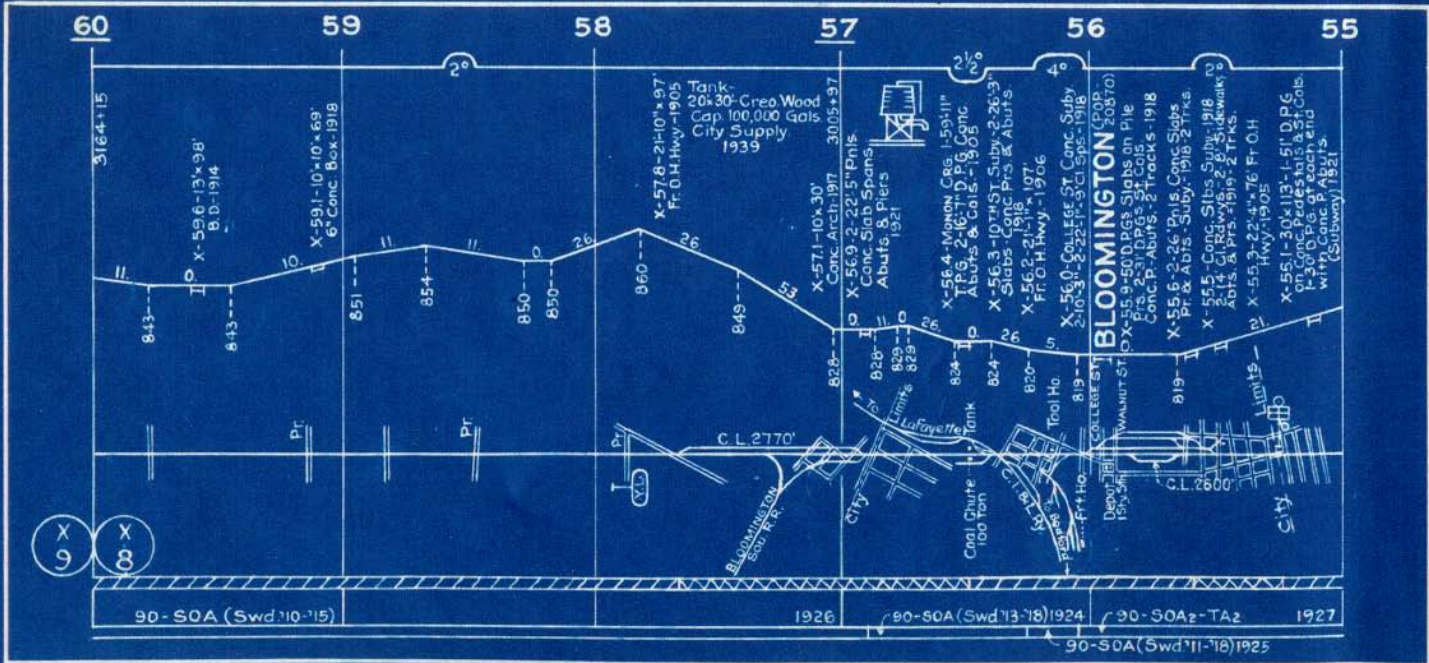
SOLSBERY (POP. 140)

Sec. Ho. Tool Ho.

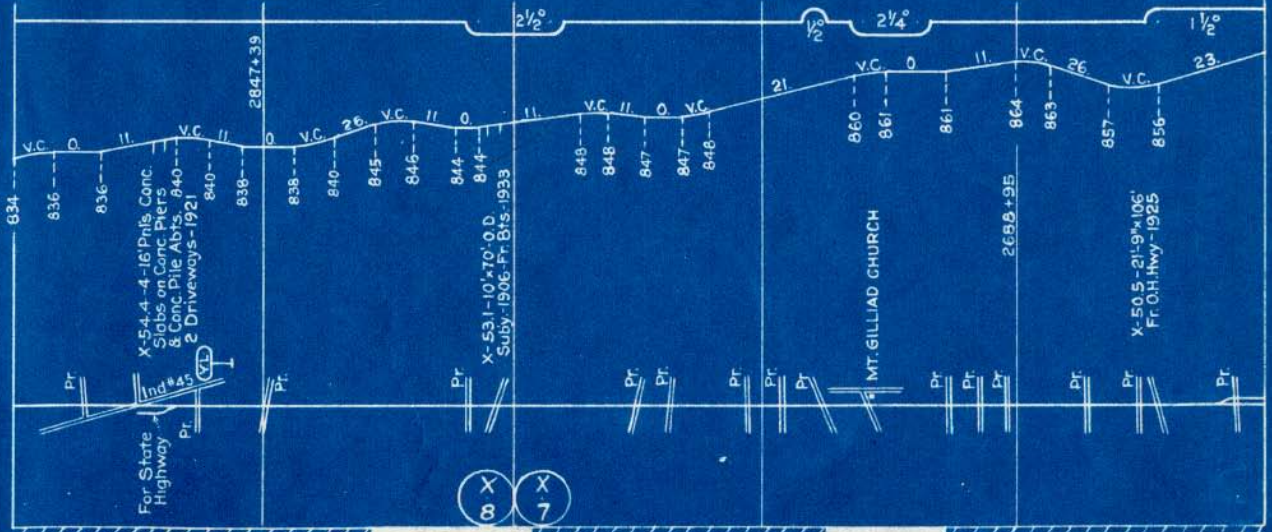








55                      54                      53                      52                      51                      50



X-54.4-4-16' Pnts. Conc.  
Slabs on Conc. Piers  
& Conc. Pile Abts.  
& Driveways-1921

X-53.1-10'x70'-0.0 D.  
Suby.-1906-Fr. Bts.-1933

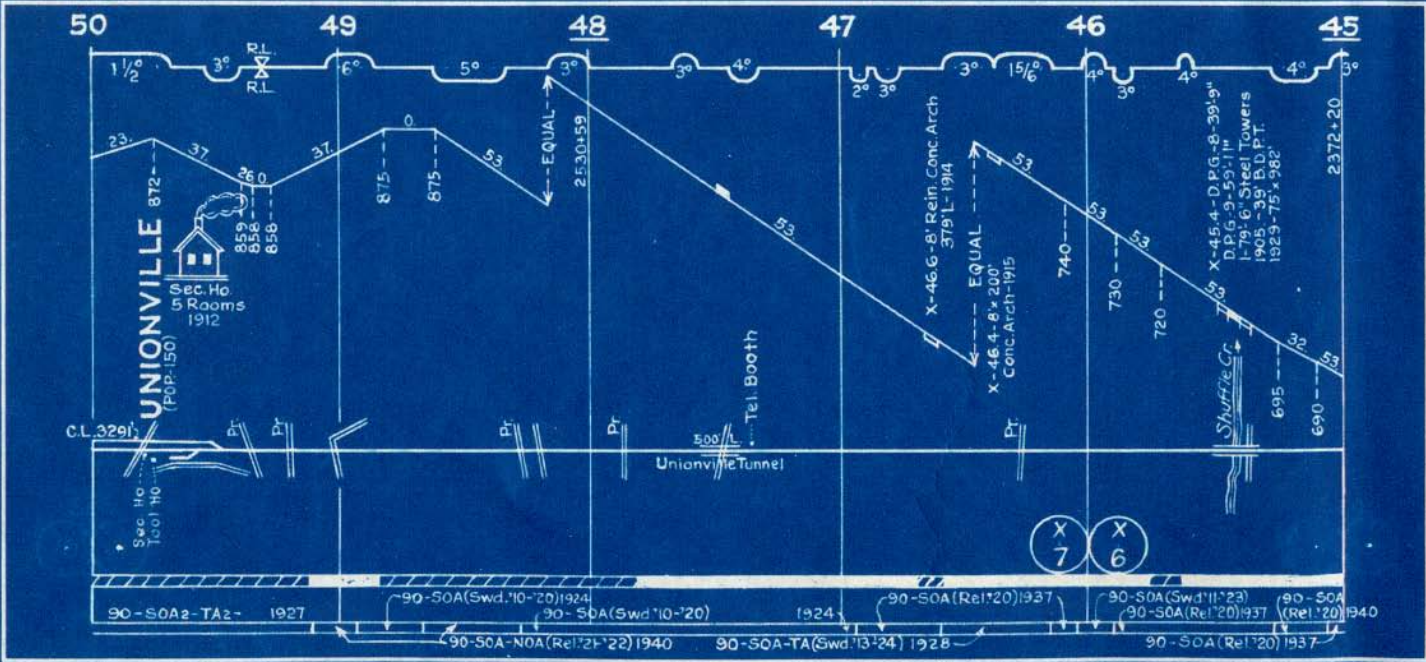
X-50.5-21'-9"x106'  
Fr. O.H. Hwy-1925

MT. GILLIAD CHURCH

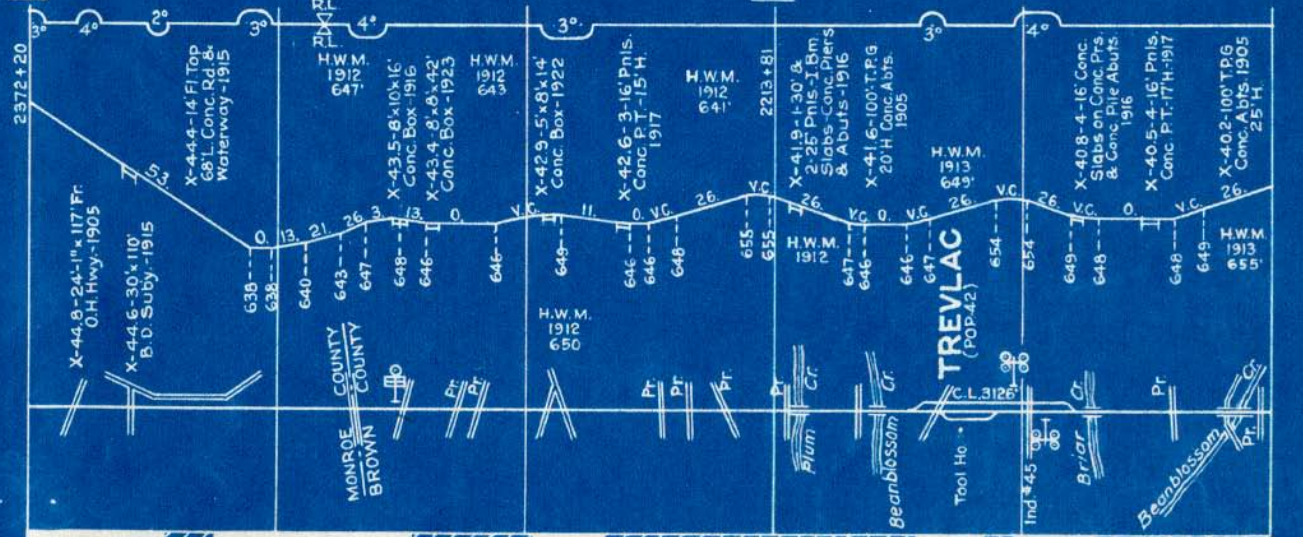
8 X  
7 X

90-S0A2-TA2

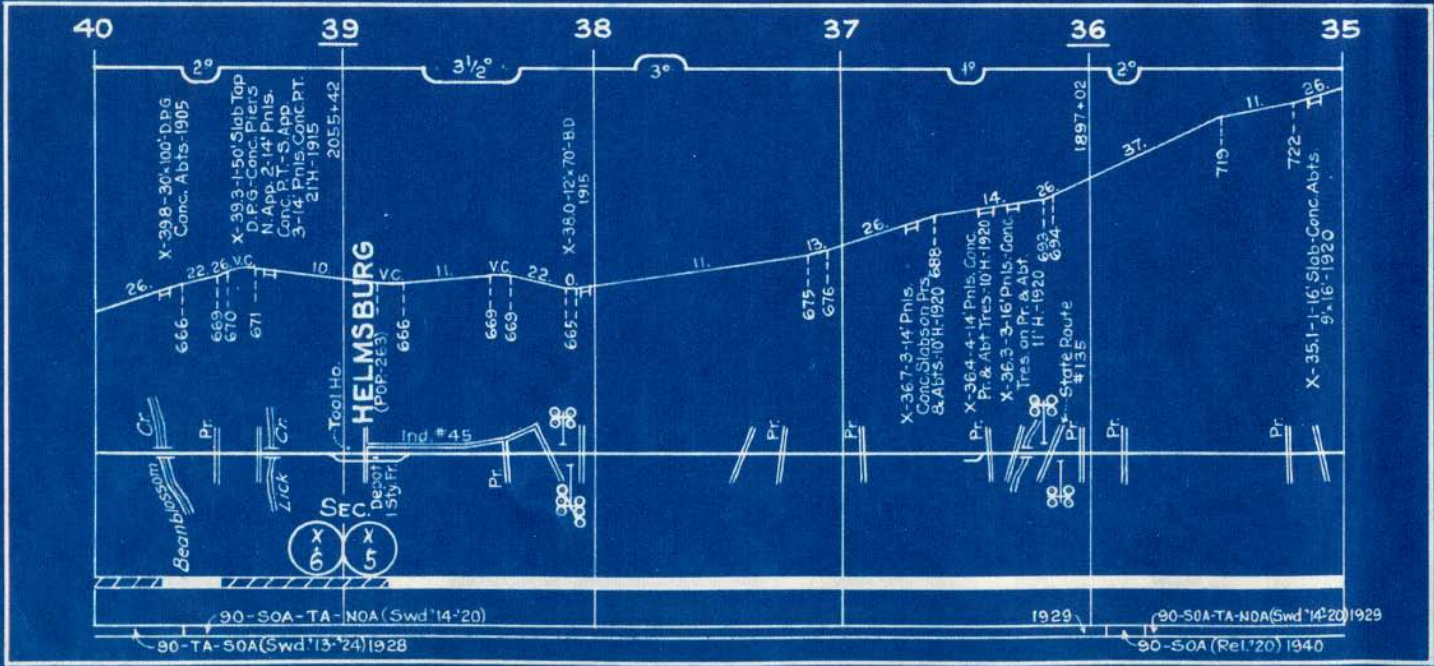
1927



45 44 43 42 41 40



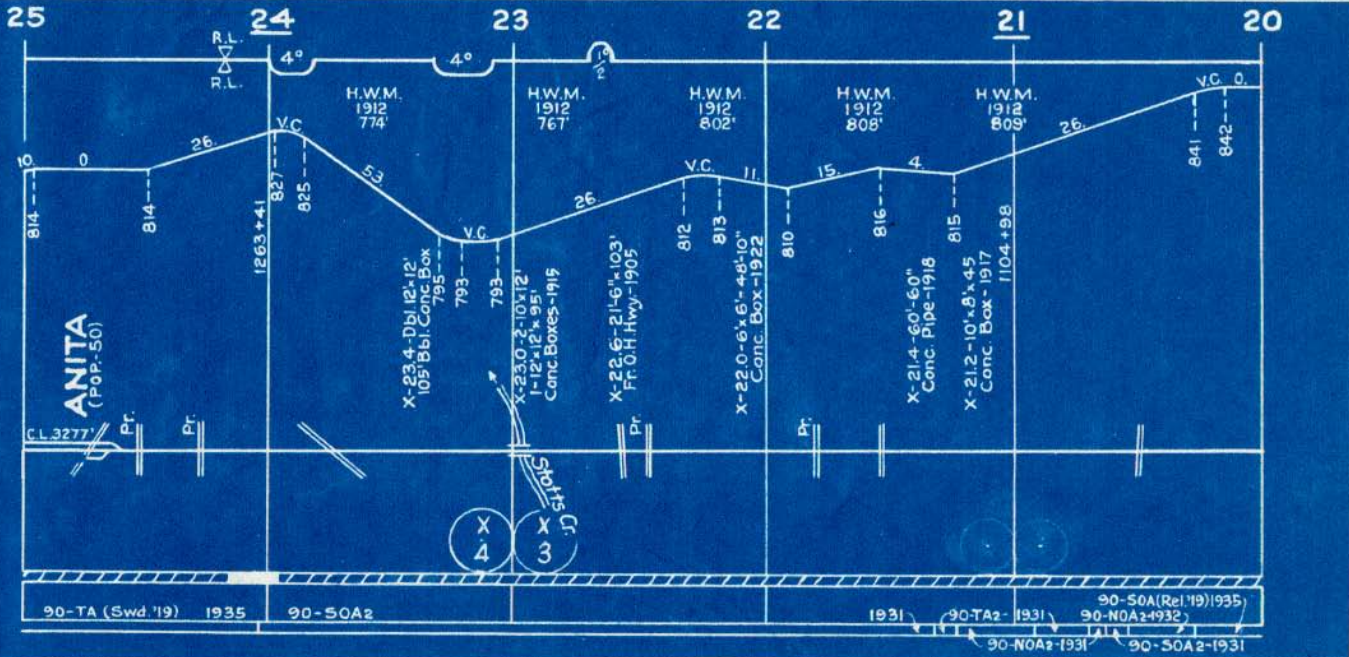
90-50A(Swd '11-'23) 1927  
 90-NOA(Rel.'31)'36  
 90-50A(Swd '11-'23) 1927  
 90-50A(Rel.'20)'36  
 90-TA & SOA(Swd.'13-'24)  
 1928



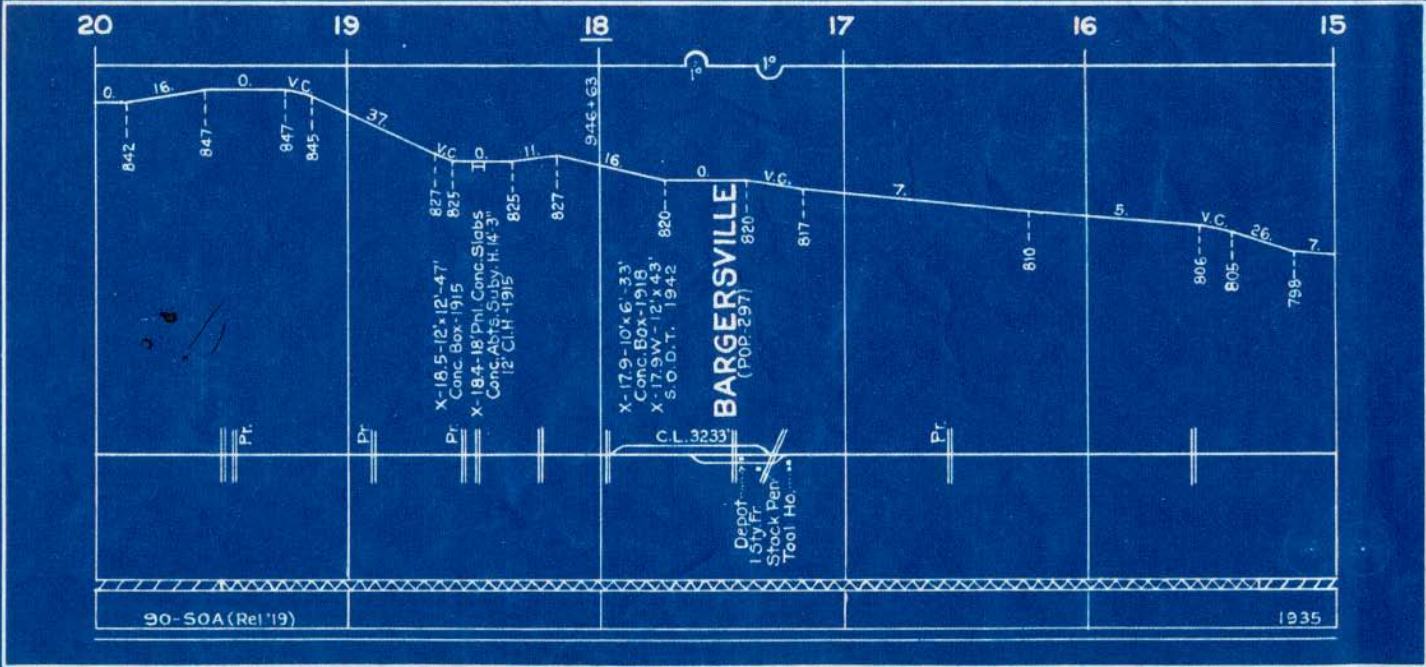




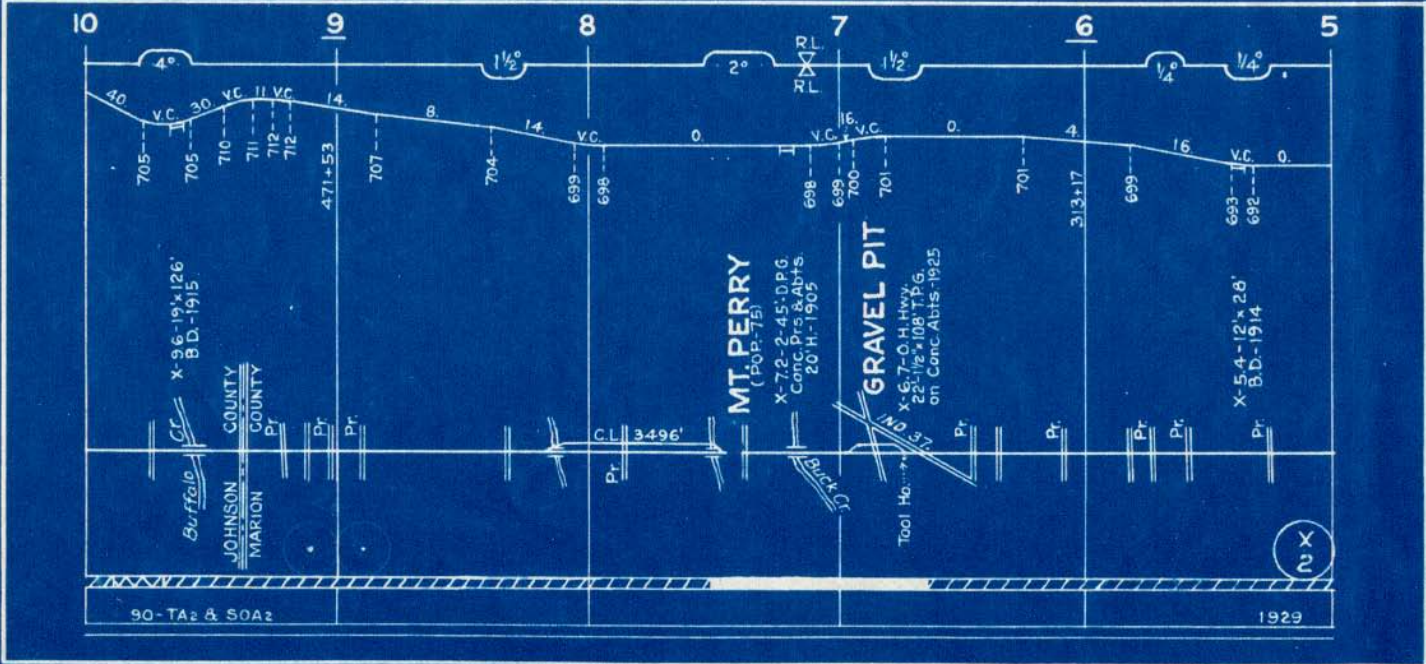




90-TA (Swd. '19) 1935	90-50A2		1931	90-TA2-1931	90-50A (Rel. '19) 1935	90-NOA2-1932
				90-NOA2-1931		90-50A2-1931



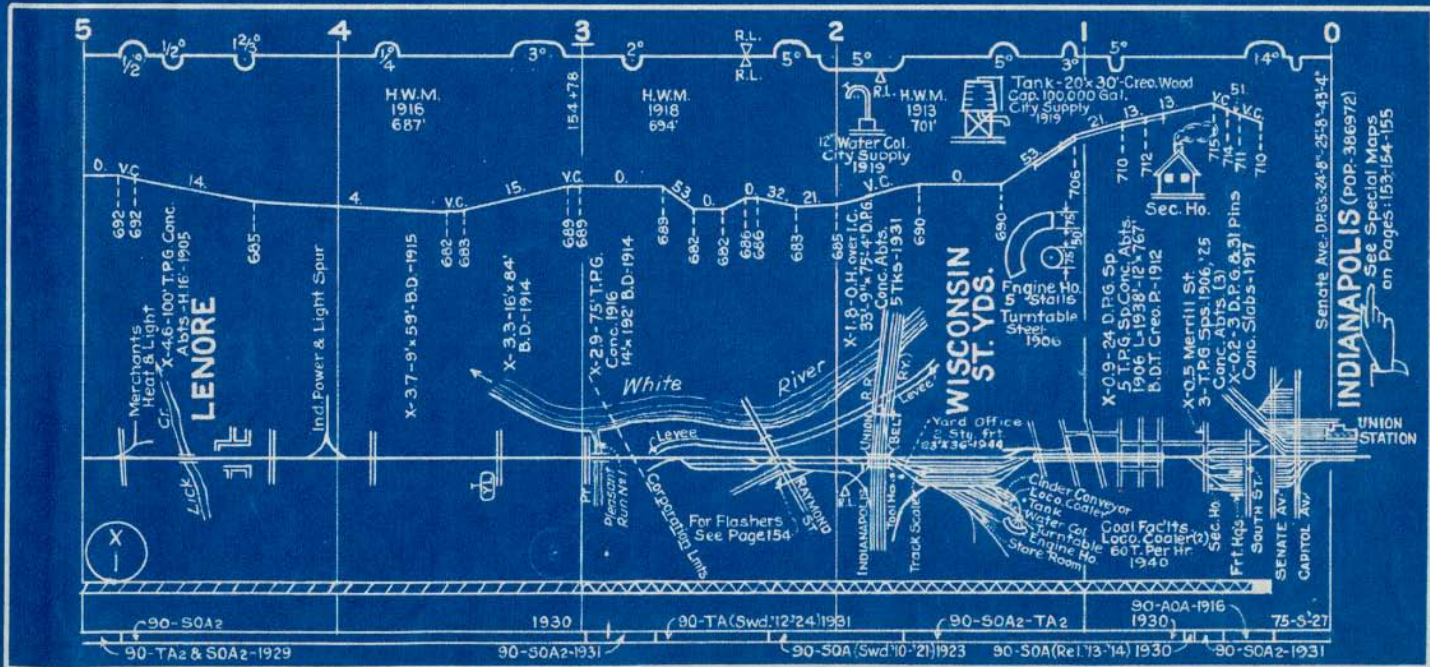




90-TA<sub>2</sub> & SOA<sub>2</sub>

1929

X  
2



**INDIANAPOLIS (POP. 386,972)**  
 See Special Maps  
 on Pages: 153-154-155

**WISCONSIN ST. YDS.**

**LENORE**

Senate Ave.-DPGs.-24'-8"-25'-8"-43'-4"

UNION STATION

SOUTH ST.  
 SENATE AV.  
 CAPITOL AV.

5

4

3

2

1

0

1/2°

1 2/3°

1 1/4°

3°

2°

5°

14°

H.W.M.  
 1916  
 687'

H.W.M.  
 1918  
 694'

H.W.M.  
 1913  
 701'

692  
 692

682  
 683

689  
 689

689

682

682

686

686

683

690

710

712

715

714

711

710

90-SOA2

1930

90-TA(Swd.'12'24')1931

90-SOA2-TA2

90-AOA-1916  
 1930

75-S-27

90-TA2 & SOA2-1929

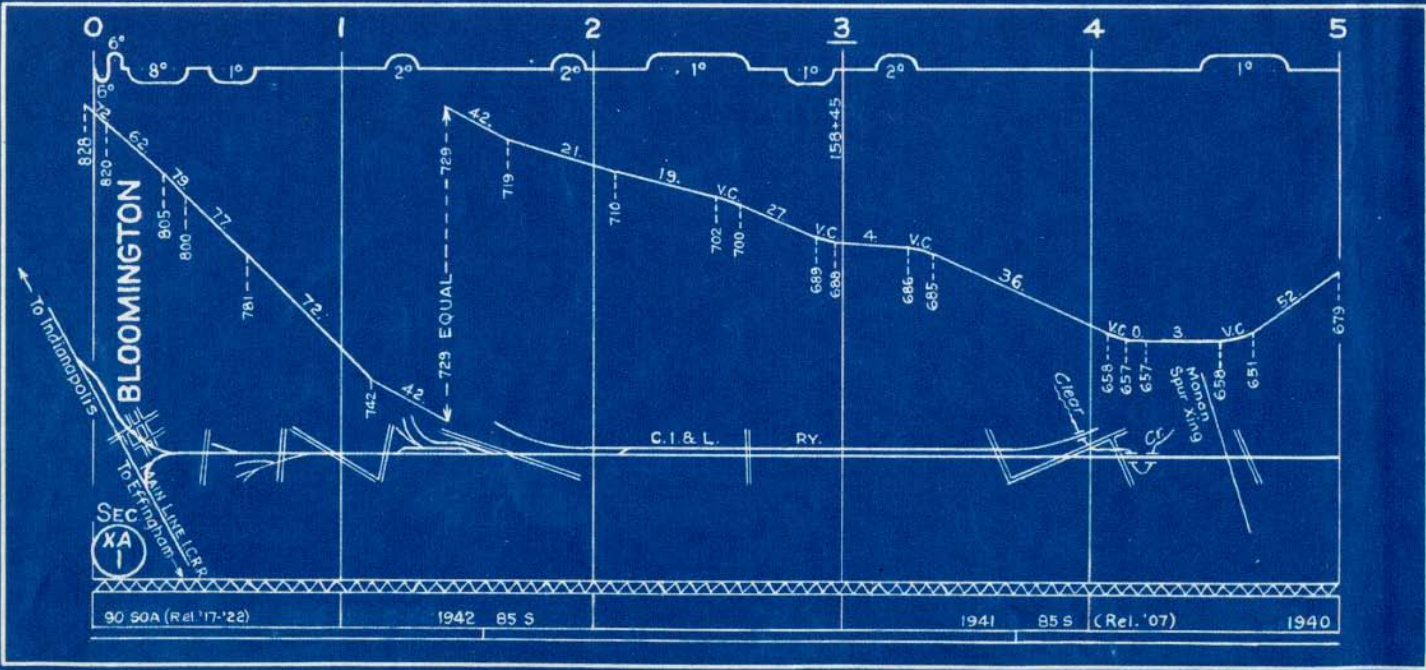
90-SOA2-1931

90-SOA(Swd.'10'21')1923

90-SOA(Rel.'13'14')1930

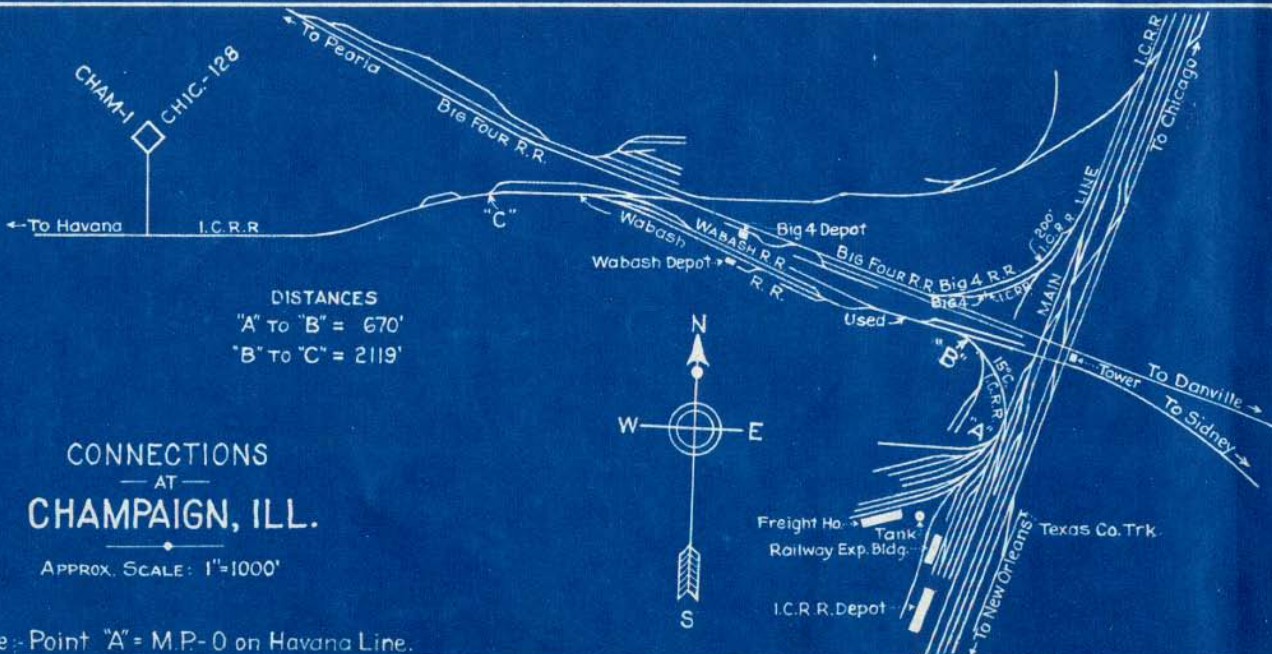
90-SOA2-1931

BLOOMINGTON









DISTANCES  
 "A" to "B" = 670'  
 "B" to "C" = 2119'

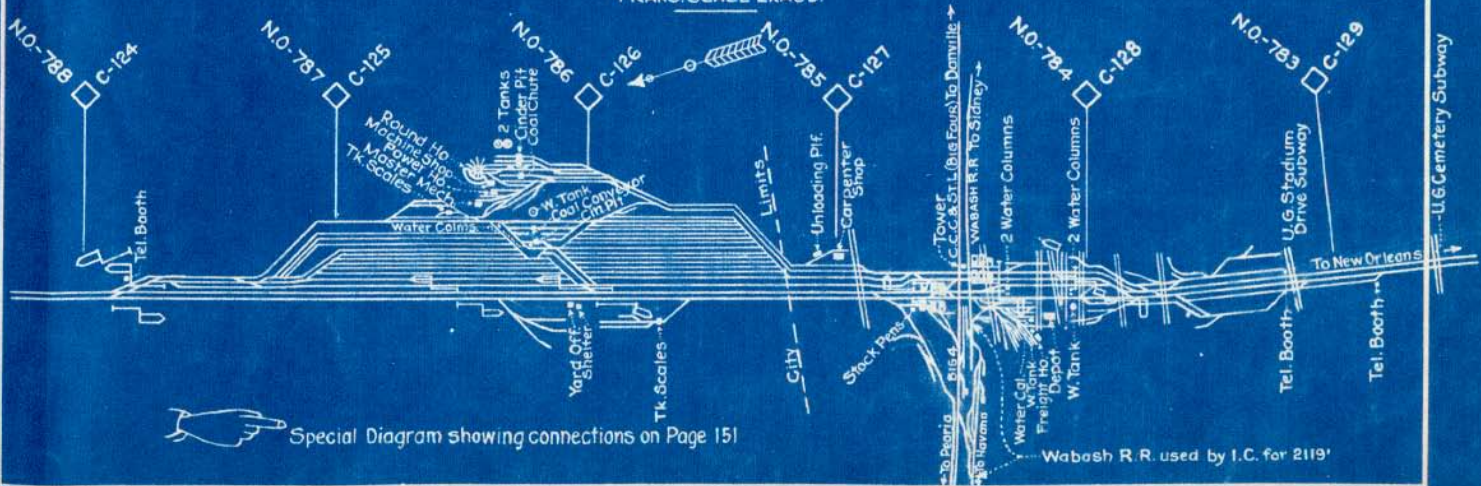
CONNECTIONS  
 — AT —  
**CHAMPAIGN, ILL.**

APPROX. SCALE: 1"=1000'

Note: Point "A" = M.P.- 0 on Havana Line.

# TRACKS — AT — CHAMPAIGN, ILL.

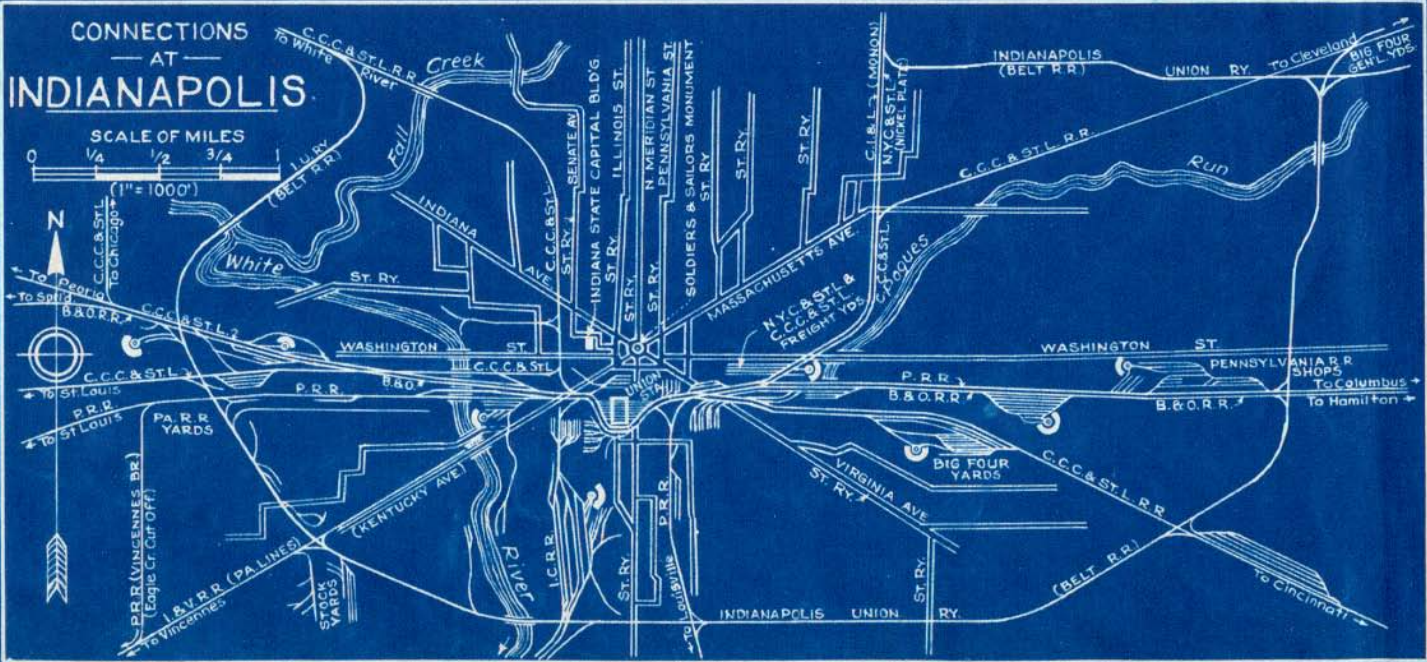
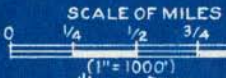
APPROX. LONG SCALE: 1" = 4000'  
TRANS. SCALE EXAG'D.

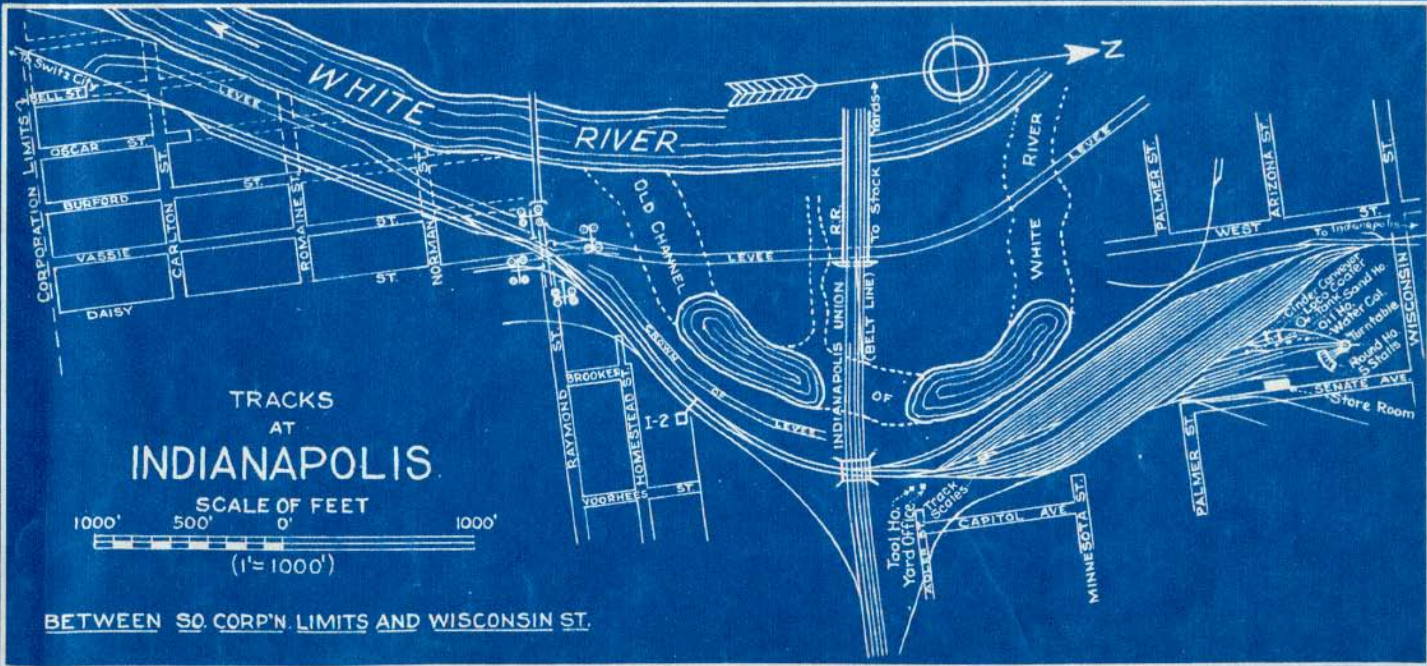


Special Diagram showing connections on Page 151

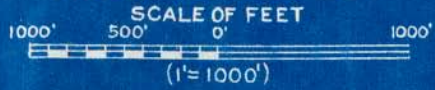
Wabash R.R. used by I.C. for 2119'

# CONNECTIONS — AT — INDIANAPOLIS

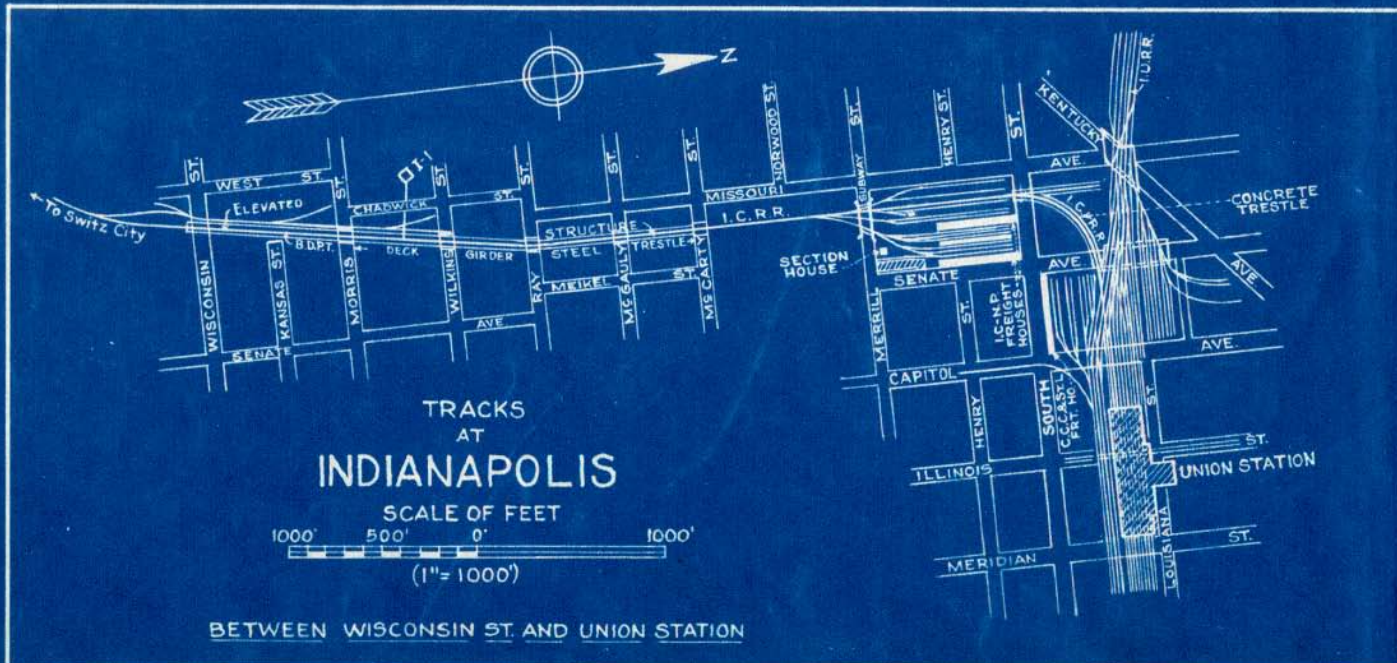




TRACKS  
AT  
INDIANAPOLIS.



BETWEEN SO. CORP'N. LIMITS AND WISCONSIN ST.



TRACKS  
AT  
**INDIANAPOLIS**

SCALE OF FEET  
1000' 500' 0' 1000'  
(1" = 1000')

BETWEEN WISCONSIN ST. AND UNION STATION

# RULING AND MAXIMUM GRADES ON THE ILLINOIS DIVISION

DISTRICT	LENGTH OF DISTRICT	LOCATION		N. OR E. BOUND %		S. OR W. BOUND %		LENGTH OF GRADE	REMARKS
		MILE POST	STATION	RULING	MAXIMUM	RULING	MAXIMUM		
CHICAGO	97.83	100	LODA				0.61	2145	
"		98	LODA			0.50		13530	
"		112	RANTOUL	0.55	0.55			5800	
CHAMPAIGN	122.13	171	MATTOON				0.60	2800	
"		175	MAGNET			0.50		8260	
"		176	"	0.30	0.30			16570	
BLOOMINGTON	79.17	136	BARNES	0.67	0.67			7000	
"		95	CHATSWORTH			0.67	0.67	4530	
PONTIAC	41.82	103	SWYGERT		0.72			1800	
"		103	"	0.56				5280	
"		90	GRISWOLD				0.75	2000	
"		100	SWYGERT			0.62		7040	
GILMAN to CLINTON	66.13	136	FULLERTON				1.44	280	
"	"	95	ROBERTS			1.00		3226	
"	"	137	FULLERTON		0.94			640	
"	"	104	MELVIN	0.40				11817	

# RULING AND MAXIMUM GRADES ON THE ILLINOIS DIVISION

DISTRICT	LENGTH OF DISTRICT	LOCATION		N. OR E. BOUND %		S. OR W. BOUND %		LENGTH OF GRADE	REMARKS
		MILE POST	STATION	RULING	MAXIMUM	RULING	MAXIMUM		
CHAMPAIGN — EDGEWOOD LINE	40.03	21	GREENDALE				0.40	3000	
"		39	BLUFORD			0.30		9600	
"		10	CRUSE		0.50			1800	
"		13	BETHEL	0.30				12000	
INDIANAPOLIS	83.76	109	SULLIVAN				1.74	800	
"		100	"		2.30			300	
"		48	UNIONVILLE			1.00		16000	
"		33	DOUBLING TRK.	1.00				2112	
EFFINGHAM	92.95	148	CREEDS		3.18			503	
"		148	"	2.20				4070	
"		153	NEWTON				2.50	280	
"		153	"			1.30		9175	
BLOOMINGTON SOU. BR.	9.16	5	BLOOMINGTON				0.98	1060	
" " "		5	"			0.98		1060	
" " "		0	"		0.15			400	
" " "		0	"	0.15				400	
RANTOUL	52.41	23	FISHER				1.57	300	
"		41	GIFFORD			0.76		5000	
"		12	LAURETTE		1.72			400	
"		38	DILLSBURG	1.27				3500	

## OWNERSHIP OF RAILROAD CROSSINGS ON THE ILLINOIS DIVISION

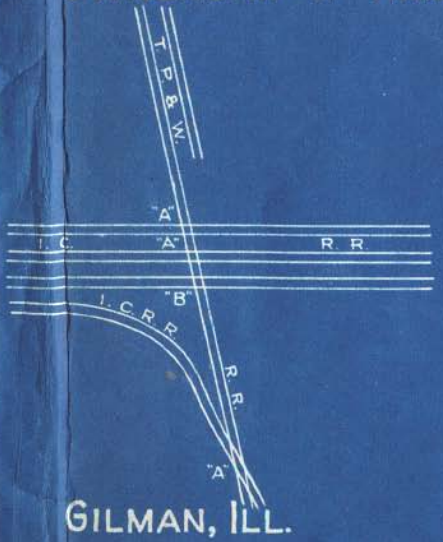
DISTRICT	NAME OF ROAD	STATION	MILE	KIND	MAINTAINED BY
CHICAGO	C.M.St.P.&P.R.R.	PEOTONE	42	OVERHEAD	
"	N.Y.C.R.R.	KANKAKEE	56	GRADE	I.C. 50% BILL N.Y.C. 50%
"	C.C.C.&St.L.R.R.	KANKAKEE	56	"	C.C.C.&St.L.R.R.
"	T.P.&W.R.R.	GILMAN	82	"	I.C. 2-XINGS-T.P.&W. 1-XING
"	L.E.&W.R.R.(N.Y.C.&St.L.R.R.)	PAXTON	103	OVERHEAD	
CHAMPAIGN	C.C.C.&St.L.R.R.	CHAMPAIGN	128	GRADE	I.C.#2,3&4-C.C.C.&St.L.#1
"	WABASH R.R.	CHAMPAIGN	128	"	I.C.#3&4-WABASH#1&2
"	WABASH R.R.	TOLONO	138	"	I.C.N.B.&1/2S.B.-WABASH 1/2S.B.
"	C.&E.I.R.R.	TUSCOLA	150	"	C.&E.I.R.R.
"	B.&O.R.R.	TUSCOLA	150	"	I.C.N.B.-B.&O.S.B.
"	PENN.R.R.	ARCOLA	158	"	I.C.N.B.-PENN.S.B.&ST.
"	C.C.C.&St.L.R.R.	MATTOON	173	OVERHEAD	
"	T.St.L.&W.R.R.(N.Y.C.&St.L.)	NEOGA	185	GRADE	T.St.L.&W.R.R.
"	VANDALIA R.R.(PENN.R.R.)	EFFINGHAM	200	"	I.C.2-XINGS-VANDALIA 4-XINGS
"	B.&O.S.W.R.R.(B.&O.R.R.)	EDGEWOOD	215	"	I.C.N.B.-B.&O.S.W.S.B.
"	C.&E.I.R.R.	KINMUNDY	230	"	C.&E.I.R.R.
"	B.&O.S.W.R.R.(B.&O.R.R.)	ODIN	245	"	I.C.R.R. BILL B.&O.S.W. 1/2 OF W.XING
" (EDGEWOOD LINE)	B.&O.S.W.R.R.(B.&O.R.R.)	GREENDALE	21	OVERHEAD	
BLOOMINGTON	T.P.&W.R.R.	CHATSWORTH	98	GRADE	I.C.R.R.
"	WABASH R.R.	RISK	106	"	I.C.R.R.
PONTIAC	WABASH R.R.	SCOVEL	94	GRADE	I.C.R.R.
"	WABASH R.R.	PONTIAC	106	"	I.C.R.R.
"	C.&A.R.R.	PONTIAC	106	"	I.C.R.R. 1-XING-C.&A. 1-XING



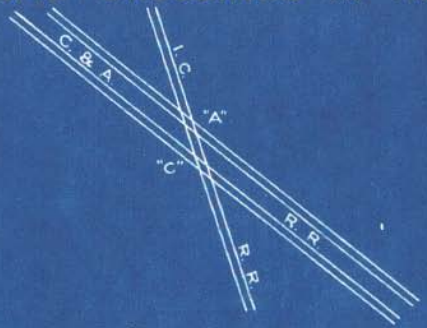
# OWNERSHIP OF RAILROAD CROSSINGS ON THE ILLINOIS DIVISION

DISTRICT	NAME OF ROAD	STATION	MILE	KIND	MAINTAINED BY
GILMAN-CLINTON	T.P.&W.R.R.	GILMAN	82	GRADE	I.C.R.R.
"	WABASH R.R.	GIBSON CITY	111	"	I.C.R.R.
"	L.E.&W.R.R.(N.Y.C.&St.L.)	GIBSON CITY	111	"	I.C.R.R.-BILL L.E.&W. 1/2
"	I.C.R.R.	LAURETTE	124	"	I.C.R.R.
"	C.C.C.&St.L.R.R.	FARMER CITY	131	"	I.C.R.R.
RANTOUL	I.C.R.R.	LAURETTE	13	GRADE	I.C.R.R.-ILLINOIS DIV.
"	WABASH R.R.	LOTUS	18	"	I.C.R.R.
"	C.&E.I.R.R.	ARMSTRONG	47	OVERHEAD	
INDIANAPOLIS	INDIANAPOLIS UNION R.R.	INDIANAPOLIS	2	OVERHEAD	
"	I.C.R.R.	BLOOMFIELD	83	GRADE	I.C.R.R.
"	C.I.&L.RY.	BLOOMINGTON	57	OVERHEAD	
"	C.C.C.&St.L.R.R.	ELLISTON	85	SUBWAY	
"	I.&V.R.R.(PENNA.R.R.)	SWITZ CITY	90	GRADE	I.C.R.R.
"	C.M.St.P.&P.R.R.	LINTON	96	"	C.M.St.P.&P.R.R.
"	C.I.&L.RY.	VICTORIA	98	"	C.I.&L.RY.
"	C.&E.I.R.R.	SULLIVAN	110	"	I.C.R.R.
EFFINGHAM	C.C.C.&St.L.R.R.	ROBINSON	130	GRADE	I.C.R.R.
"	I.C.R.R.	NEWTON	154	"	I.C.R.R.

# OWNERSHIP OF RAILROAD CROSSINGS ON THE ILLINOIS DIVISION



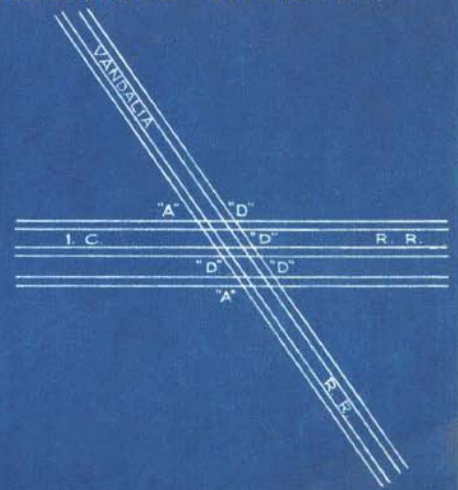
GILMAN, ILL.



PONTIAC, ILL.



CROSSINGS	MAINTAINED BY
"A"	I.C.R.R.
"B"	T.P.&W.R.R.
"C"	C.&A.R.R.
"D"	VANDALIA R.R.



EFFINGHAM, ILL.

The image shows the front cover of a book. The cover is a deep blue color. In the center, there is a large, light-colored diamond shape. Inside this diamond, a horizontal dark blue band contains the text "ILLINOIS CENTRAL" in white, uppercase, sans-serif font. The diamond is outlined by a thin white border. The entire central design is enclosed within a larger, double-lined white border that has decorative, rounded corners. The book's spine is visible on the right side.

ILLINOIS CENTRAL