

J. H. B.

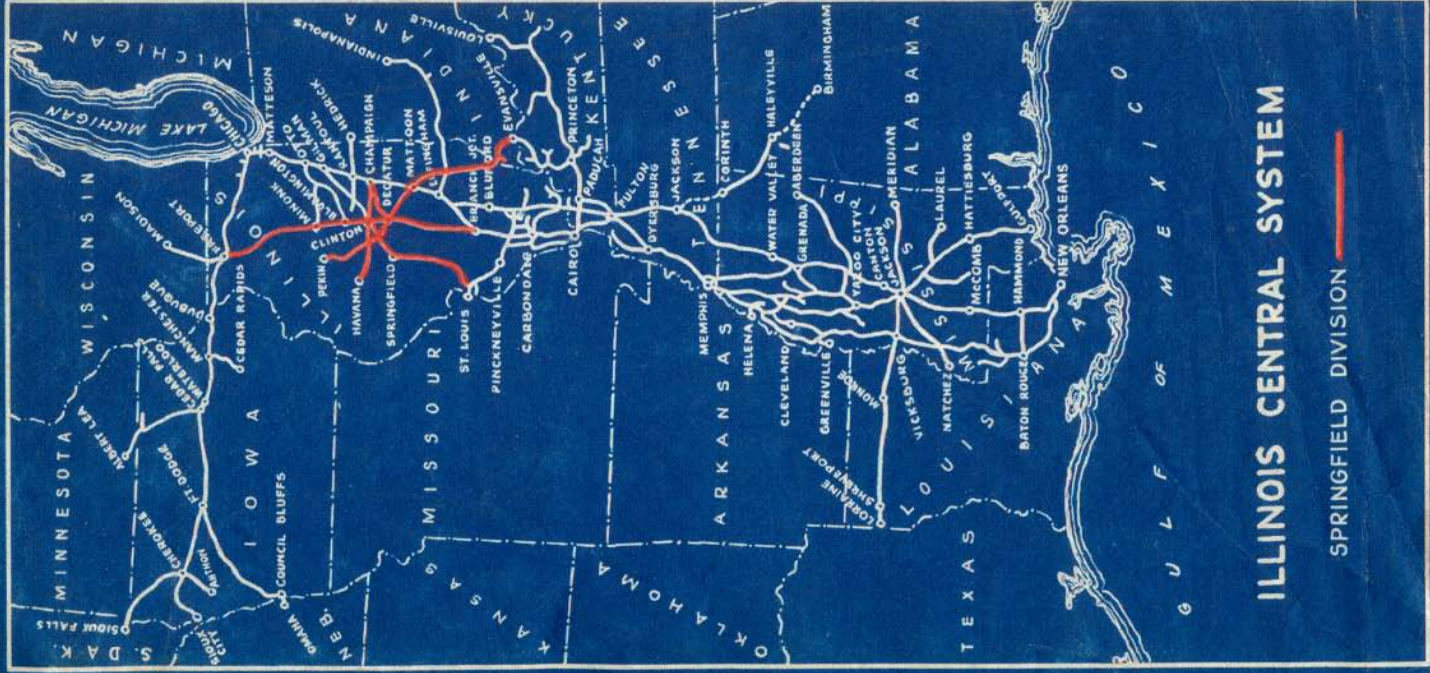
ILLINOIS CENTRAL SYSTEM

SPRINGFIELD DIVISION

CONDENSED PROFILE

1944

OFFICE OF CHIEF ENGINEER, CHICAGO, ILLINOIS



ILLINOIS CENTRAL SYSTEM












SPRINGFIELD DIVISION

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EXPLANATIONS

SIGNAL KEY

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

NOTE: - SIGNALS ALWAYS SHOWN IN
NORMAL POSITION

WORKING QUADRANT OF DANGER
SIGNALS SHOWN THUS



HIGH WATER MARK SHOWING
YEAR AND ELEVATION IN FEET
ABOVE OR BELOW TOP OF
RAIL H.W.M. - T.R.
BILOXI DATUM. + T.R.

PIPE CULVERTS SHOULD NOT
BE SHOWN IN THIS BOOK

EXPLANATIONS

ABBREVIATIONS USED ON RAIL CHARTS

FR	INDICATES	ILLINOIS	STEEL	CO.	FRICITIONLESS	O.H. PROCESS	1ST.	QUALITY
"S"	"	"	"	"	A.S.C.E.	BESSEMER	"	"
S.C.	"	"	"	"	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.	"	"	"
M.B.A.	"	MARYLAND STEEL	"	"	A.R.A.	BESSEMER	"	MAYARI
C	"	CARNEGIE	"	"	A.S.C.E.	"	"	"
CAM. 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	"	CO.	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 50A₂

|| CR - 34) = YEAR ROLLED

|| (Rel. 34) = YEAR RELIEVED

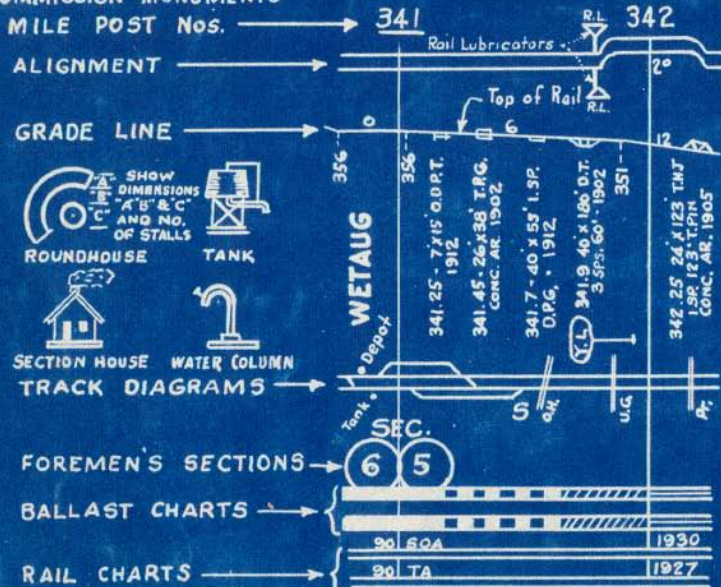
|| (Swd. 34) = YEAR SAWED

|| "FIS" = FISSURE

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

EXPLANATIONS

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



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.

STREET OR PUBLIC ROAD }
CROSSINGS

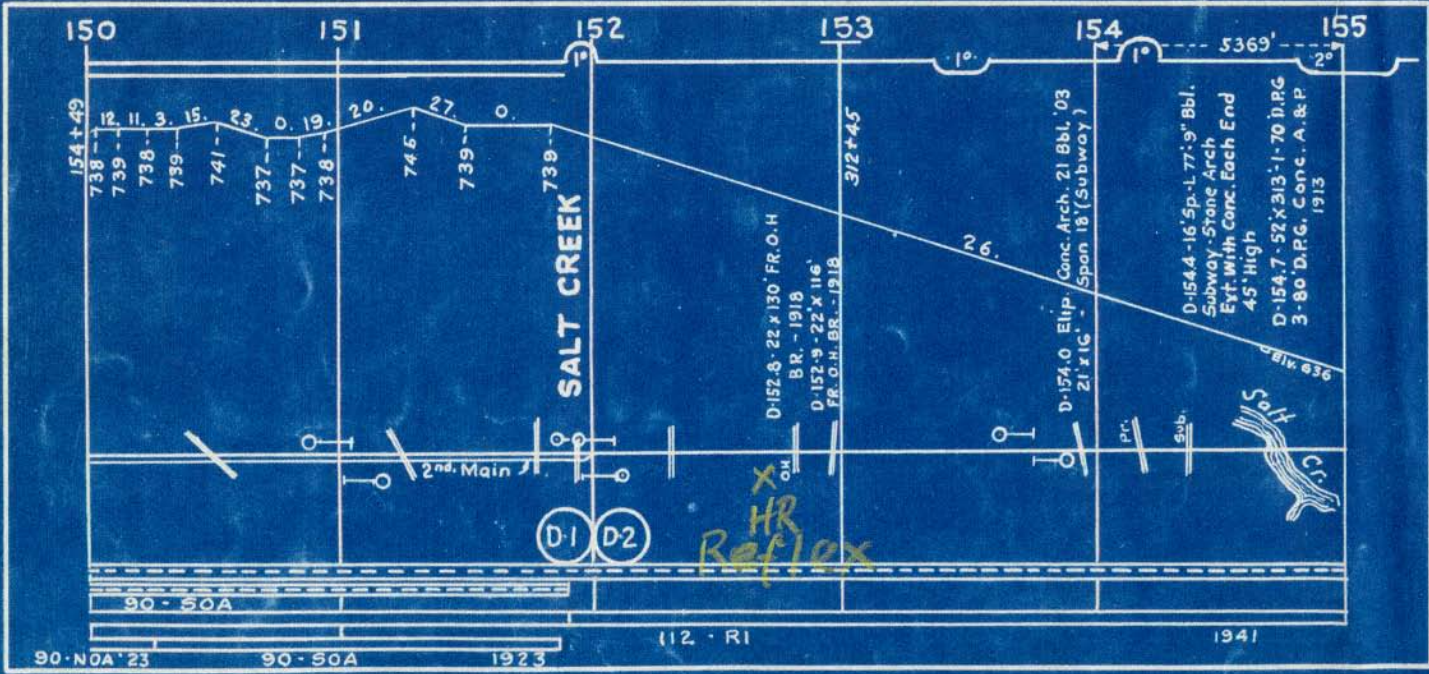
PRIVATE CROSSINGS ARE MARKED

OVERHEAD	"	"	Pr.
UNDER GRADE	"	"	QH.
SPRING SWITCHES	"	"	U.G.
			S

KEY TO BALLAST CHART

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

← TO CLINTON



155 156 157 158 159 160

2° 2° 1°

INTERLOCKER TOWER
16 LEVER FRAME
10 WORKING LEV. W. ELECTR
S & F. MACHINE - 1904

Subway
D-155.4-16'X21' FLAT TOP
16' CONC. ARCH SUBWAY
1903

471+61
636

D-156.2
FL. TOP
CONC. AR. 1911

651-28
653
6 Flashing Light Signals
KENNEY
(POP-504)
Tower
C.L. 356'

VAND.
DEPOT
I.C. DEPOT
1872
VAND. DEPOT

648
Jordan Sp
City Limits
Pr. Johnson

Driveway

641

638

637

635

633

624

624

625

D2 D3

112 RI 1941

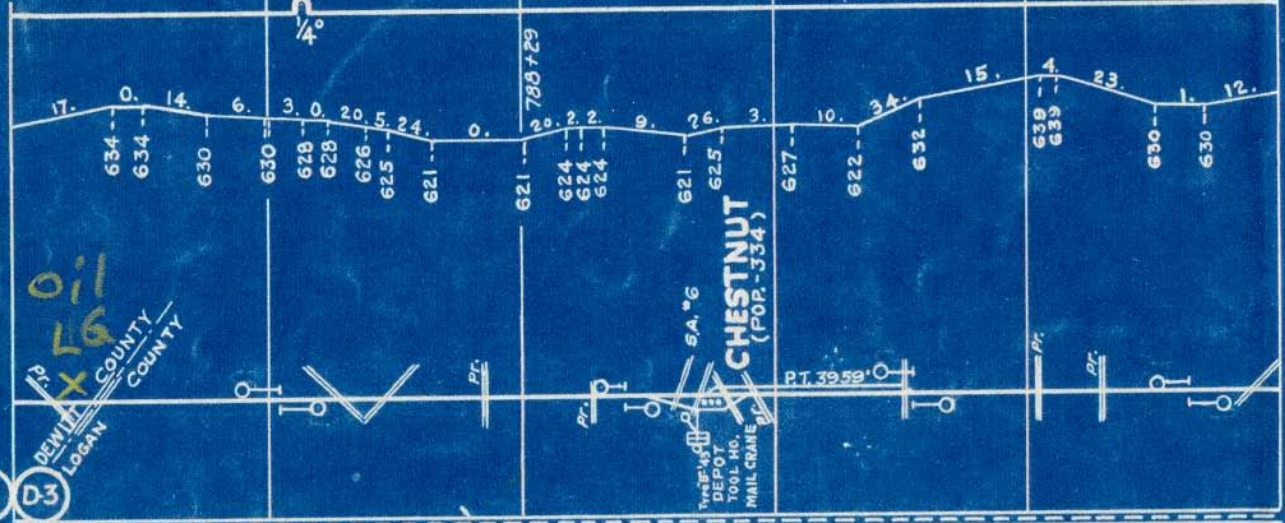
112 RS 1939

112 RI 1941

112 RI 1936

← TO CLINTON

160 161 162 163 164 165

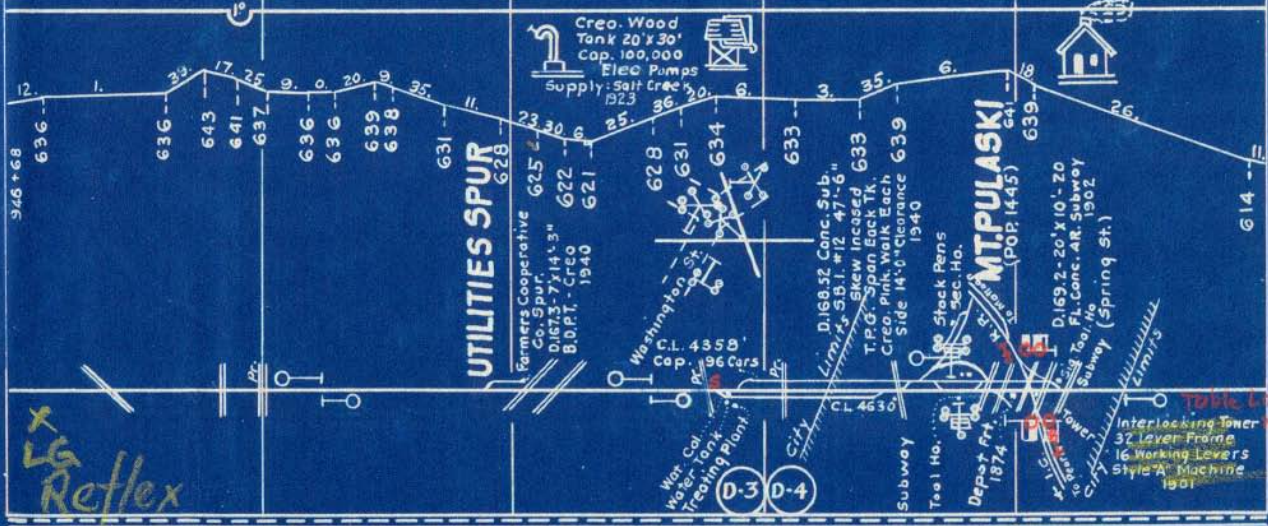


Oil
LG
DEWITT COUNTY
LOGAN COUNTY

D2
D3

112	RI	CH	1936	112 · MIXED R5 - NH & RI · CH	1936
-----	----	----	------	-------------------------------	------

165 166 167 168 169 170



112-RS-NH & RI-CH 36

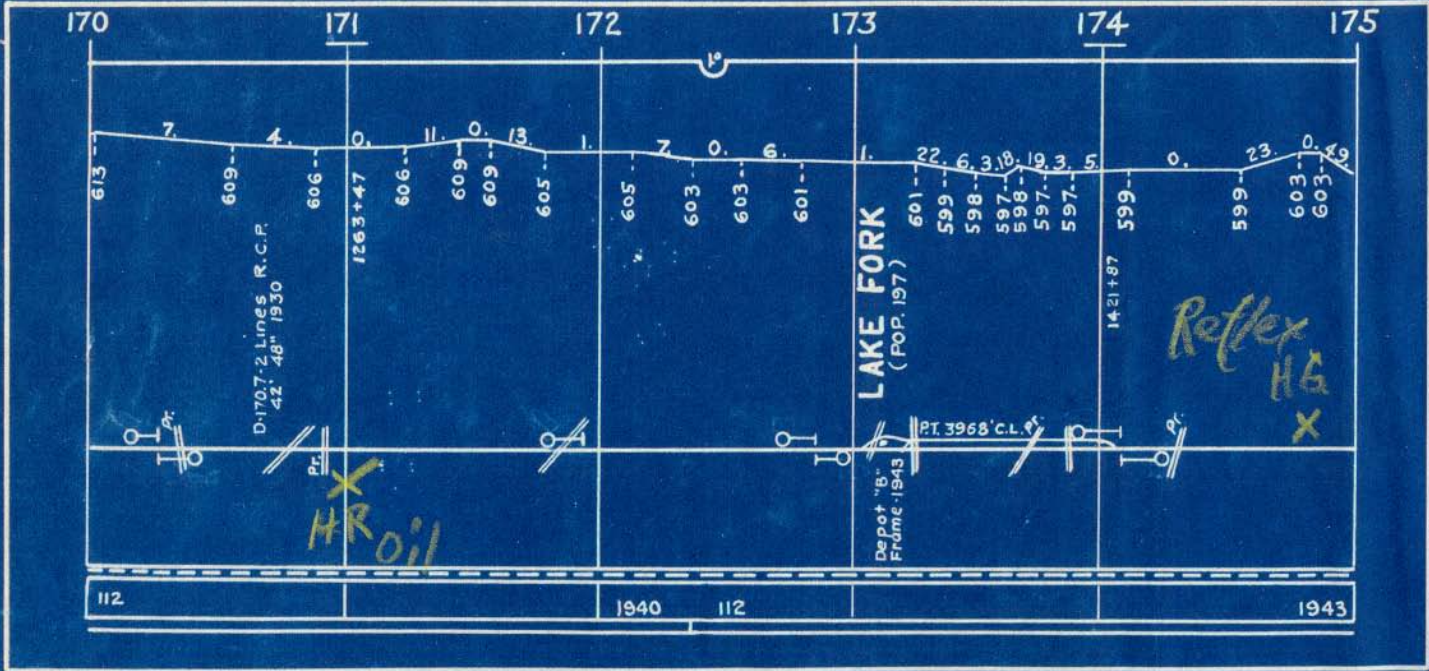
112

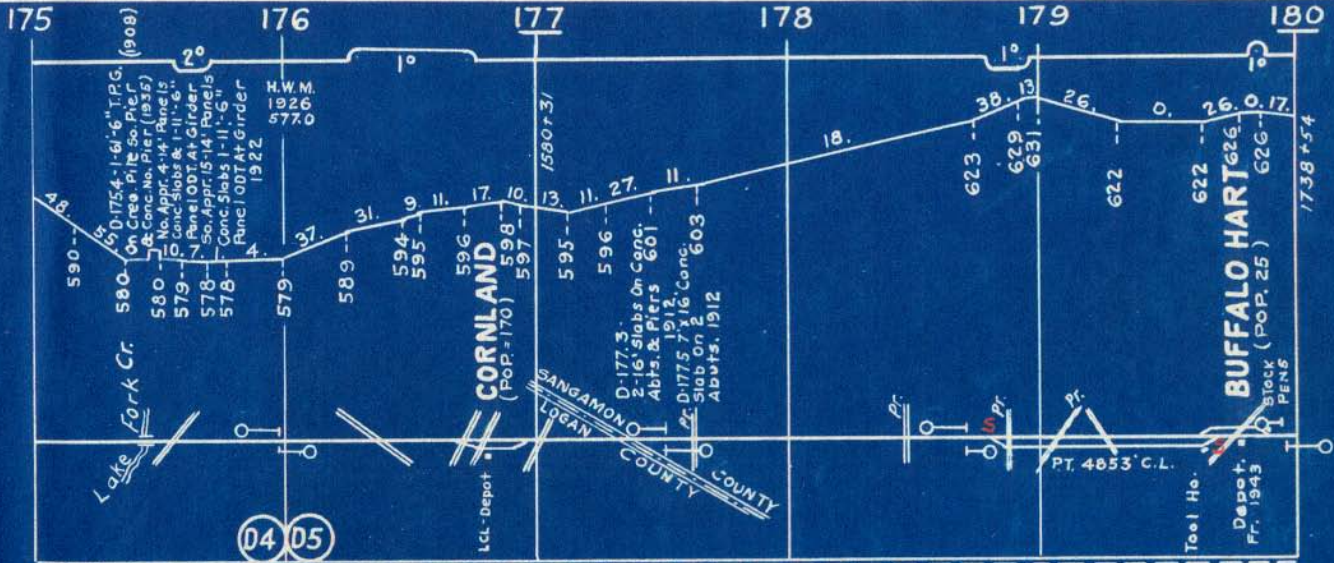
1940

x LG Reflex

Table Lever mach. in Depot

D-3 D-4

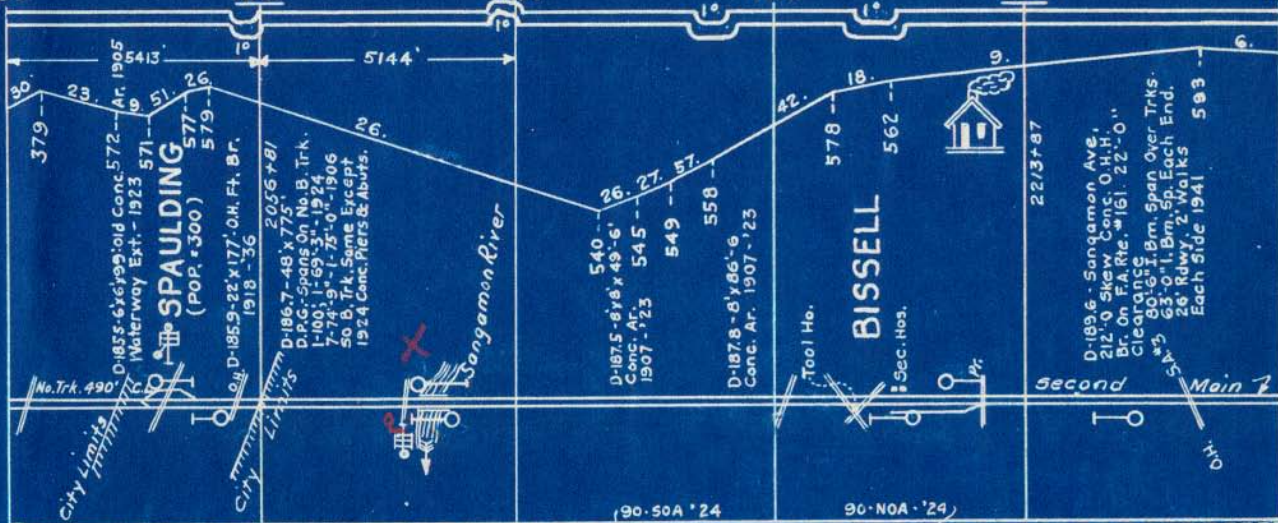




04 05

112		1943	90-50A'25	90-N0A'27	90-50A'27	90-50A'27

185 186 187 188 189 190



BISSELL

Sangamon River

D-1896 - 8' x 8' 6" - 6'
Conc. Ar. 1907 - '23

D-1878 - 8' x 8' 6" - 6'
Conc. Ar. 1907 - '23

D-1867 - 48' x 775'
D.P.G. Spans On No. B. Trk.
1-100, 1-69, 3"-1924
7-74-9" - 1-75'-0" - 1906
50 B. Trk. Same Except
1924 Conc. Piers & Abutts.

D-1855 - 6' x 6' 9" - 9" old Conc. 572 - Ar. 1905
Waterway Ext. - 1923

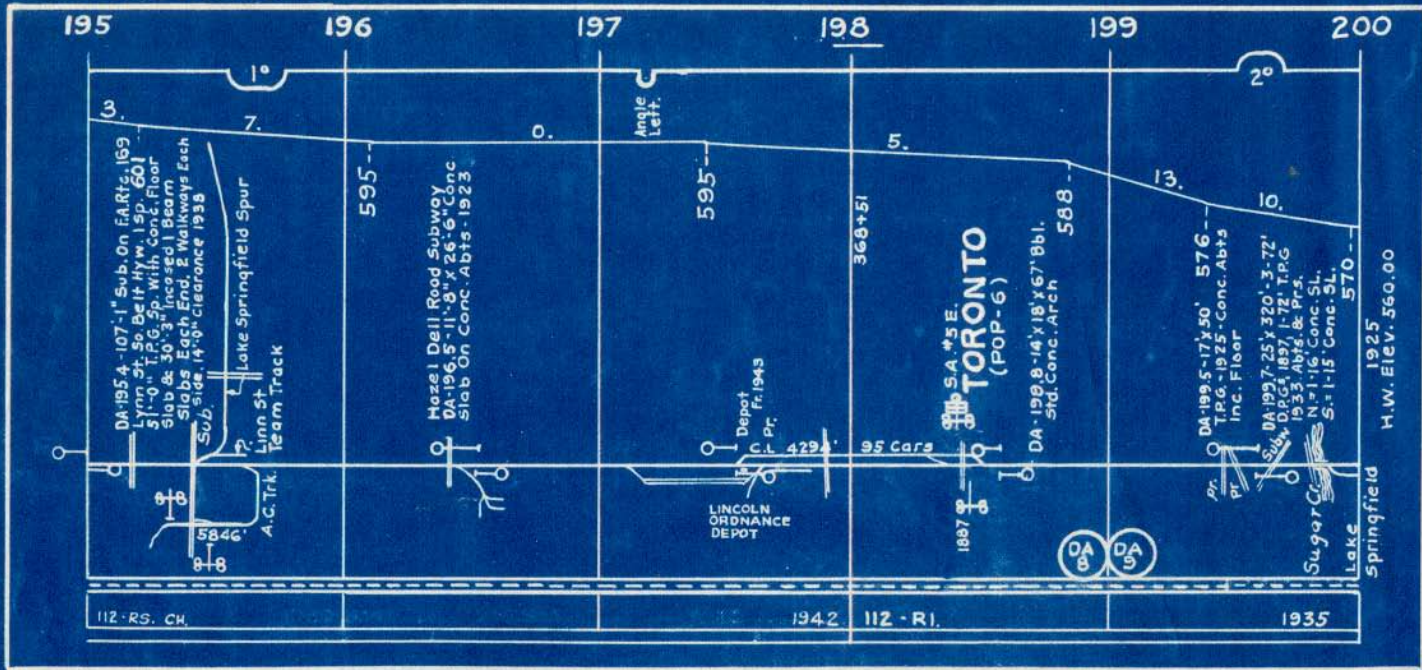
D-1859 - 22' x 177' - 0" H. Ft. Br.
1918 - 36

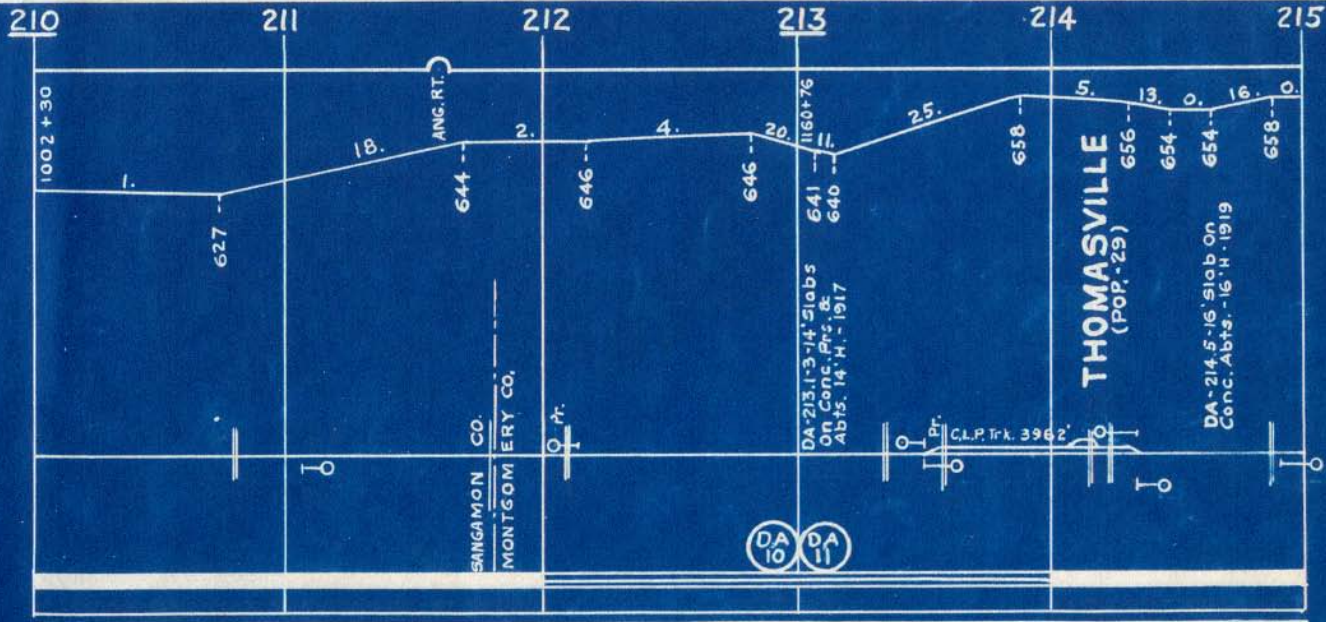
D-1896 - Sangamon Ave.
212'-0" Skew Conc. O.H.M.
Br. On F.A. Rte. #161. 22'-0"
Clearance

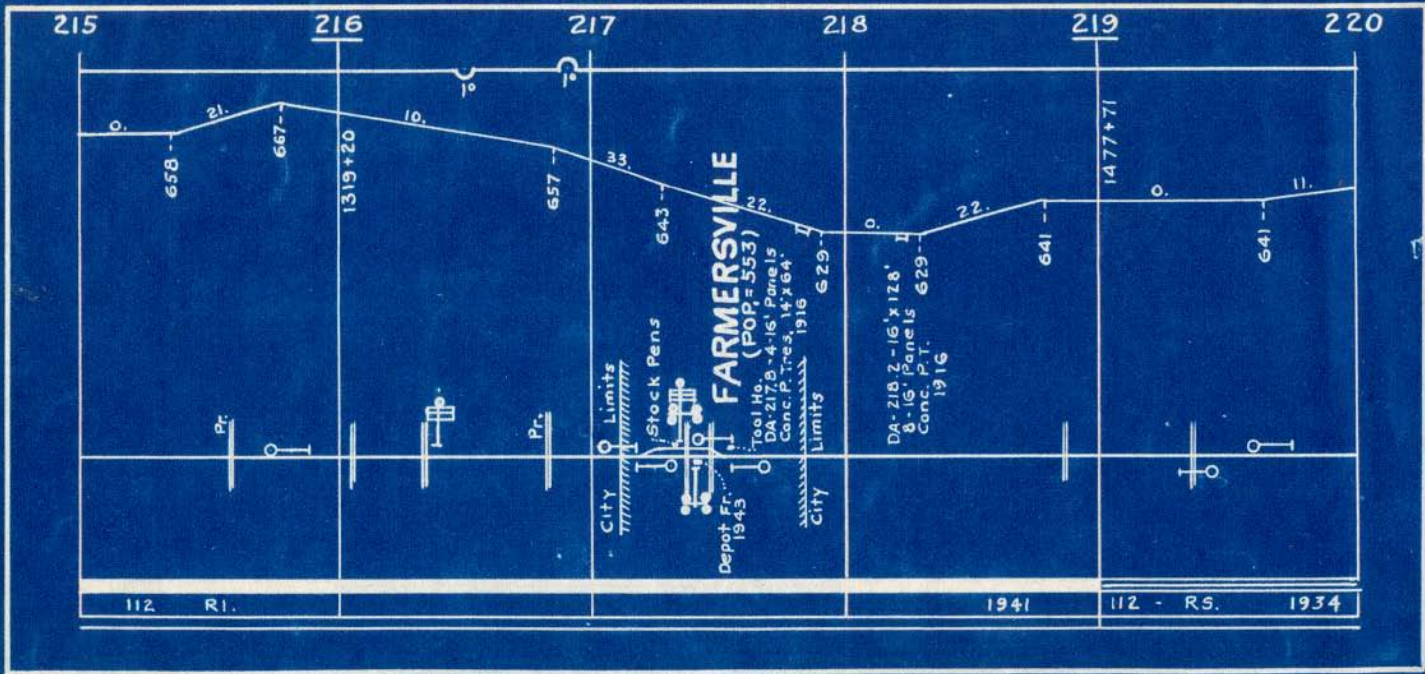
80'-6" I. Bm. Span Over Trks.
63'-0" I. Bm. Sp. Each End.
26' Rdwy. 2' Walks
Each Side 1941

90-50A '27	90-50A	'25	90-N0A '24	90-50A	'24	90-50A	1924
90-N0A '24	90-50A	'24	90-N0A	'24	90-50A-24	90-N0A-27	
90-50A '24			90-N0A-24	90-N0A-28	90-50A		1927

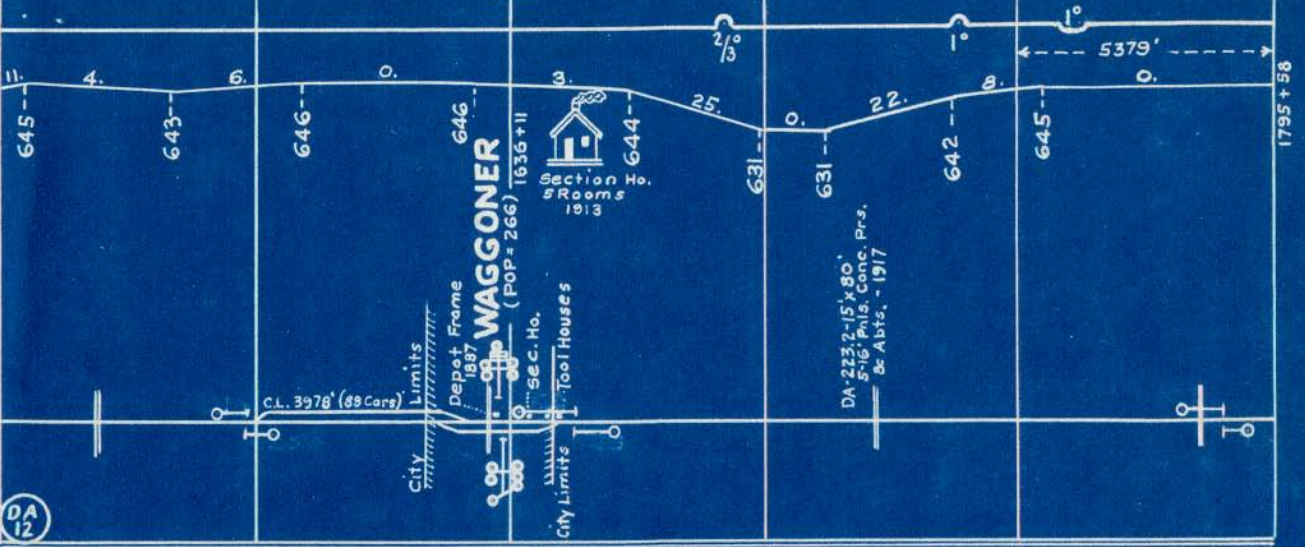
90-50A-24





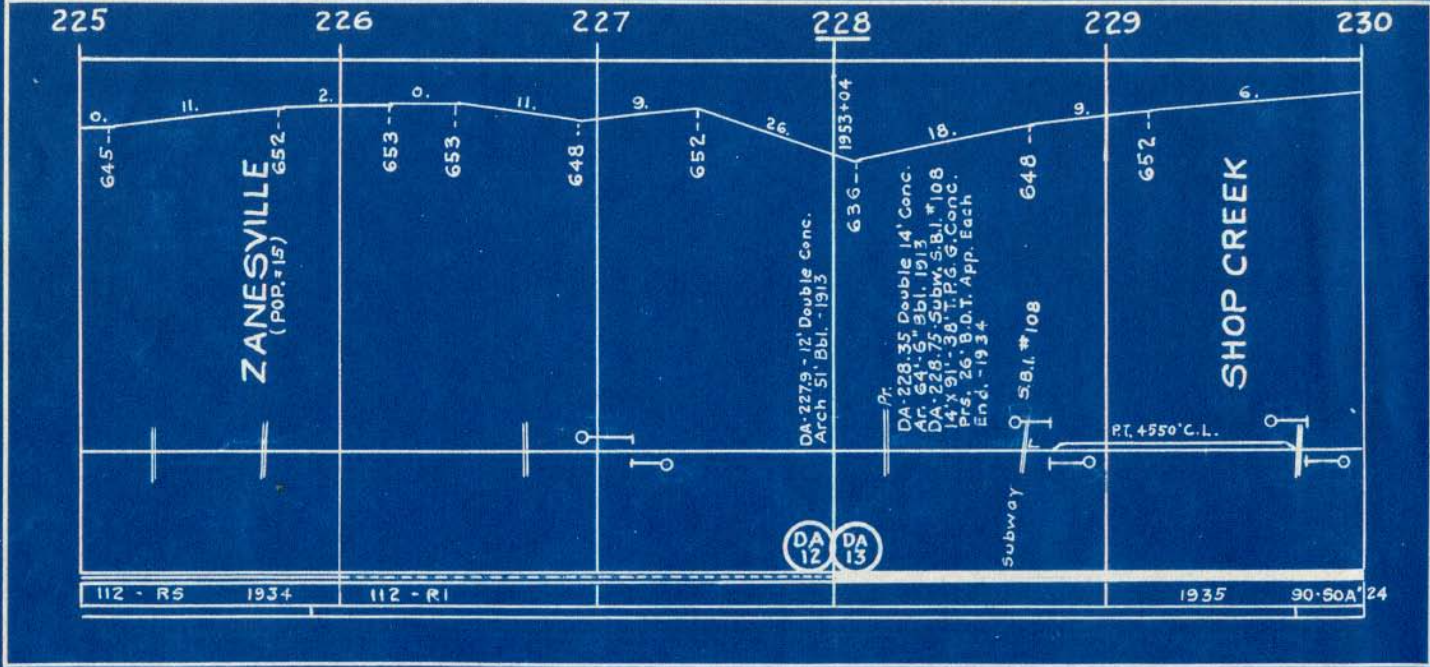


220 221 222 223 224 225

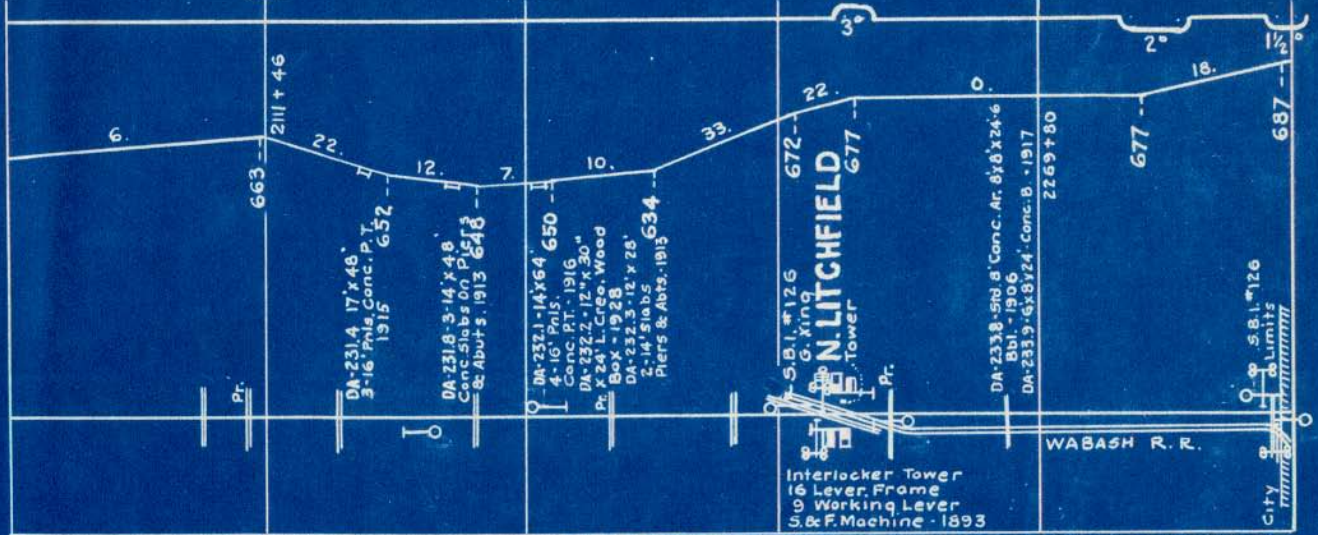


DA 11 DA 12

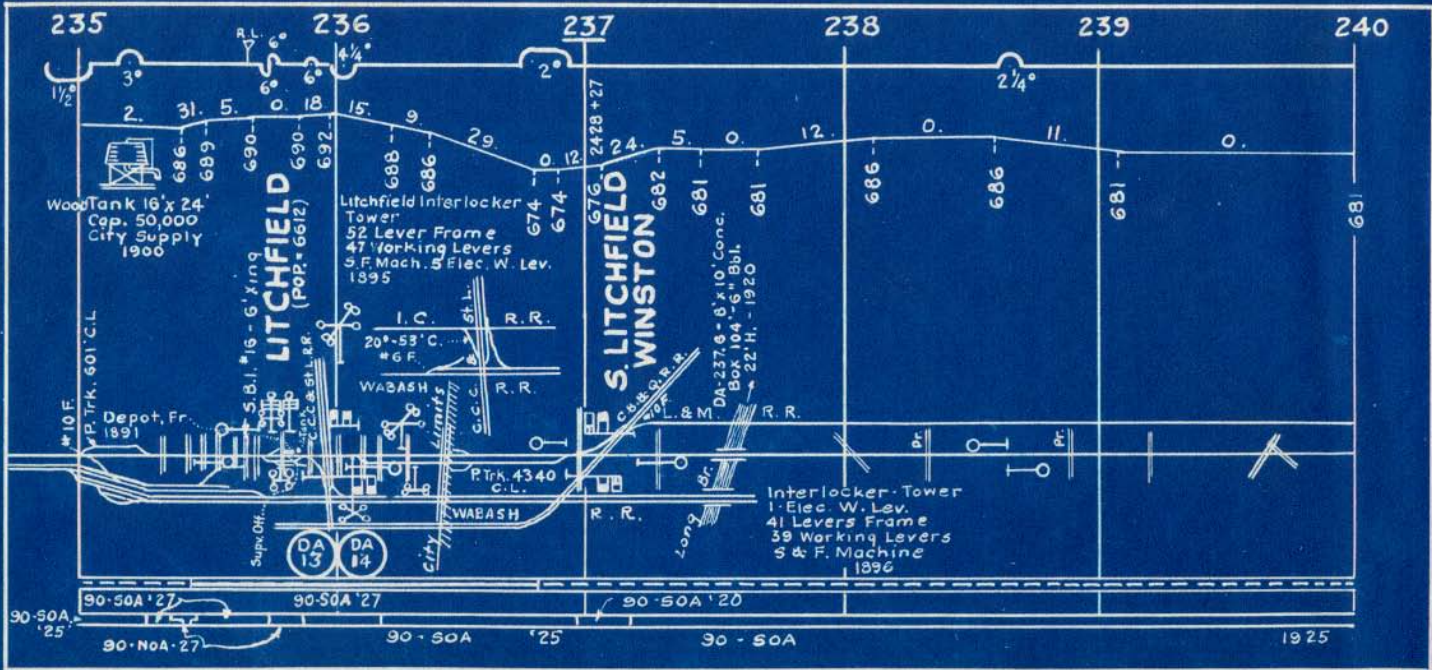
112 R5 1934



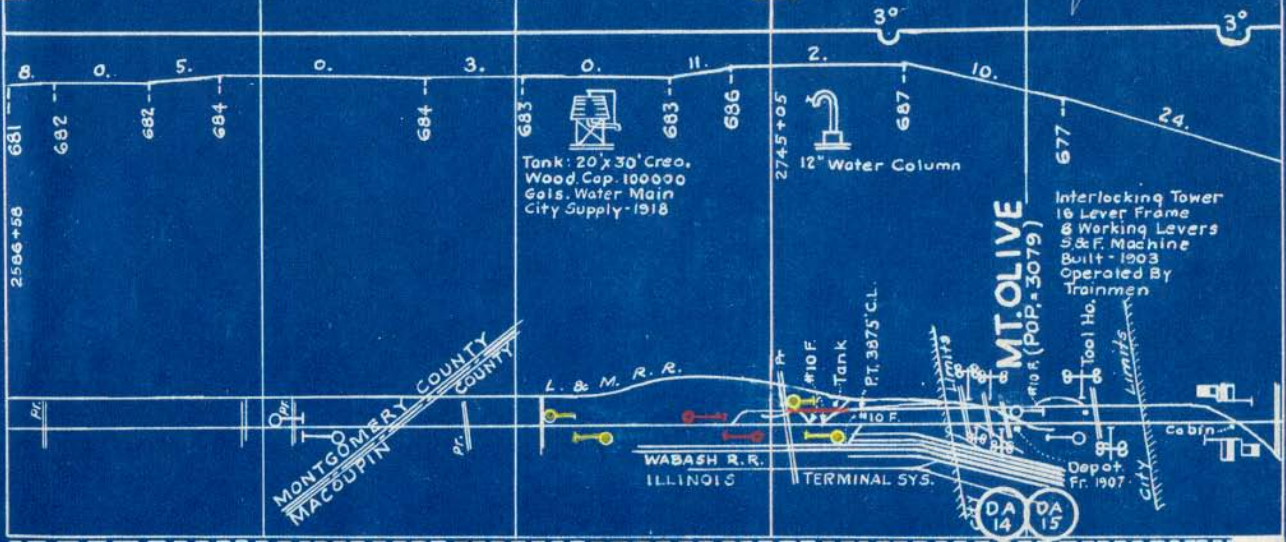
230 231 232 233 234 235



90-NOA 1927 90-50A '27 90-50A '21 90-50A-20 90-NOA '27 90-TA-29 110-NOA-32 90-50A 1925

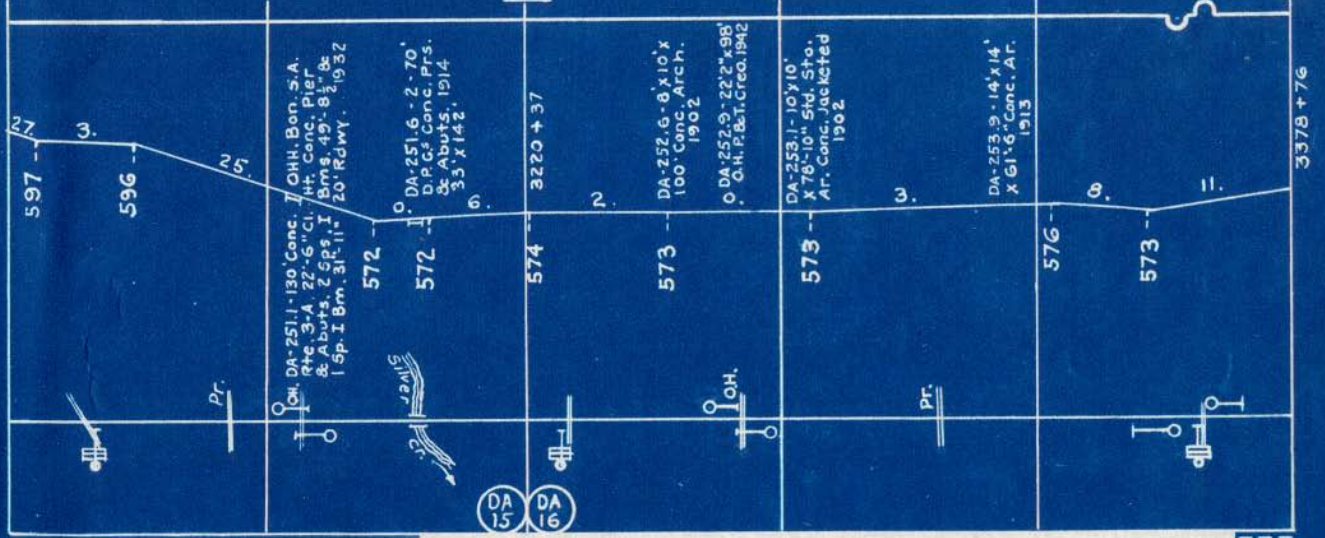


240 241 242 243 244 245



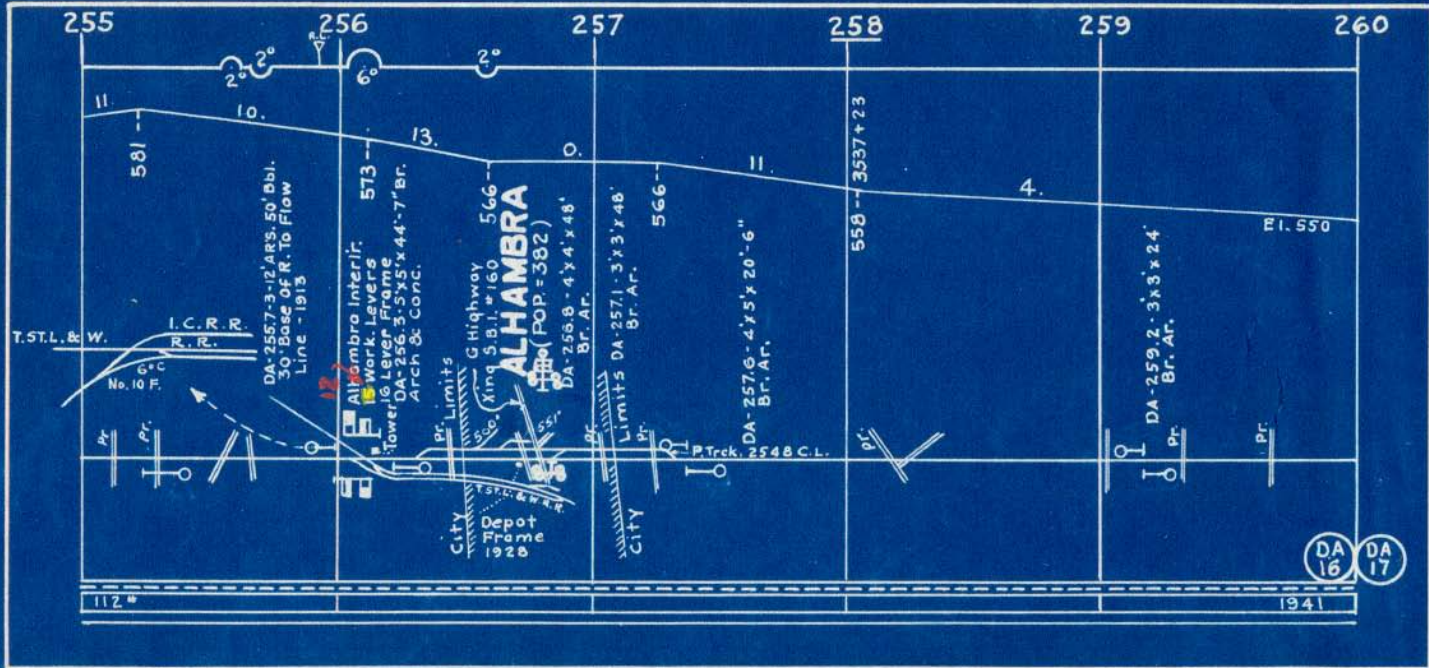
30 - 50A 1925 112 1943 112-R5-CM-1942

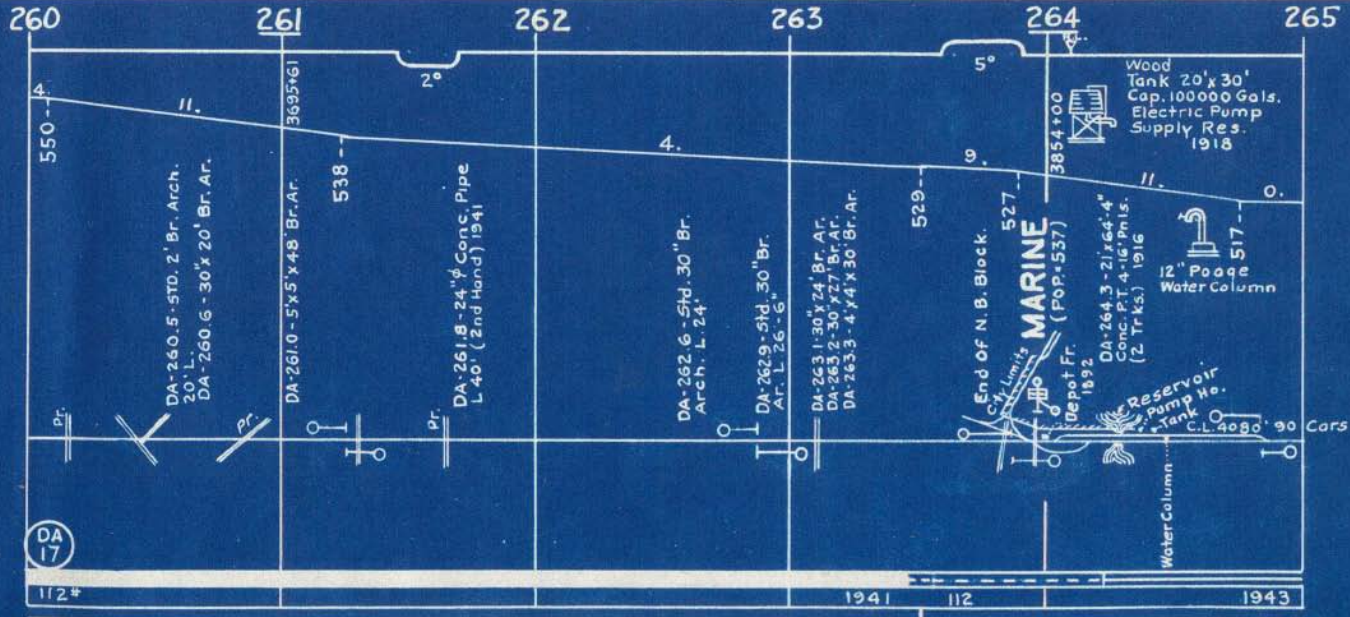
250 251 252 253 254 255



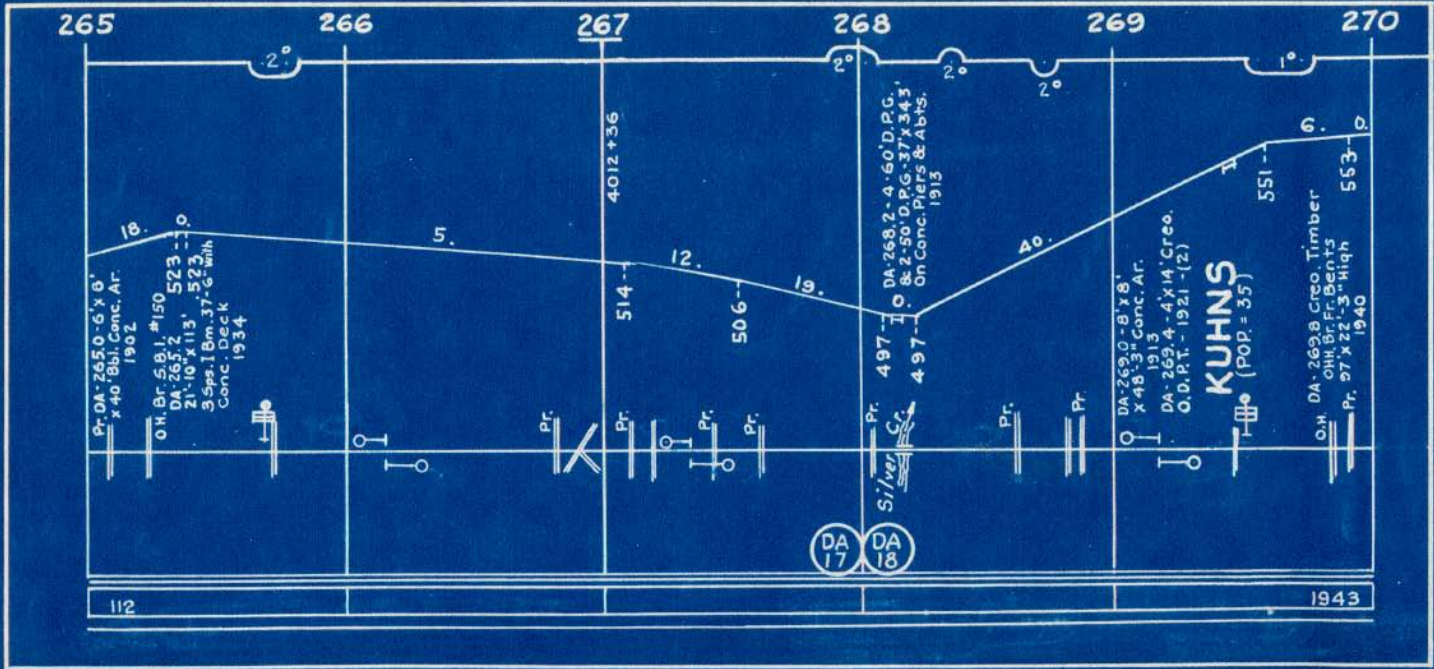
112 1940 112 - R1 1935 112 + 1941

DA 15 DA 16

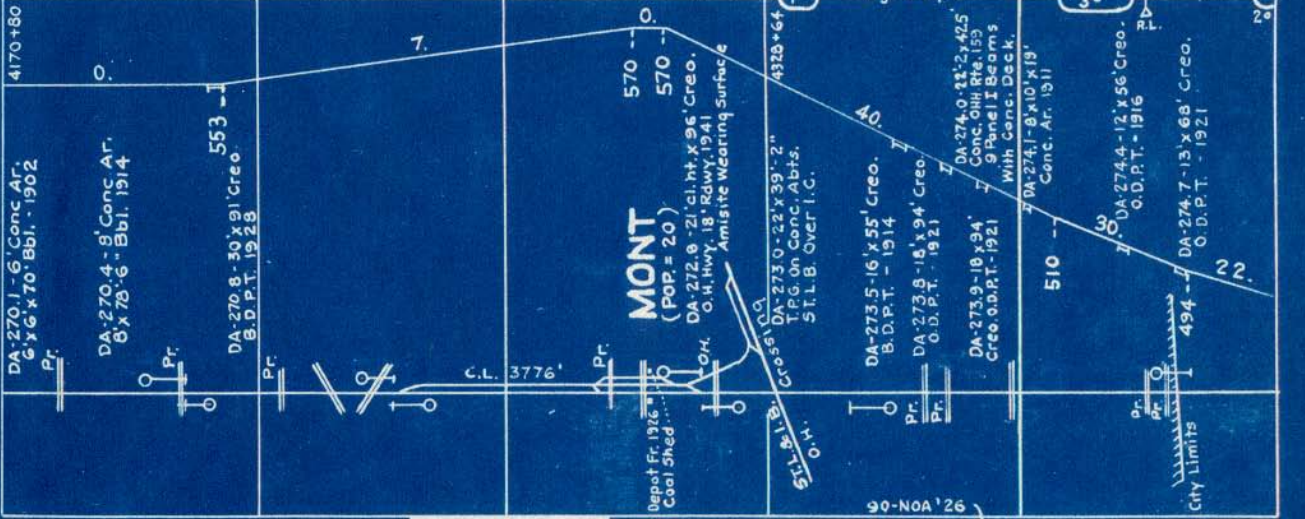




DA 17

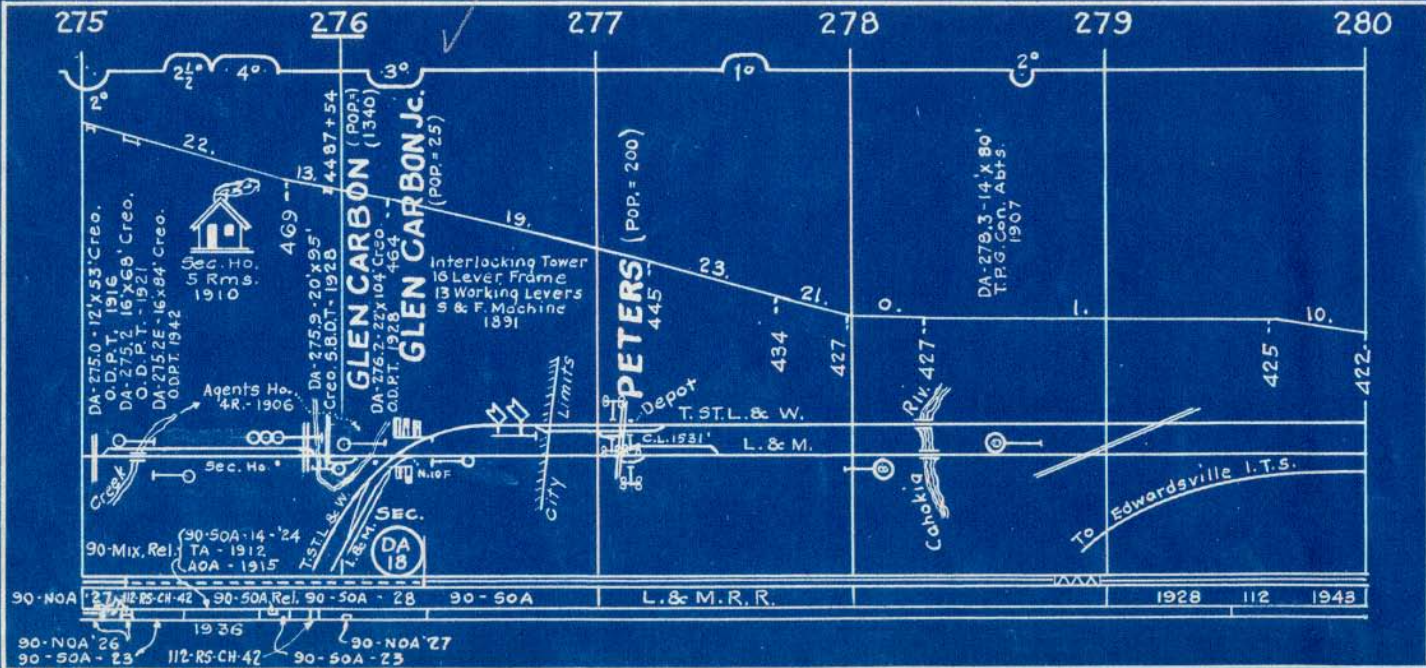


270 271 272 273 274 275



112

1943 90 50A 1921 90 50A 28 90 NOA 26 90 50A 27 90 50A 28 90 NOA 26 90 50A 27 90 50A 28 90 NOA 26 90 50A 27 90 50A 28 90 NOA 26 90 50A 27 90 50A 28



280 281 282 283 284 285

STALLINGS 422
(POP. = 100)



3.

DA 281.1 - 379'-9" Skew Cong.
OHH. Br. On S.A. Rte. # 30 (FA # 132)
Over Ill. Term. I.C. L & M. &
NYC & St. L. R. R. 22'-2"
Cl. Ht. 6 Panels 1 Beam 5
With Conc. Deck. 26' Driveway
4' Walks Each Side 418

BARCO

T. ST. L. & W. R. R.

L. & M. R. R.

ALTON & SOU. R. R.

424
424
418

Colored Ltg. Signals

284.83 End Springfield Div.
ALTON & SOU. R. R.

Tank Depot

I.I.S. Conn.

C.L. 8400

I.T.S.
To Madison

Connection To St. Louis
Coke Co's Tracks
1537
1357

I.C. Storage Tracks
Length 3645' - Cl. 3045'

112

(L. & M. R. R.)

1943

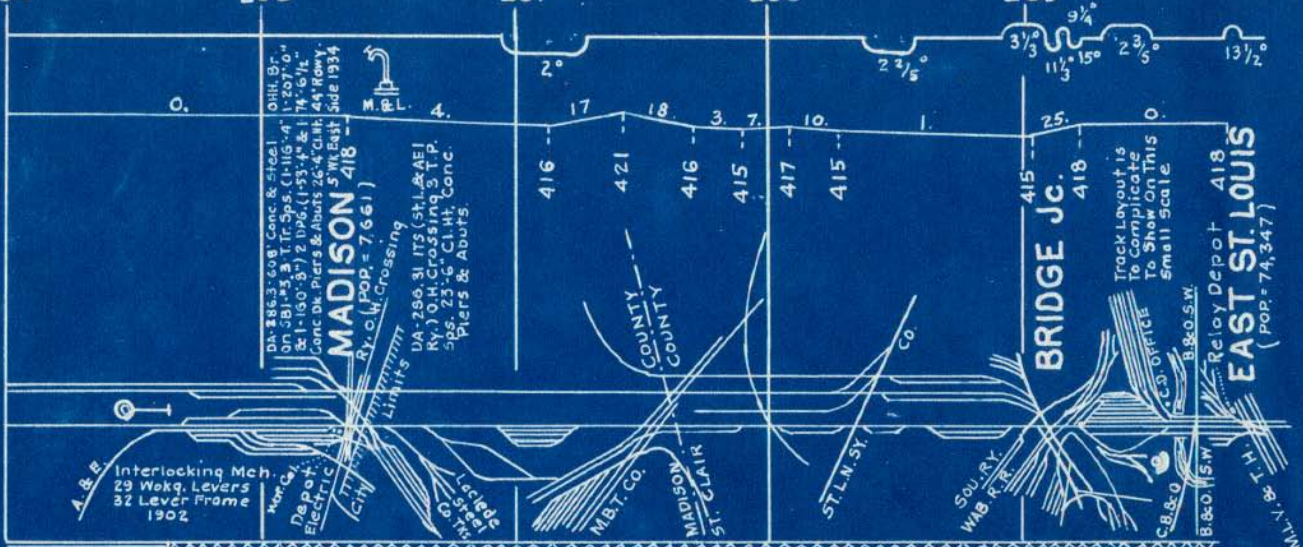
285

286

287

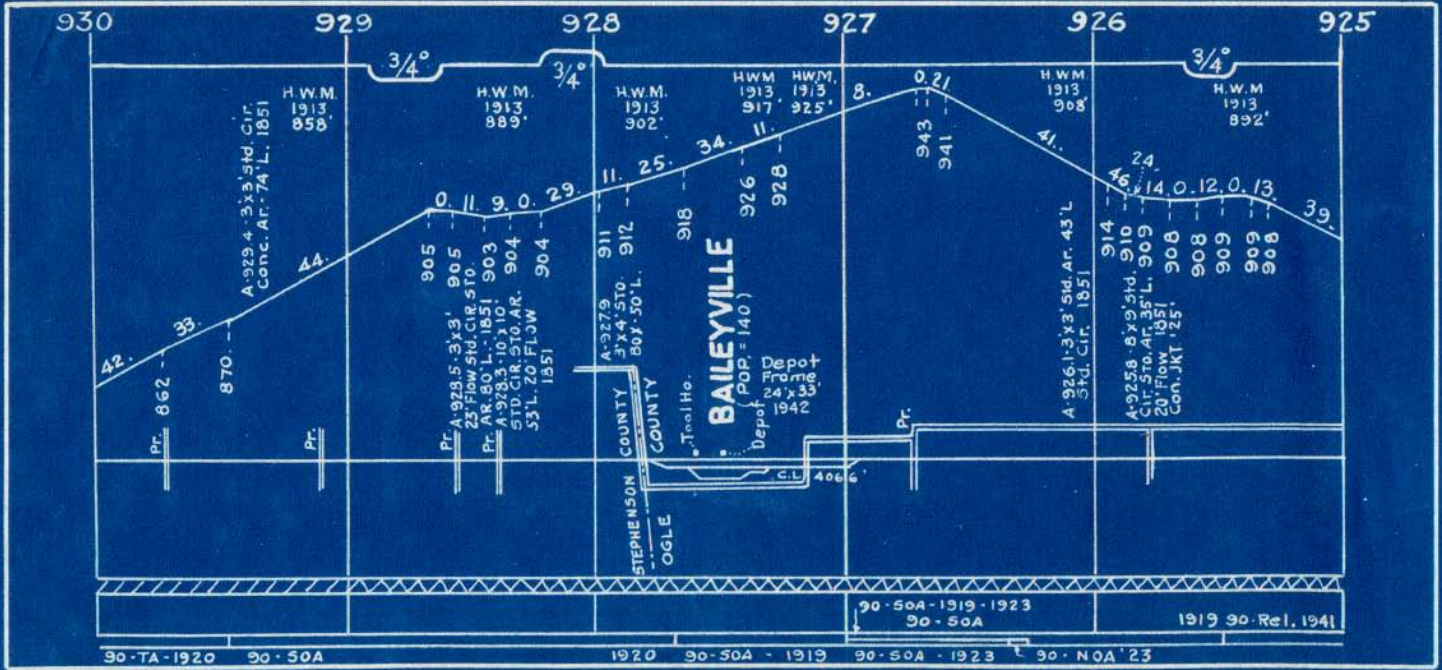
288

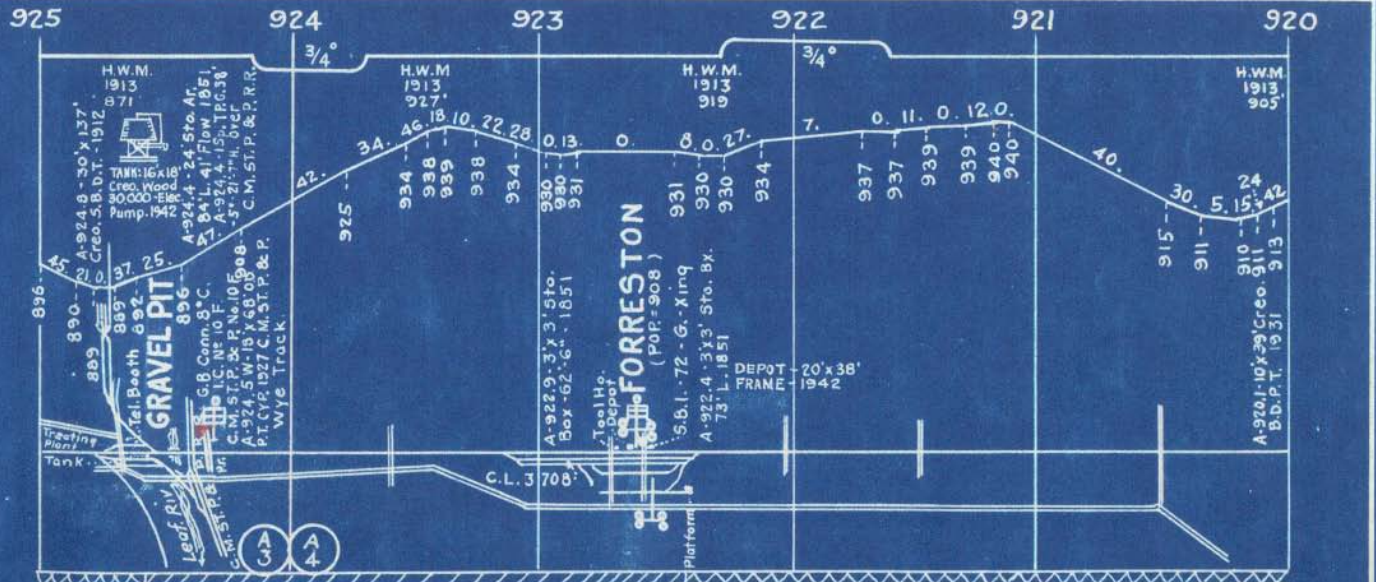
289



90-50A 1927

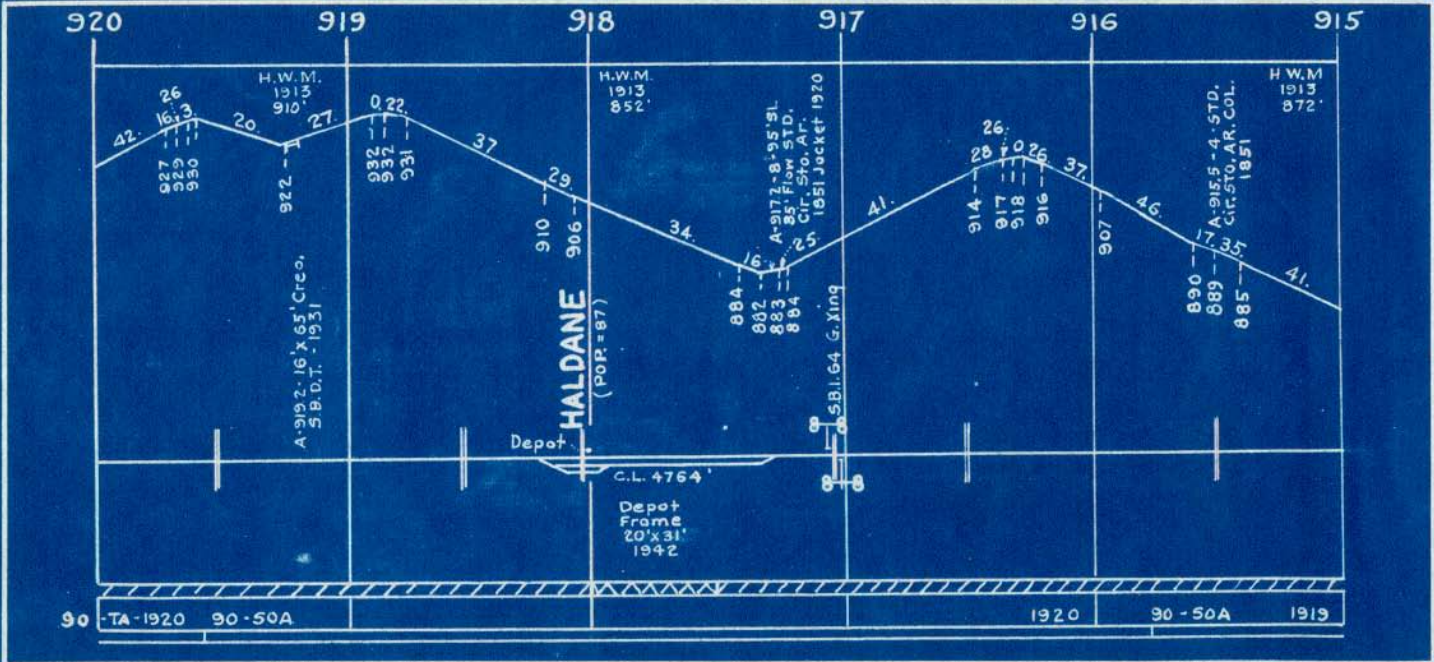
(L. & M. R. R.)



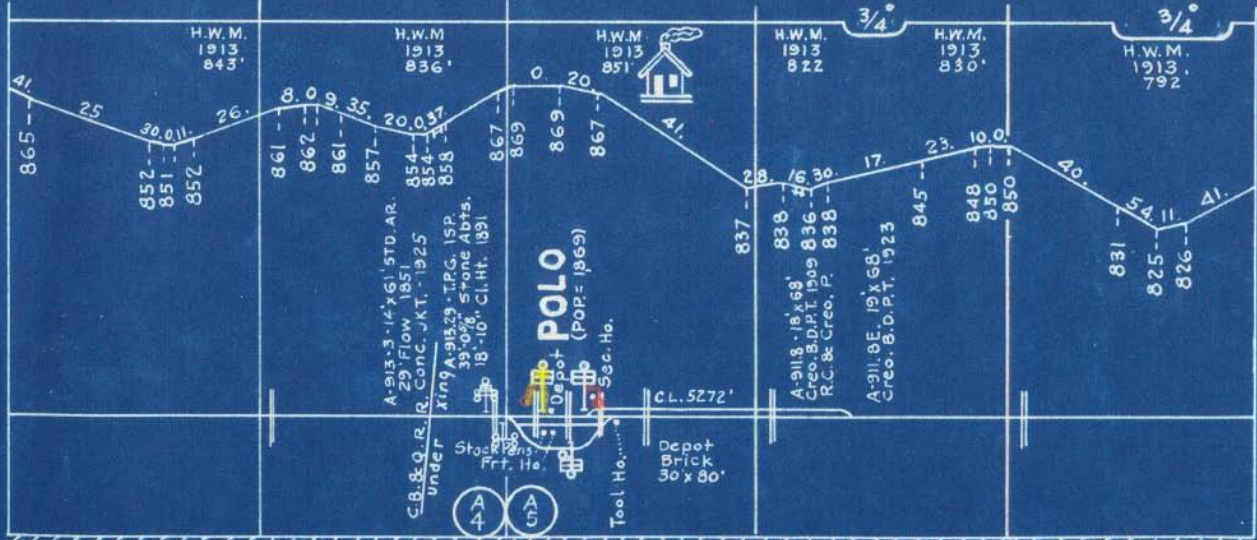


90 Rel. 41 90 50A

1919 90-TA - 1920



915 914 913 912 911 910



A 4 A 5

90-TA '20

90-50A '21

90-50A

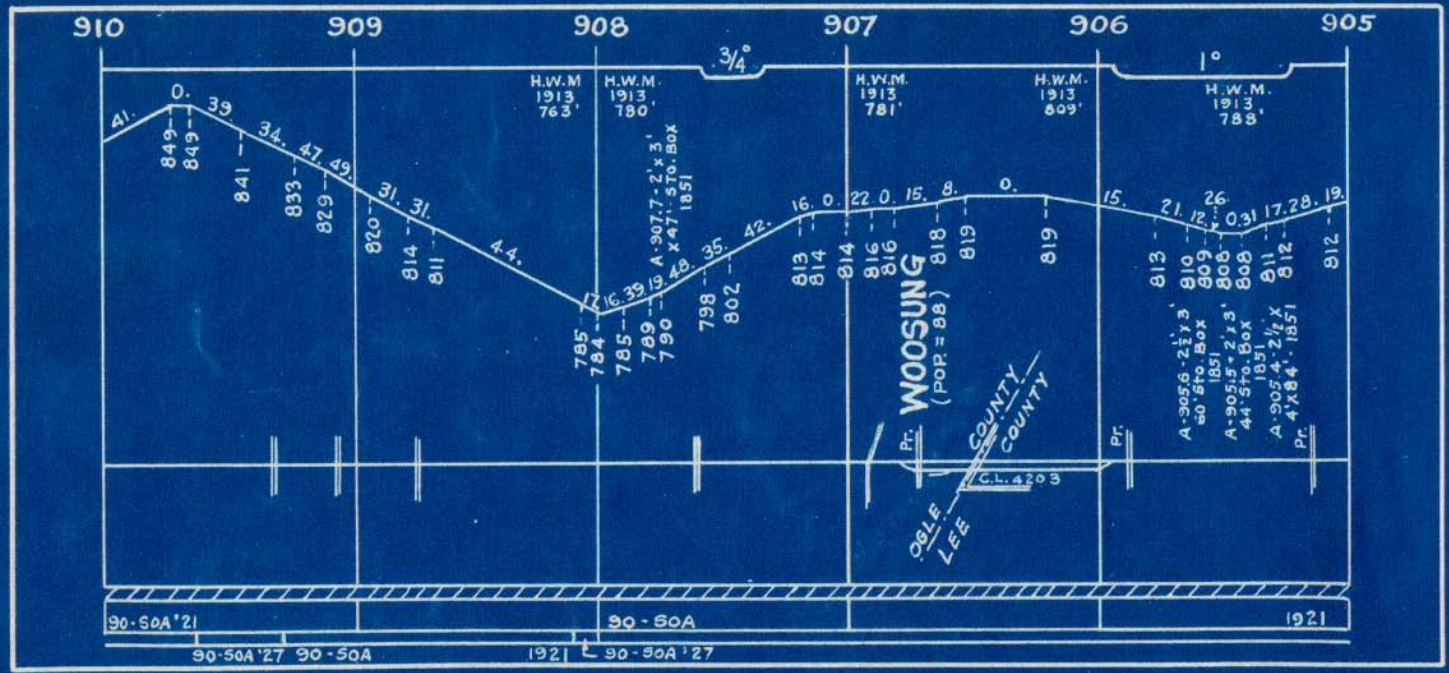
1919 90-50A

1920

90-50A

1920 90-TA

1920



905 904 903 902 901 900

H.W.M.
1913
805'

H.W.M.
1913
747'-755'-199

H.W.M.
1913
143'-719'-710'

19 0
819
30
819
38
22
815
812
16
808

19 37
819
817
46
810

39

Lowell Park Road C. Xing

Pr. A-903.2 - 2 1/2' x 3' x 93' Sto. Box 1851

A-903.1 - 2 1/2' x 3' x 112' Sto. Box - 1851
A-903.0 - 2 1/2' x 3' x 76' Sto. Box - 1851

Pr. A-902.9 - Conc. OHH. 21'-8" x 94'-2" 1920

Pr. A-902.8 - 766' x 55' Subw. Inc. I B m s. Conc. Abts. H. 18'-6" 1931

EPILEPTIC COLONY

Pr. A-901.7 - 56' Conc. P.

NORTH DIXON
(POP. = 3700)

G.B. S.B.I. 26-G. Xing

693

685

684

687

A-900.3 - 540' Box 2 1/2' x 7 1/2' 67 L.

A-900.1 Sp. D.P.G. 56 (Fallows St. Sub.) on Conc. Abts. 14'-6" Cl. 1920

A-900.0 7-40' D.P.G. Spns. 60' x 96' on Steel Towers Conc. Prs. & Abts. 1920

A-900-1W 35p. I Bms. 20' L. & 4 Sp. I Bms. 18' L. Conc. Piers Borden Milk Co Coal Spur



(A5)

(A6)

90-50A

1921 90-50A

1926 90-50A

1921

90-50A-1921
90-50A-1923

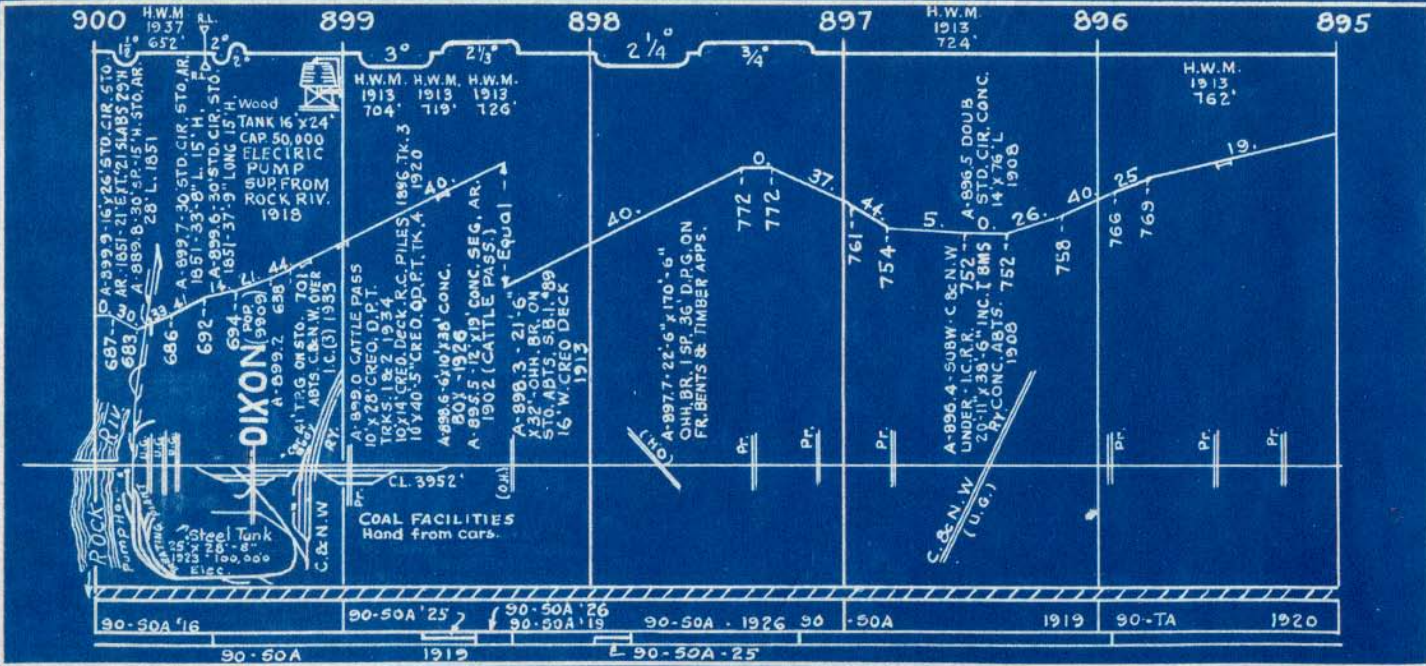
90-50A 1916

90-50A-25

90-50A-21

90-50A-21

90-50A-25



900 H.W.M. 1937 652'

899

898

897

H.W.M. 1913 724'

896

895 H.W.M. 1913 762'

A-899.9-16' STD. CIR. STO.
 AR. 1851-21' EXT. 21 SLABS 29" H
 A-899.8-30' SP. 15" H. STD. AR.
 28' L. 1851

A-899.7-30' STD. CIR. STO. AR.
 1851-33-8" L. 15" H. STD. AR.
 A-899.6-30' STD. CIR. STO. AR.
 1851-37-9" LONG 15" H.

Wood
 TANK 16' X 24'
 CAP. 50,000
 ELECTRIC
 PUMP
 SUP FROM
 ROCK RIV.
 1918

H.W.M. 1913 704'
 H.W.M. 1913 719'
 H.W.M. 1913 726'

1896 TK. 3
 1920
 1896 TK. 4
 1920

DIXON
 (POP 9909)
 A-899.2 638'
 A-899.2 638'
 TRG. ON STO. 701'
 ABTS. C. & N.W. OVER
 RY. I.C. (3) 1933

A-899.0 CATTLE PASS
 10' X 28' CREO. D.P.T.
 TRKS. 1 & 2 1934
 10 X 14' CREO. DECK. R.C. PILES 1896 TK. 3
 10 X 40' 5" CREO. Q.D.P.T. TK. 4
 1920
 A-898.6-6' X 10' 38' CONC.
 BOX - 1926
 A-895.5-12' X 19' CONC. SEG. AR.
 1902 (CATTLE PASS)
 A-898.3-21'-6"
 X 32'-OH. BR. ON
 STD. ABTS. S.B.I. 899
 16' W. CREO DECK
 1913

40.
 A-897.7-22'-6" X 170'-6"
 OH. BR. 1 SP. 36' D.P.G. ON
 FR. BENTS & TIMBER APPS.

772-0
 772-0
 PR.

37.
 761-44.
 754-51.
 PR.

40.
 758-40.
 PR.

A-896.4-508W-C & N.W
 UNDER I.C. R.R. 752-
 20'-11" X 38'-6" INC. I BMS
 BY CONC. ABTS. 752-
 1908

26.
 766-25
 769-25
 PR.

19.
 PR.

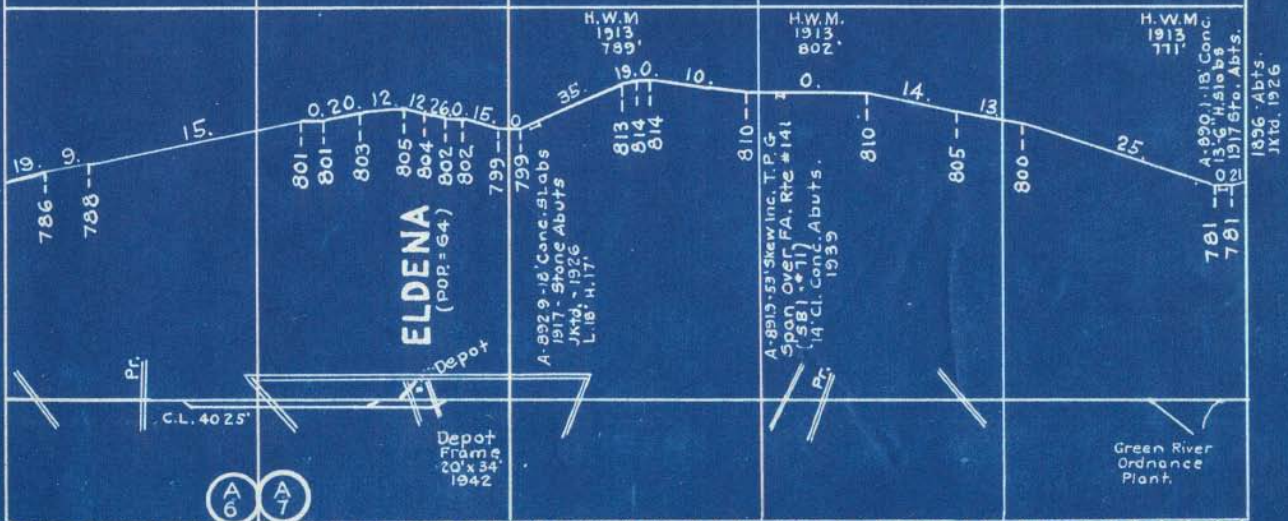
PR.

PR.

90-50A '16 90-50A '25 90-50A '19 90-50A . 1926 30 90-50A 1919 90-TA 1920

90-50A 1919 E 90-50A-25

895 894 893 892 891 890



90 - TA 1920 90 - 50A 1922

885 884 883 882 881 880

H.W.M.
1913
805'

H.W.M.
1913
814'

H.W.M.
1913
839'

H.W.M.
1913
848'

H.W.M.
1913
851'

H.W.M.
1913
869'

A-884.4-3x3x46' Sto. Box
1851

A-884.1 30x123'
Creo. B.D.P.T. - 1911

A-883.4-2 1/2 x 2 1/2
29 x 50' Sto. Box. 1851

A-883.2-2 1/2 x 2' x 50'
Sto. Box. 1851

A-882.2-Double
Segment Conc.
Ar. 5'-13' x 8 1/2'
1902

Sec. Fms. No.
16' x 40'
2 Sty. 6 Rms.



SUBLETTE
(POP. = 250)

Depot
Frame
16' x 36'
1942

Depot
Tool No.
Sec. No.

5/6°

1/2°

(A 7) (A 8)

90-50A

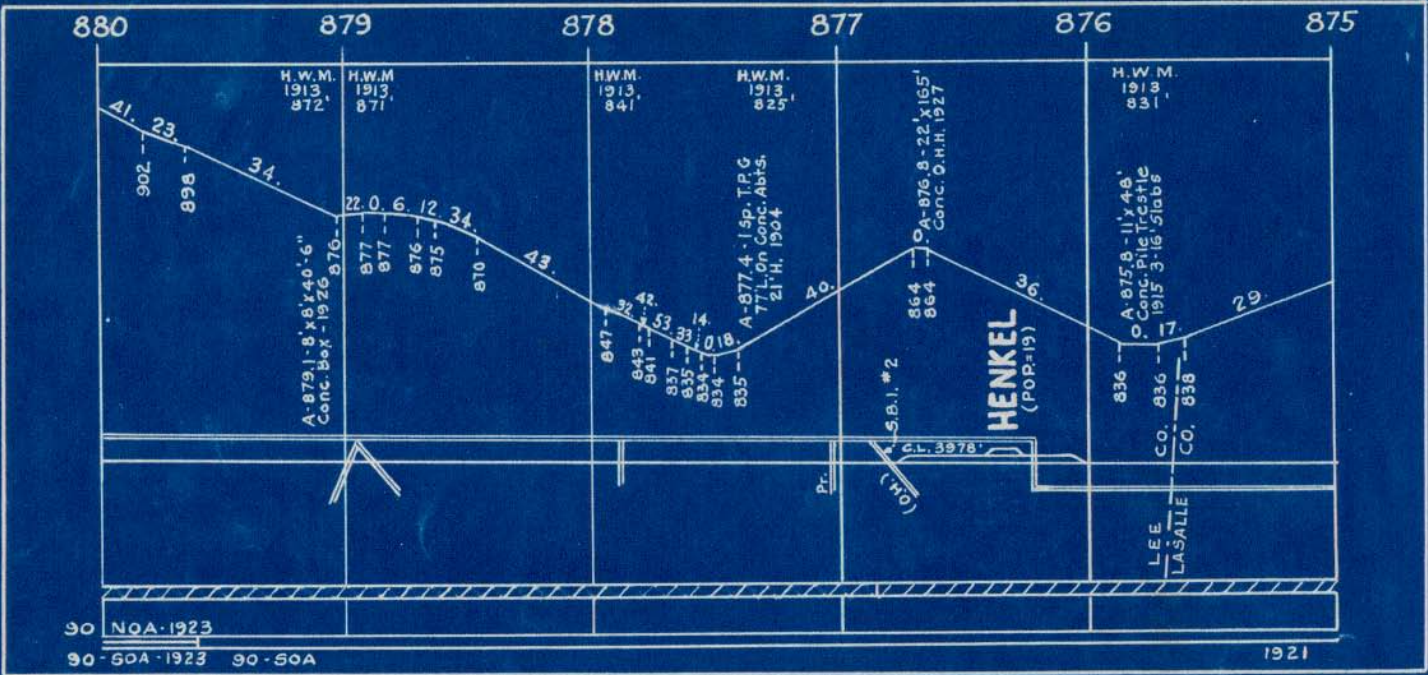
1923 90-40A 1923

1923 90-40A 1923

90-50A '21

90-40A '23

90-40A '23



90 NQA-1923

90-50A-1923 90-50A

1921

HENKEL
(POP=19)

H.W.M.
1913
872

H.W.M.
1913
871

H.W.M.
1913
841

H.W.M.
1913
825

H.W.M.
1913
813

A-879 1-8' x 8' x 40' 6"
Conc. Box - 1926

A-877 4-1.5p. T.P.G
77' L. on Conc. Abts.
21' H. 1904

A-876 8-22' x 16.5'
Conc. O.H.H. 1927

A-875 8-11' x 44'
Conc. Pile Trestle
1915 3-16' Slabs

S.B.I. #2

St. 3978'

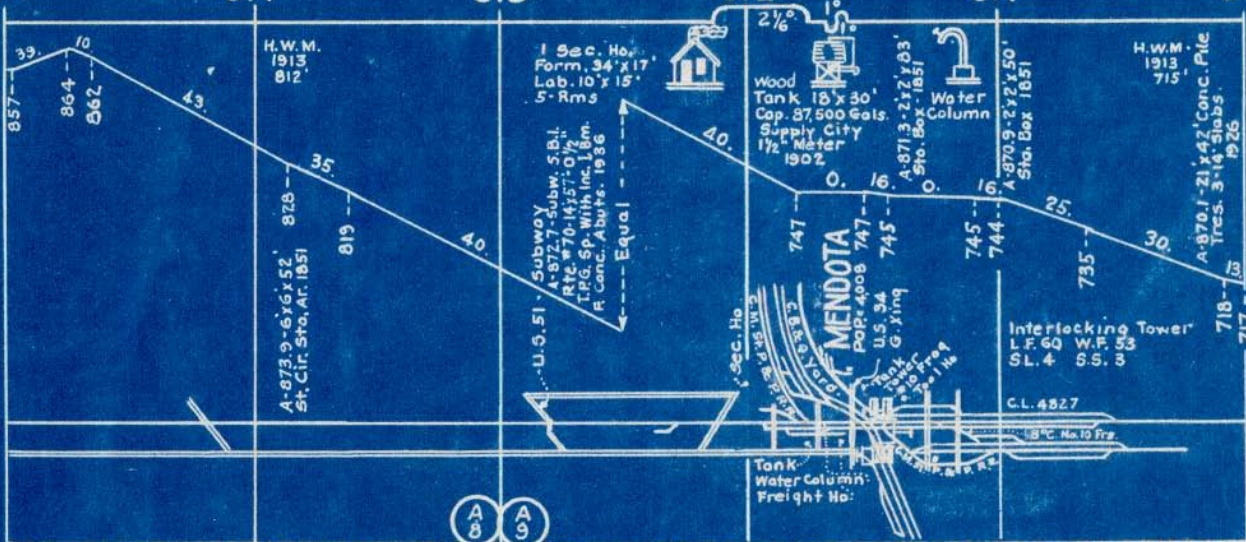
Pr.

(OH)

LEE
CO.

LASALLE
CO.

875 874 873 872 871 870



H.W.M.
1913
812

1 Sec. Ho.
Form. 34' x 17'
Lab. 10' x 15'
5-Rms

Wood
Tank 18' x 30'
Cap. 87,500 gals.
Supply City
1 1/2" Meter
1902

Water
Column

H.W.M.
1913
715

A-873.9-6' x 6' x 52'
St. Cir. Sta. A.F. 1851

U.S. 51 - Subway
A-872.7-Subw. S.B.I.
Rtg. w/70-14' x 57'-0 1/2"
I.P.G. Sp. With Inc. 1 Bm.
R. Conc. Abut. 1936

A-871.3-2' x 2' x 03'
Sta. Box - 1851

A-870.9-2' x 2' x 50'
Sta. Box 1851

A-870.1-21' x 42' Conc. Pile
Tres. 3-14' Slabs
1926

MENDOTA
Pop: 4008
U.S. 34
G. Xing

Interlocking Tower
L.F. 60 W.F. 53
S.L. 4 S.S. 3

Tank
Water Column
Freight Ho:

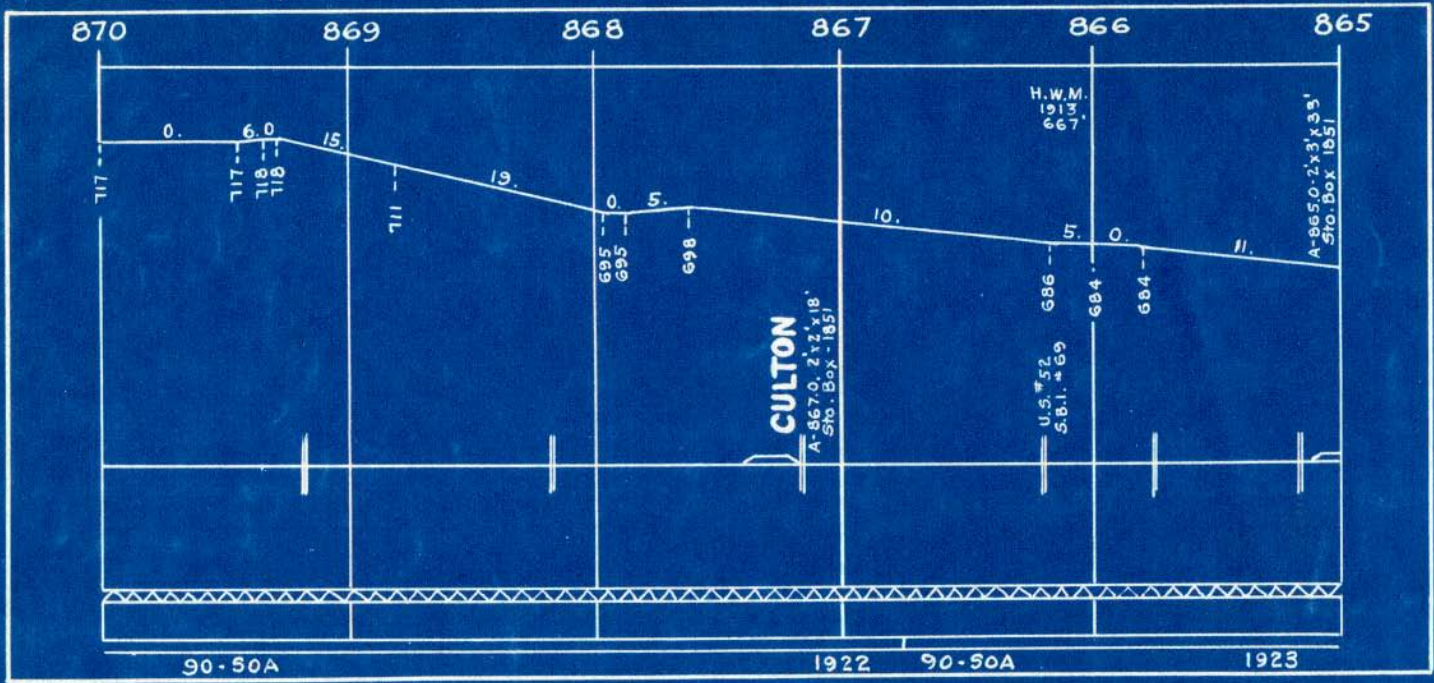
C.L. 4827

18" C. No 10 Frs

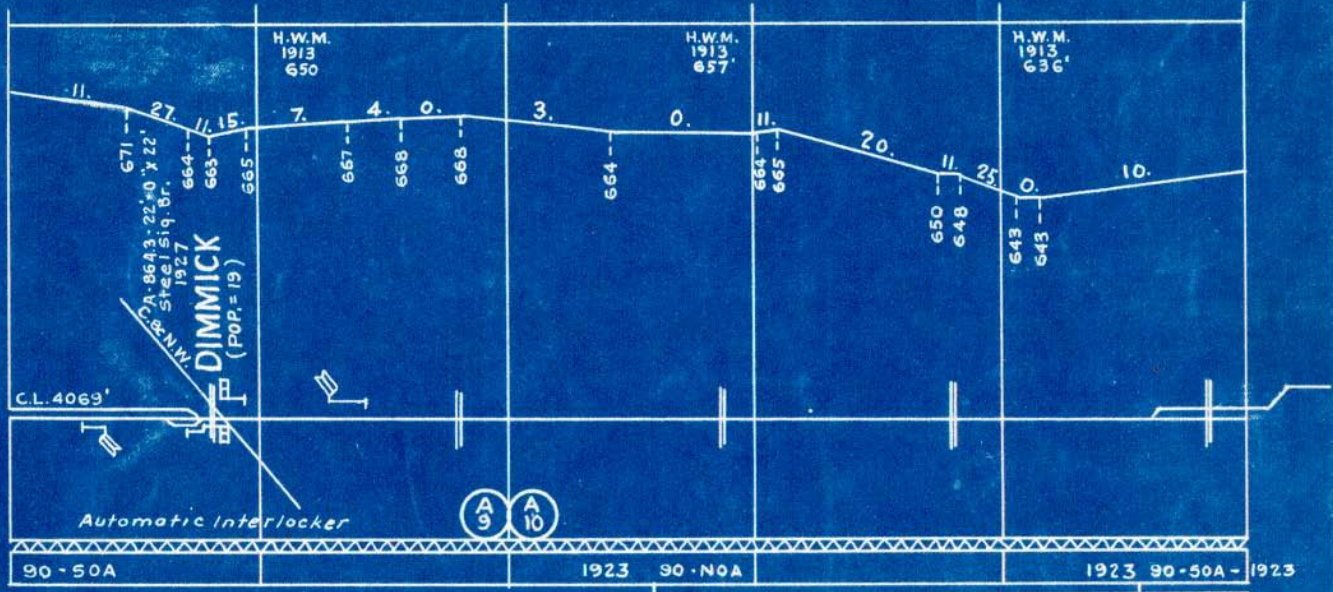
(A 8) (A 9)

90 50A 1921 90-50A-27 90-NOA-22 90-50A 1922

90-50A-21 90-50A-22
110-NOA-38 90-50A-12
90-50A-24 90-50A (Rel. '11) 1912
85-S (Rel. '00) '12 110-NOA-1938
75-S-1903 90-50A (Rel. '11) 1912



865 864 863 862 861 860



DIMMICK
(POP. = 19)

Automatic Interlocker

90-50A

1923 90-N0A

1923 90-50A-1923

855 854 853 852 851 850

2 3/4° 3° 1° 2 1/8° 3 1/3° 2 1/10° 1 1/3° 1/2°

A-854.5-Skew O.H.H. Br.
On 581'7A-173'x21C1.
1-67'-6" I.Bm. Sp. With
52'-6" I.Bm. Sp. Each End
Conc. Deck 26' Rdwy.
2' Walk N. Side 4' Walk On
S. Side 1939

H.W.M.
1912
522'

OGLESBY (POP. 3910)

A-852.62 - Walnut St.
22'-5" x 110' O.H.H.
Conc. 1942

H.W.M.
1913
587'

H.W.M.
1913
587'

H.W.M.
1913
604'

A-853.9 - Columbia
Ave. 23'6" x 123'3" O.H.H.
Conc. & Steel. 1942

A-853.6 - 3x3x110'
Sto. Box 1851

A-853.5 - 3x4x120'
Sto. Box 1851

A-853.35 - 1-6x10' WP. Box.

A-853.15 - 2'x2' Wd. Box.

A-852.7 - C.M. ST. P. & P.R.R.
80' I.P.G. Over I.C.
CYP. Pile Piers
Lehigh Portland Cement Co. Equal

A-852.15 - 3x3x132'
Sto. Box 1851

A-852.0 - 2x3x31'
Sto. Box 1851

A-851.9 - 2'x5'
x 700' Sto. Ar.
1851

A-850.9 - 2'x2'x46' Sto. Box 1851
Pr. A-850.8 - 2'x2'x81' 1851

A-850.6 - 8'x8'x91'-5" Std. Cir.
Sto. Ar. 1851
Jacketed - 1918
14' Conc. Ext. 1920

502-26
503-33
508-51
(O.H.) U.S. 51

A-854.3 - Dbl. Conc. Br.
6'x5'x42'

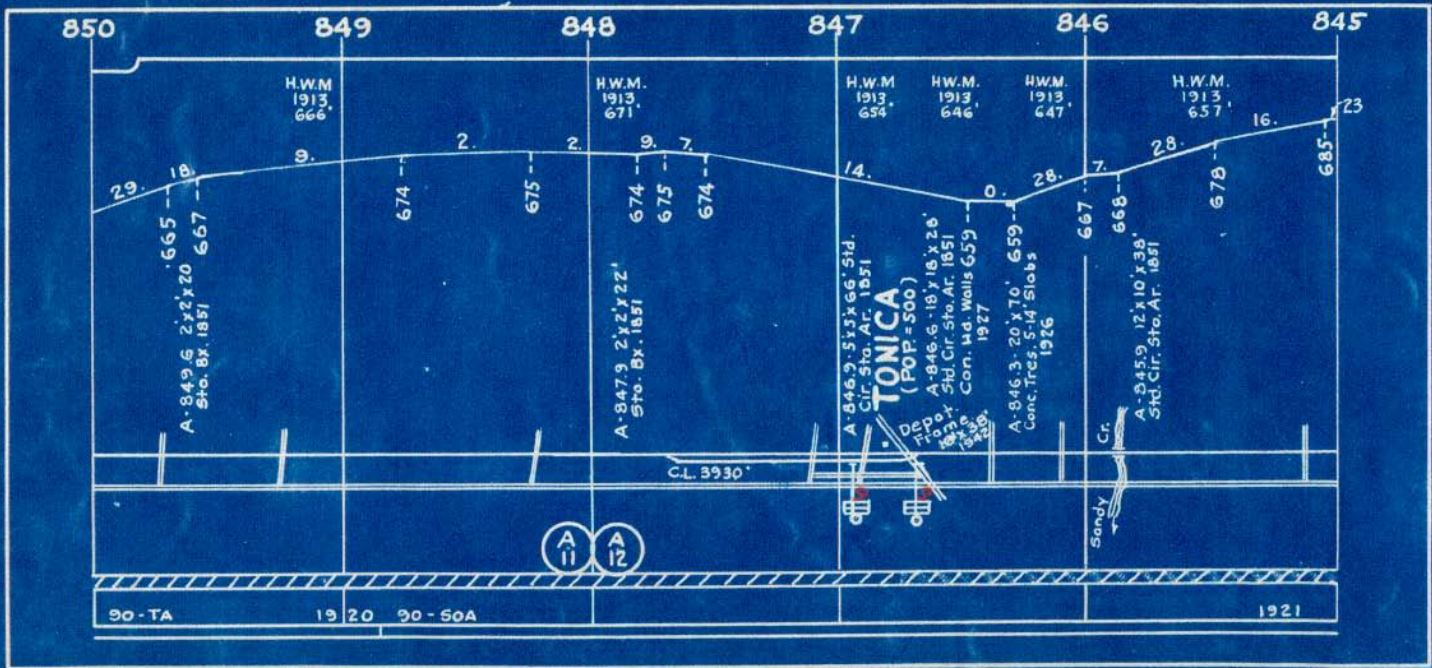
U.S. 51
a.H.

S.M. STR. & R.R.
City Limits
Depot
Pr.
Carbody
City Limits

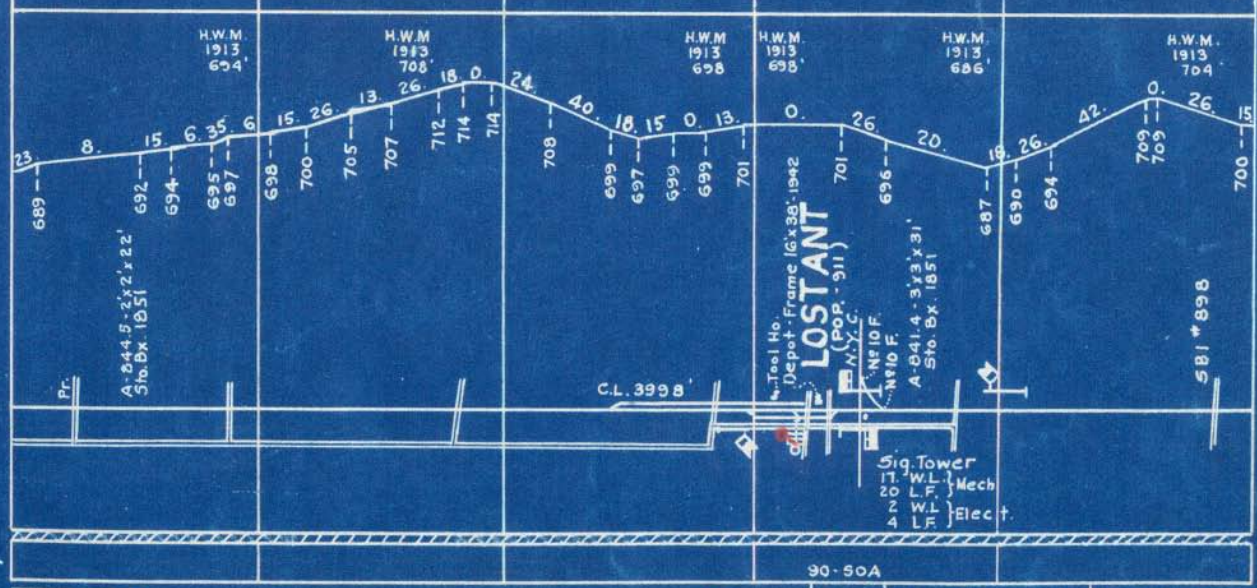
(A II)

90-N0A '1923 90-TA '1921 90-TA '20 90-50A '24

90-50A 1923 90-50A '26 90-50A 1926 90-TA 1920



845 844 843 842 841 840



90 50A

90-50A

1921

1922

90-50A

1921 90-50A-1922

840 839 838 837 836 835

H.W.M.
1913
692

H.W.M.
1913
676

H.W.M.
1913
645

H.W.M.
1913
644

H.W.M.
1913
694




 Wood Tank - 20' x 30' - 1905
 Cap. 100,000 Gal.
 Elec. Pump
 Supply From Reservoir

H.W.M.
 1913
 644
 A-837.1-19' x 65' 5"
 10 CREO. B.D.P.T.
 1924

LASALLE COUNTY

MARSHALL COUNTY
A-839.4-32' x 24' C.P.

A-838.3
20' x 78' 5"
CREO. B.D.P.T.
1924

Tank Pump No.

S. RR SANDY CR.

WENONA
(POP. = 1,005)

A-835.1-8' x 28' CREO.
S.B.D.T. - 1936

Depot.

Depot "B"
Frame
16' x 38'
19+2

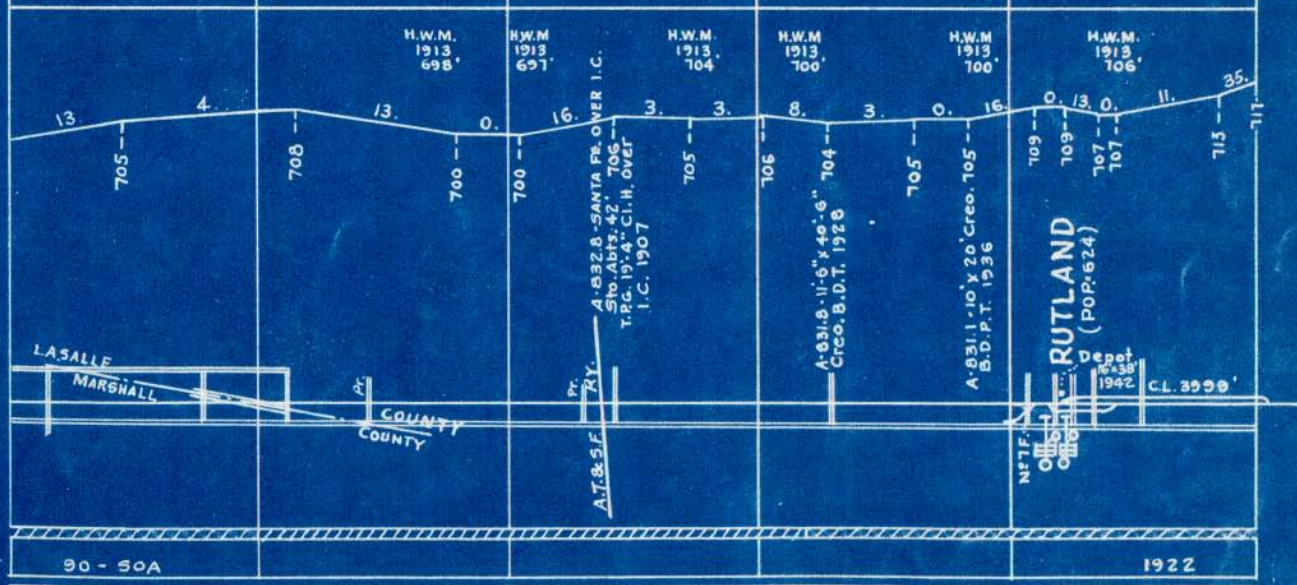
A 12

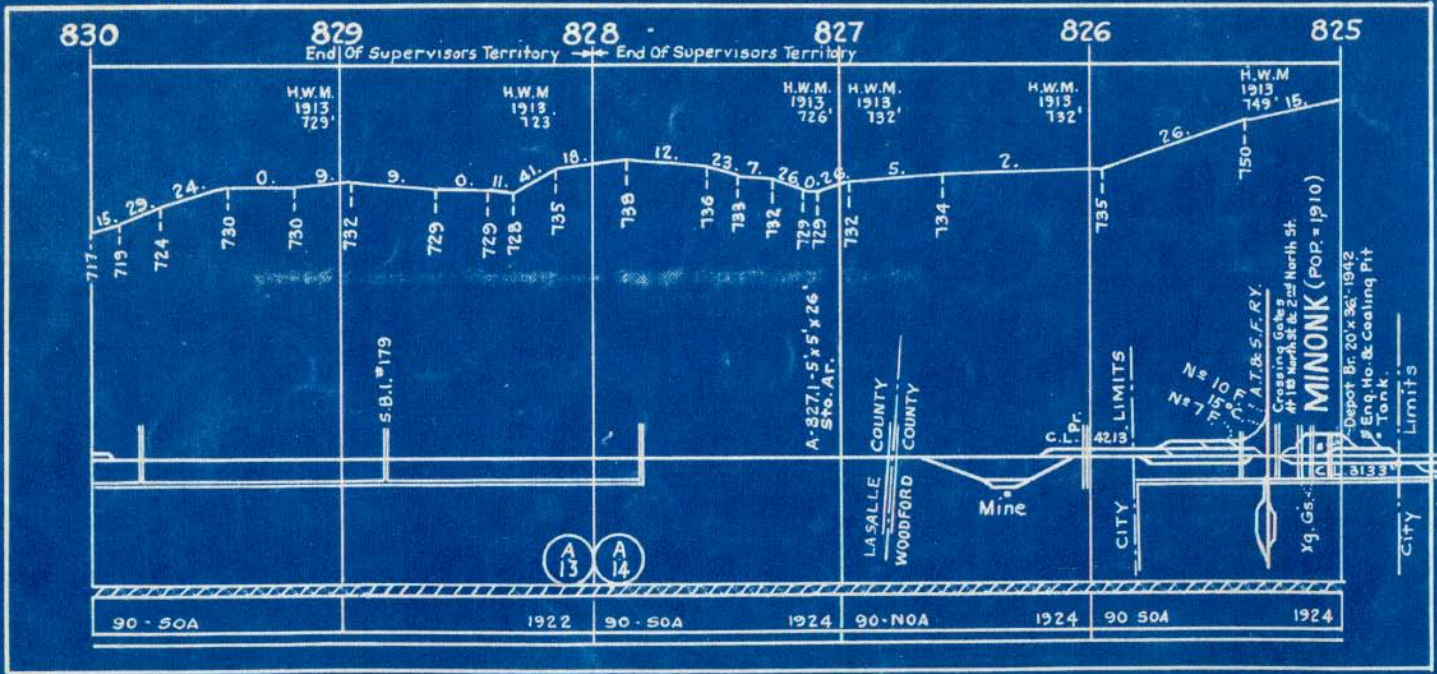
A 13

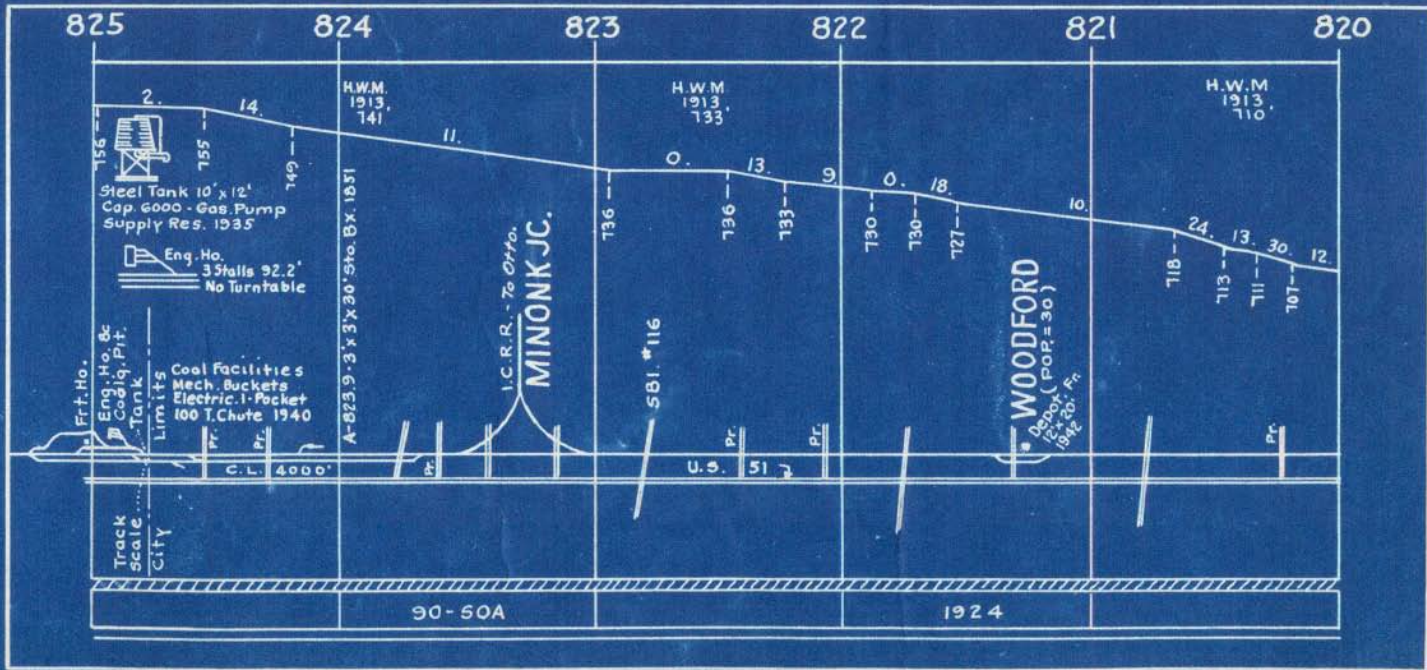
90 - 50A

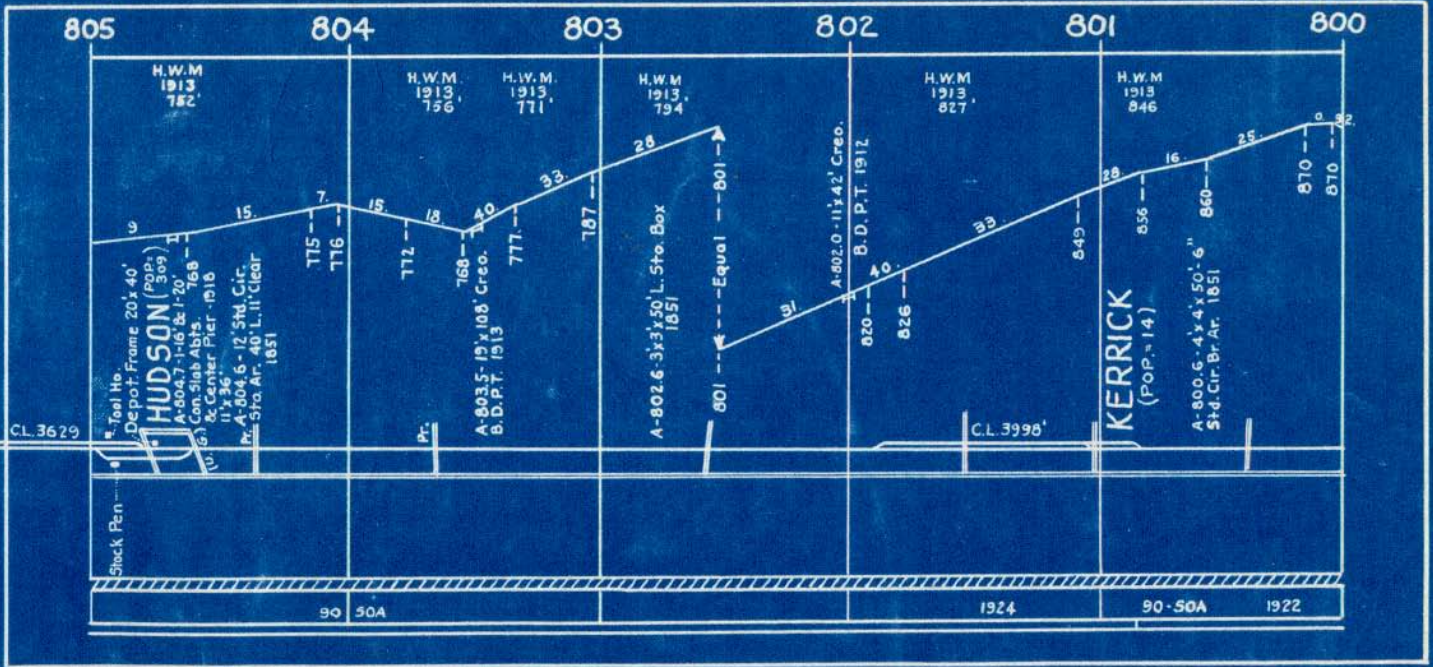
1922

835 834 833 832 831 830









800

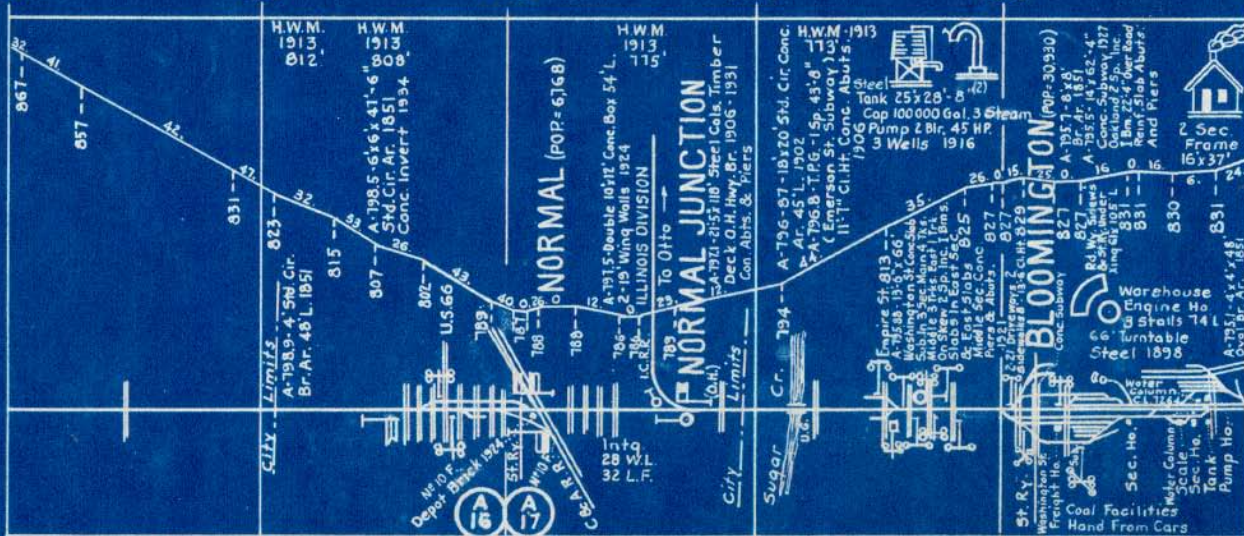
799

798

797

796

795



90 - 50A

1922

90

50A

1930

CITY Limits

City Limits

Sugar Cr.

St. Ry.

NORMAL (POP. 67,68)

NORMAL JUNCTION

BLOOMINGTON (POP. 30,930)

H.W.M. 1913 012'

H.W.M. 1913 008'

H.W.M. 1913 115'

H.W.M. 1913 113'

A-198.9-4' 5th Cir. Br. Ar. 48' L. 1851

A-198.5-6'x6'x41'-6" 5th Cir. Ar. 1851

A-191.5-Double 10'x12' Conc. Box 54' L.

A-192.1-21'x57' 118' Steel Walls 1924

A-196.8-T.P.G. -1.5p. 43'-8" (Emerson St. Subway) 1913

A-196-87-18'x20' 5th Cir. Conc. Ar. 45' L. 1902

A-195.7-6'x8' Br. Ar. 1851

A-195.5-14'x62'-4" Conc. Subway 1927

A-195.1-22'-4" Over Road Reinf. Slab Abutms. And Piers

A-195.1-4'x4'x48' Oval Br. Ar. 1851

Empire St. 813

A-75.88-19'-0" x 66'

Washington St. Conc. Slab

Sub. In. 3 Sec. Main. 4 Trk.

Middle 3 Trk. East Trk.

On Skew 2 Sp. Inc. 1 Bms.

Slabs In East Sec.

2 East Slabs 825

Middle Sec. Conc.

Piers & Abutms.

1921

2x27' Drive ways 2

2x27' Drive ways 2

2x27' Drive ways 2

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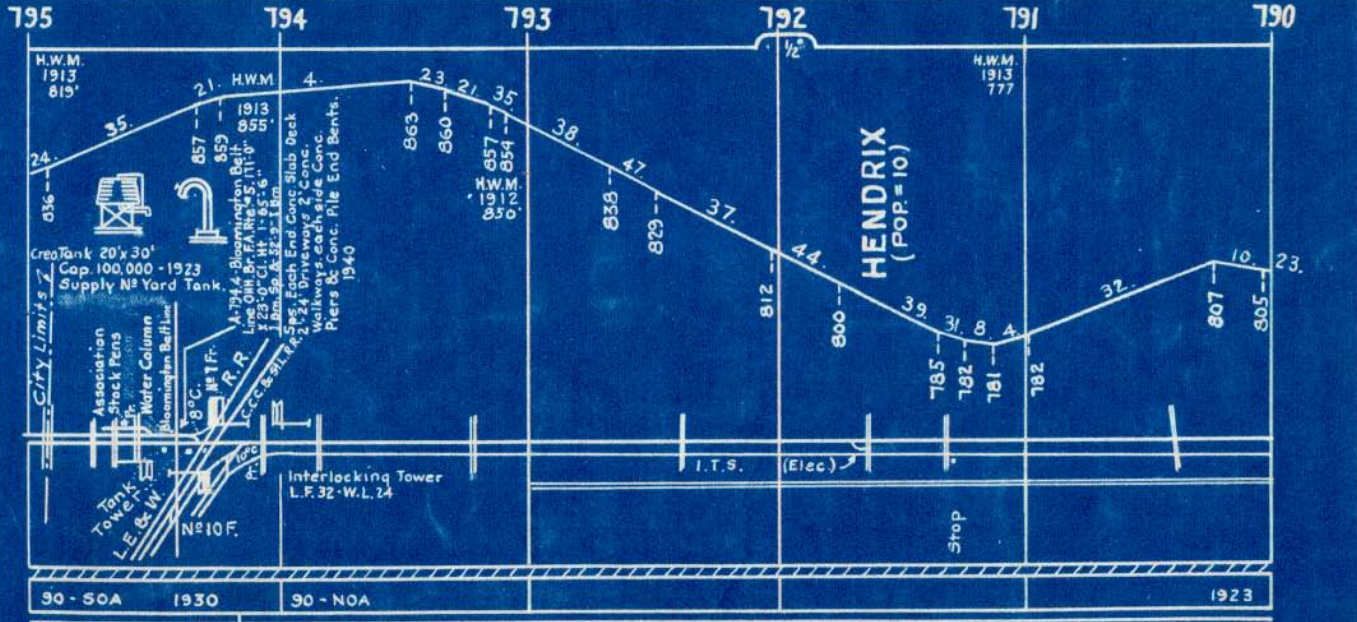
2x27' Drive ways 2

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2x27' Drive ways 2

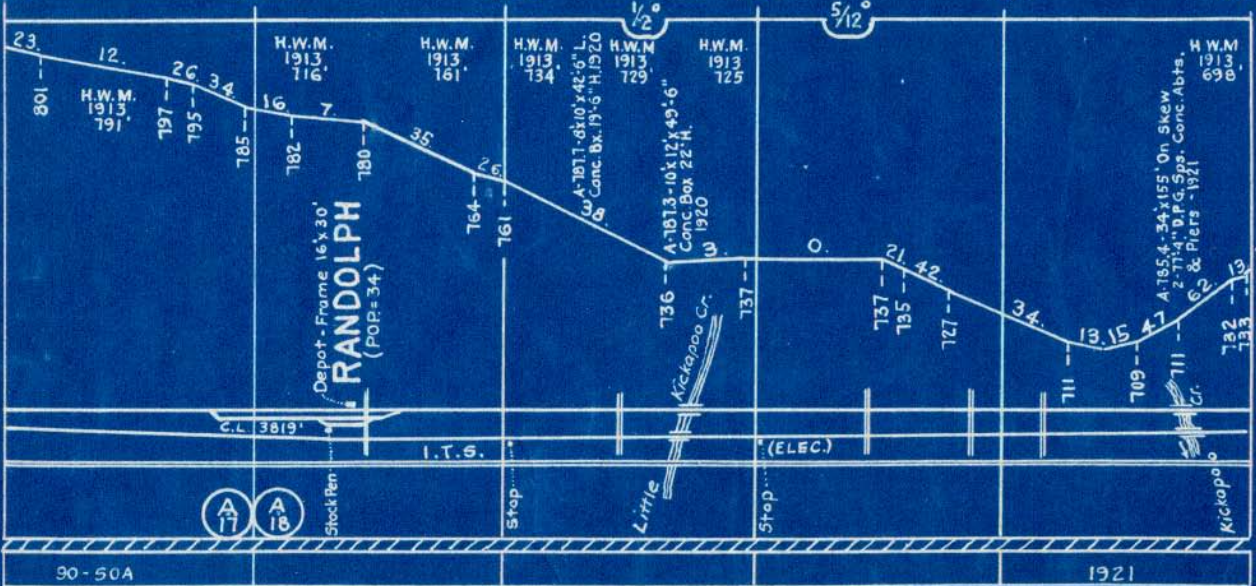


90 - SOA 1930

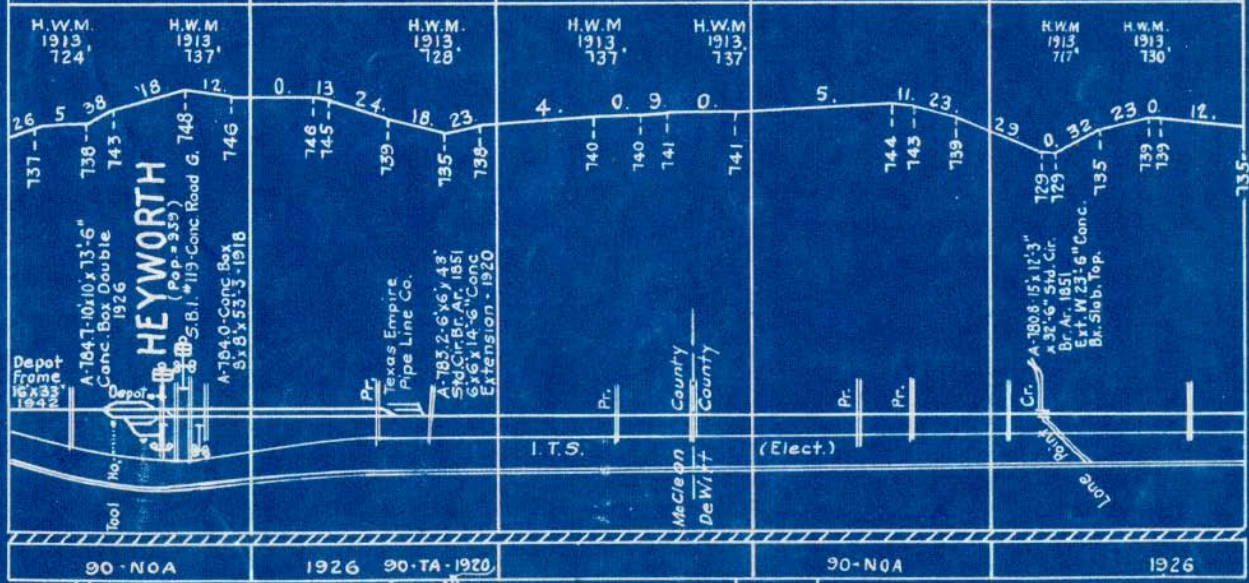
90 - NOA

1923

790 789 788 787 786 785

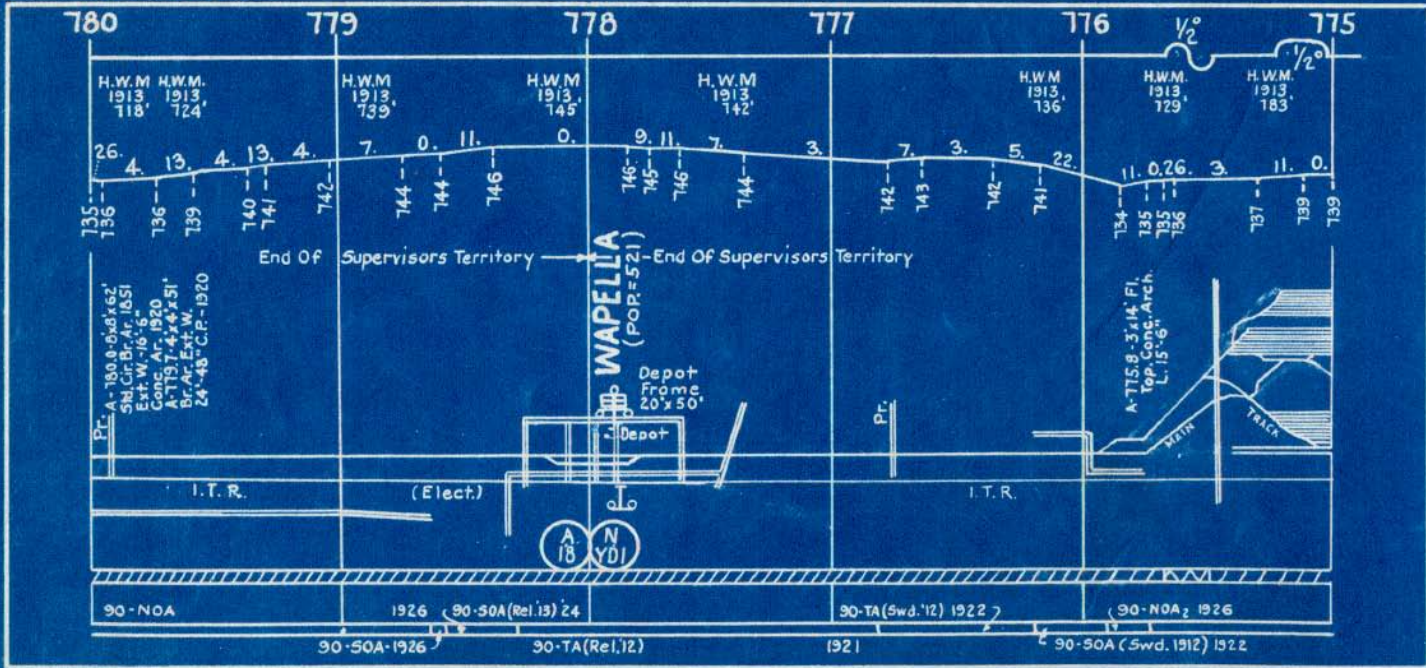


785 784 783 782 781 780



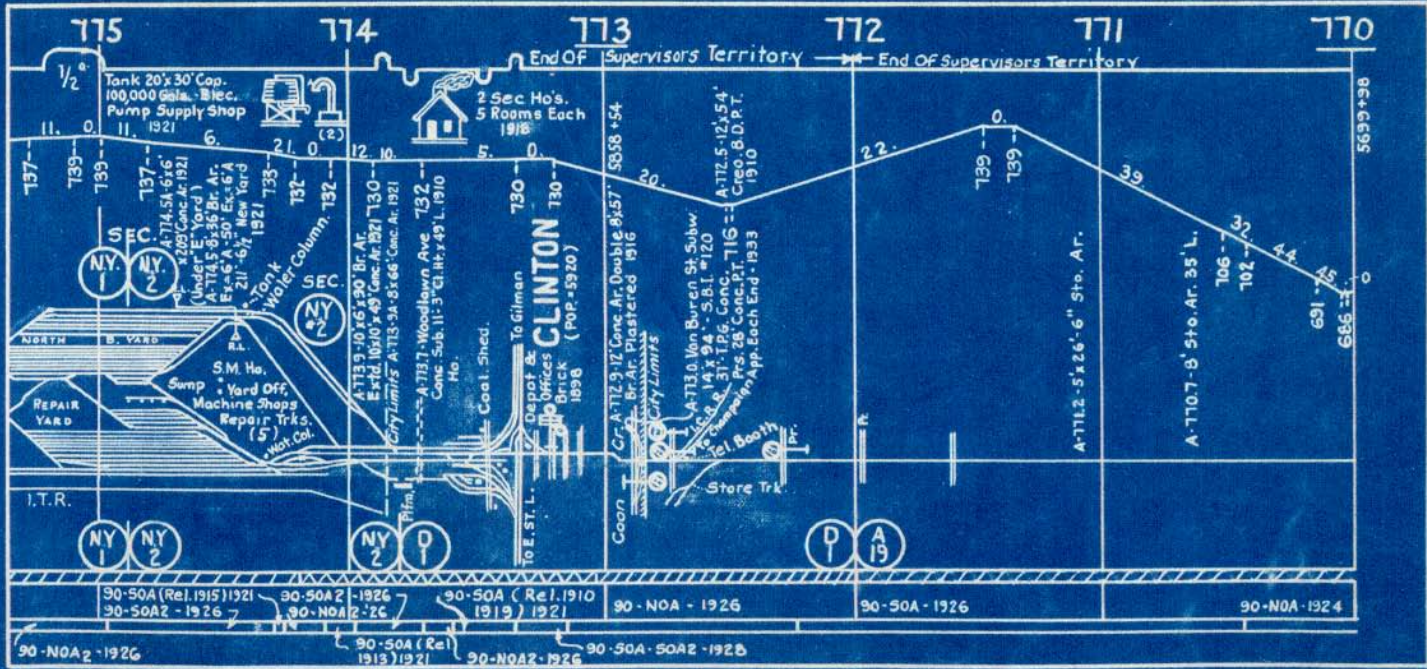
90-50A (Rel. '14) '24 90-TA (Rel. '12) '20 90-TA (Rel. '12) 1920 90-50A '23

90-NOA 1926 90-TA-1920 90-NOA 1926



CLINTON

TO BRANCH JUNC. → 70



Tank 20x30 Cap. 100,000 Gal. Elec. Pump Supply Shop

2 Sec Ho's. 5 Rooms Each 1918

CLINTON
City Limits
(Pop. 5920)

5858 +54

To E. ST. L. Depot & Offices Brick 1898

Coon

A-712.9-12 Conc. Ar. Double 8x57 Br. Ar. Plastered 1916

A-713.0 Van Buren St. Subw. 14x94 - S.B.I. #120

Store Trk

A-712.5-12x54 Conc. B.D.P.T. 1910

A-711.2-5x26-6" Sto. Ar.

A-710.7-8' Sto. Ar. 35' L.

90-50A (Rel. 1915) 1921
30-50A2-1926

90-50A2-1926
90-NOA2-26

90-50A (Rel. 1919) 1921

90-NOA-1926

90-50A-1926

90-NOA-1924

90-NOA2-1926

90-50A (Rel. 1913) 1921

90-NOA2-1926

90-50A-50A2-1926

765

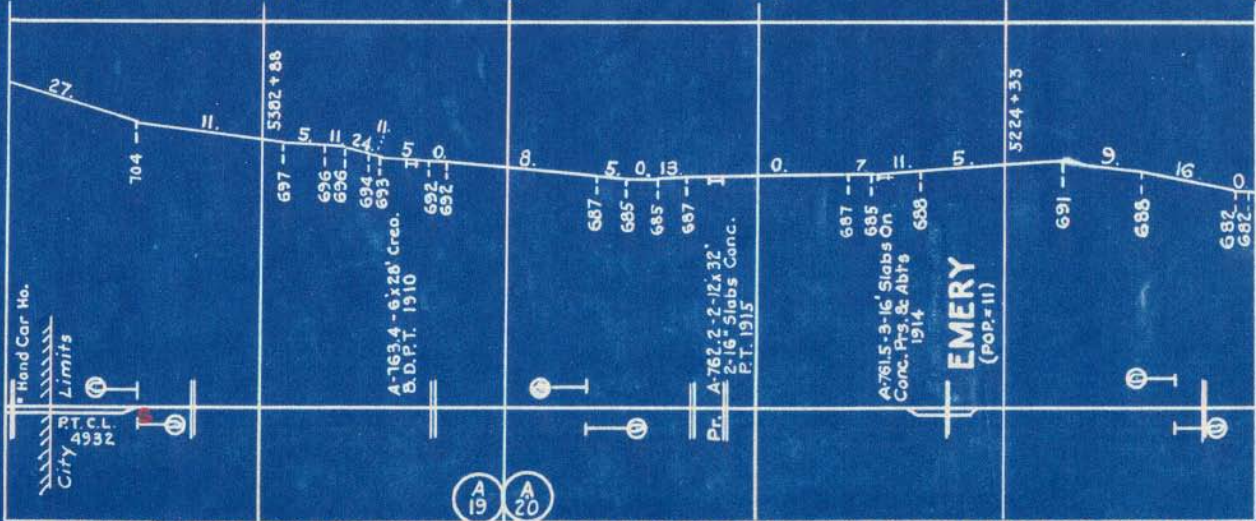
764

763

762

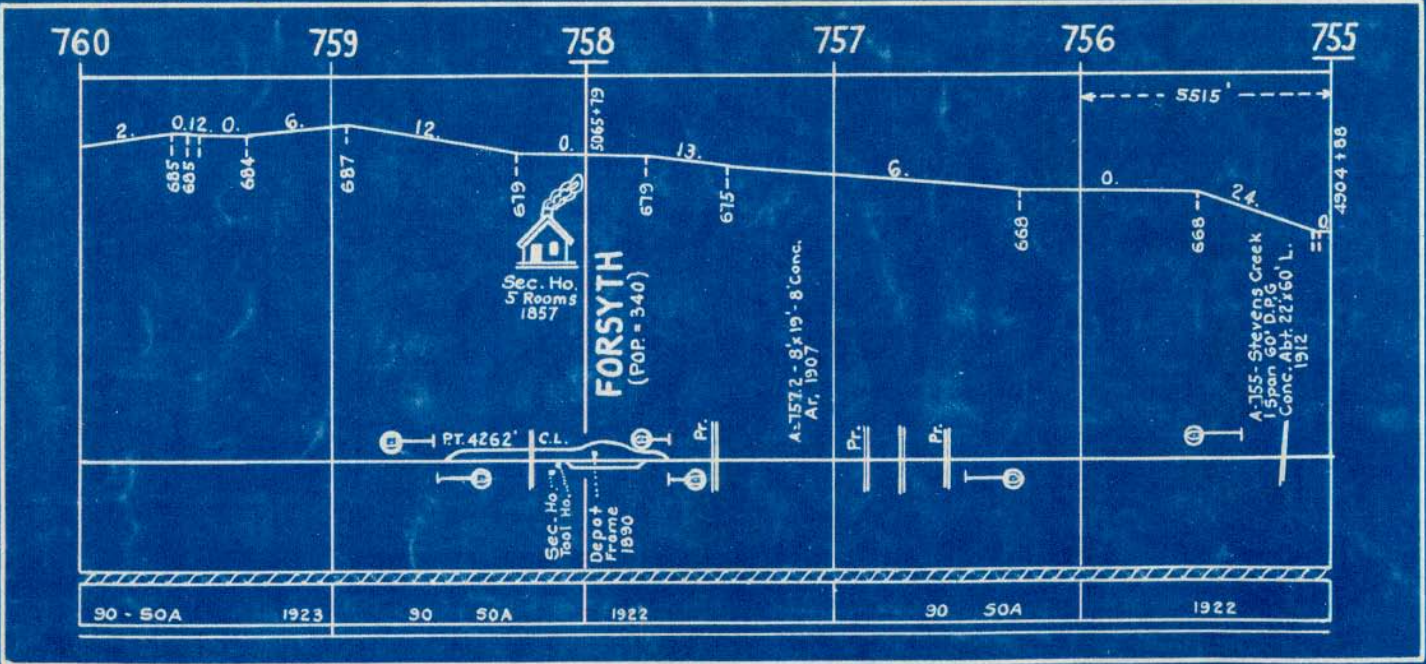
761

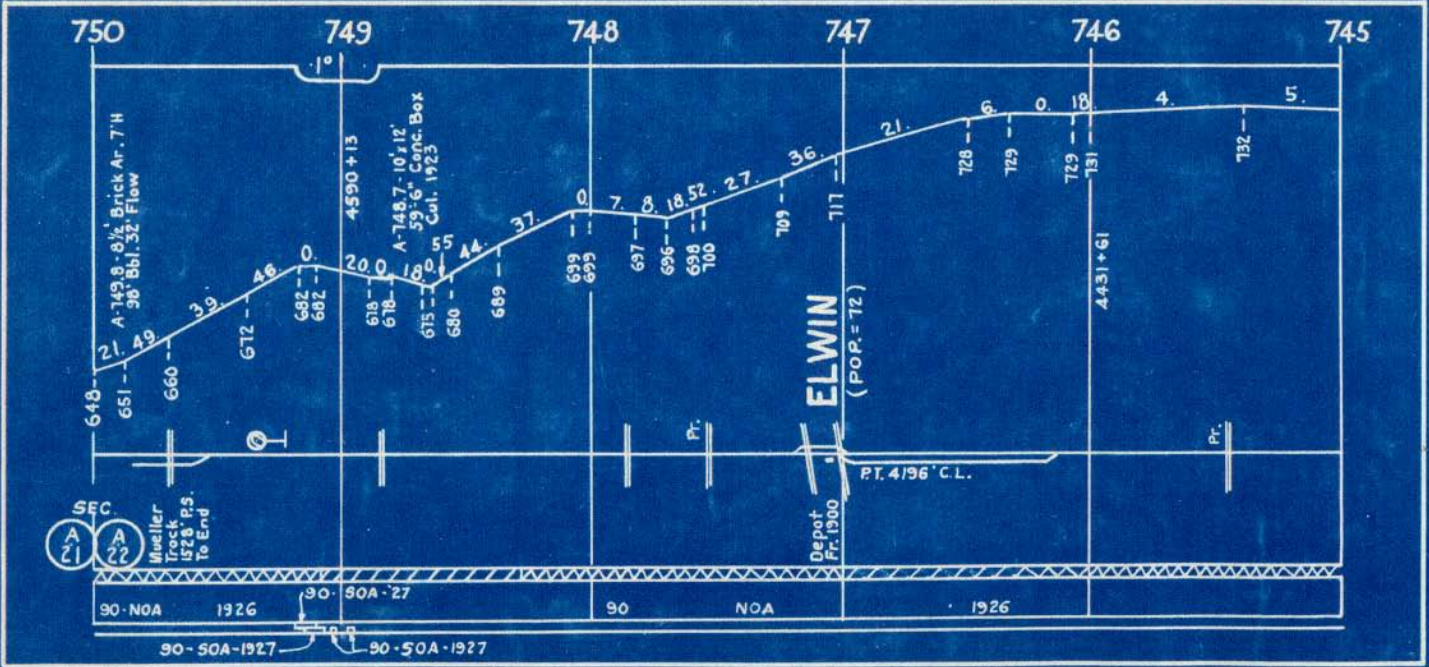
760

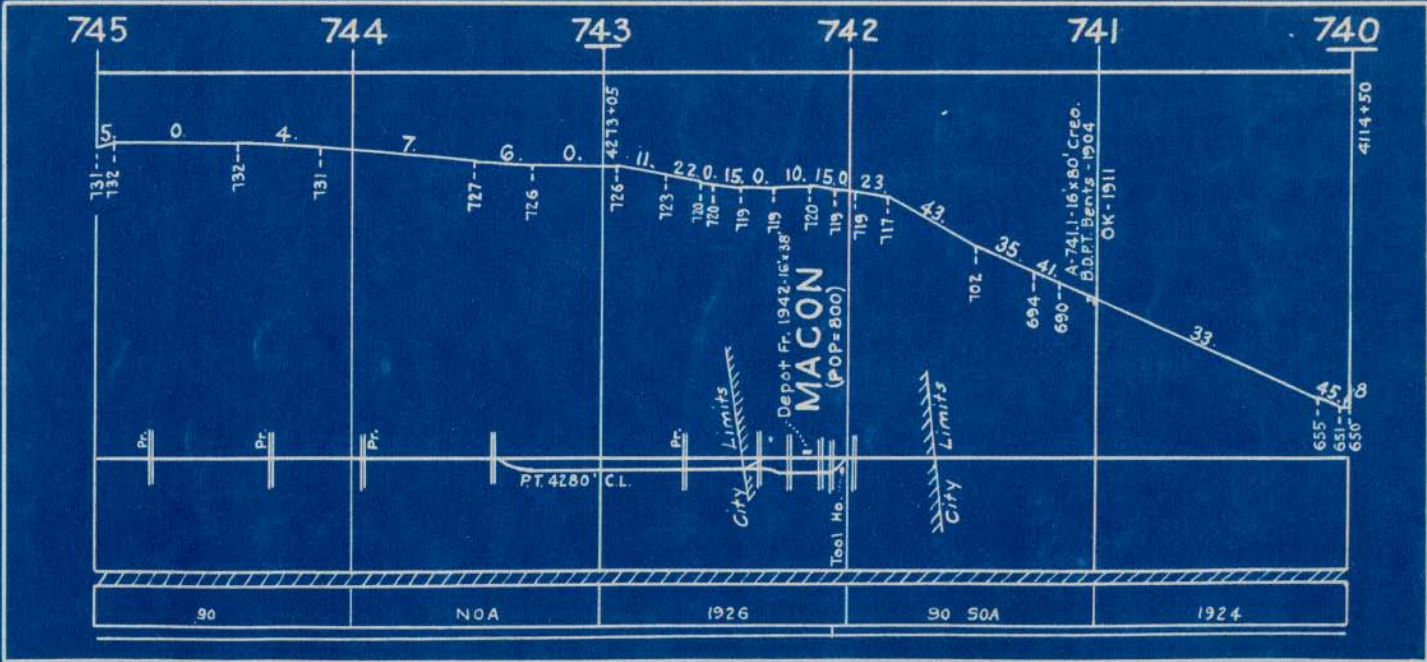


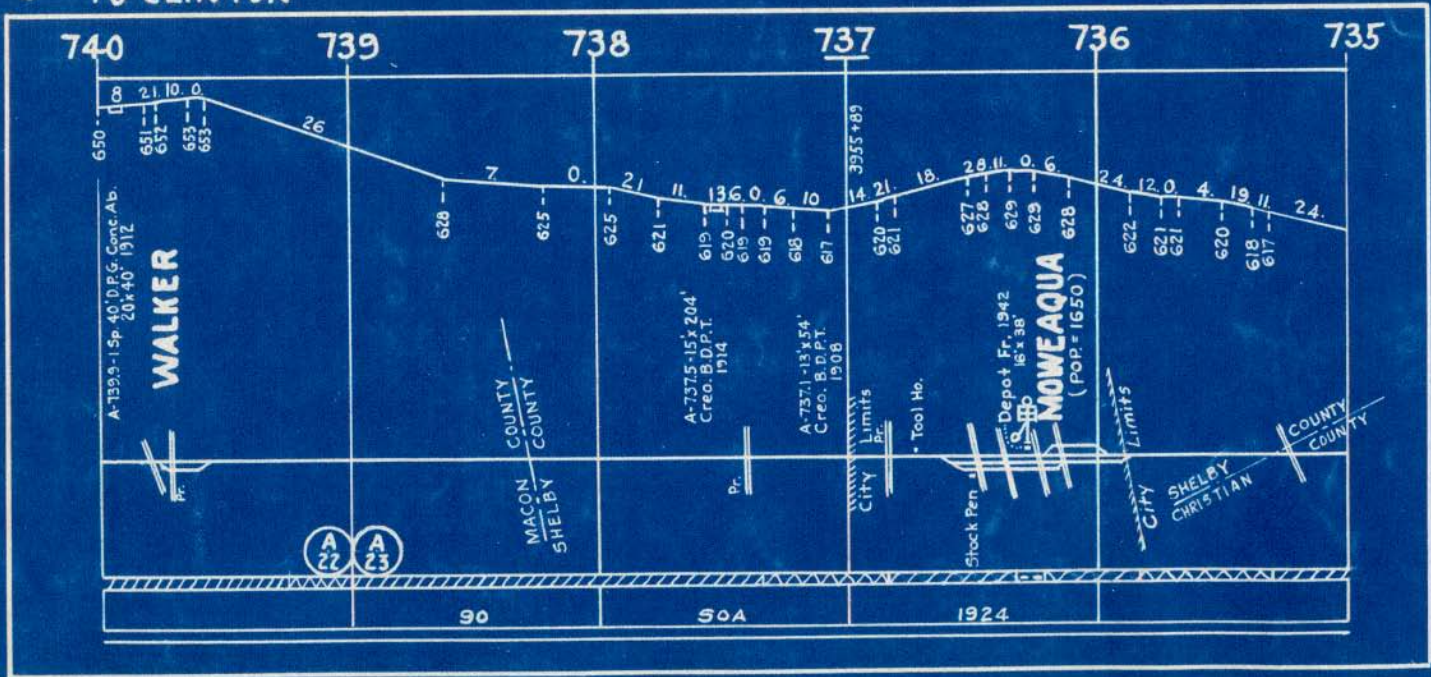
90	SOA	19	24	90	SOA	1923	90	SOA	1923
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90 - NOA - 1924

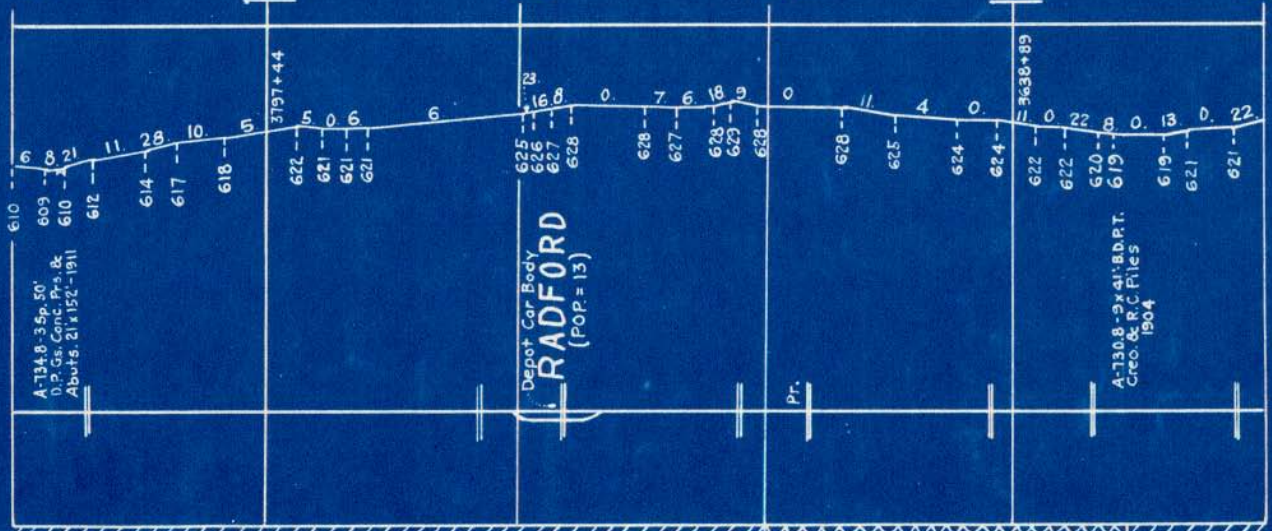








735 734 733 732 731 730



A-734.8 - 35p. 50'
D.P. Gs. Conc. Pys. &
Abuts. 21' x 152' - 1911

Depot Car Body
RADFORD
(POP. = 13)

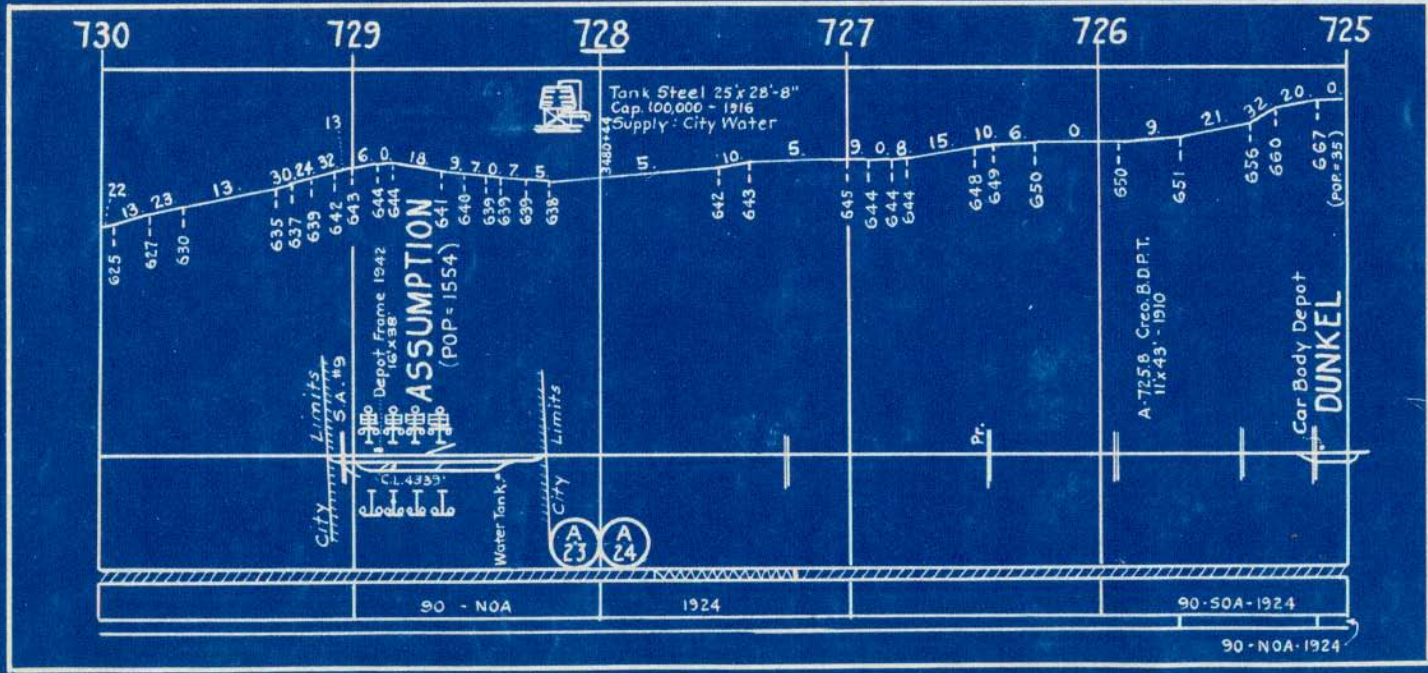
A-730.8 - 9' x 41' B.D.P.T.
Creo. & R.C. Files
1904

90 - 50A

1924

90 - N0A

1924



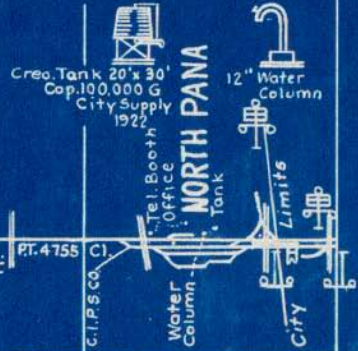
725 724 723 722 721 720



Drainage
Ditch
A-724.3
1 Sp. 60' D.P.G. Conc
Abts. 18' x 60' - 1908

A-723.4 Creo.
5 B.D.T. 18' x 82'
1915

A-722.3 - 8' Conc. Ar.
L 21. 1914

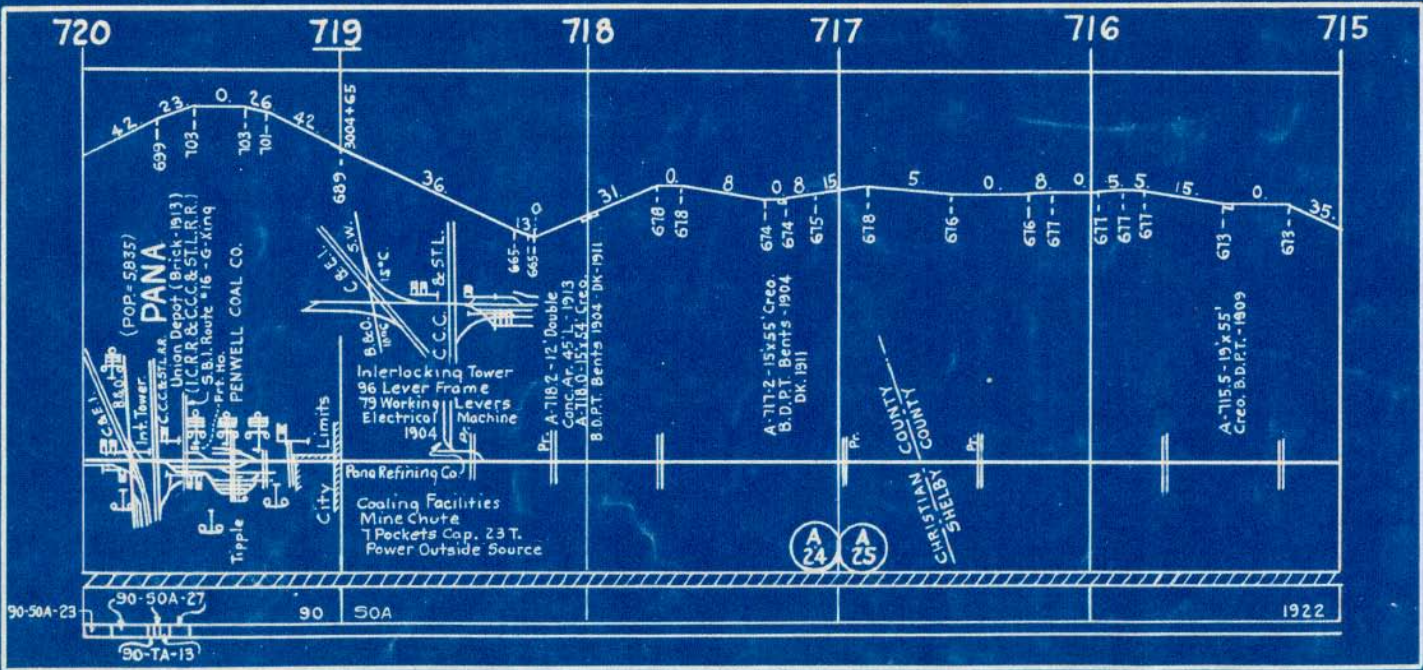


30-50A-24 90-N0A

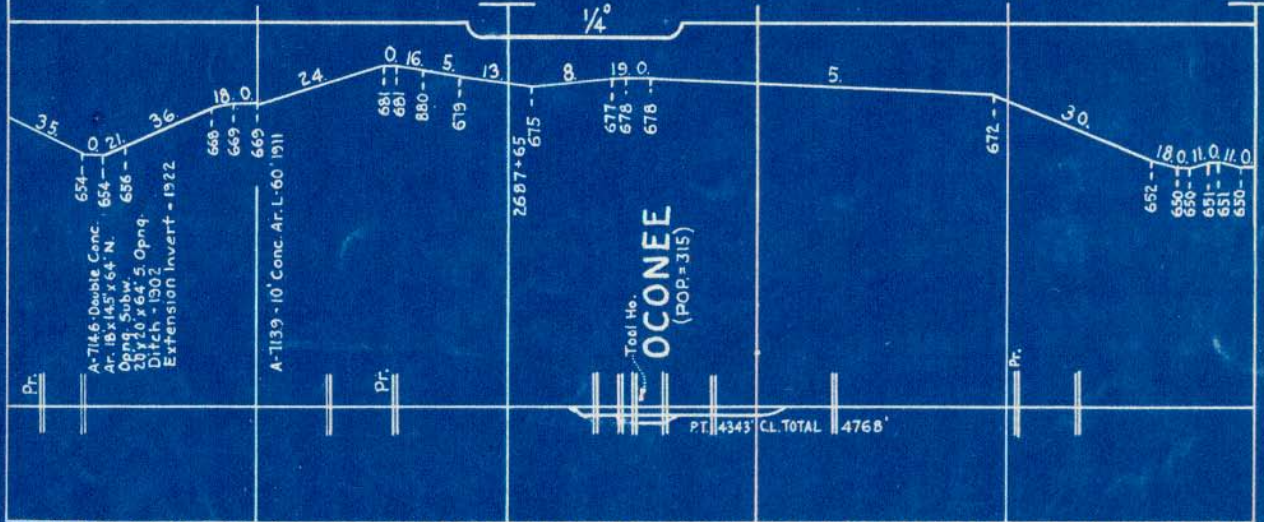
1924 90-50A

1923 90-50A-23

90-N0A-23



715 714 713 712 711 710



Tool Ho.
OCONEE
 (POP. 315)

P.T. 4343' CL. TOTAL 4768'

90 50A

1922

710 709 708 707 706 705

2529+12



A-709.95 Stone Arch.
4' x 6' x 48'

A-709.6 Overhead Hwy.
22' x 110' On Steel Coils.
A Truss Over Track
1910

O.H.

A-708.1 - 6' x 8' Cons. Bx.
38' L. - 1920

HANSON (POP. 32)
SHELBY COUNTY
FAYETTE COUNTY

Pr.

SEC.
A 25 A 26



705

704

703

702

701

700



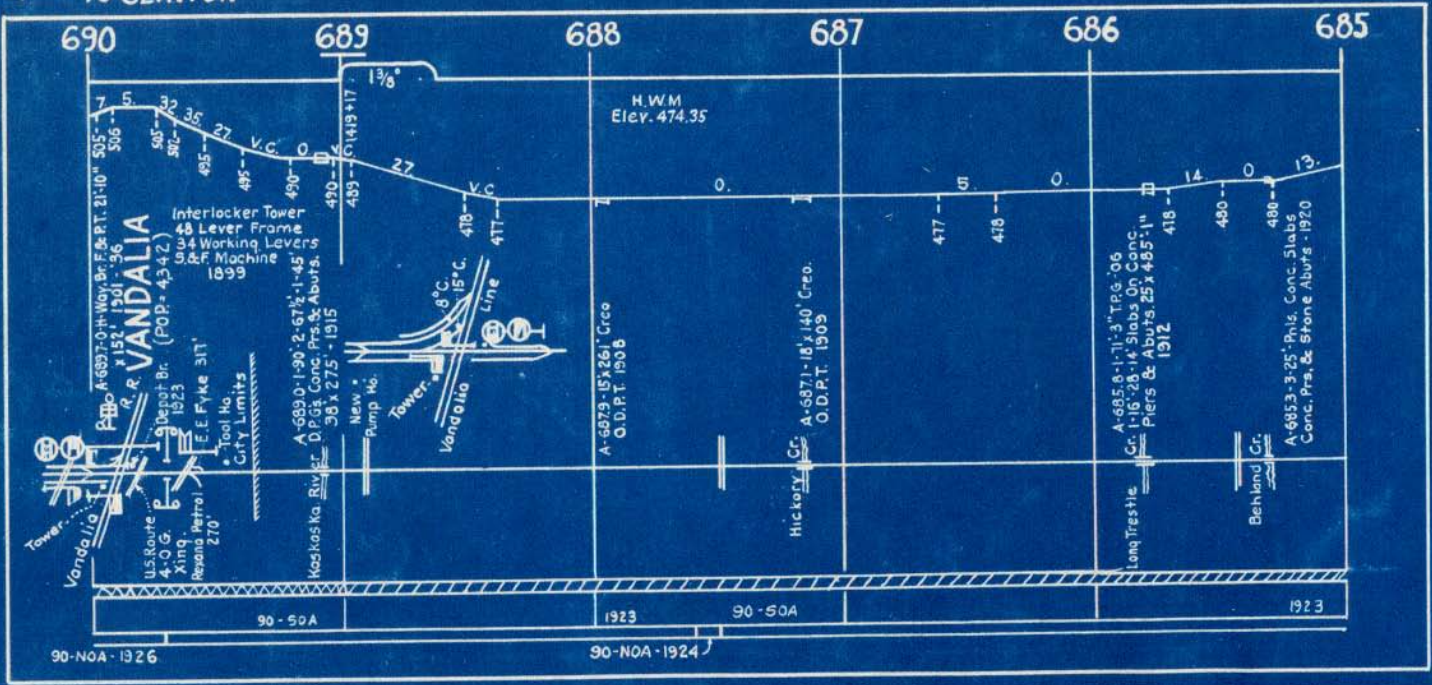
90 - NOA

1924 90 - 50A

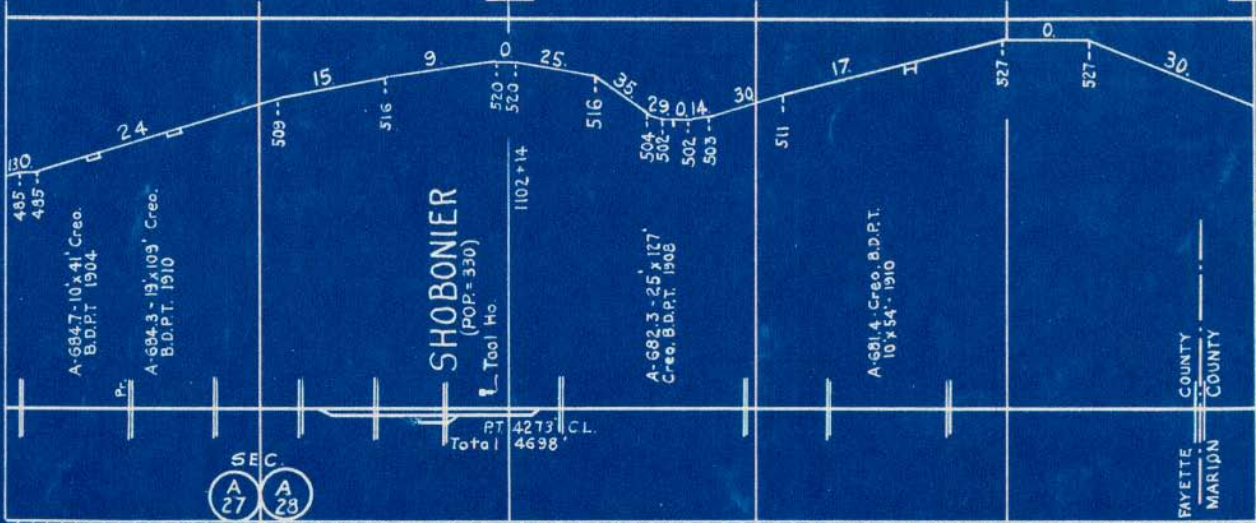
90-50A · 28

1925 90 - 50A

1925



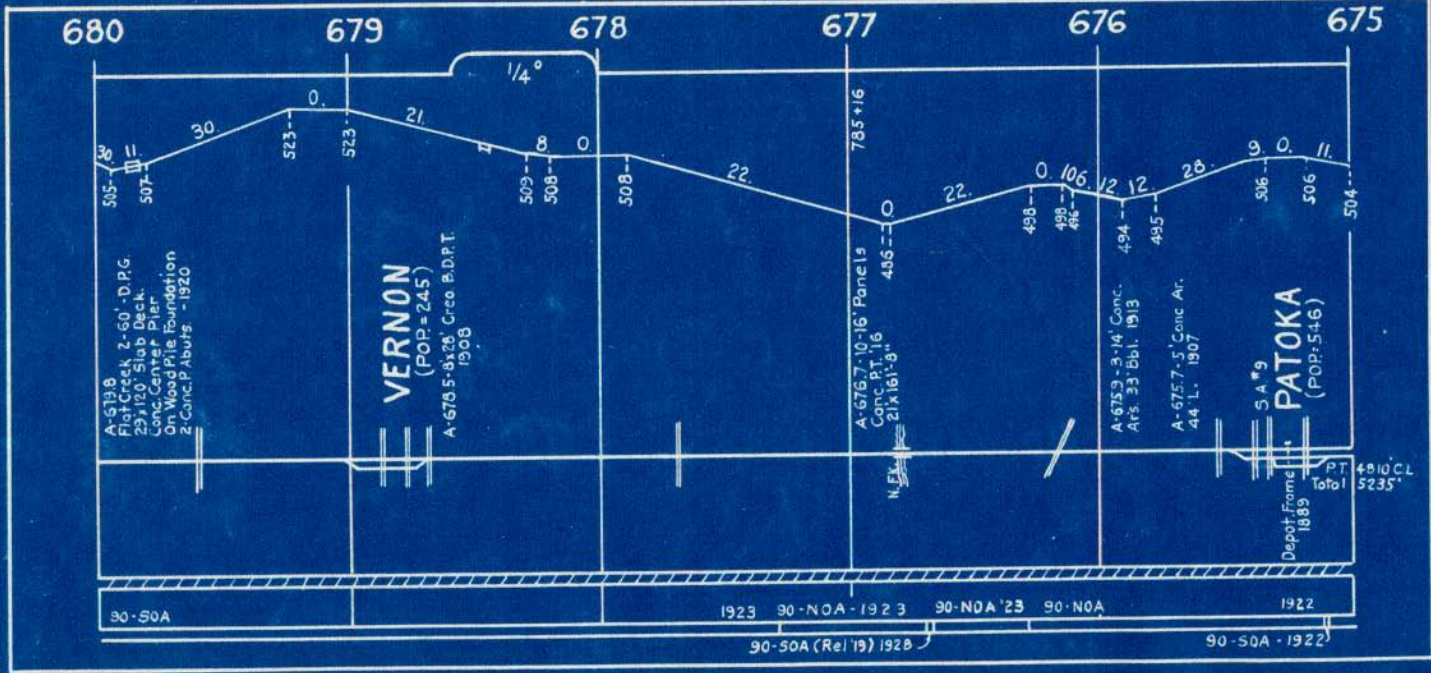
685 684 683 682 681 680



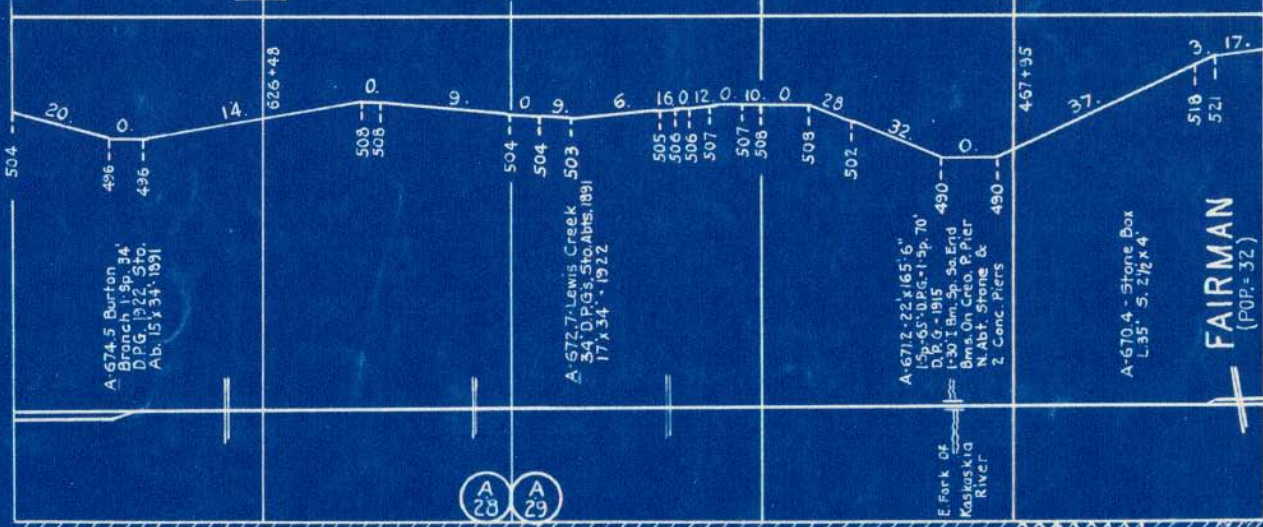
SEC.
A 27 A 28

30-50A

1923



675 674 673 672 671 670



A-674.5 Burton
Branch 1. Sp. 34
D.P.G. 1922. Sto.
Ab. 15 x 34. 1991

A-672.7 Lewis Creek
34. D.P.G. 5. Sto. Abts. 1891
17 x 34. 1922

A-671.2 22 x 16.5 x 6"
1.5p-65.0 P.G. 1.5p. 70'
D.P.G. - 1915
1-30 T. Bm. Sp. 5p. End
Bms. On Crto. P. Pier
N. Abt. Stone &
2 Conc. Piers

A-670.4 Stone Box
L. 35' S. 2 1/2 x 4'

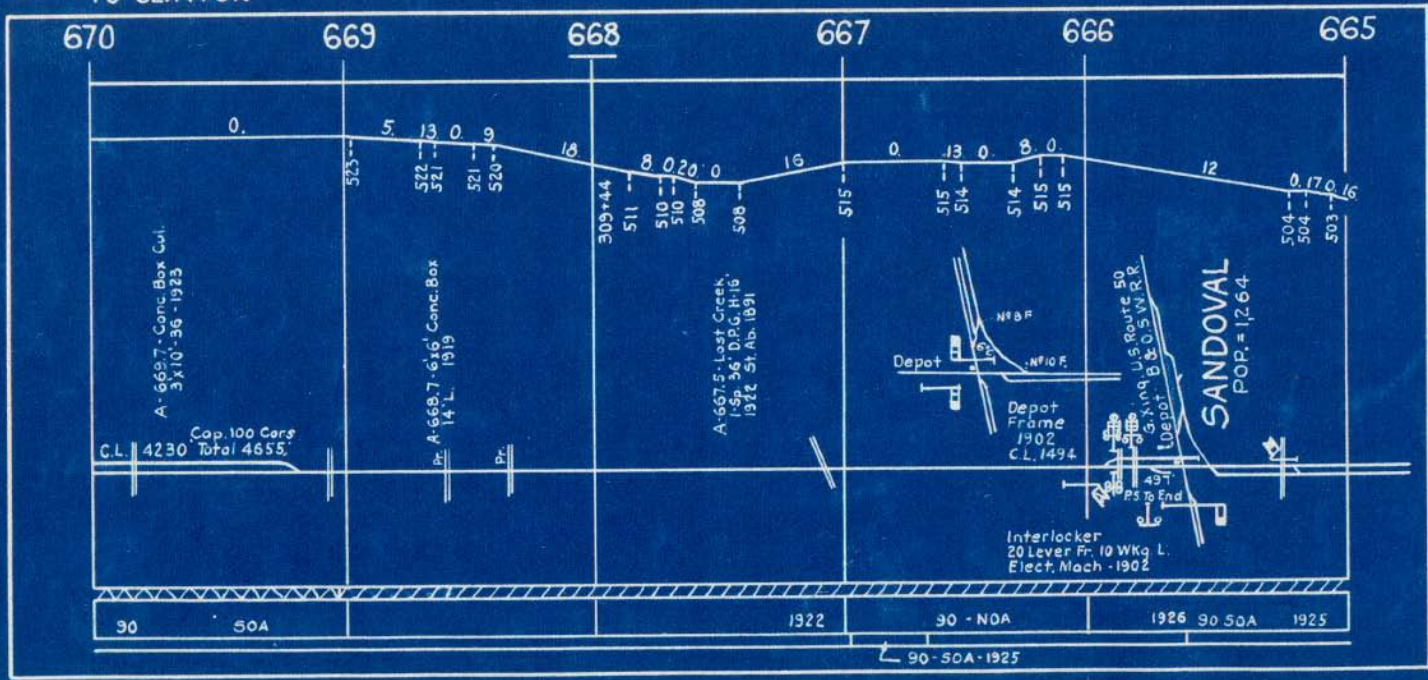
FAIRMAN
(POP. - 32)

A 28 A 29

90-NOA

1922 90-50A

1922



665

664

663

662

150+95
499
16
2
11
10
4
0.9
4
6
498
499
498
498
499
499
498
497
495

4610'

25
29
15
0
418
415
412
472

• Tel. Booth
A-664.6-Prairie Creek
1-Sp. D.P.G. 33'-0"
Sto. Abt. 22'x33' 1895

GLENRIDGE

A-662.8-20'x30'x28'
Sto. Box.
A-662.7-Sto. Box L. 25'
5.2'x1.5'
A-662.2-10' Conc. Box
L. 35' - 1913

BRANCH J.C.
(Tied To Ill. Div. Profile)

To Chicago
I. C. R. R.
W. T. R.R.

Tipple
Scale
C.B. & Q.
C.B. & Q.
Marion
Coal Co.
To MAIN LINE

SEC.
A
29

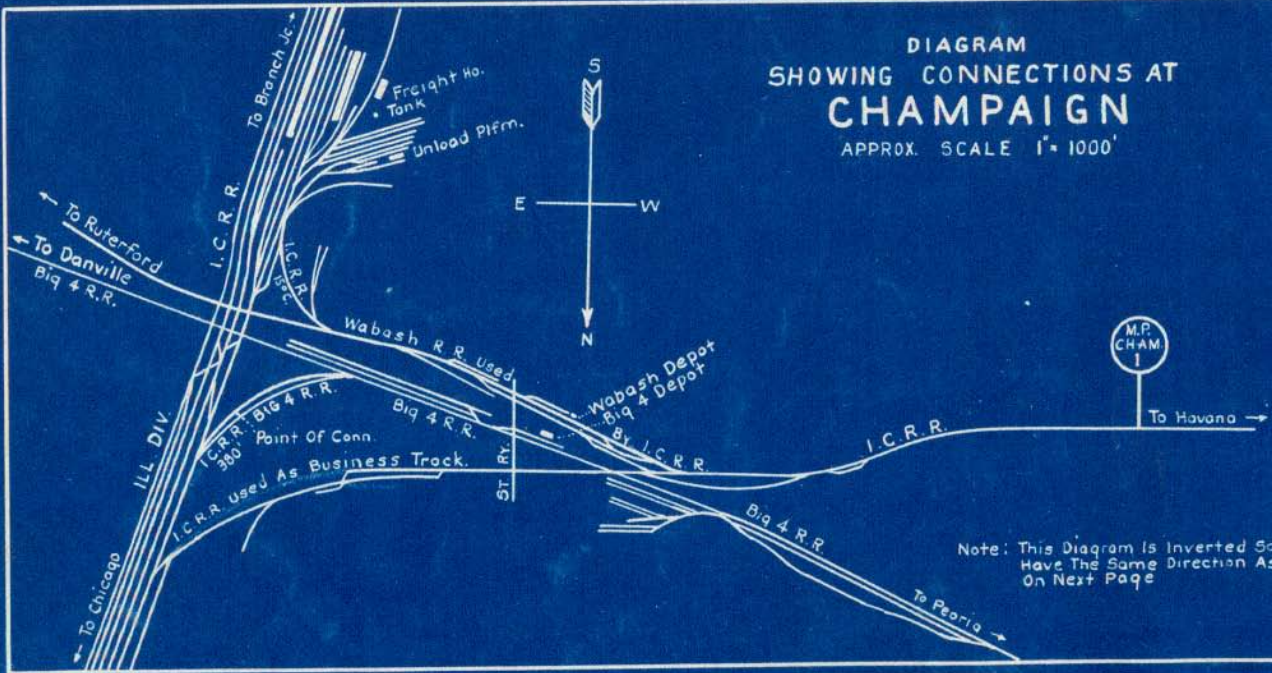
90-NOA-1325
90-50A

1925

Crooked Cr.

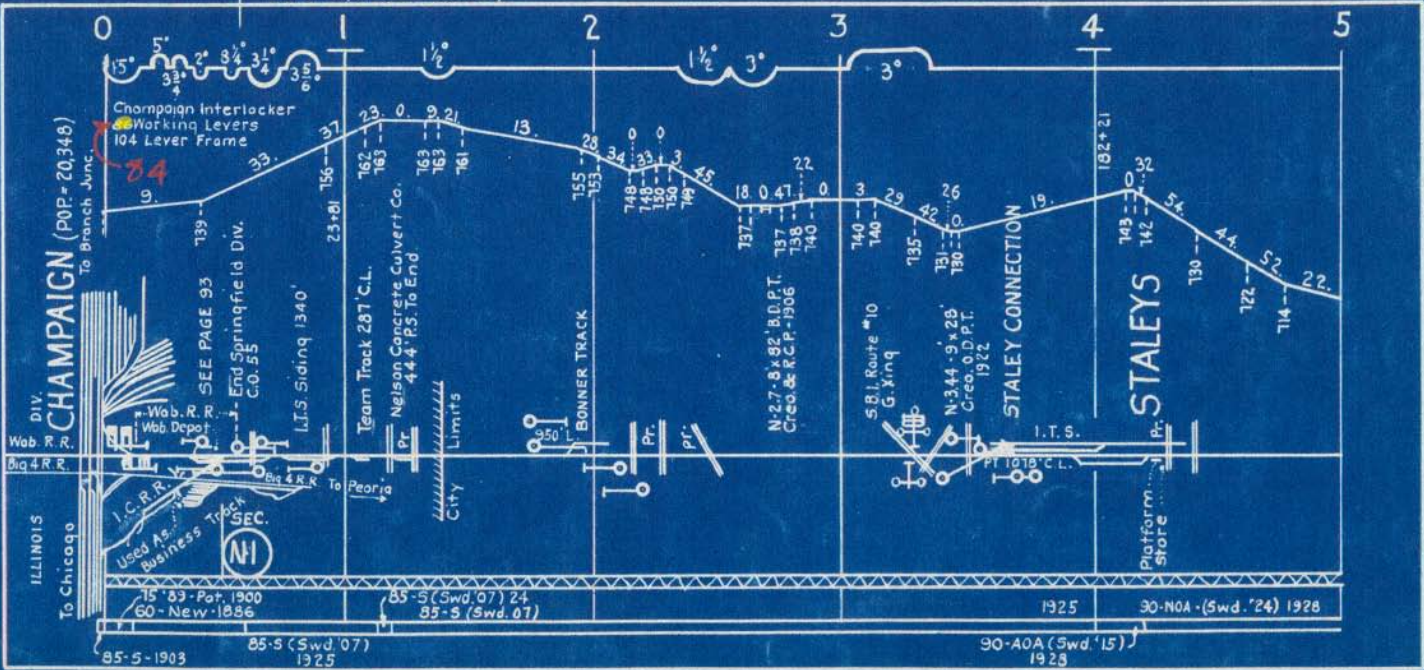
DIAGRAM SHOWING CONNECTIONS AT CHAMPAIGN

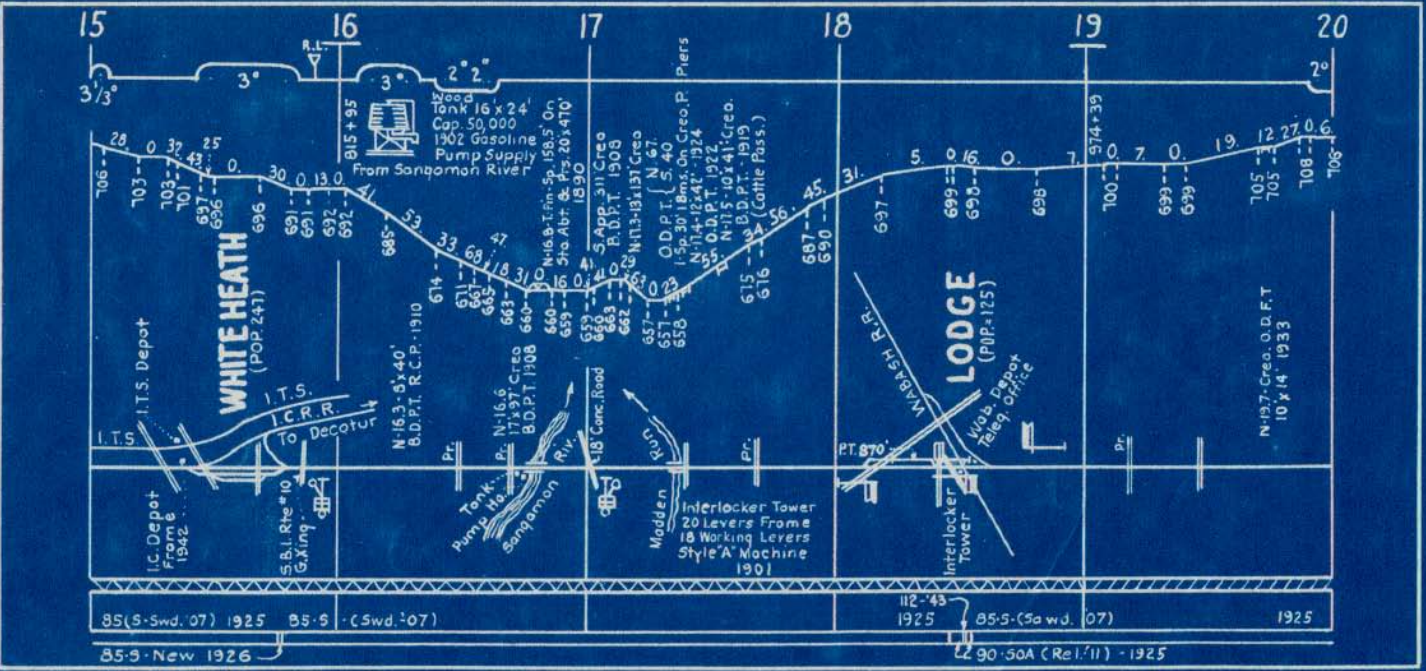
APPROX. SCALE 1" = 1000'

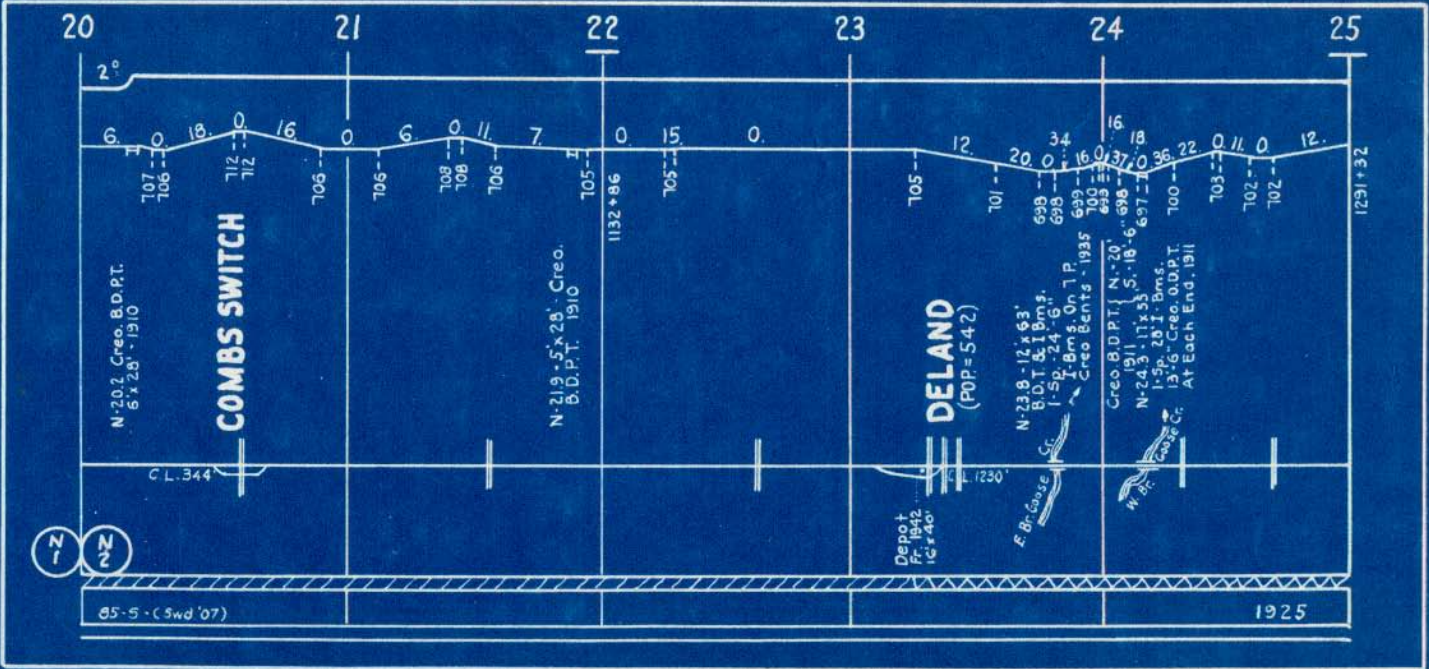


Note: This Diagram Is Inverted So As To Have The Same Direction As Profile On Next Page

← End Of Supervisors Territory



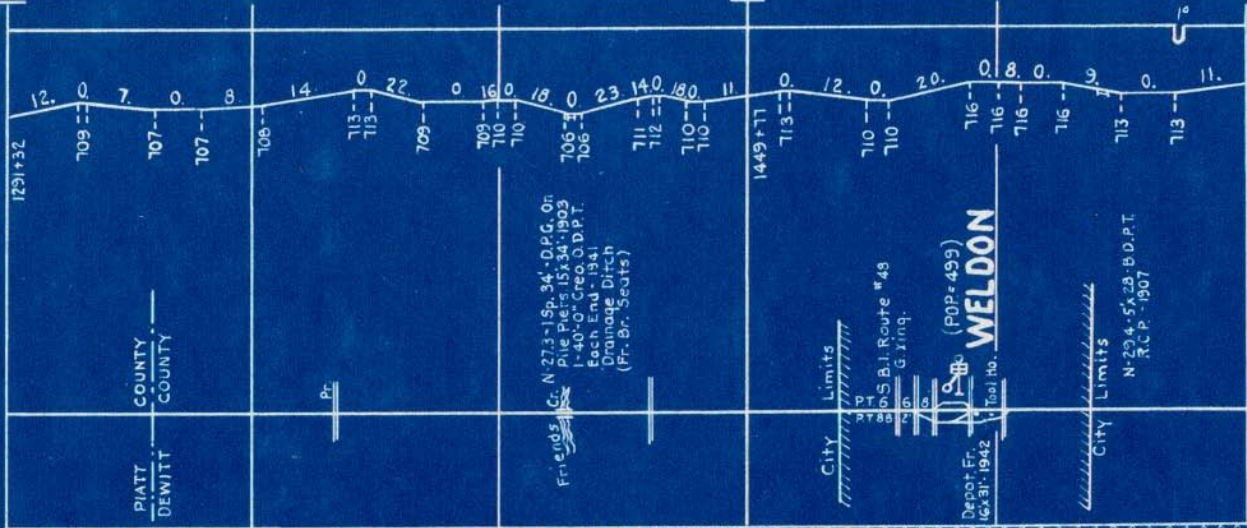




85-5 (5wd '07)

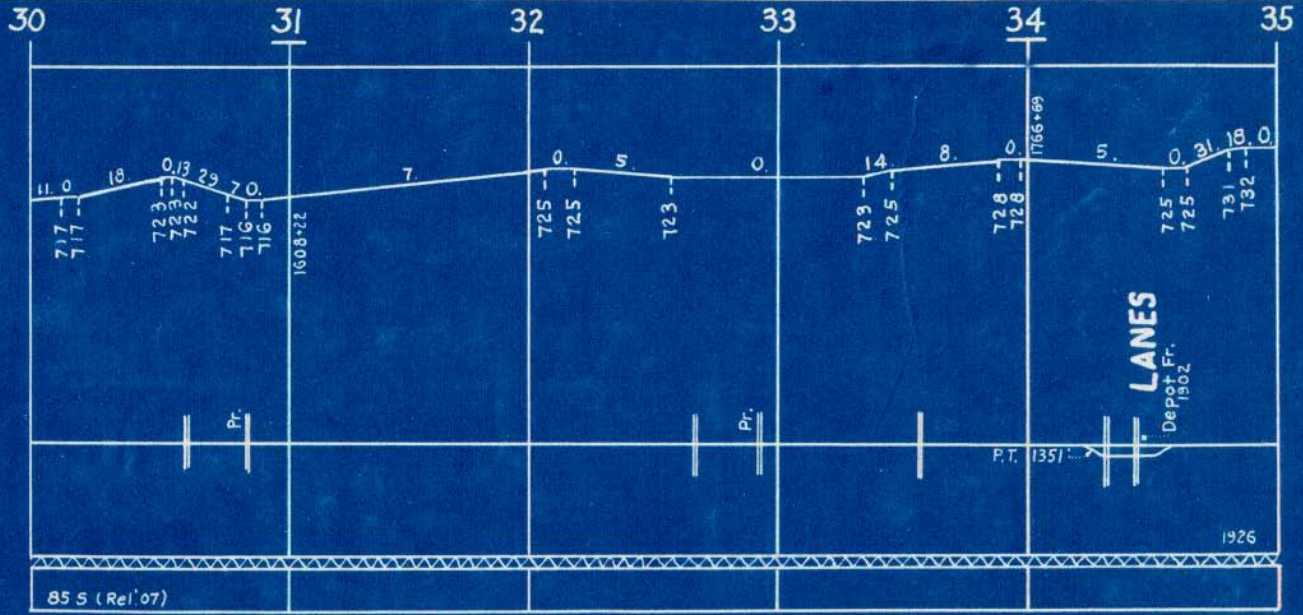
1925

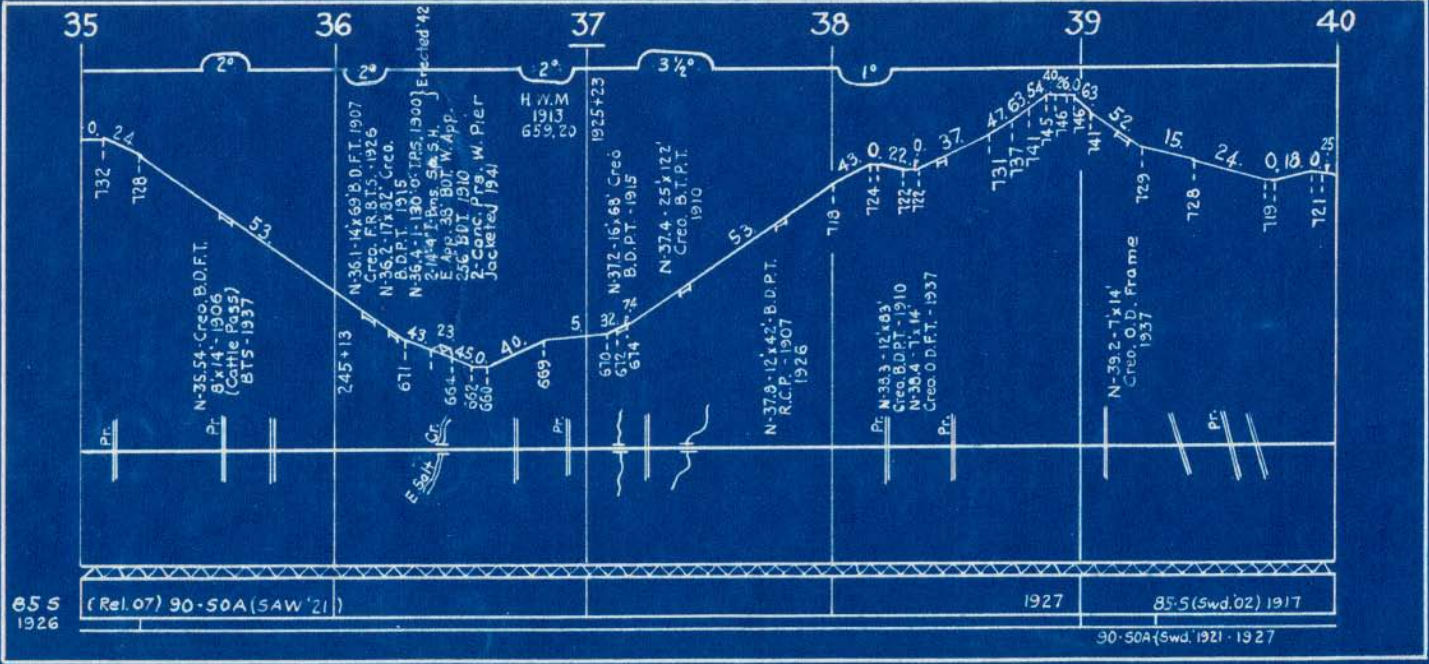
25 26 27 28 29 30



85 (S-Swd. 07) 1925 85 (Rel. 07) 1926 85 (Rel. 07) '26

85-5 (Swd. 07) '26 85-5 New '26





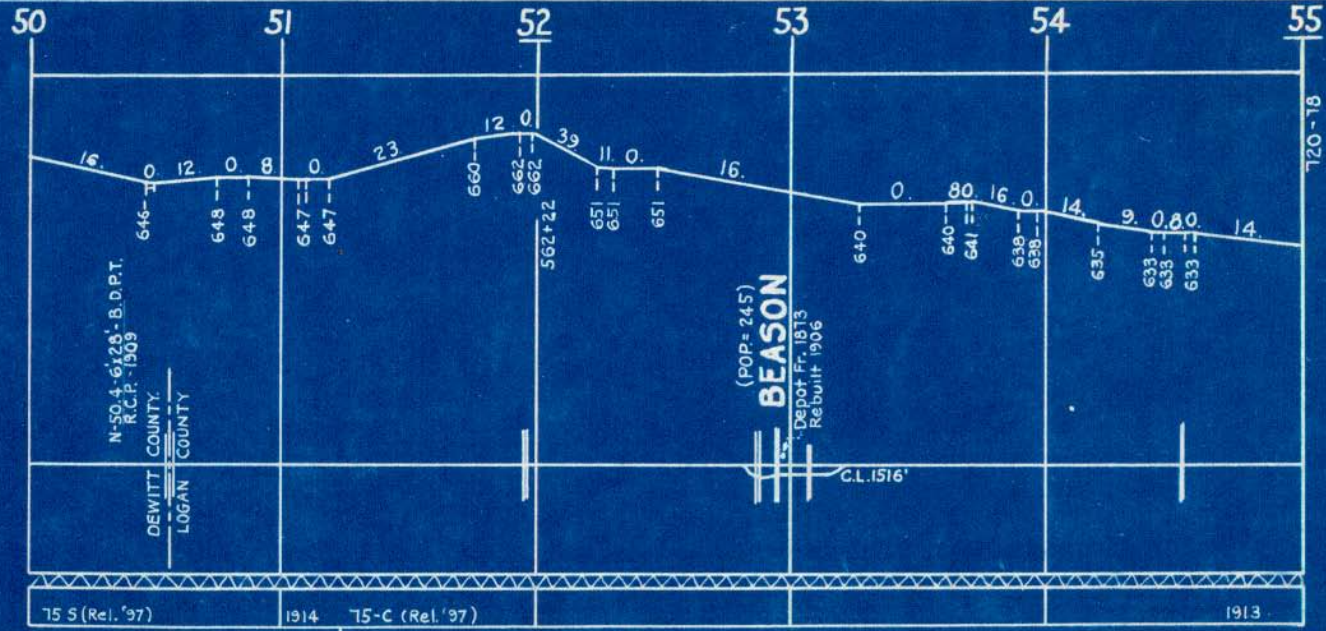
65 S
1926

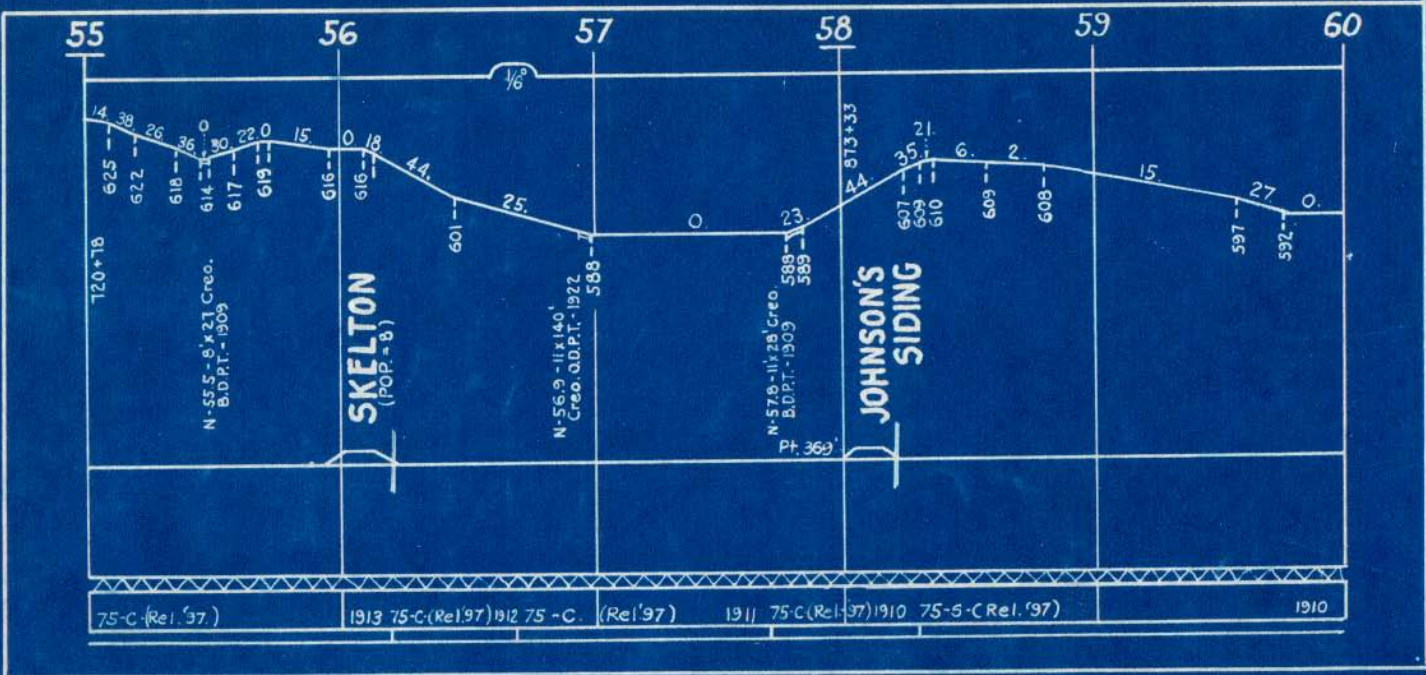
(Rel. 07) 90-50A (SAW '21)

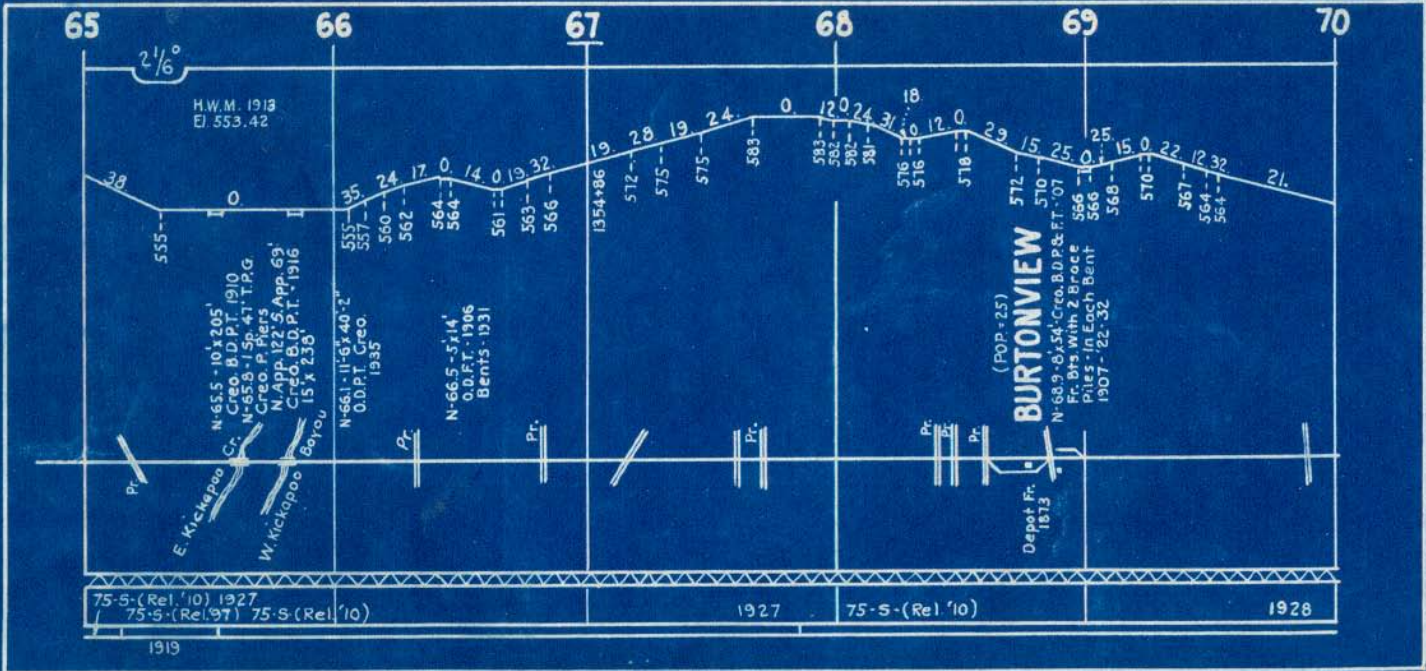
1927

85-5 (Swd. 02) 1917

90-50A (Swd. 1921-1927)







2 1/6

H.W.M. 1913
El. 553.42

38

555

0

35

24

17

0

14

0

19

572

575

575

583

583

582

582

581

576

576

578

29

Pr.

E. Kickapoo

W. Kickapoo

Boyou

Pr.

Pr.

Pr.

Pr.

Pr.

Depot Fr.

1813

75-5-(Rel.'10) 1927

75-5-(Rel.'97) 75-5-(Rel.'10)

1927

75-5-(Rel.'10)

1928

1919

N-65.5 - 10 x 205'
Crg. B.D.P.T. 1910
N-65.8 - 15p. 47' T.P.G.
Crg. P. Piers
N.App. 122' S.App. 69'
Crg. B.D.P.T. - 1916
15' x 238'

N-66.1 - 11-6 x 40'-2"
O.D.P.T. Crg.
1935

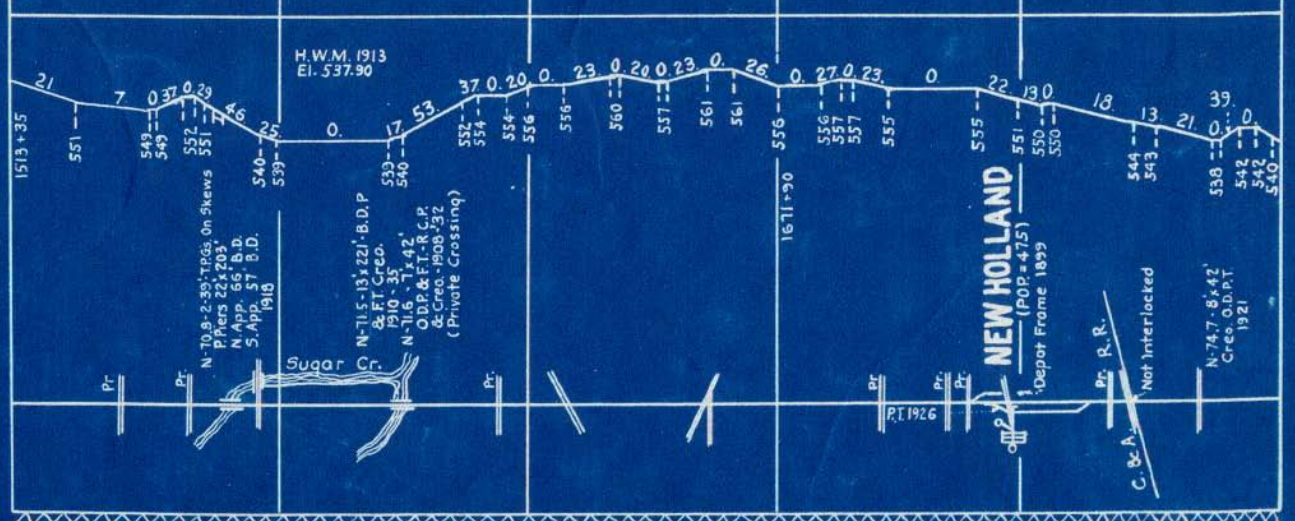
N-66.5 - 5 x 14'
O.D.F.T. - 1906
Bents - 1931

BURTONVIEW
(POP. 25)

N-68.9 - 8 x 54' Crg. B.D.P.&F.T. - 07
Fr. Bts With 2 Broce
Piles - In Each Bent
1907 - '22 - 32

19. 28 19 24 0 12 0 24 31 18 12 0 29 15 25 0 25 15 0 22 12 32 21.

70 71 72 73 74 75



H.W.M. 1913
El. 537.90

N-10.8-2-39' TP&S, On Skews
Piers 22 x 203'
N.App. 66' B.D.
S.App. 57' B.D.
1918

Sugar Cr.

N-11.5-13' x 22' - B.D.P
& FT. Cre.
1910 - 35'
N-11.6 - 1 x 42'
O.D.P. & FT. - R.C.P
& Cre. - 1908-232
(Private Crossing)

1671 + 90

NEW HOLLAND
(POP = 475)
Depot Frame 1899

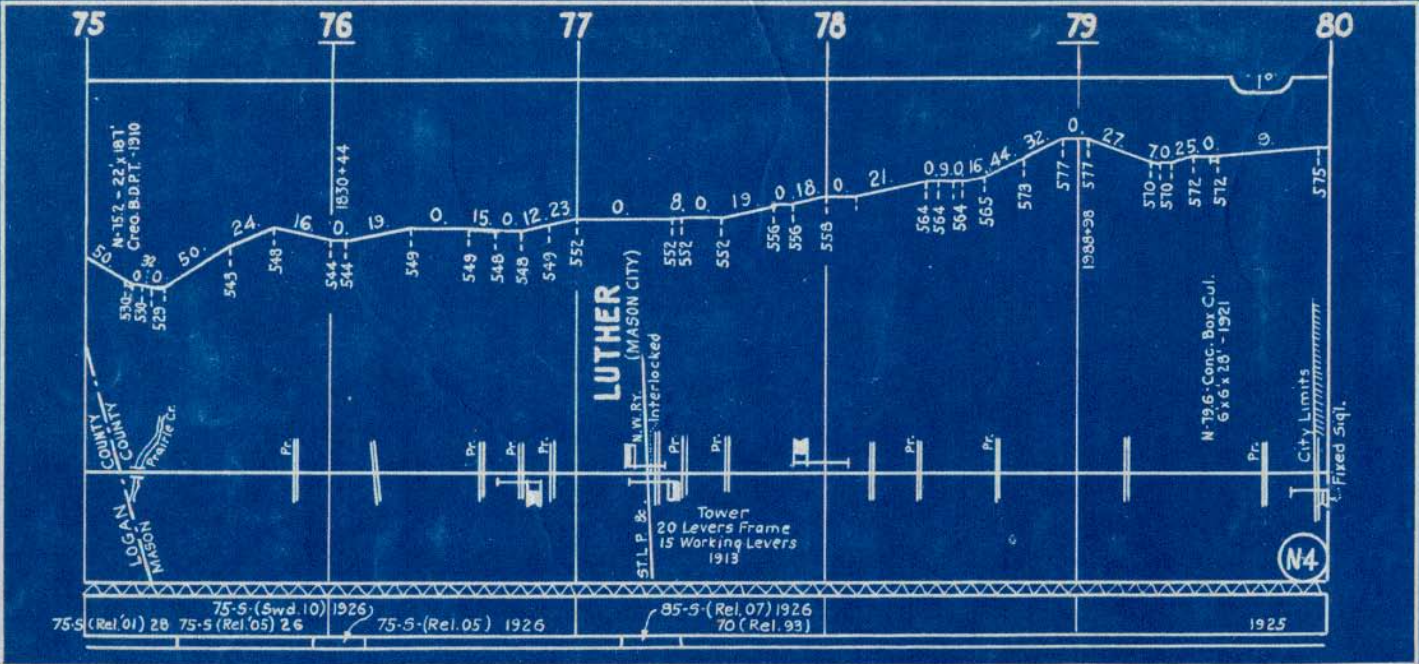
N-74.7 - 8 x 42'
Cre. O.D.P.T.
1921

75-S-(Rel.'10)

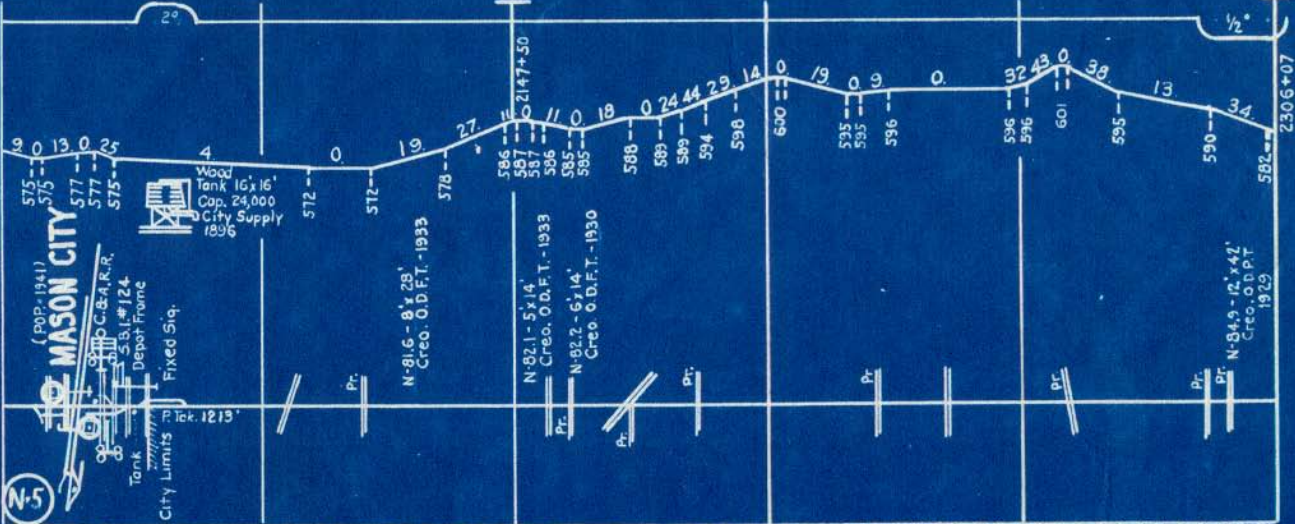
75-S-(Rel.'98) 1925
1928

75-S-(Rel.'01) 1928

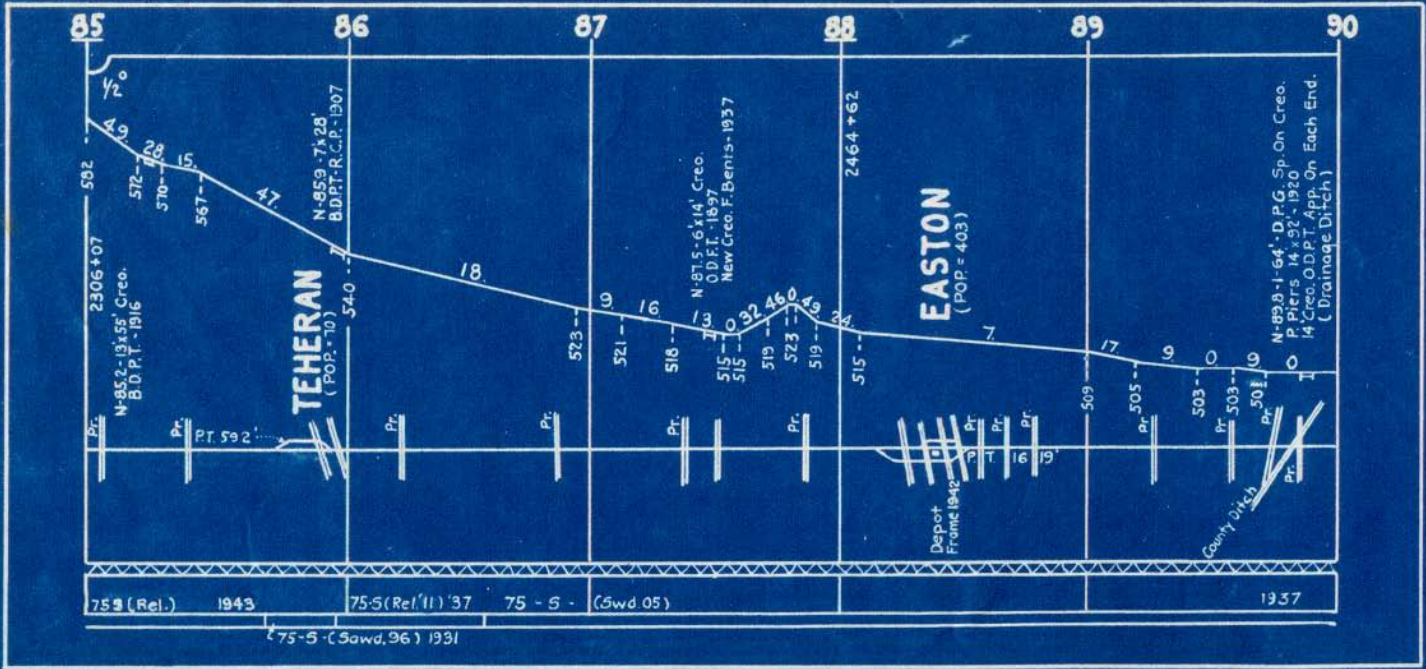
75-S-(Rel.'10) 1928

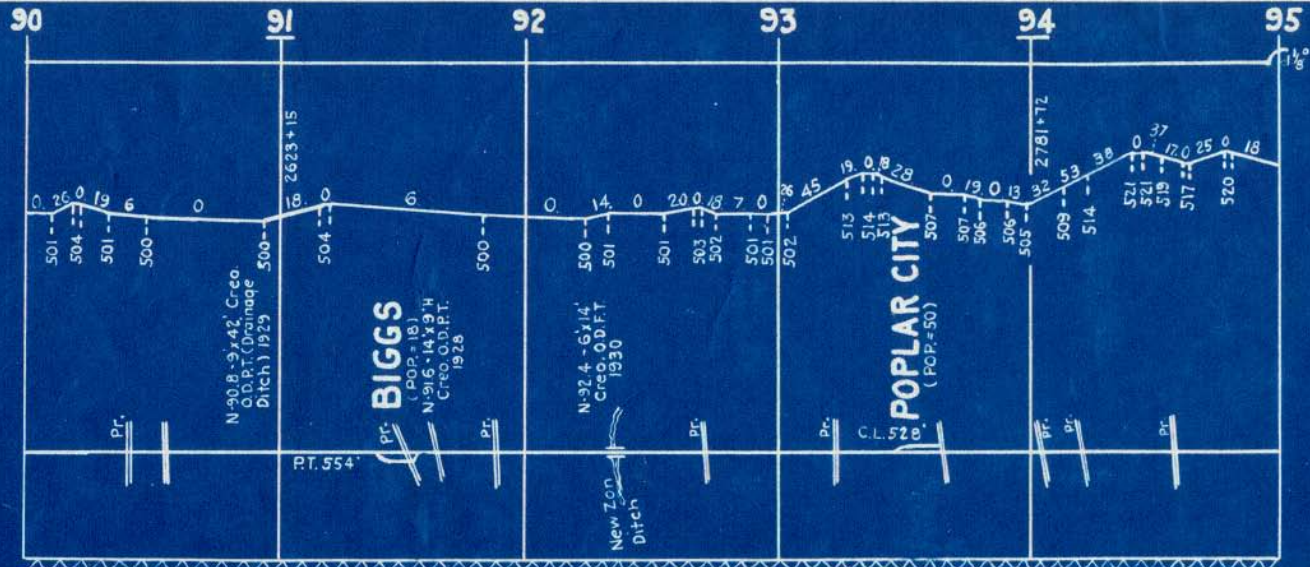


80 81 82 83 84 85



75-5 (Rel. 97) '26 70-(Rel. 05) '26 85-S-(Rel. 02) 1915 75-S-(Rel. 97) 1926 60-(Rel. 82) 1897 75 S. (Rel.) 1943

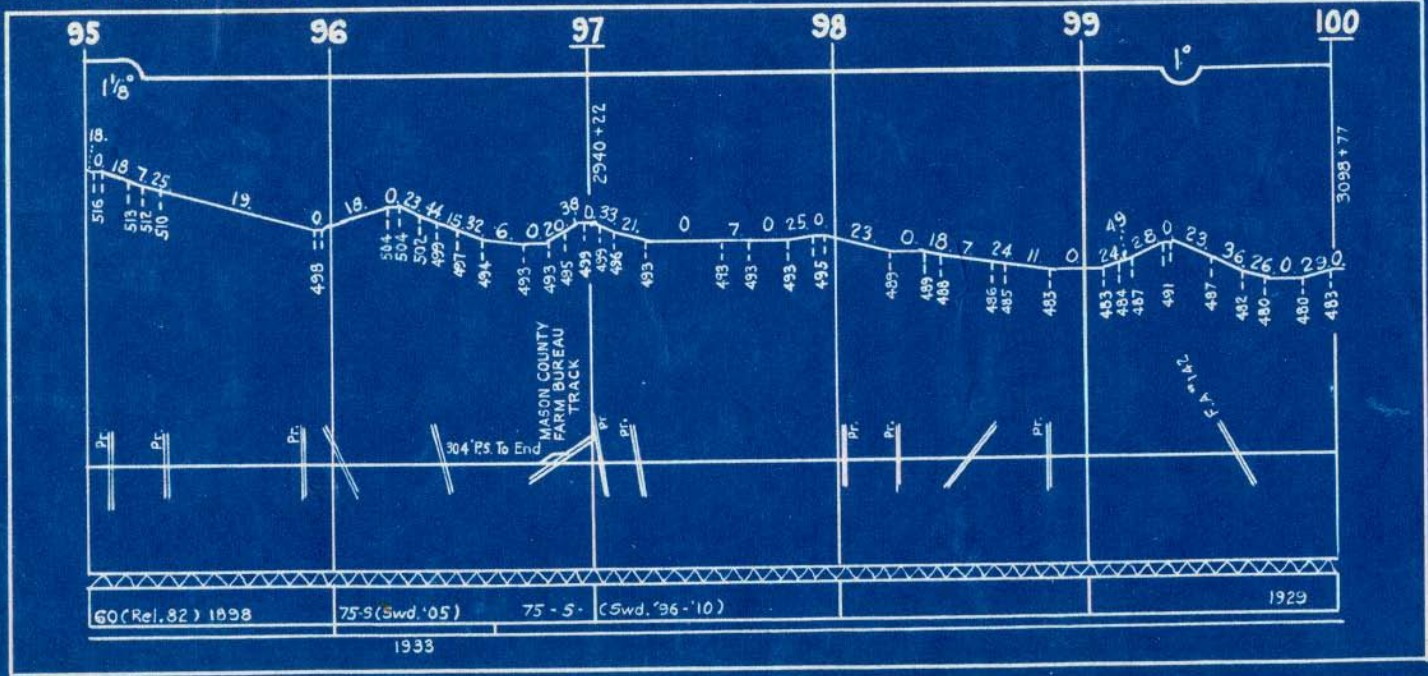




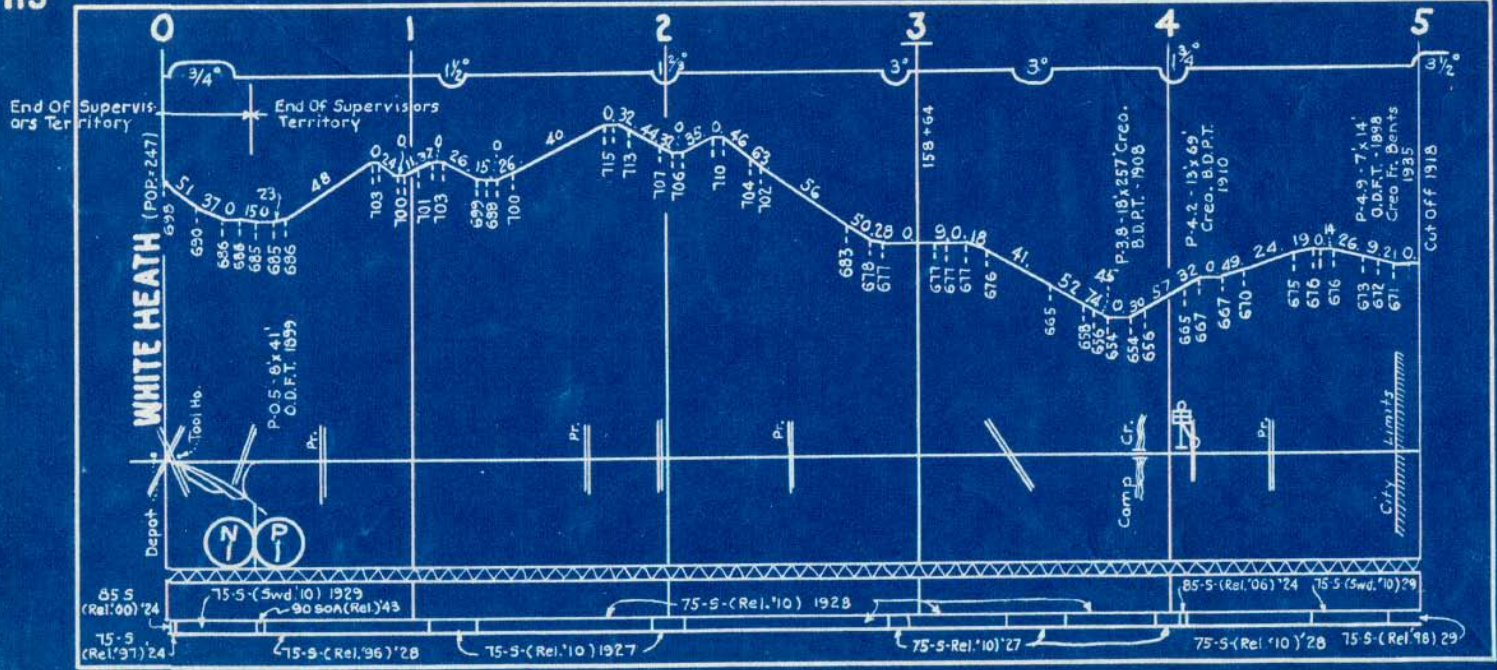
75 S - C 5wd. '05)

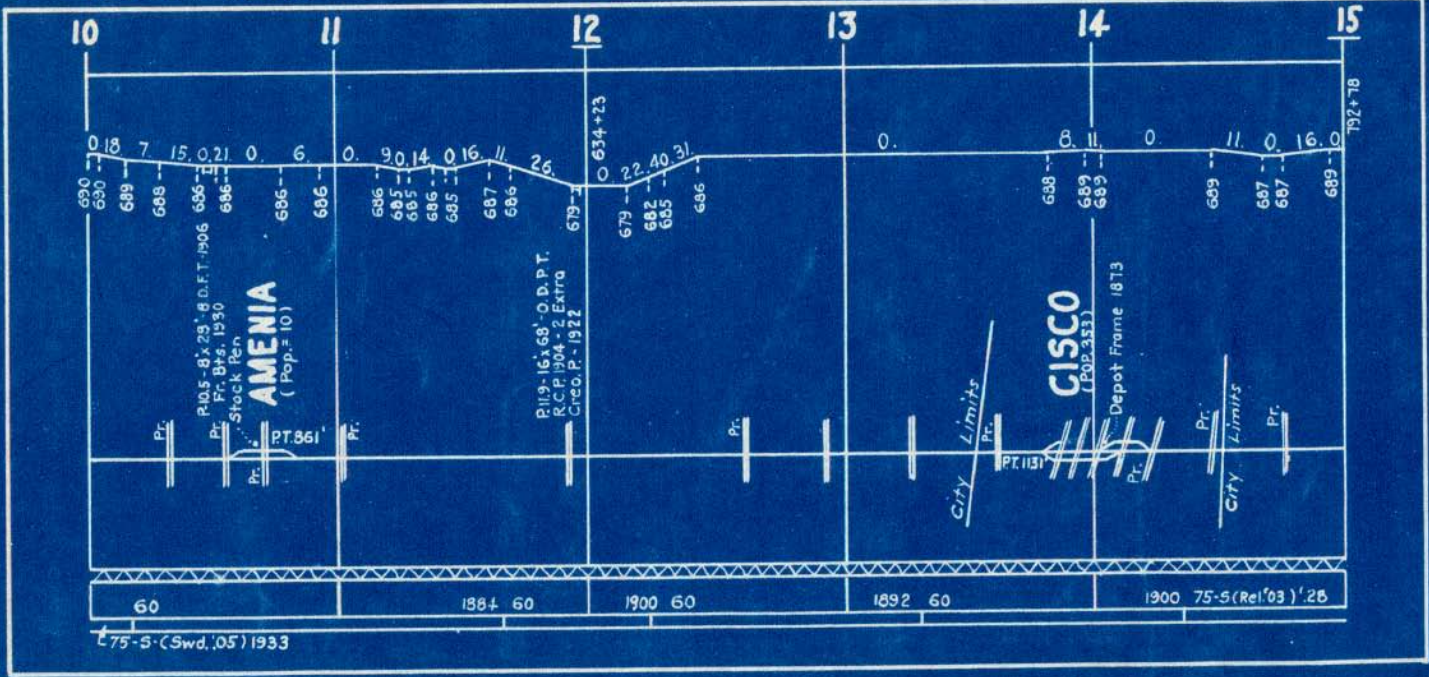
1937 C 60-Rel. '82)

1898



WHITE HEATH





690
690
689
688

Pr.

P10.5 - 8' x 29' - 8 D.F.T. - 1906
Pr. Fr. Bt. 6, 1930
Stock Pen

AMENIA
(Pop. = 10)

Pr.

PT. 361

Pr.

686
686

686
685
685

686
685

687
686

P11.9 - 16' x 68' - O.D. P.T.
R.C.P. 1904 - 2 Extra
Creo. P. - 1922

679

679

682
685

Pr.

Pr.

Pr.

City Limits

Pr.

CISCO
(Pop. 353)

Depot Frame 1873

Pr.

Pr.

City Limits

Pr.

689
687
687

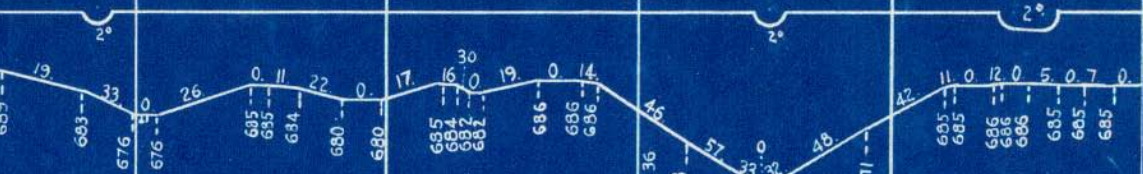
689
687
687

689

792+78

15 16 17 18 19 20

PIATT COUNTY
MACON COUNTY — S.B.I. #48



P-16.1 - 8' x 28' Creo.
B.D.P.T. - 1908
(INTER. STA.)

P-18.5 - 25' x 226'
B.D.P.T.R.C.
& Creo. P.
1907

ARGENTA
(POP. = 462)
P.T. 1521

From Depot
1873

City Limits

90 SOA (Rel.)

1943

75-5wd. 1930

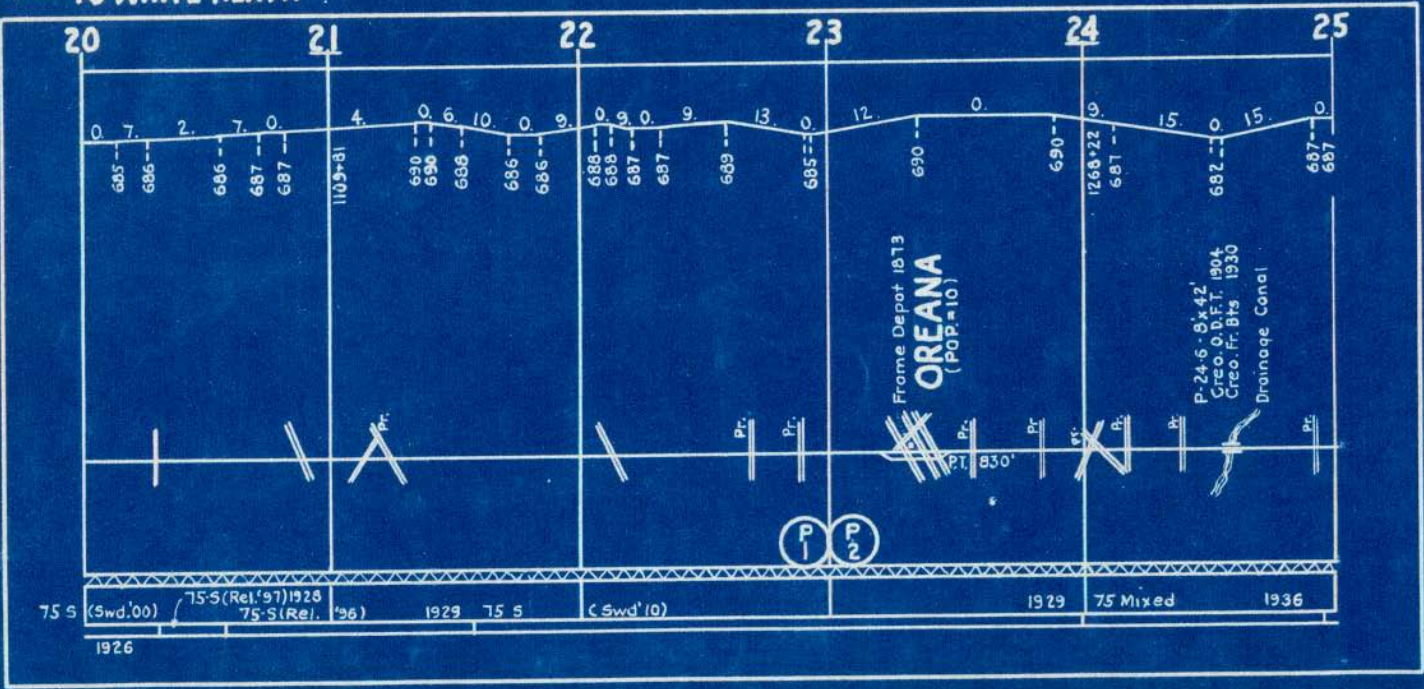
64-84-755 (Swd. 00) 1926

75-S (Rel. 03)
28.

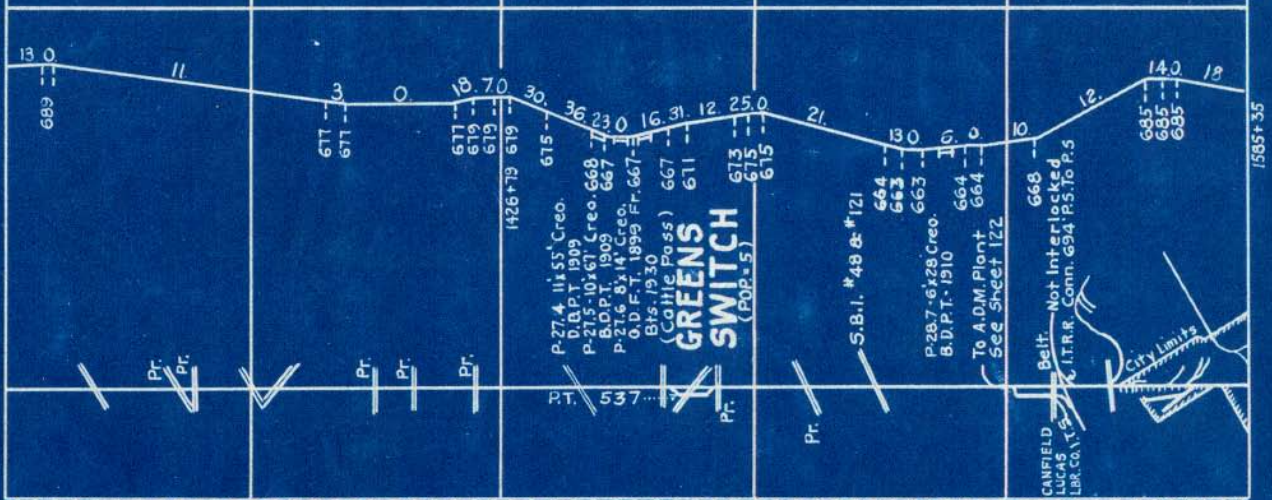
75-Swd. 1931

75-S (Swd. '05) 1929

75-5wd. 1930



25 26 27 28 29 30



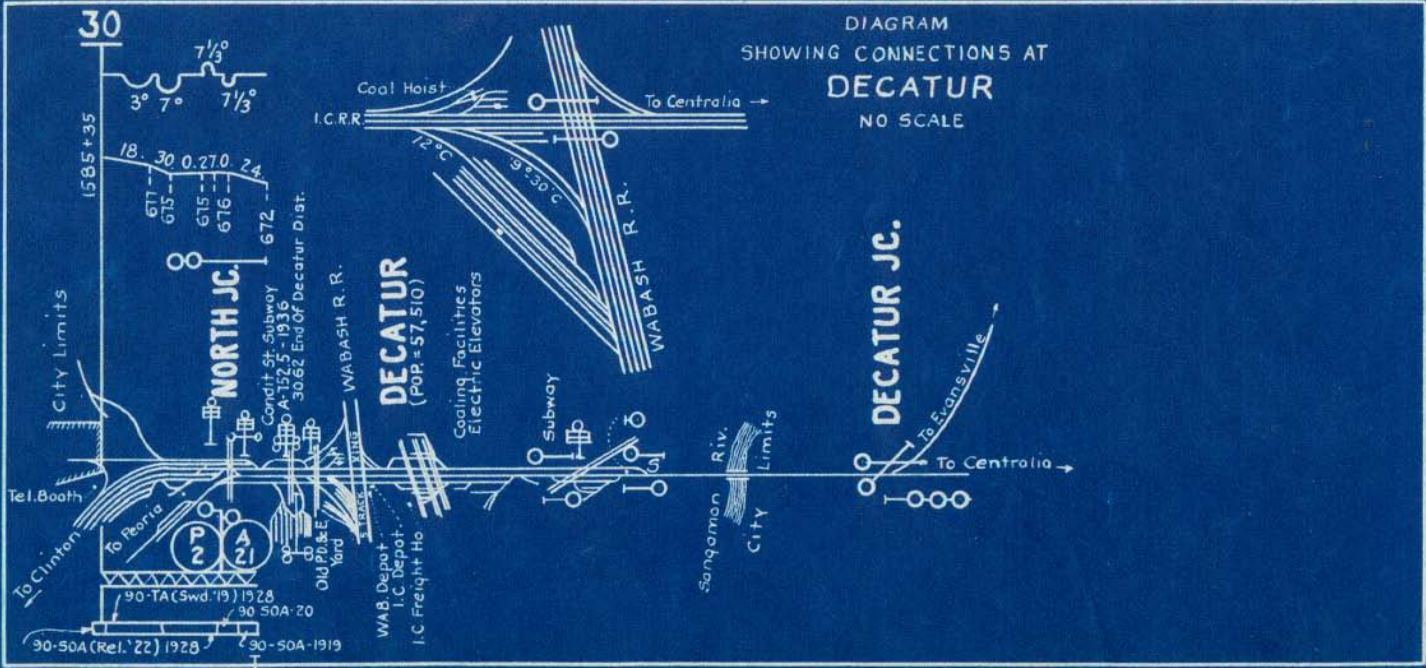
P-27.4 11x55' Creo.
 D.B.P.T. 1909
 P-27.5-10x67' Creo. 668
 B.D.P.T. 1909
 P-27.6 8x14' Creo. 667
 O.D.F.T. 1899 Fr. 667-
 Bts. 1930
 (Cattle Pass)
GREENS SWITCH
 (POP-5)

75 Mixed 1930 90 50A (Rel.) 90-AOA (Swd. '15) 1943 28 90-50A (Rel. 14) 1927 7 90-50A (Rel. 7c) 28

90-50A & TA (Swd. '17) '28

← TO WHITE HEATH DECATUR

DIAGRAM
SHOWING CONNECTIONS AT
DECATUR
NO SCALE



30

158.5 + 35

7 1/3°
3° 7'
7 1/3°

18. 30 0.270 24
677 675 676 672

NORTH J.C.

Condit. St. Subway
A-152.5 - 1936
30.62 End Of Decatur Dist.

WABASH R. R.

DECATUR
(POP. = 57,510)

Cooling Facilities
Electric Elevators

Subway

WABASH R. R.

DECATUR J.C.

To Centralia →

To Evansville

Sangamon Riv.
CITY LIMITS

To Clinton

To Peoria

90-TA (Swd. '19) 1928

90-50A-20

90-50A-1919

WAB. Depot

I.C. Depot

I.C. Freight Ho.

Old P.O. & E. Yard

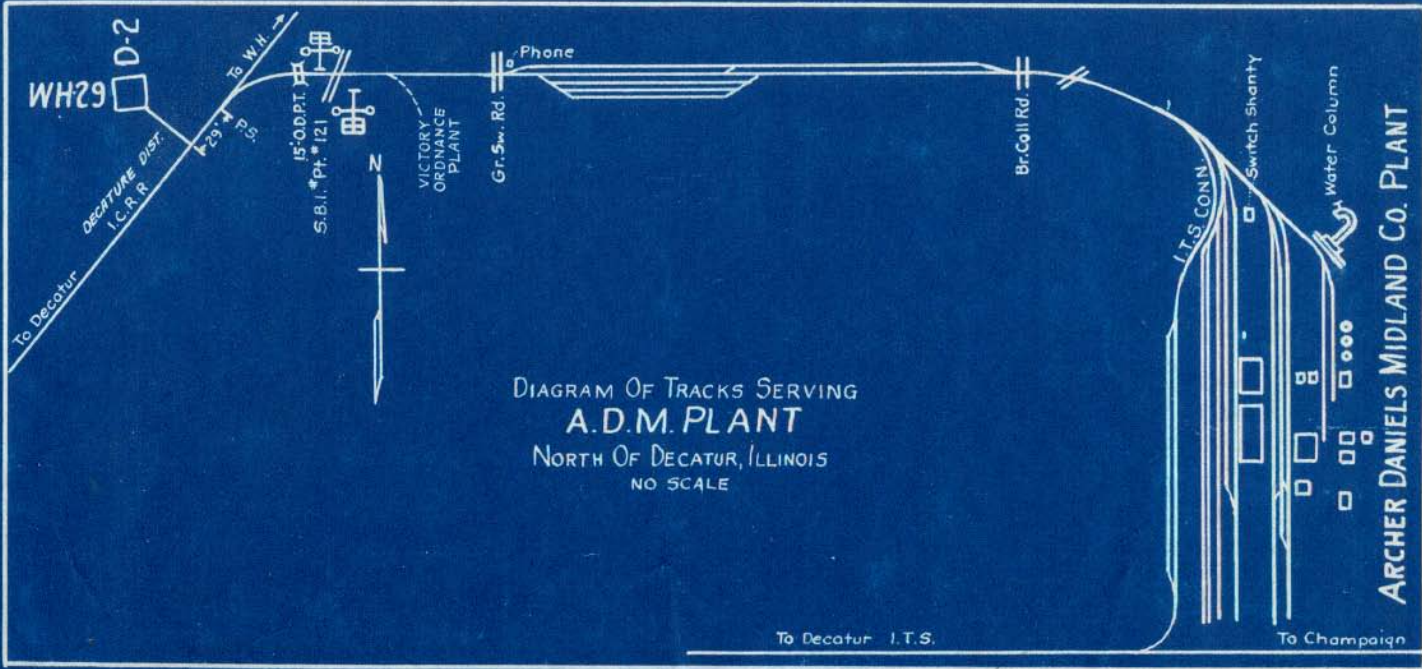
STRAK YARDS

Coal Hoist

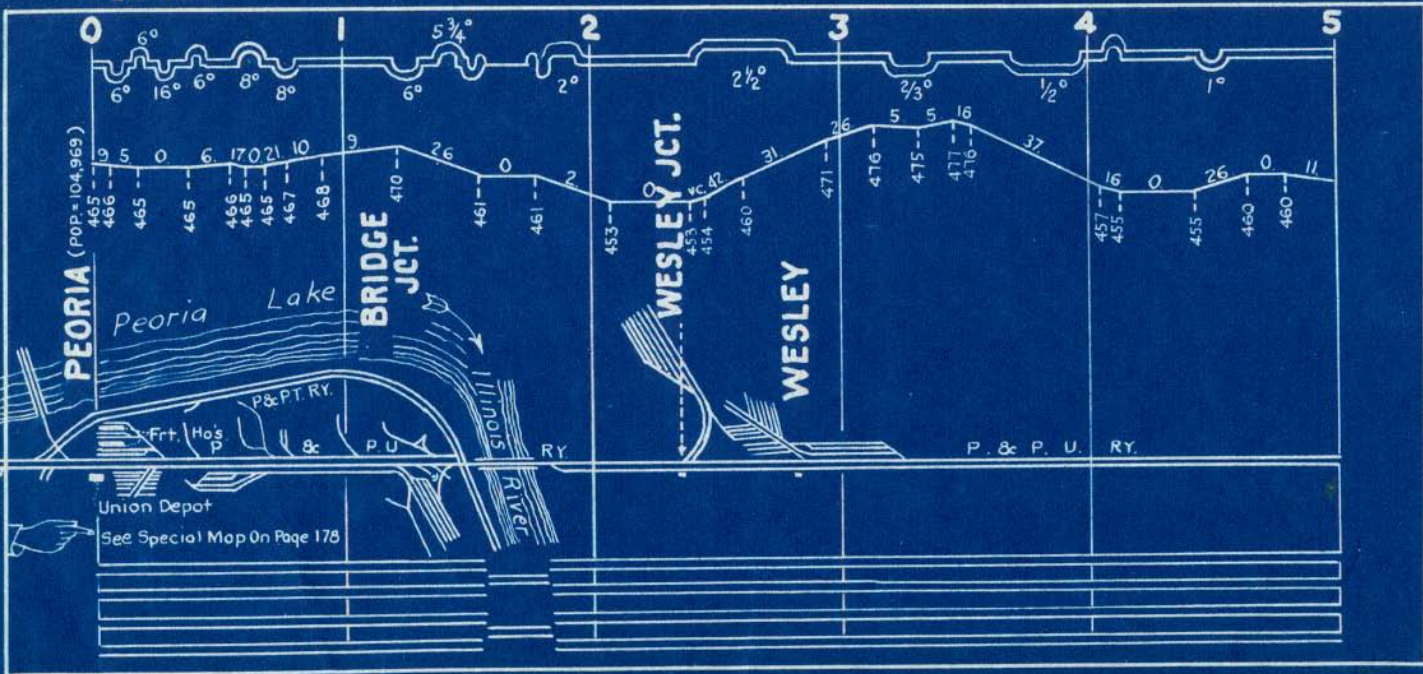
12° C

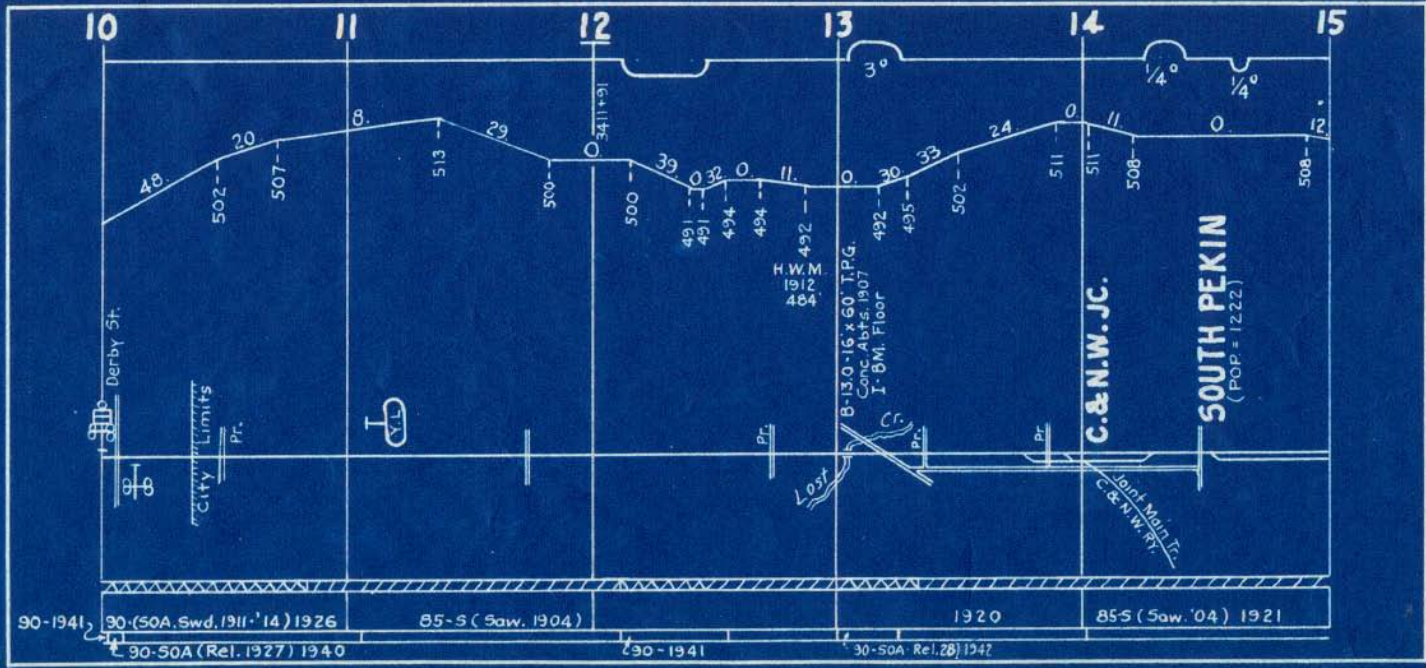
9° 30' C

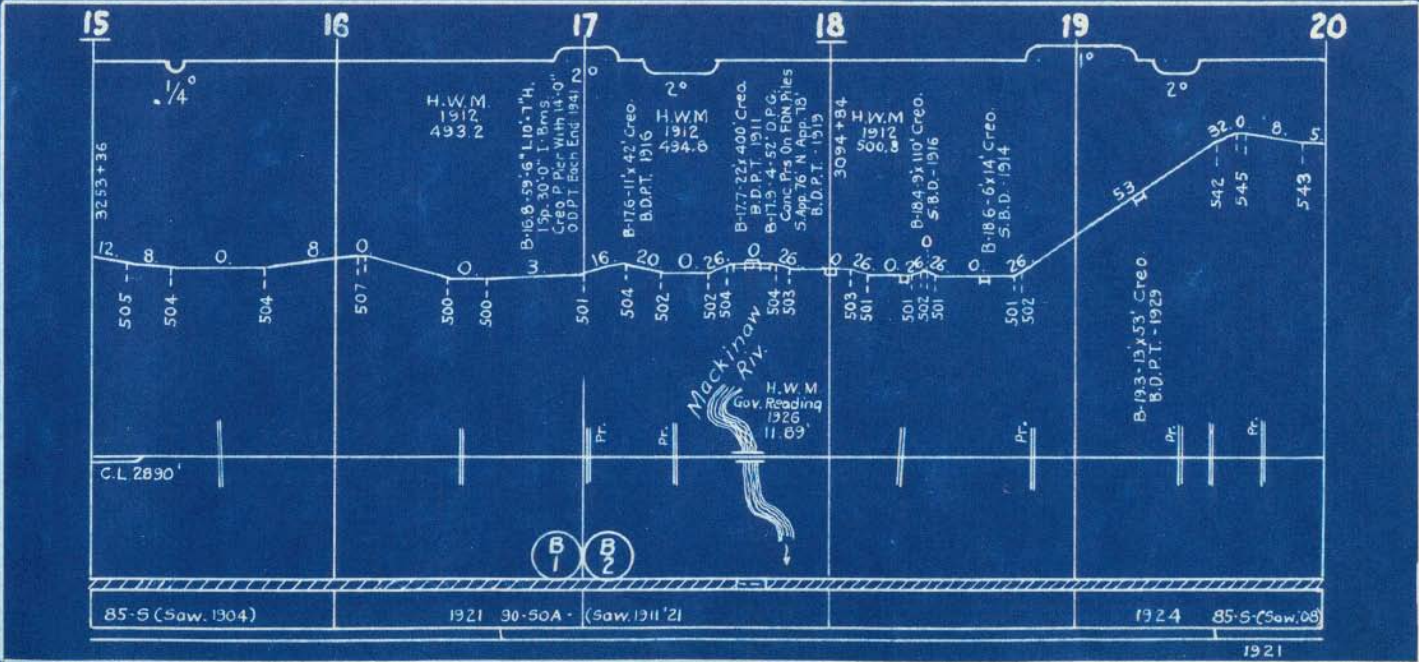
To Centralia →



PEORIA







15

16

17

18

19

20

1/4°

2°

2°

H.W.M.
1912
493.2

H.W.M.
1912
494.6

H.W.M.
1912
500.8

H.W.M.
Gov. Reading
1926
11.69'

B-16.8-59-6" L10x7" H.
15p. 30'0" I. Bms.
Creo. P. Pile With 14'-0"
O.D.P.T. Each End 1941 N

B-17.6-11'x42' Creo.
B.D.P.T. 1916

B-17.7-22'x400' Creo.
B.D.P.T. 1911

B-17.9-4-52' D.P.G.
Conc. Piles On FDN Piles
S. App. 76' N. App. 73'
B.D.P.T. 1919

B-18.4-9'x110' Creo.
S.B.D. 1916

B-18.6-6'x14' Creo.
S.B.D. 1914

B-19.3-13'x53' Creo.
B.D.P.T. 1929

3253+36

C.L. 2890'

Mackinaw Riv.

B1 B2

85-5 (Saw. 1904)

1921 30-50A - (Saw. 1911 '21)

1924 85-5 (Saw. 08)

1921

505

504

504

507

500

500

501

504

502

502

504

504

503

501

502

501

501

502

542

545

543

12

8

0

8

0

0

16

20

0

26

30

0

26

0

26

0

26

53

32

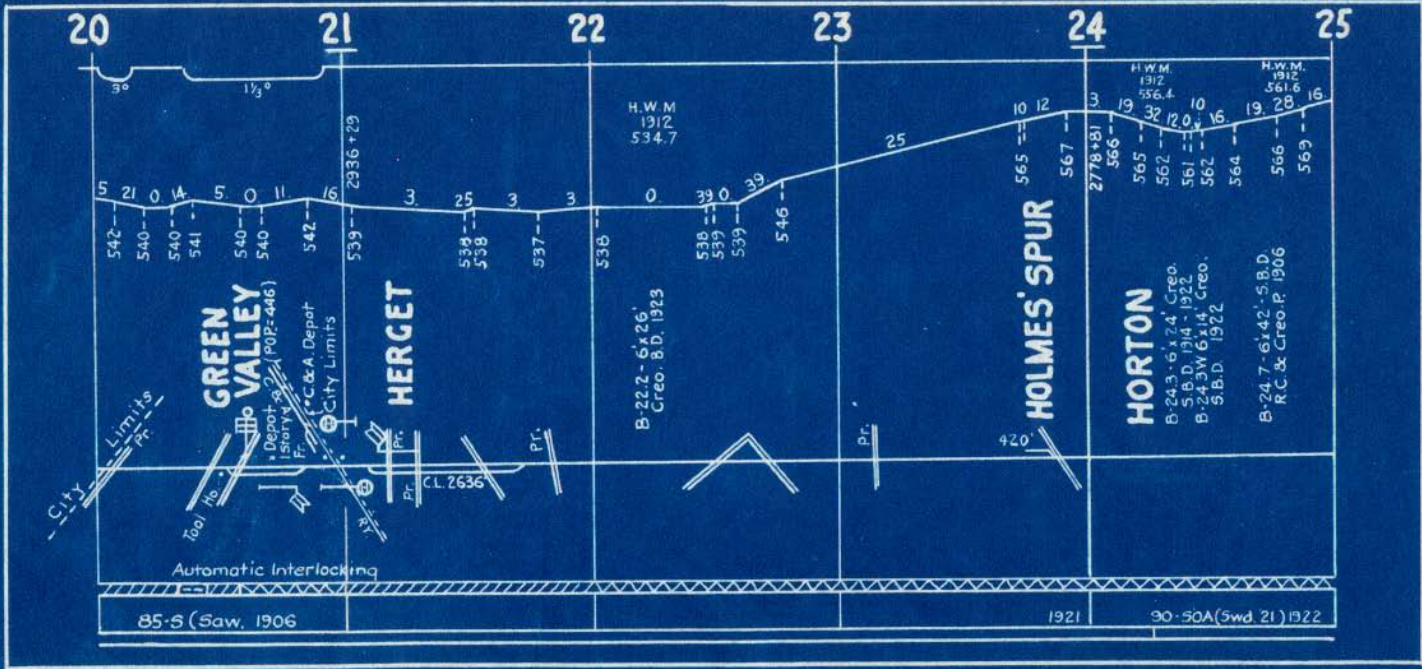
8

5

1921

1924

1921



25

26

27

28

29

30

H.W.M.
1912
568.8'

H.W.M.
1912
573'

H.W.M.
1912
566.6'

H.W.M.
1912
579.5'

H.W.M.
1912
582.2'

B-25.2-21-6'I-Bm.
Sp. 1 Pnl. Creo. B.T.T. App.
Each End L. 47'-H. 13'-0"
1930

S.B.I. #122

Unloading Plf. m.
Depot 15ky. Br. Joint With C.&A.

DELANAV
(Pop. - 1,191)

Intq. Mach. In
Depot 20 W.L.
28 L.F.

B-271. Creo. 17x67' S.B.D.
1909

B-273. 5'x9' Conc. Arch.
25' Bbl. 1900

B-276. 19x96' Creo.
B.D.P.T. 1916

B-281. 4x6' Cir.
Conc. Arch L. 28'

B-287. 6'x43' Creo.
B.D.P.T. 1914

B-298-7x26' Creo. B.D.P.T.
Exd. - 1937
B-299. 5'x13'8" Creo.
B.D. 1922

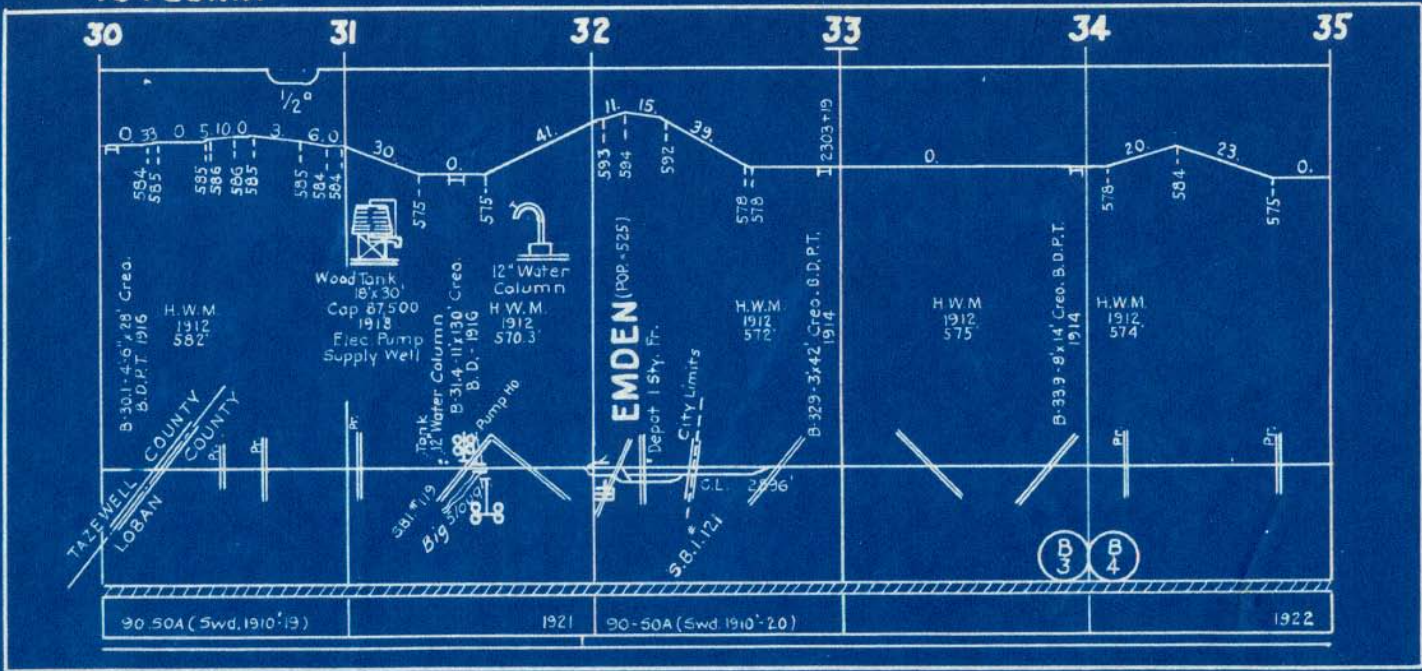


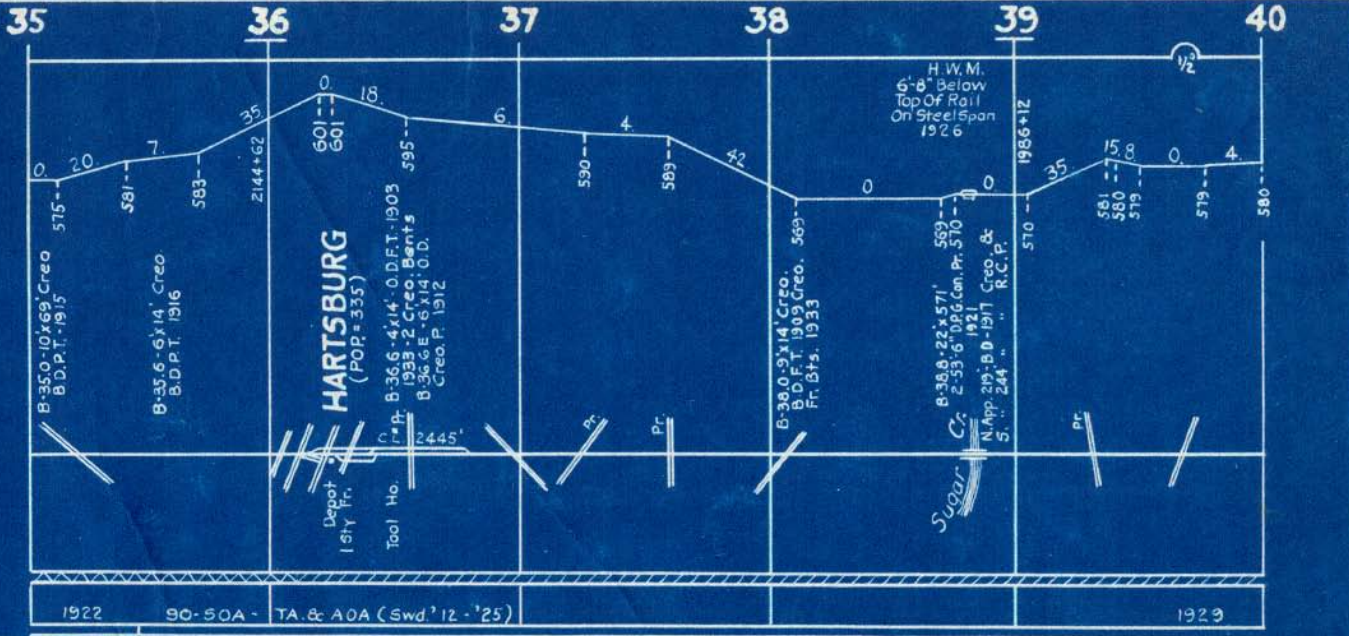
90-50A (Saw. 1910-21)

1922

90-50A (Saw. 1910-18)

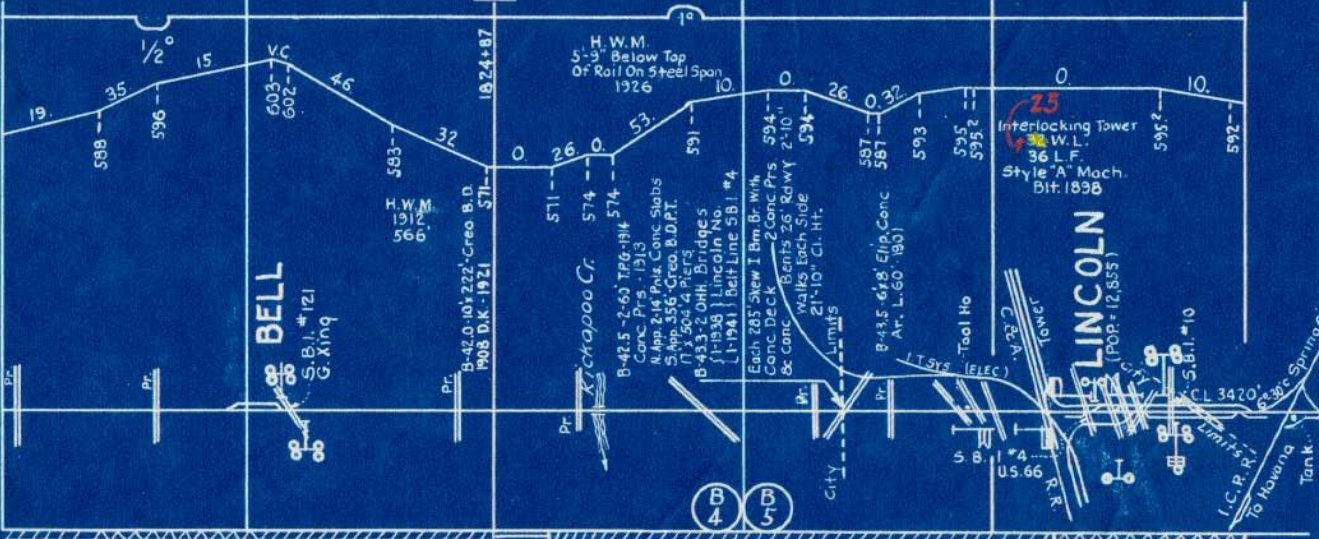
1921



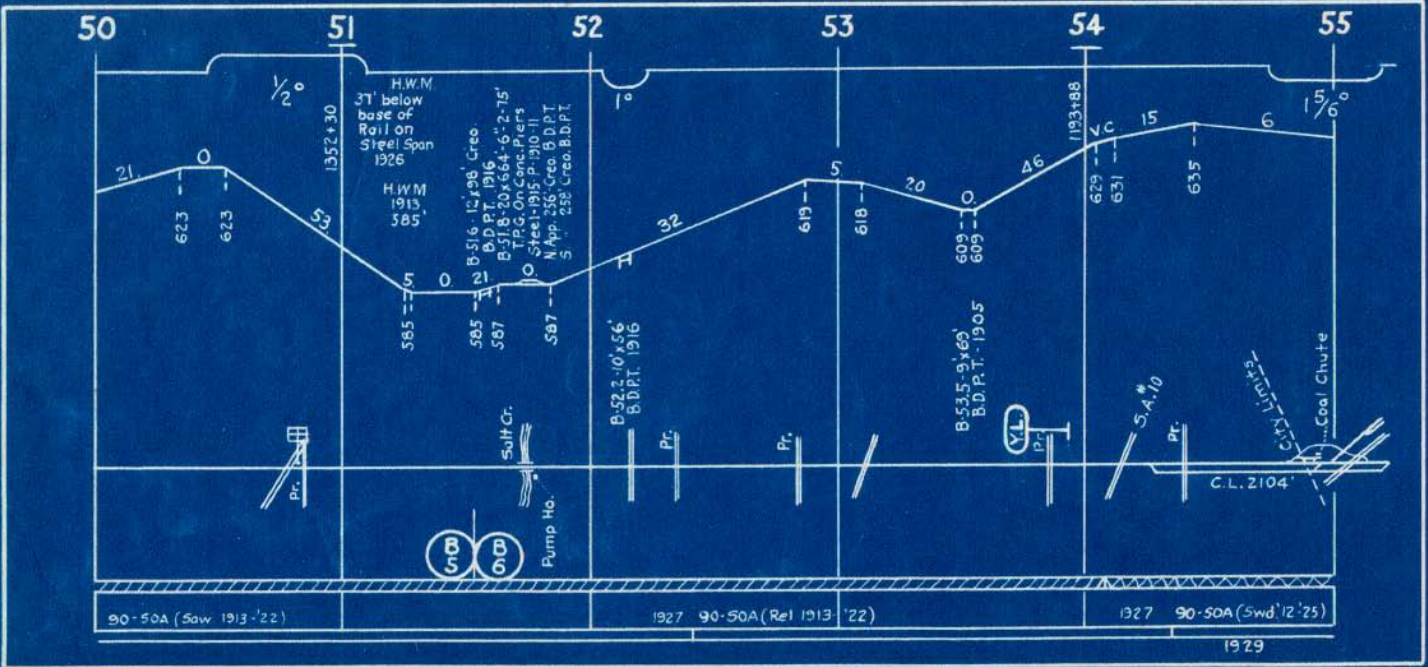


90-50A, (Saw. 1910-'20)

40 41 42 43 44 45



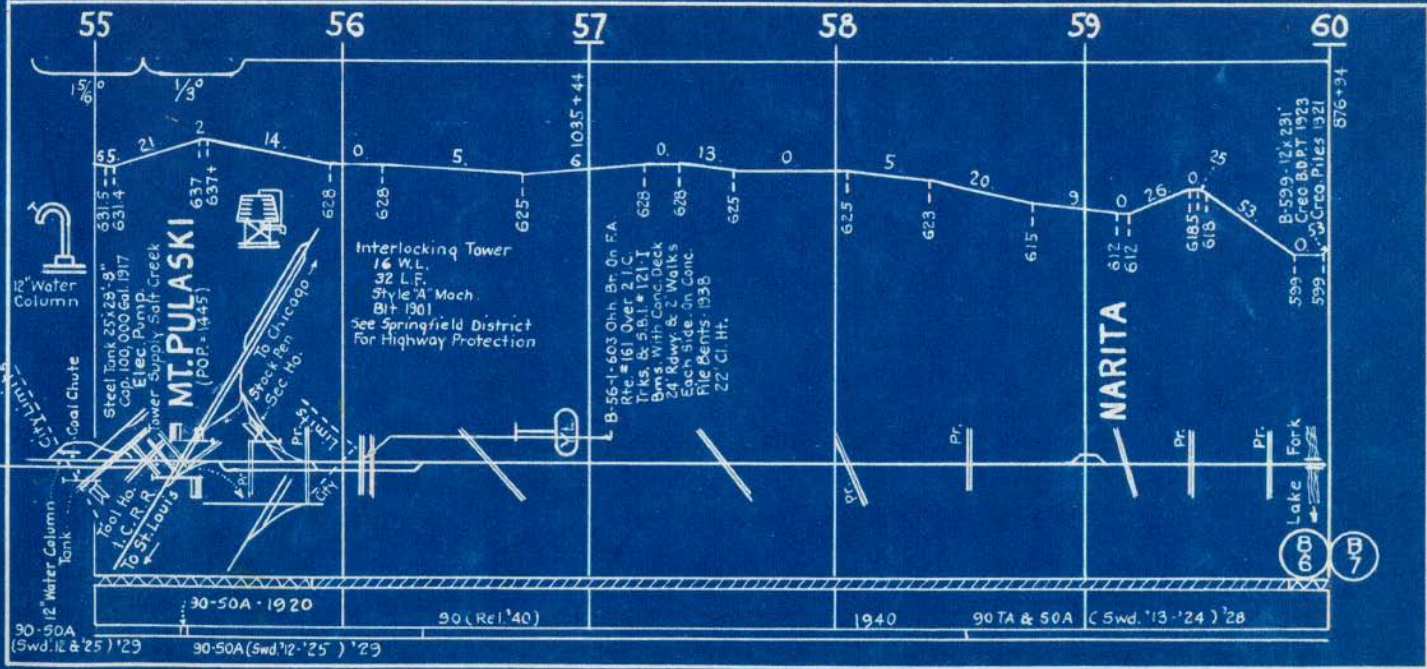
90-50A-TA & AOA	(Swd. '12 - '25) 1929	90 50A (Swd. '13 - '22)	1928
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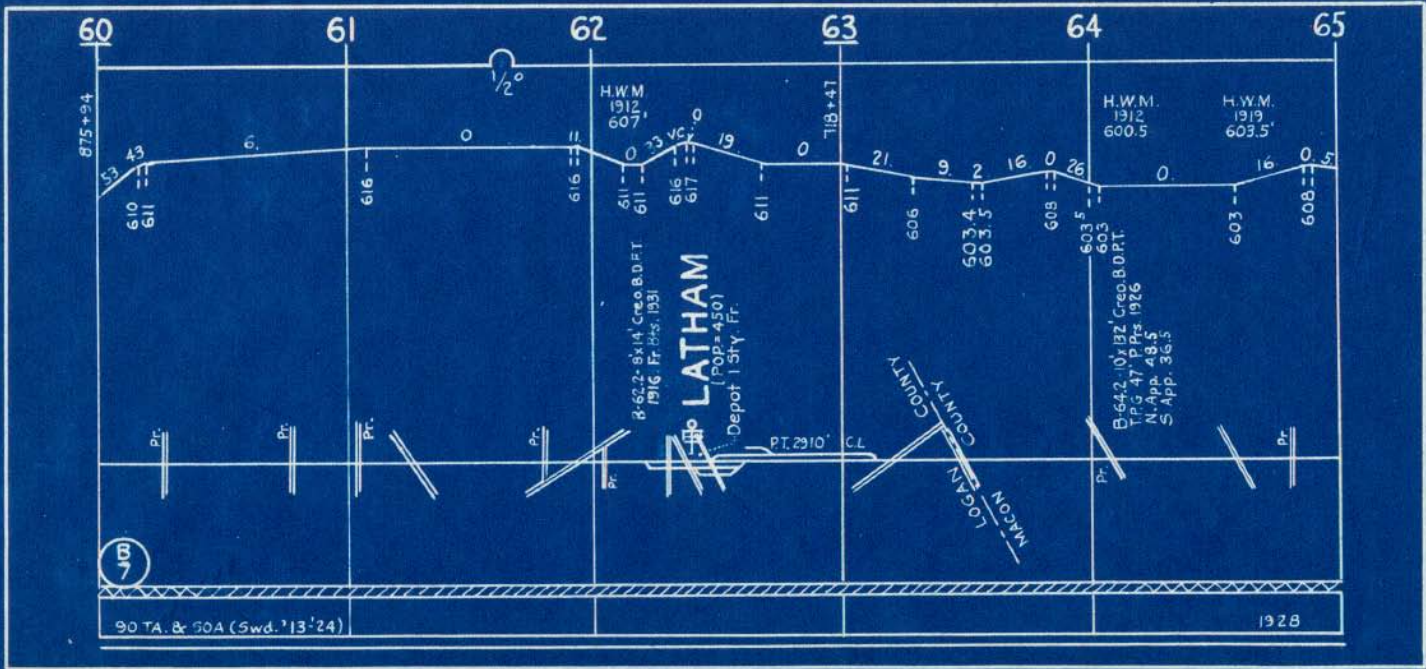


90-50A (Saw 1913-'22)

1927 90-50A (Rel 1913-'22)

1927 90-50A (Swd'12-'25)





65 66 67 68 69 70

H.W.M.
1912
604

H.W.M.
1919
633

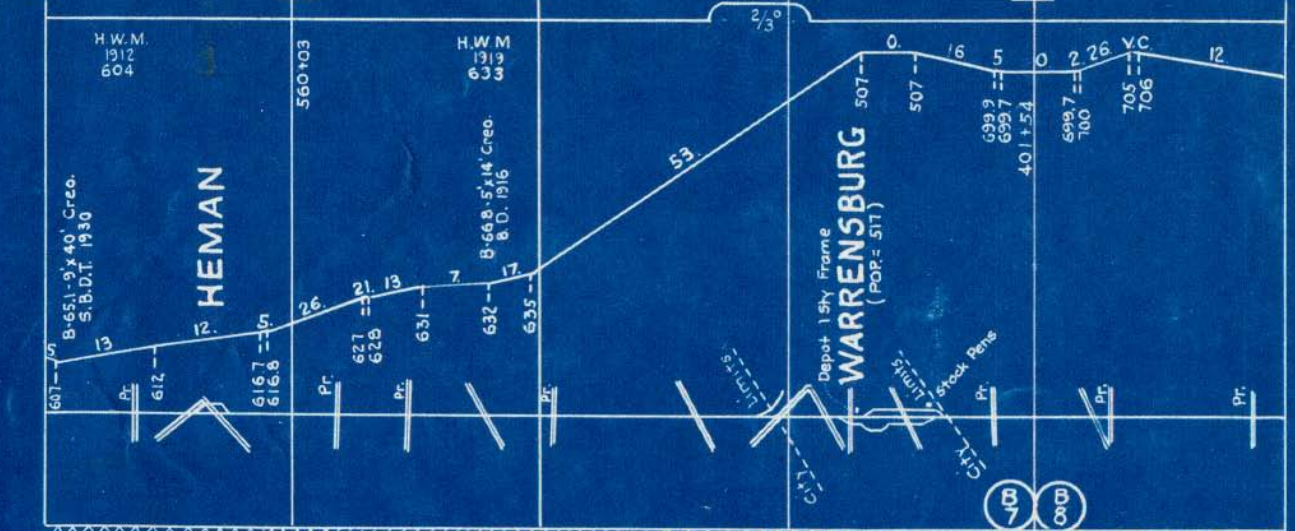
B-65.1-9'x40' Creo.
S.B.D.T. 1930

HEMAN

B-66.8-5'x14' Creo.
R.D. 1916

WARRENSBURG
(POP. = 517)

Depot 1 5/8" Frame



90+TA B&S 0A (5wd'13-24)

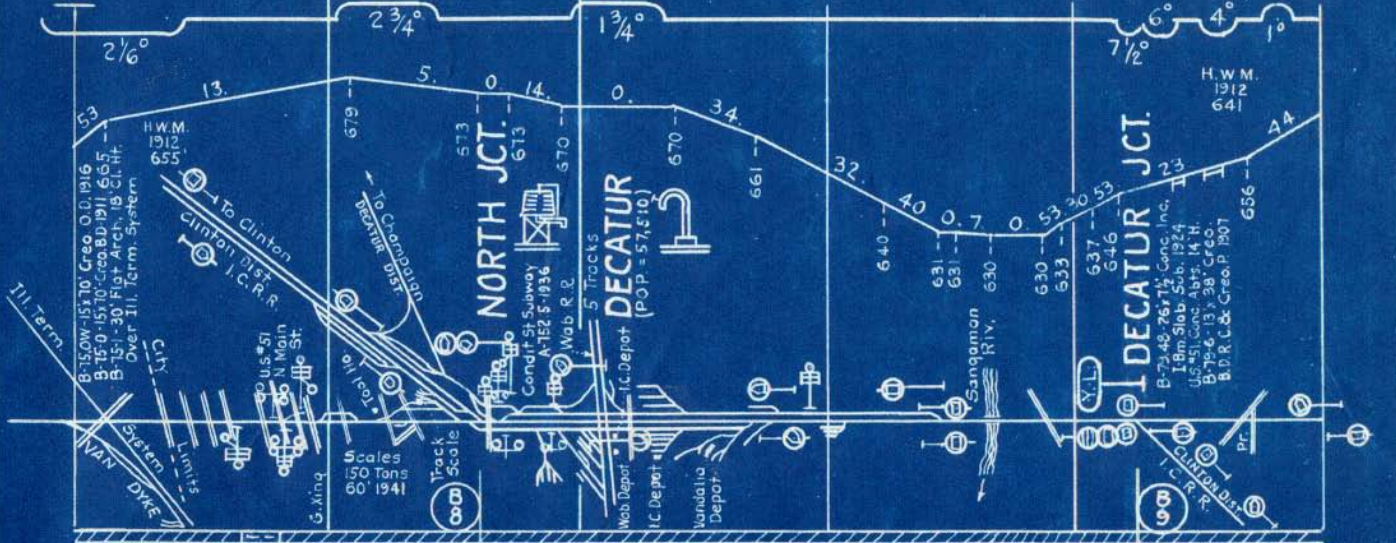
90+SOA (5wd'11-21)

1926 85-5

1928

(5wd.1903) 1920

75 76 End Of Super-
visors Territory 77 78 79 End Of Supervisors
Territory 80



NORTH JCT.
DECATUR
(POP. = 57,510)

DECATUR JCT.

90-50A (Swd 1910.)

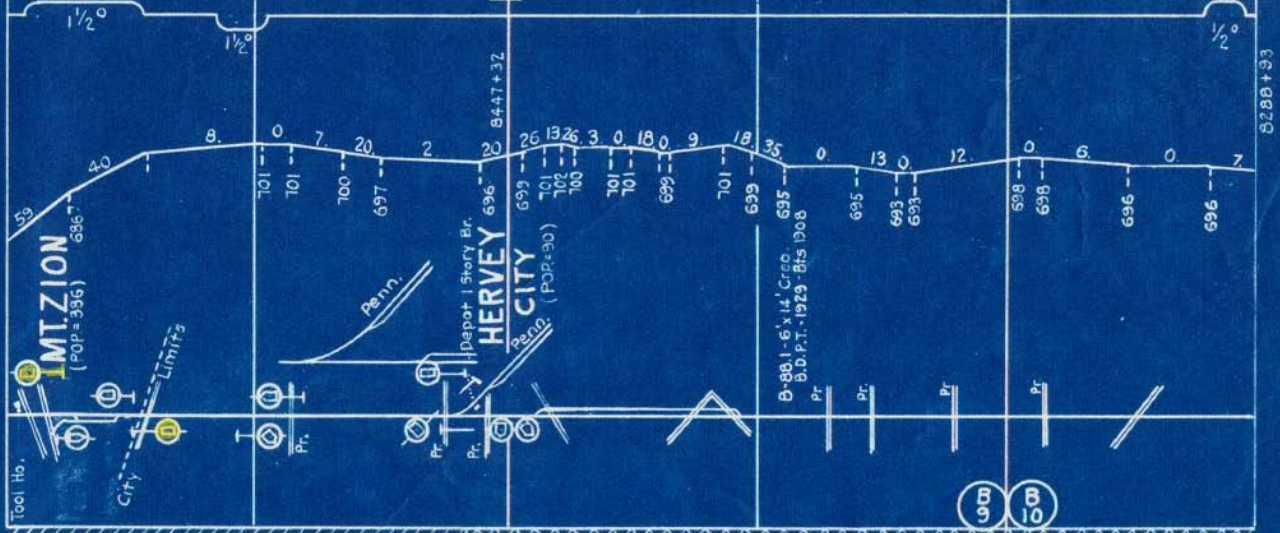
1924

SEE CLINTON DISTRICT

90-50A (Swd 11-22)

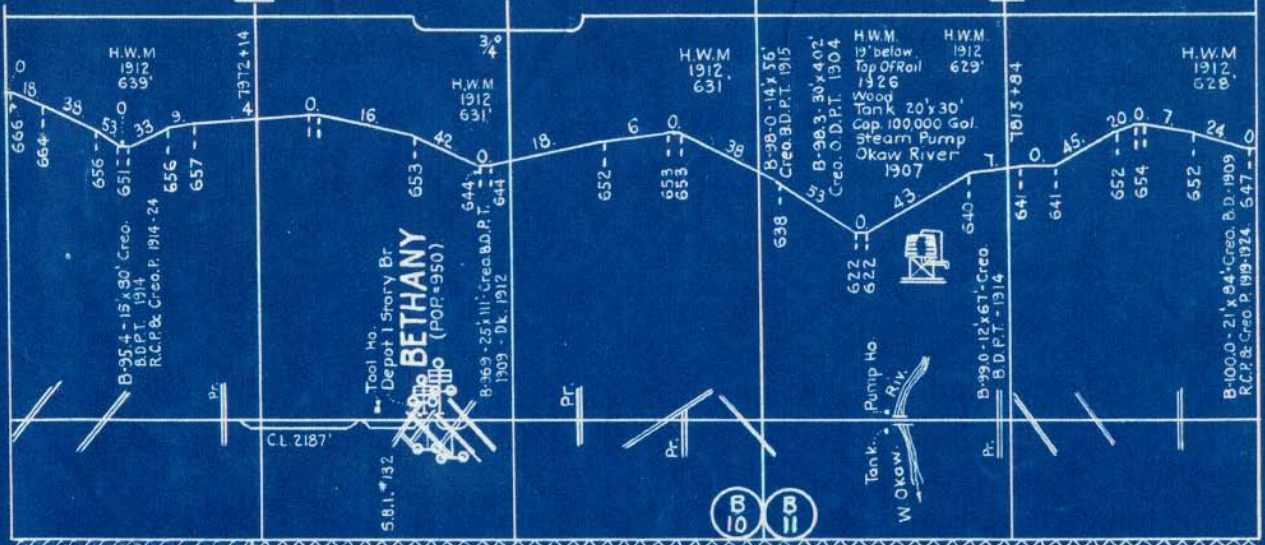
1922

85 86 87 88 89 90



90-50A (Swd. '11-'12)	1925	90-50A & NOA (Rel. '26-'28) '38	90-50A (Swd. '15-'20) 1930	90-50A (Rel. '27) '39	90-50A (Rel. '14-'29) 1939
		90-NOA (Rel. '26-'27) '39	1918) 1931		90-NOA (Rel. '24-'30) '39

95 96 97 98 99 100



90 Rel. 1941 90-50A & TA (Swd 13-25) 1930 90-5 & T. (Swd. 13 - 22) 1932 90-N0A-5&T. (Swd-27-13-30) 1933 90 (Rel.) 1935

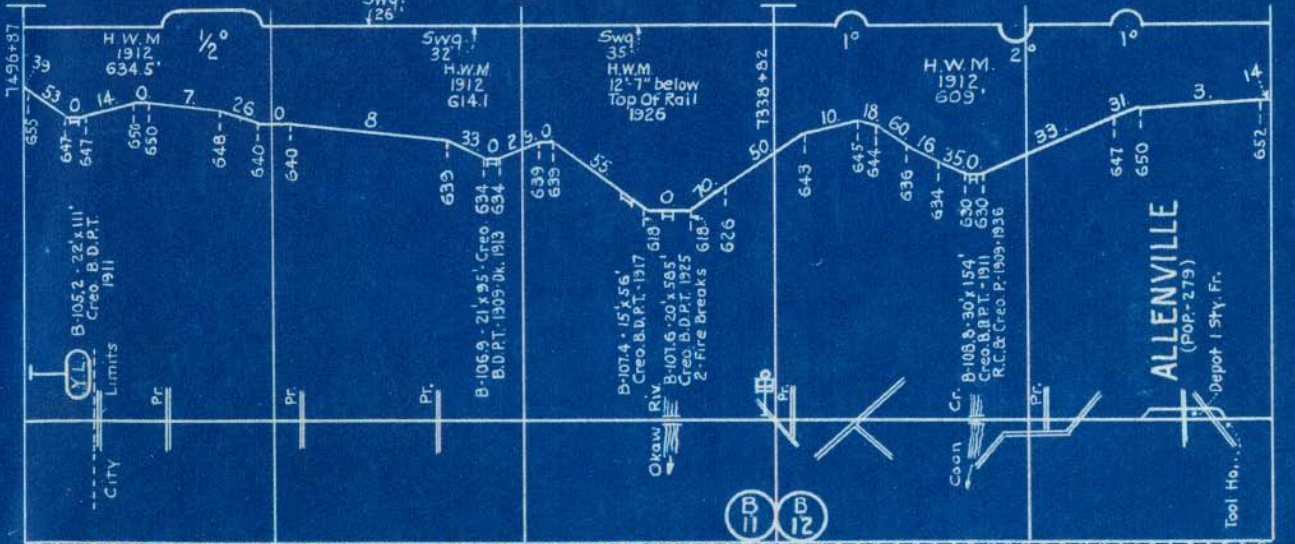
90 Saw Mixed 1912-1925 S.O.A. 1939

BETHANY
 (POP. 950)

B
10

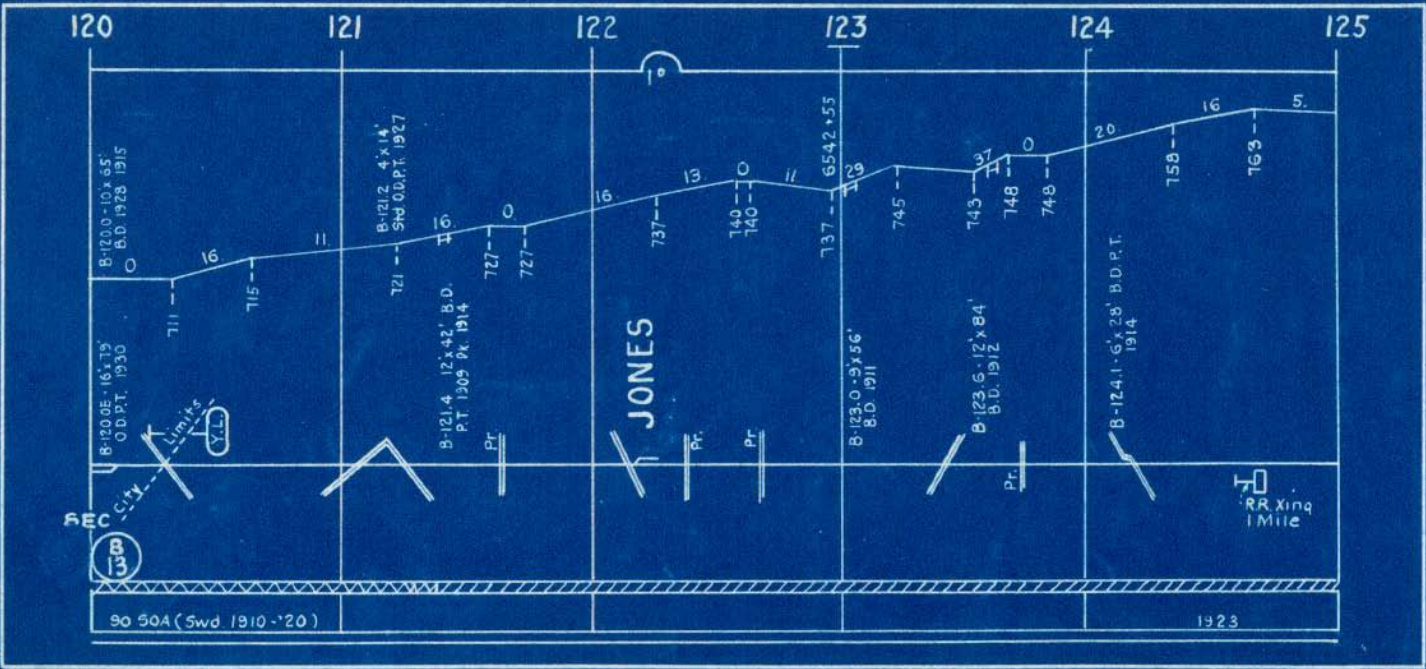
B
11

105 106 107 108 109 110

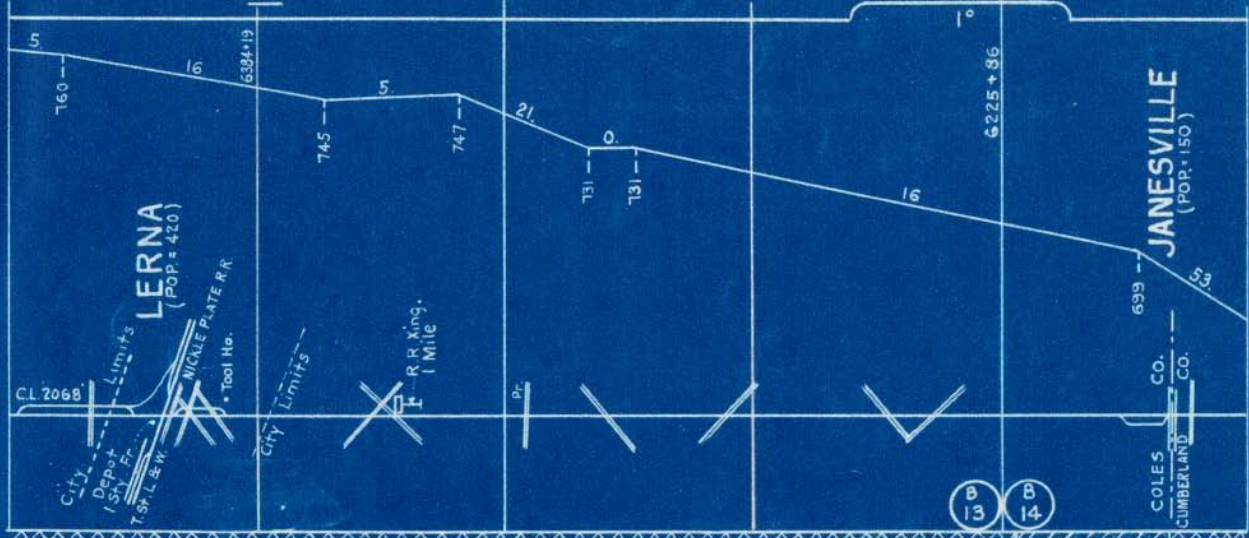


90-50A & TA (5wd. 12-26) 1930

90-50A & TA (5wd. 12-26)



125 126 127 128 129 130



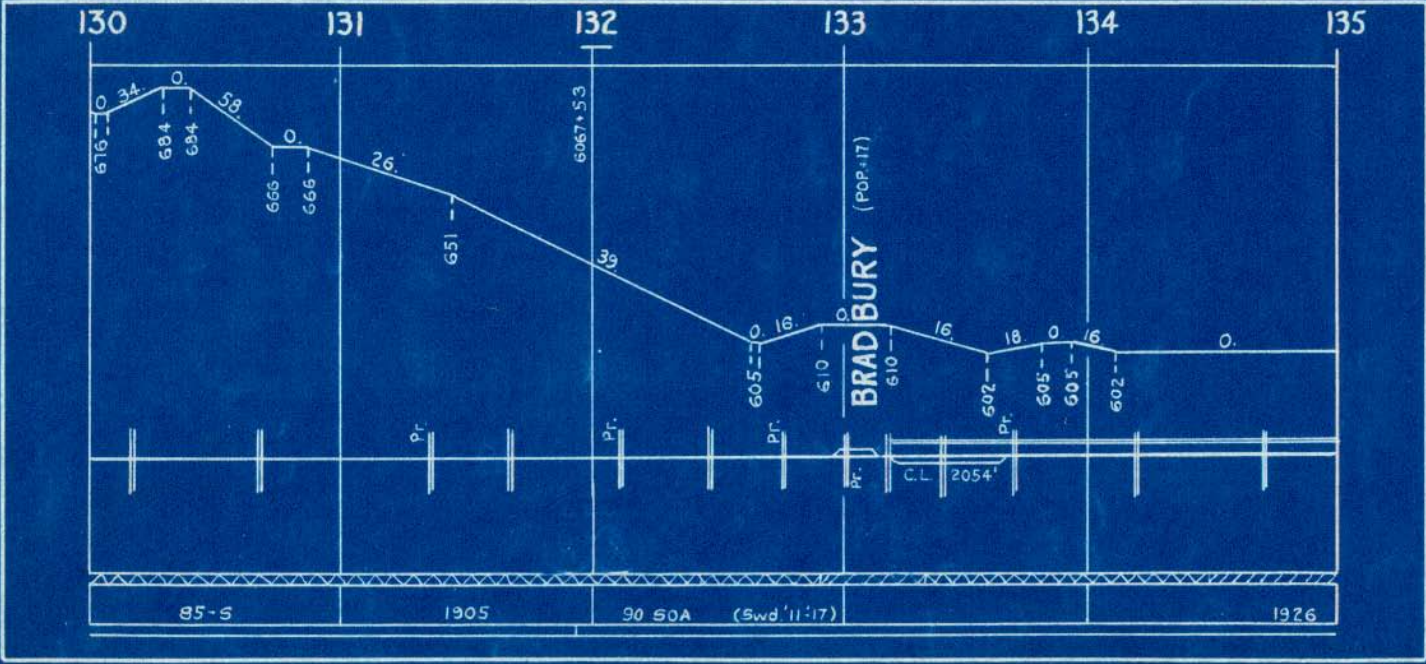
90-50A
(Swd. 10'20)

85-5

1905

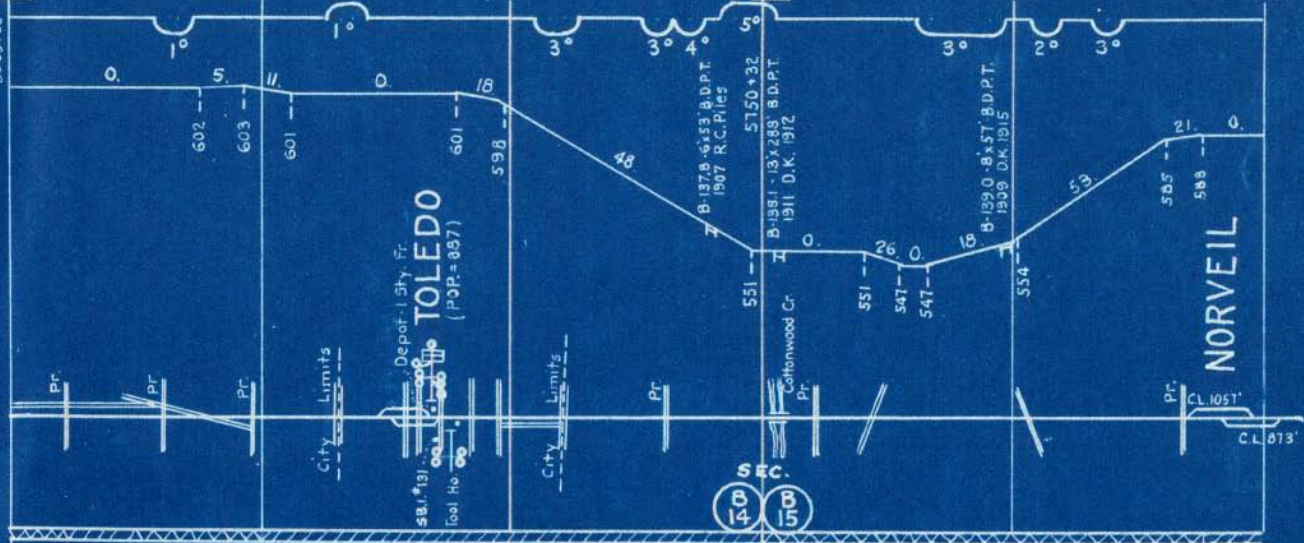
1923

B 13 B 14



135 136 137 138 139 140

5909+22



90-50A (Swd '11-'17)	90-50A (Swd '13-'20) 1926	85-5 1905	90-50A (Swd '13-'21) 1928 85-5-1905
90(50A-Swd '15-'19) 1926		90-50A (Swd '15-'26) 1926	
90-50A (Swd '15-'24) 1926			

145 146 147 148 149 150

3° 4' 4° 4° 3 1/2° 3° 2 1/2° 4° 4° 4° 4° 1°

B-145.5 - 18 x 112' B.D.
P.T. 1909

Pt. B-145.7 - 18 x 93' B.D.
P.T. 1910

B-146.4 - 12 x 397'
S.B.D. 1911

B-146.7 - 7 x 39' B.D.
P.T. 1929

B-146.8 - 11 x 65'
546 O.D. P.T. 1927
5276 + 00

B-147.1 - 11 x 42'
B.D. 1915

CUMBERLAND CO.
JASPER CO.

B-147.4 - 11 x 55' B.D.
1915

B-147.3 - 9 x 55'
B.D. 1915

HIDALGO (POP. 200)

City Limits

City Limits

C.L. 2086

1001 Ho

580 582 581 579 578 577 574 574 576

9 1 11 5 6 20 0 13 17

5117 + 69

528

529

Ronq Cr.

B 15 B 16

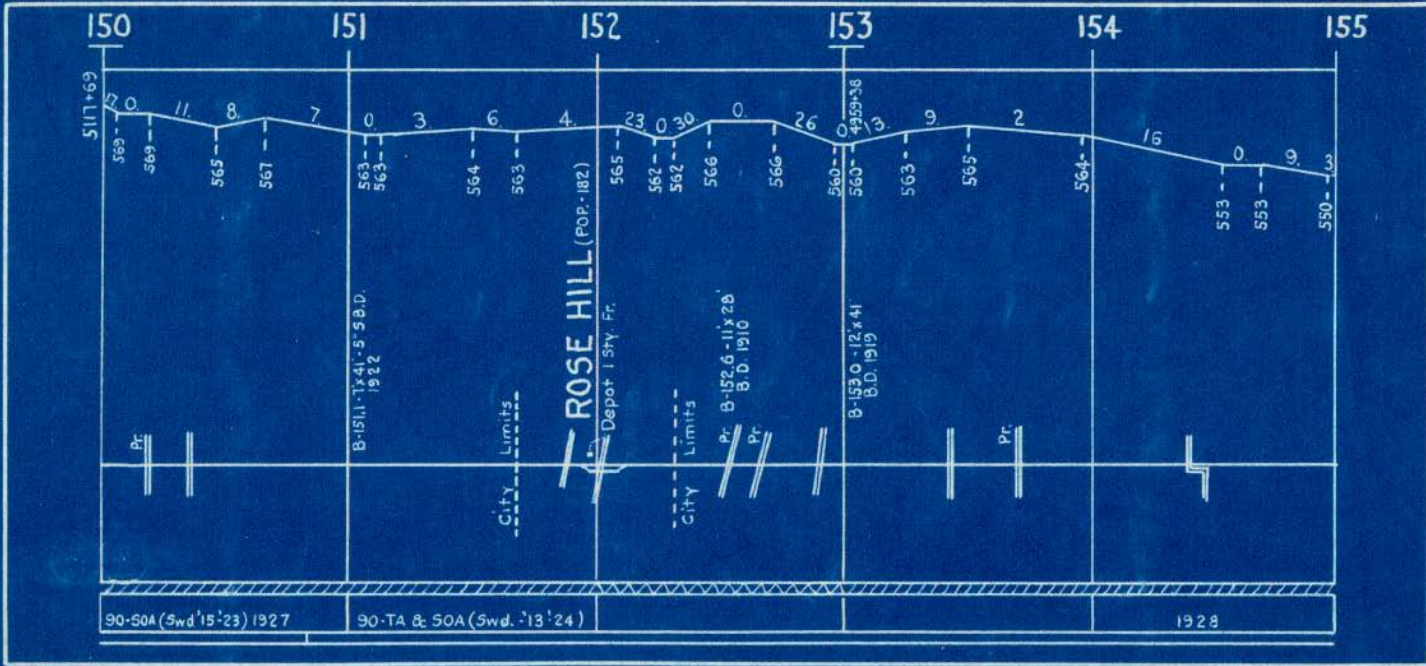
85-5 1905 90-50A (Swd. '13-'23) 1928 90-50A (Swd. '13-'21) 1927 85-5 (Rel. 01) 85-5 1905 90-50A (Swd. '15-'23)

1918

1927

153

← TO MATTOON



155 156 157 158 159 160

FALMOUTH
(POP. = 29)
B-155.4 8'x16' B.D.
1910

NEWTON
(POP. = 2082)

C.L. 2084'

Cr.

Pr.

Pr.

Pr.

SEC.
B 16 B 17

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

1928

1927

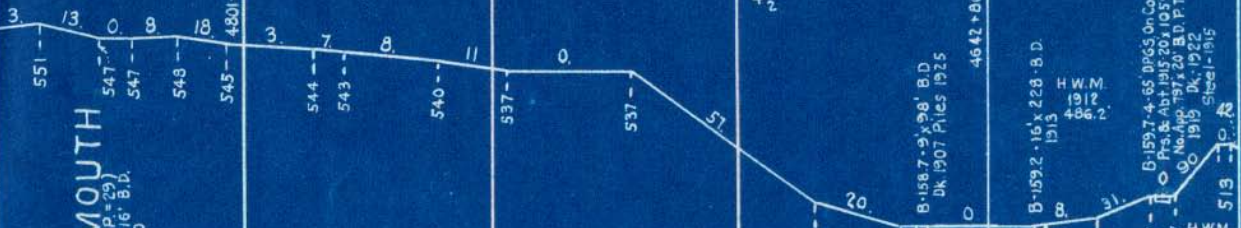
85-S-1908

85-S

1905

90-50A (Swd. 14-24)

90-NOA₂ 1927



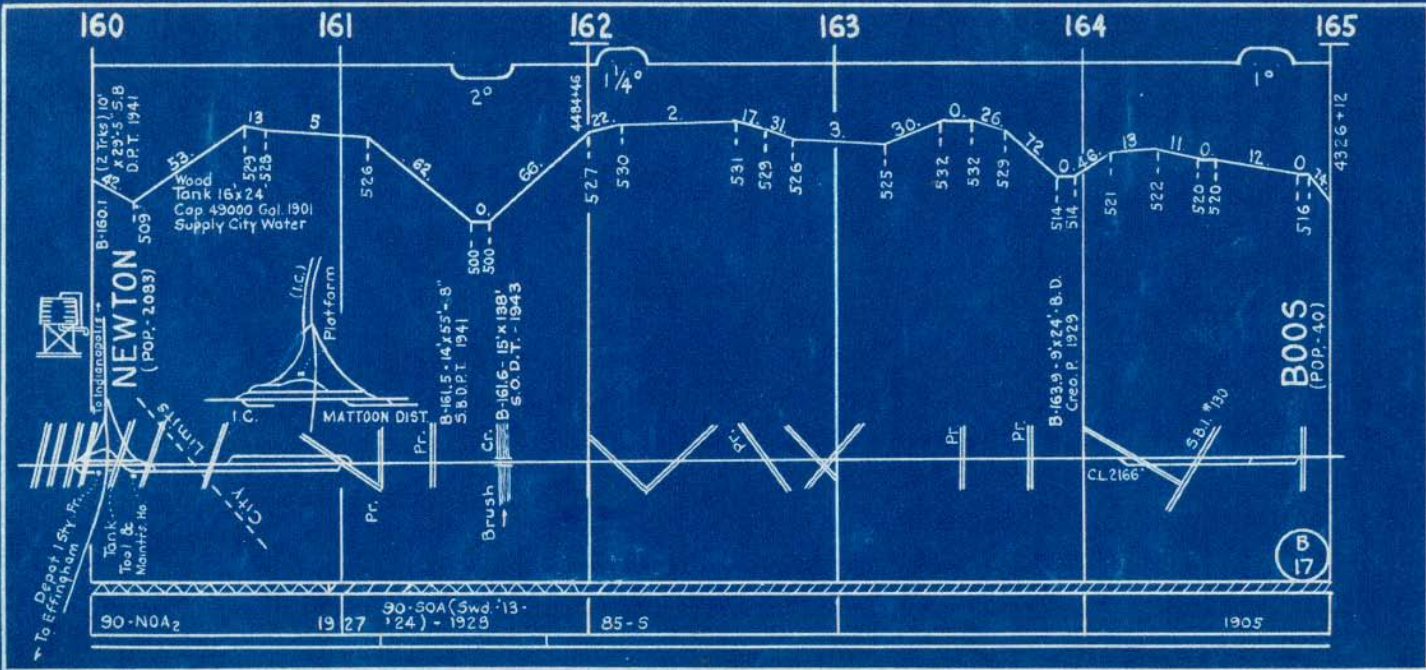
Embarras River
City Limits
Tool Ho.
Depot
I.S.T. Fr.
I.C. & R.R.
To Effingham
Tank

B-159.7-4-65 DPGS on Corc.
Pr. & Abt. 1915-20 x 1059
No. App. 197 x 20' B.D. P.T.
O 1919 Dk. 1922
Steel 1-1915

H.W.M.
496.2
495.9



To Indianapolis



160

161

162

163

164

165

NEWTON
(POP. - 2,083)

BOOS
(POP. - 40)

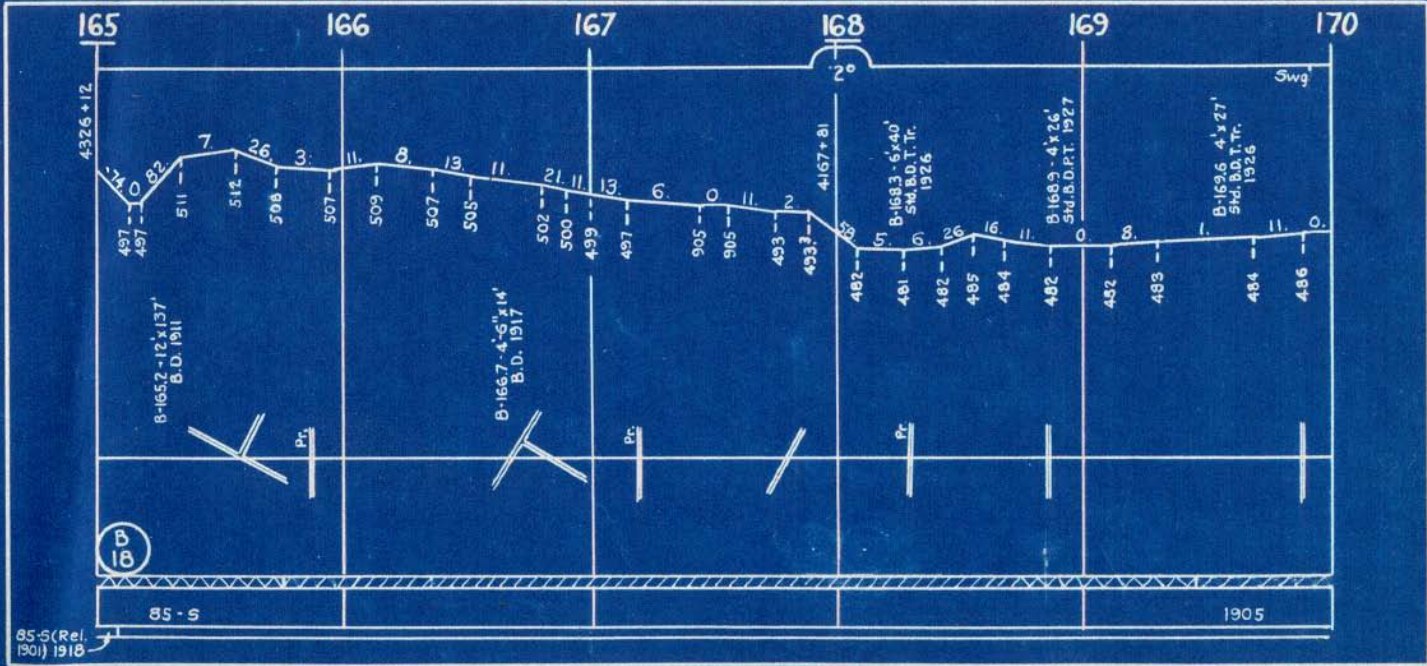
90-NOA₂

19 27 90-50A (3wd. 13-24) - 1928

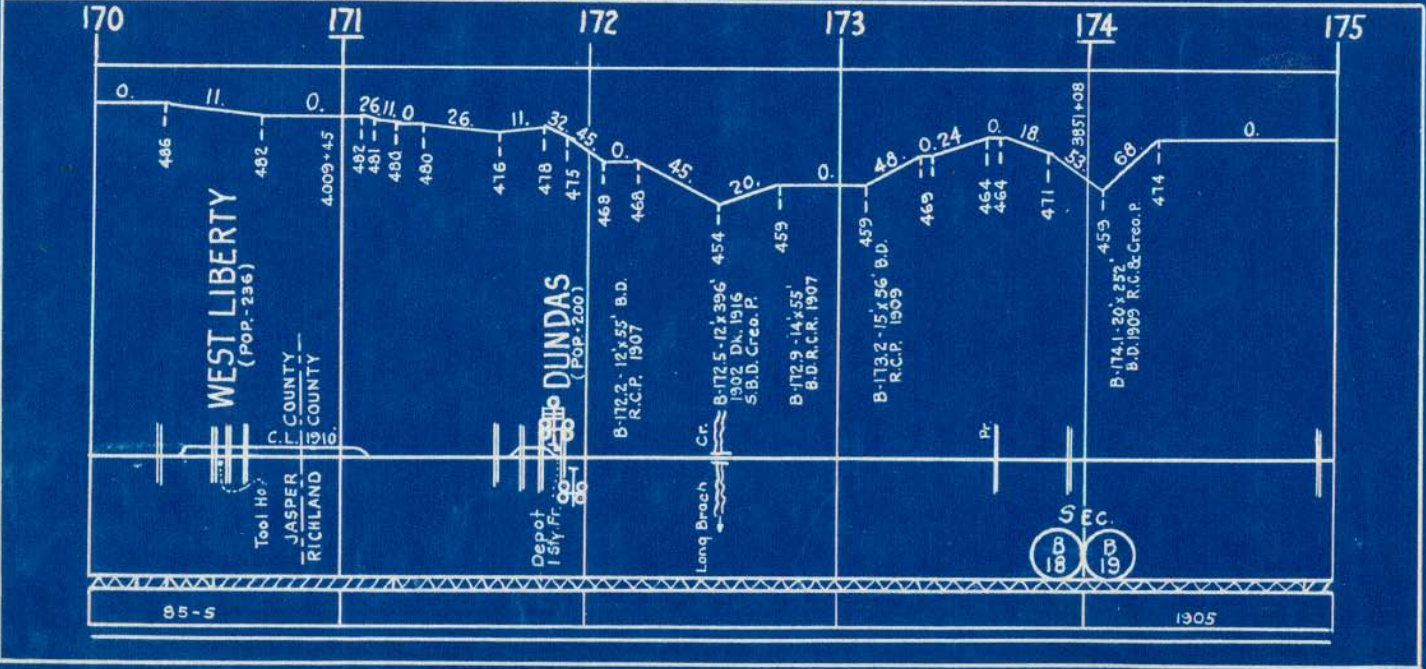
85-5

1905

17 B



85-5 (Rel. 1901) 1918



170

171

172

173

174

175

WEST LIBERTY
(POP. - 236)

JASPER COUNTY
RICHLAND COUNTY

Tool Ho.
JASPER
RICHLAND

DUNDAS
(POP. - 200)

Depot
1 St. Fr.

B-172.2 - 12' x 55' B.D.
R.C.P. 1907

Lang Broch Cr.

B-172.5 - 12' x 396'
1902 Dk. 1916
S.B.D. Cree. P.

B-172.9 - 14' x 55'
B.D.R. C.R. 1907

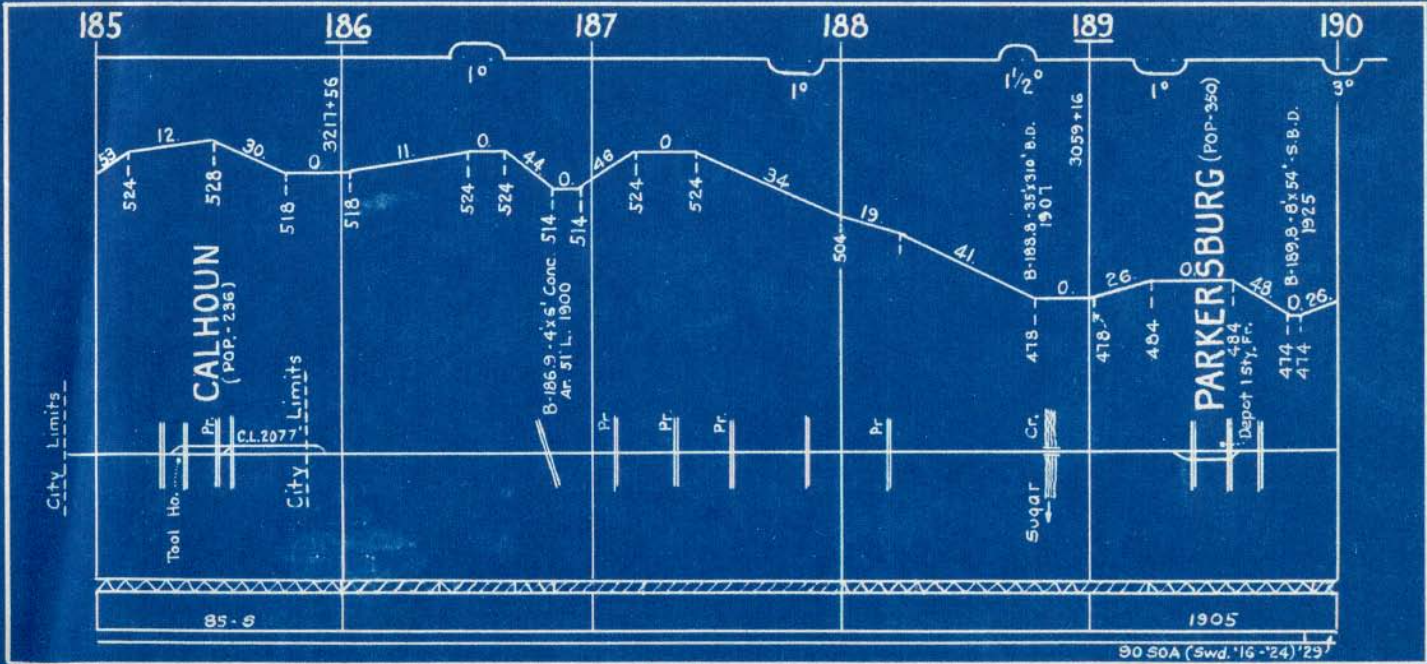
B-173.2 - 15' x 56' B.D.
R.C.P. 1909

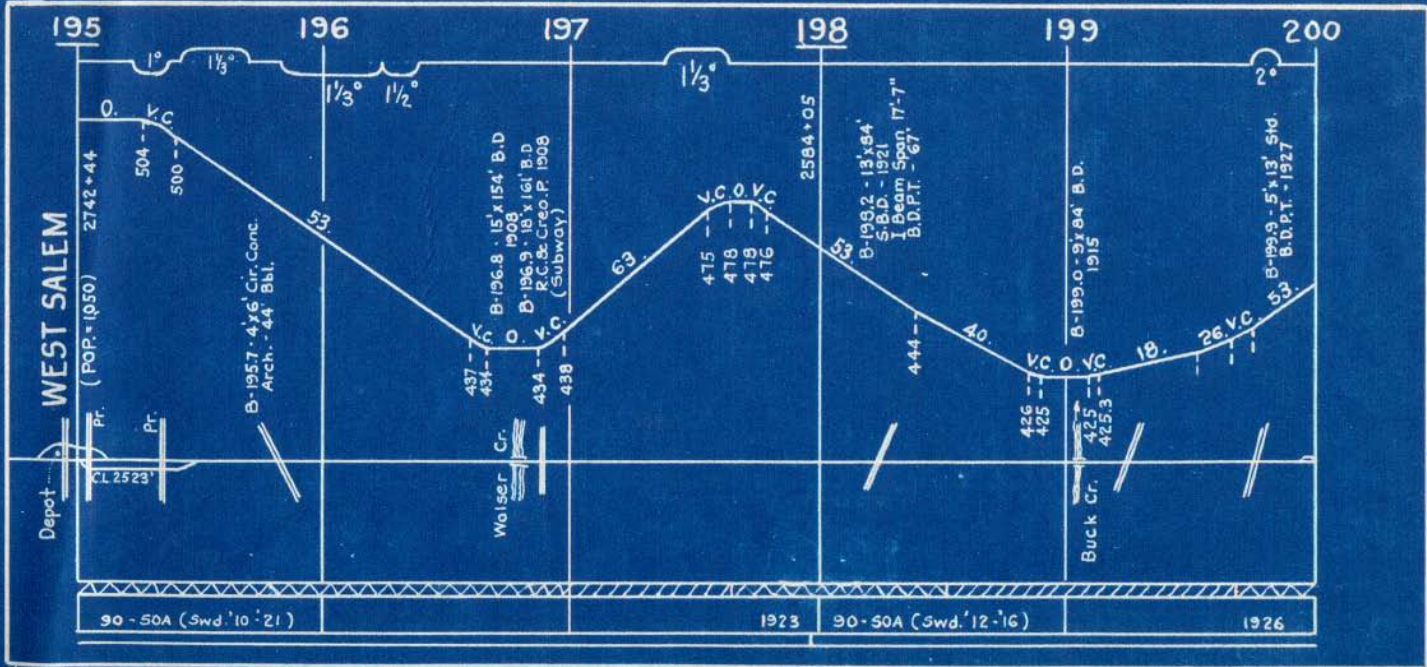
B-174.1 - 20' x 252'
B.D. 1909 R.C. & Cree. P.

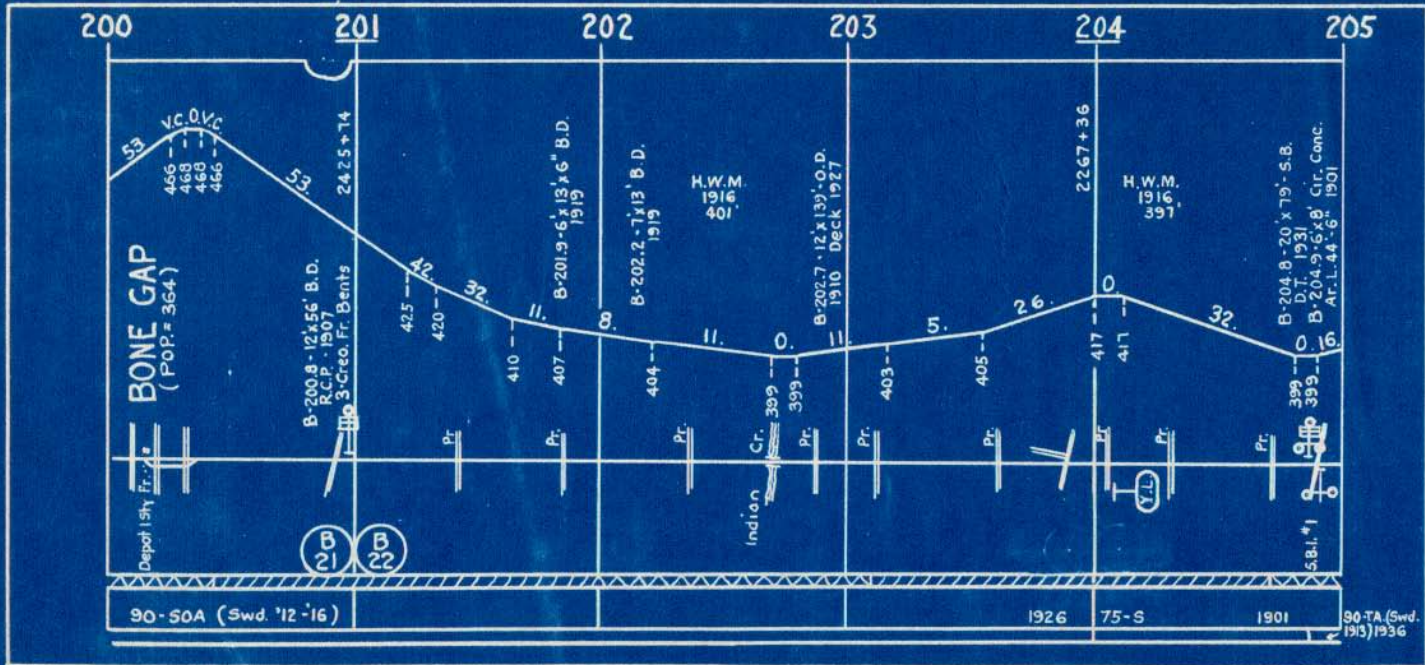
SEC.
B 18 B 19

85-5

1905



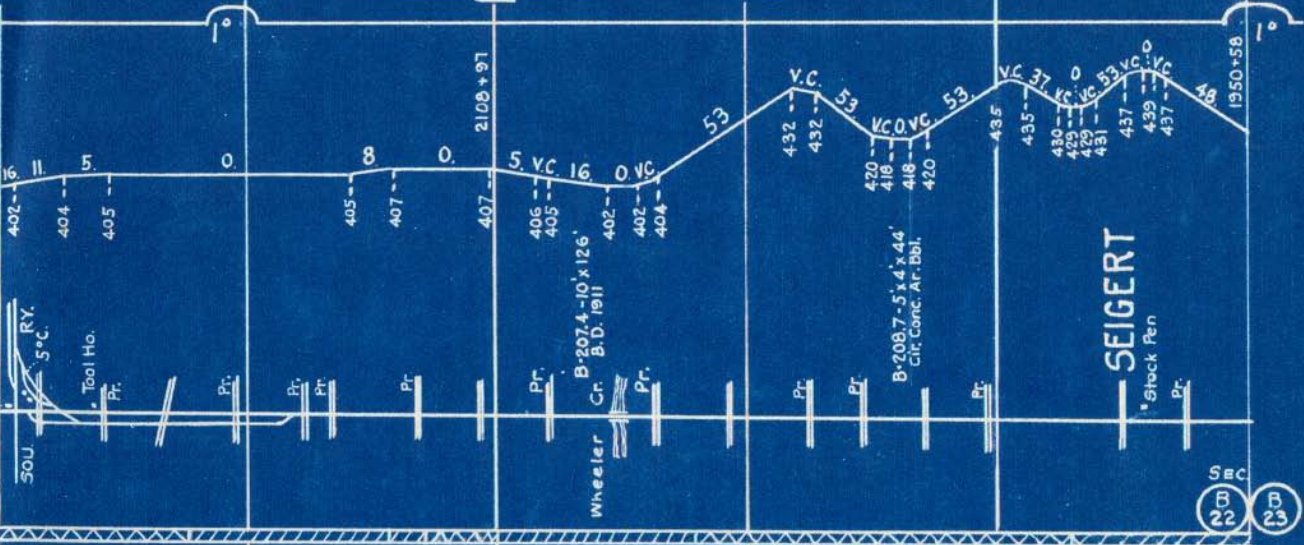




-205 206 207 208 209 210

BROWNS (POP. 302)

Depot
1-54 Y. Fr.



90-50A (Rel. '20) 1937

75-S

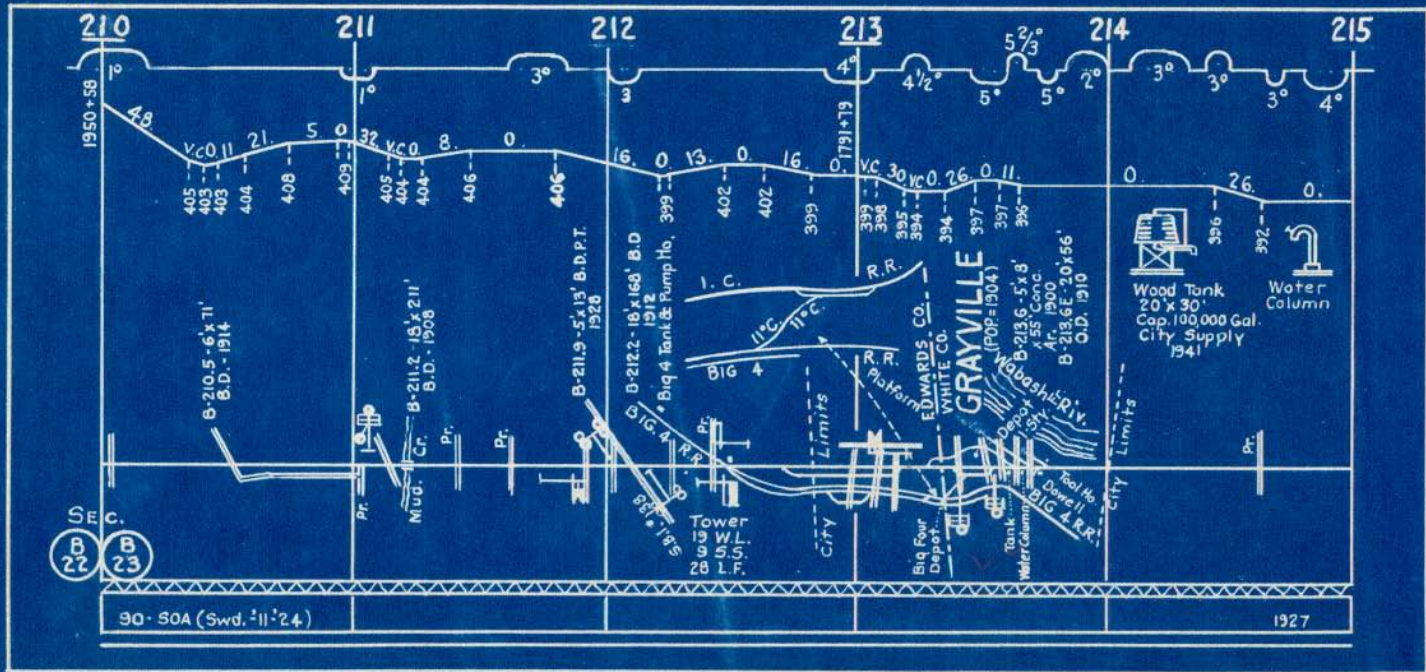
1901 75-S

1902

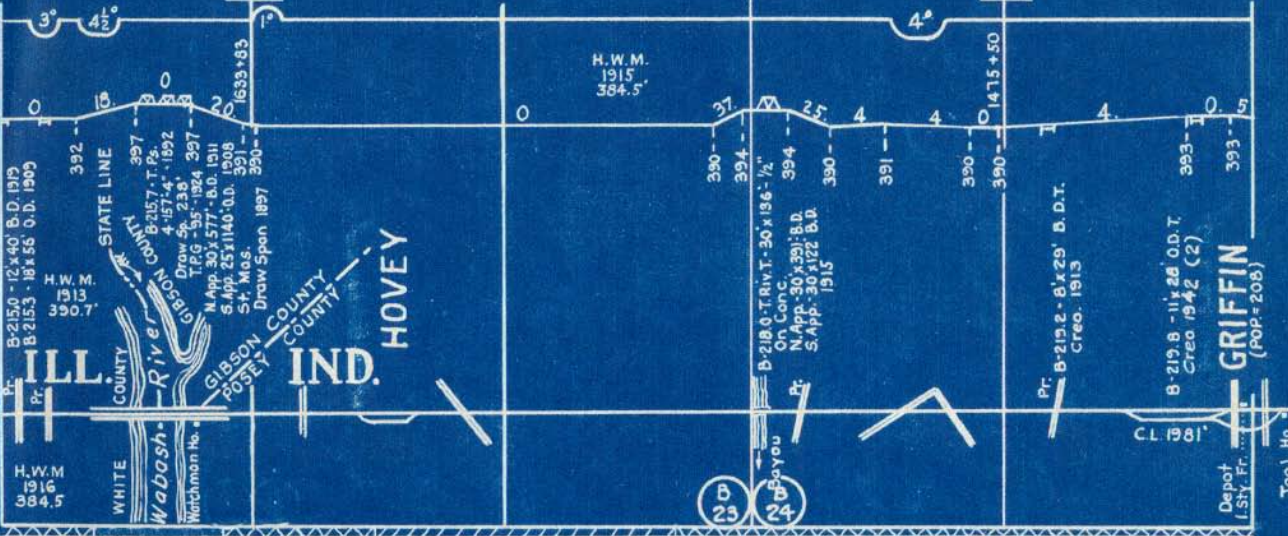
SBC
B 22 B 23

90-TA (Swd. '13) 1936

90-50A (Swd. '11-'24) 1927



215 216 217 218 219 220



90-50A (Swd.'10-'19) 1922	90-50A (Swd.'12-'19) 1926	85-5 (Swd.'02) 1922	90-50A (Swd.-'11-'20)	1926
90-50A (Swd.'13-'22)'27				

90-50A (Swd.'11-'24) 1927

Tool Ho.

GRIFFIN
(Pop. = 208)

B-219.8 - 11 x 28' O.D.T.
Creo. 1942 (2)

Pr. B-219.2 - 8 x 29' B. D.T.
Creo. 1913

B-218.0 - T. Riv. T. - 30 x 136' - 1/2"
On Conc.
N. App. - 30 x 39'; B.D.
S. App. - 30 x 122' B.D.
1915

H.W.M.
1915
384.5'

H.W.M.
1913
390.7'

H.W.M.
1916
384.5'

WHITE
Wabash

STATE LINE

GIBSON COUNTY
B-257. T. Ps.
4-157'4" - 1892
Draw Sp. 238'
T.P.G. - 55' - 1924
397
M App. 30 x 577' - B.O. 1911
S. App. 25 x 1140' - O.D. 1908
St. Mas.
391
1633+83
Draw Sp. 1897
390

IND. HOVEY

GIBSON COUNTY
POSEY COUNTY

B
23

B
24

Depot
I. St. Fr.

CL. 1981'

1475+50

391

390

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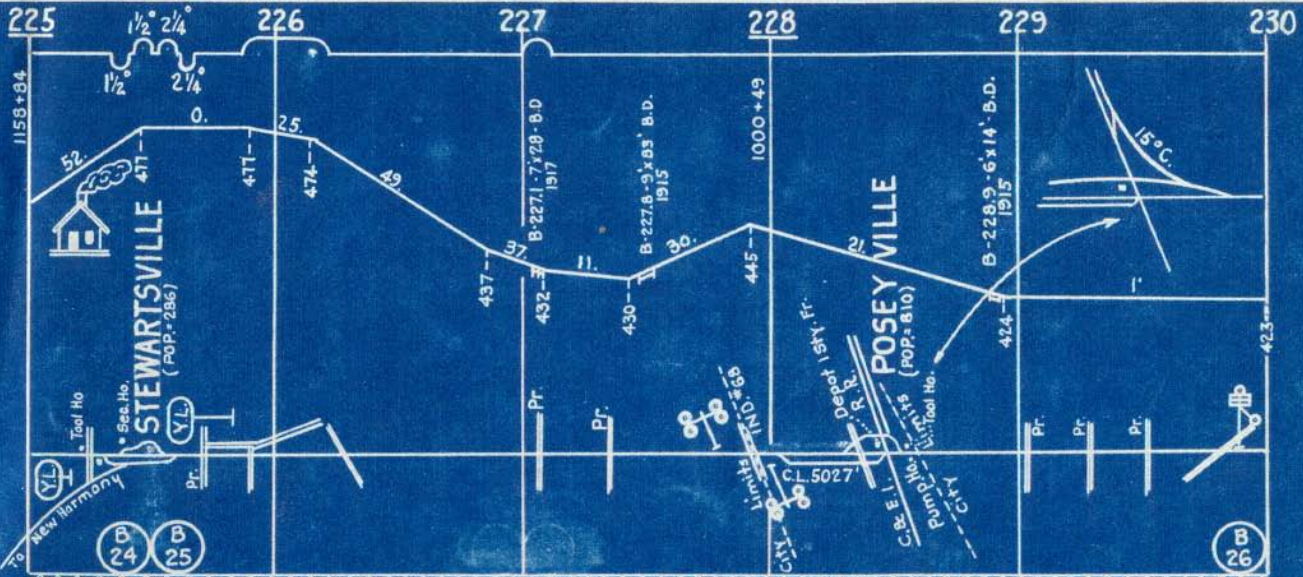
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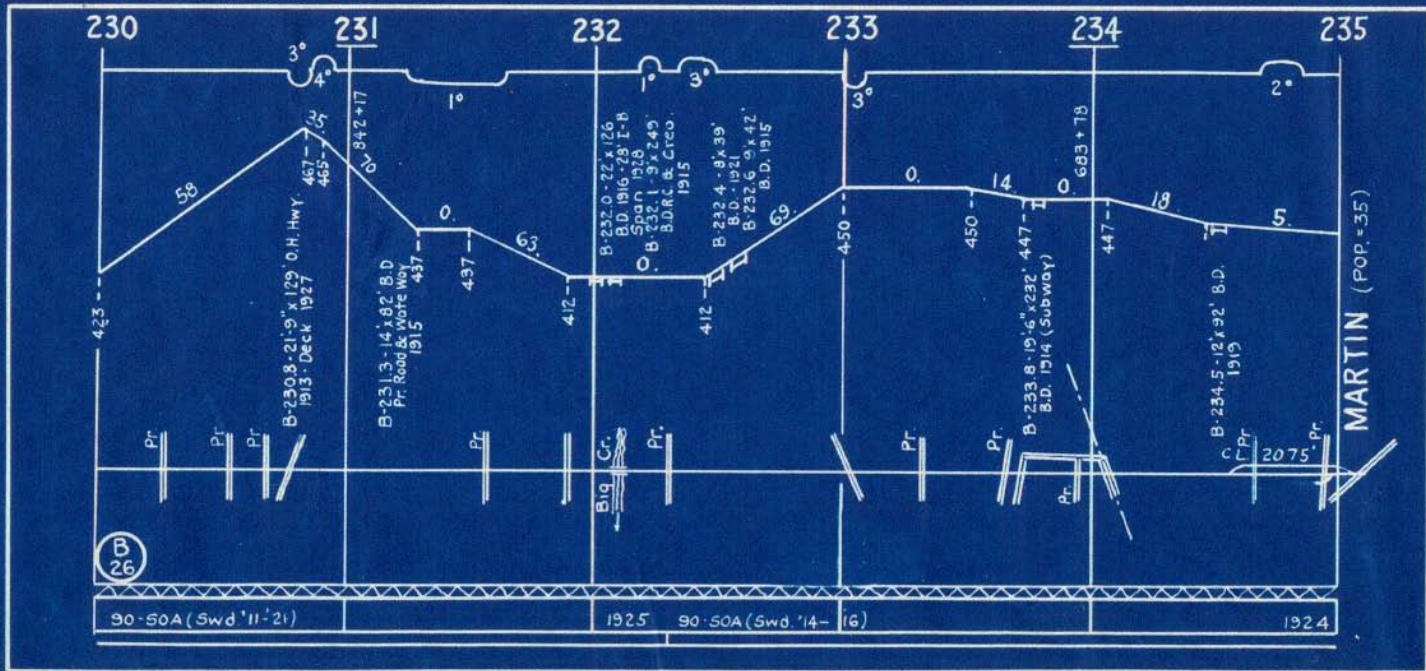
90-50A (5wd. 10-21)

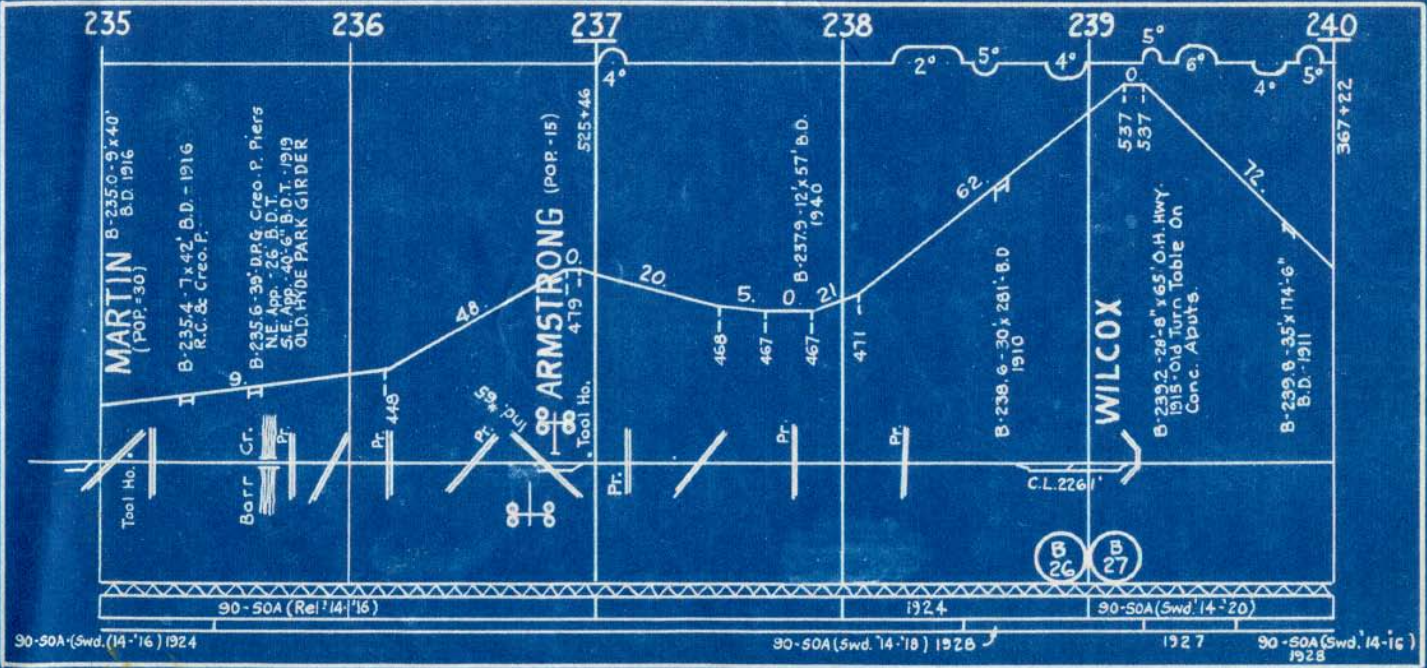
1925 90-50A (5wd. 11-19)

1924 90-50A (5wd. 11-21) 1925

B 24 B 25

B 26





235

236

237

238

239

240

MARTIN B-235.0-9x40'
B.D. 1916
(POP. -30)

B-235.4-7x42' B.D. - 1916
R.C. & Creo. P.

B-235.6-39' D.P. & Creo. P. Piers
N.E. App. - 26' B.D.T.
S.E. App. - 40'-6" B.D.T. - 1919
OLD WIDE PARK GIRDER

ARMSTRONG (POP. -15)

525+46

479

Tool Ho.

B-237.9-12x57' B.D.
1940

B-238.6-30x281' B.D.
1910

WILCOX

B-239.2-28'-8" x 65' O.H. HWY.
1915-Old Turn Table On
Conc. Aputs.

B-239.8-35x174'-6"
B.D. - 1911

367+22

90-50A (Rel. 14-16) 1924

1924

90-50A (Swd. 14-20) 1927

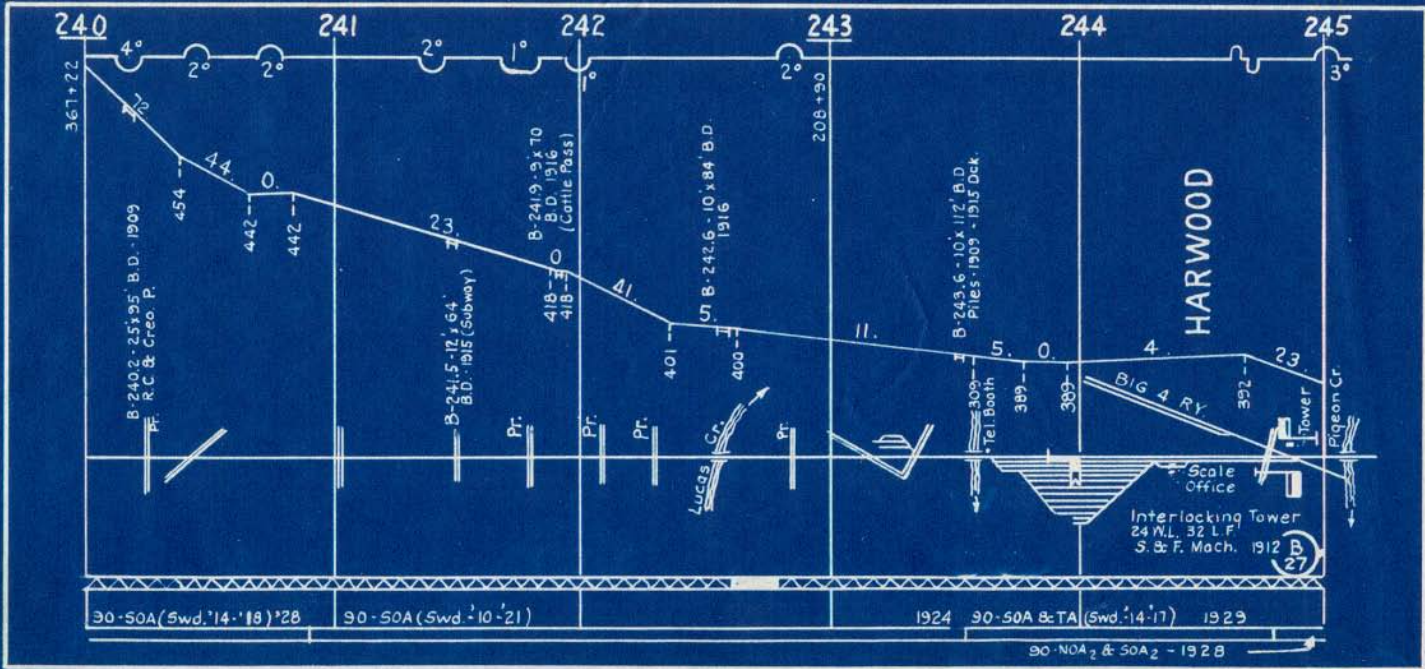
90-50A (Swd. 14-16) 1924

90-50A (Swd. 14-18) 1928

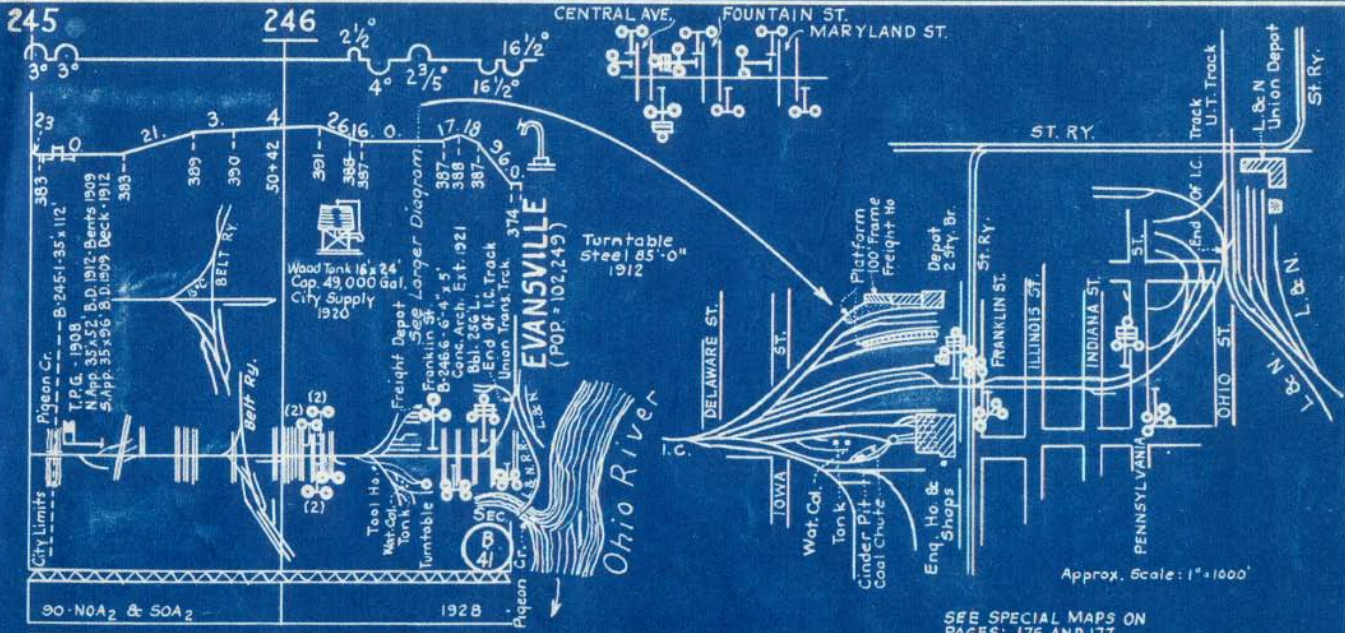
1927

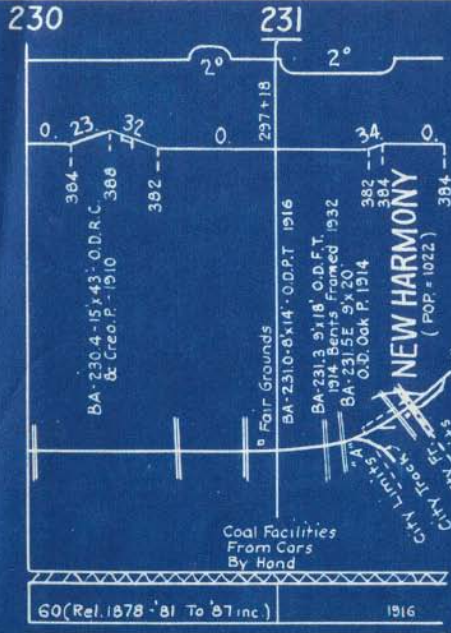
90-50A (Swd. 14-16) 1924

B 26 B 27



EVANSVILLE





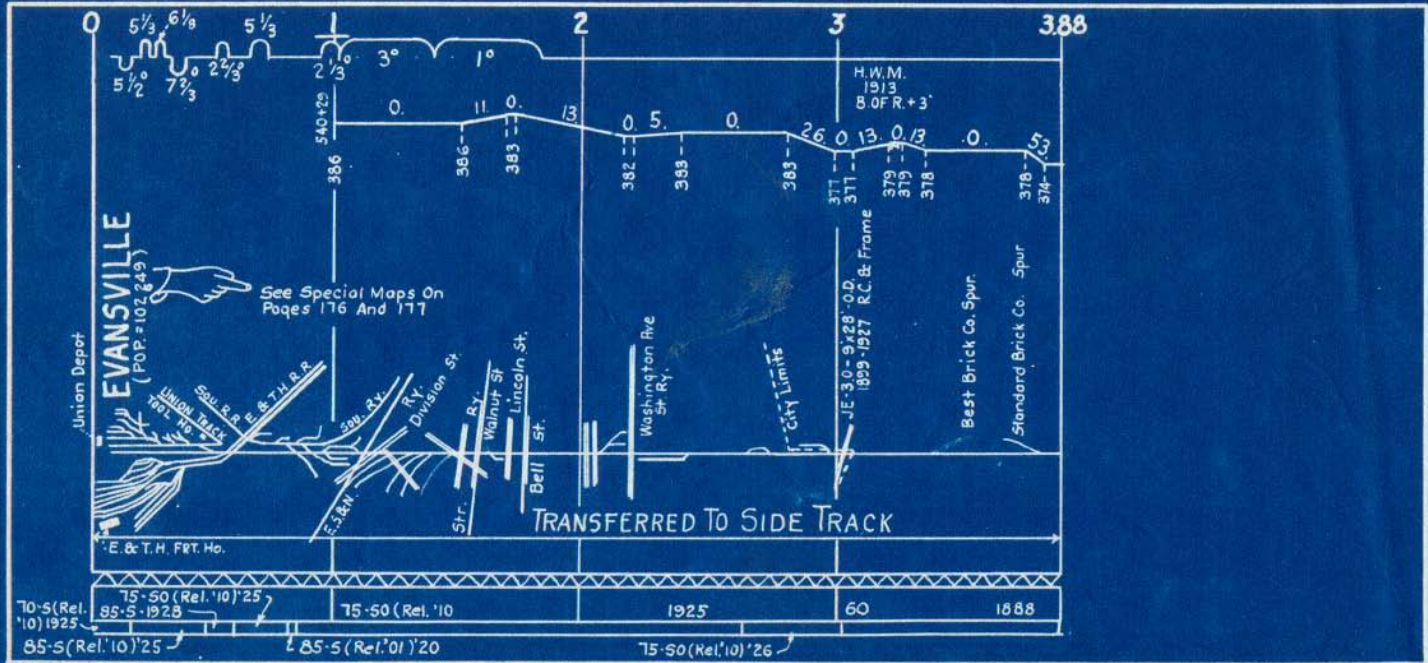
NEW HARMONY
(POP. = 1022)

"A" TO "C" 1966.5'



52-Old Steel

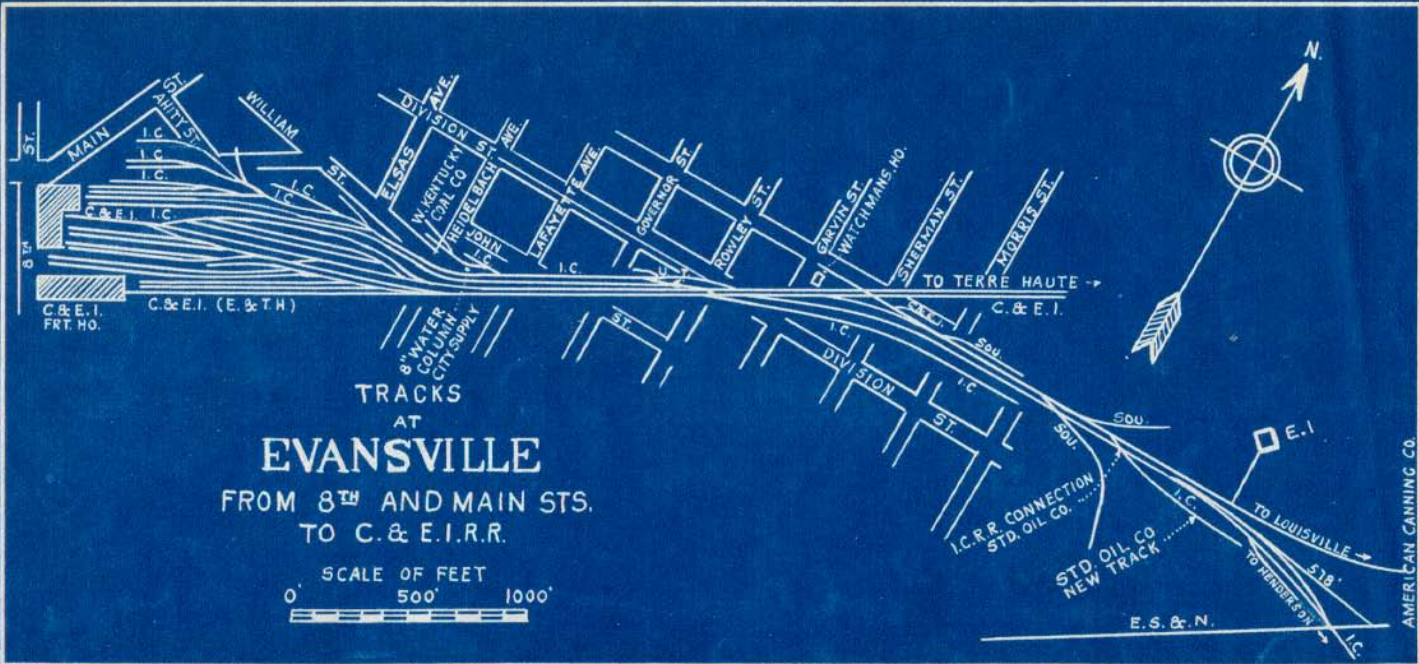
EVANSVILLE



EVANSVILLE
(POP. = 102,249)

See Special Maps On
Pages 176 And 177

TRANSFERRED TO SIDE TRACK



TRACKS
AT
EVANSVILLE
FROM 8TH AND MAIN STS.
TO C. & E. I. R.R.



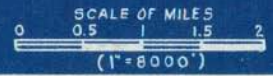
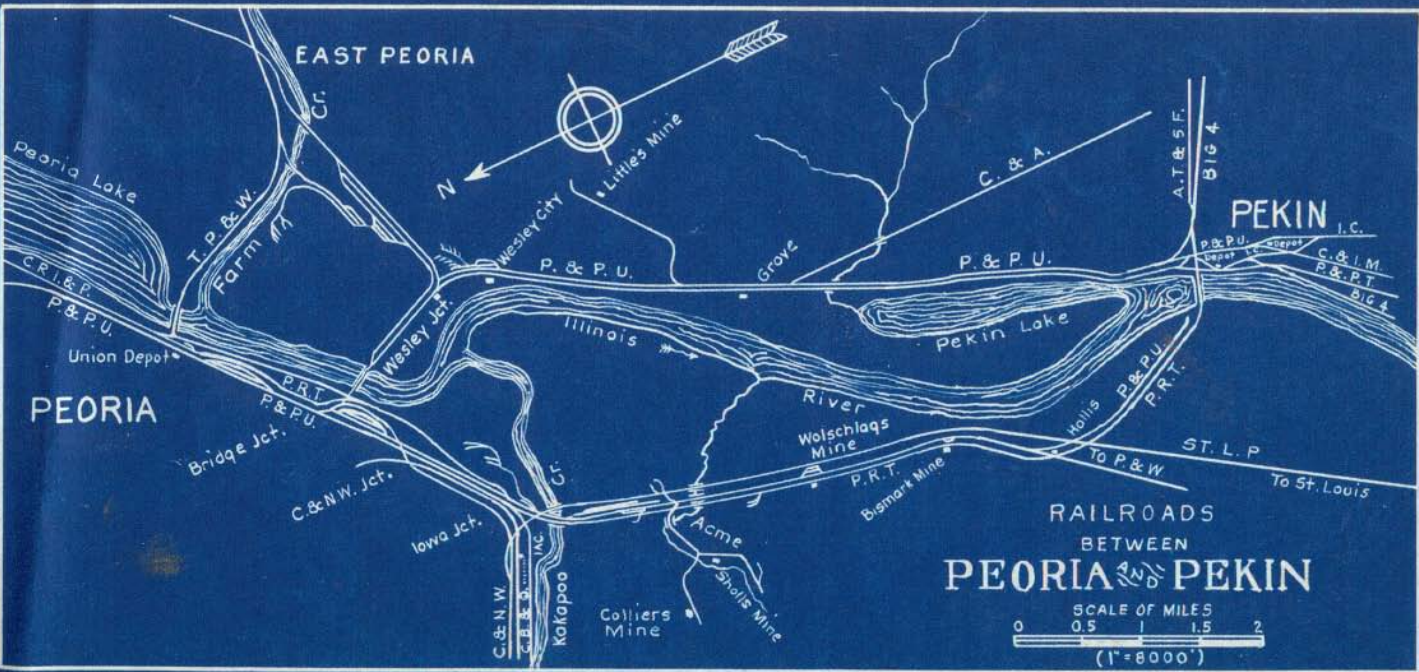
AMERICAN CANNING CO.

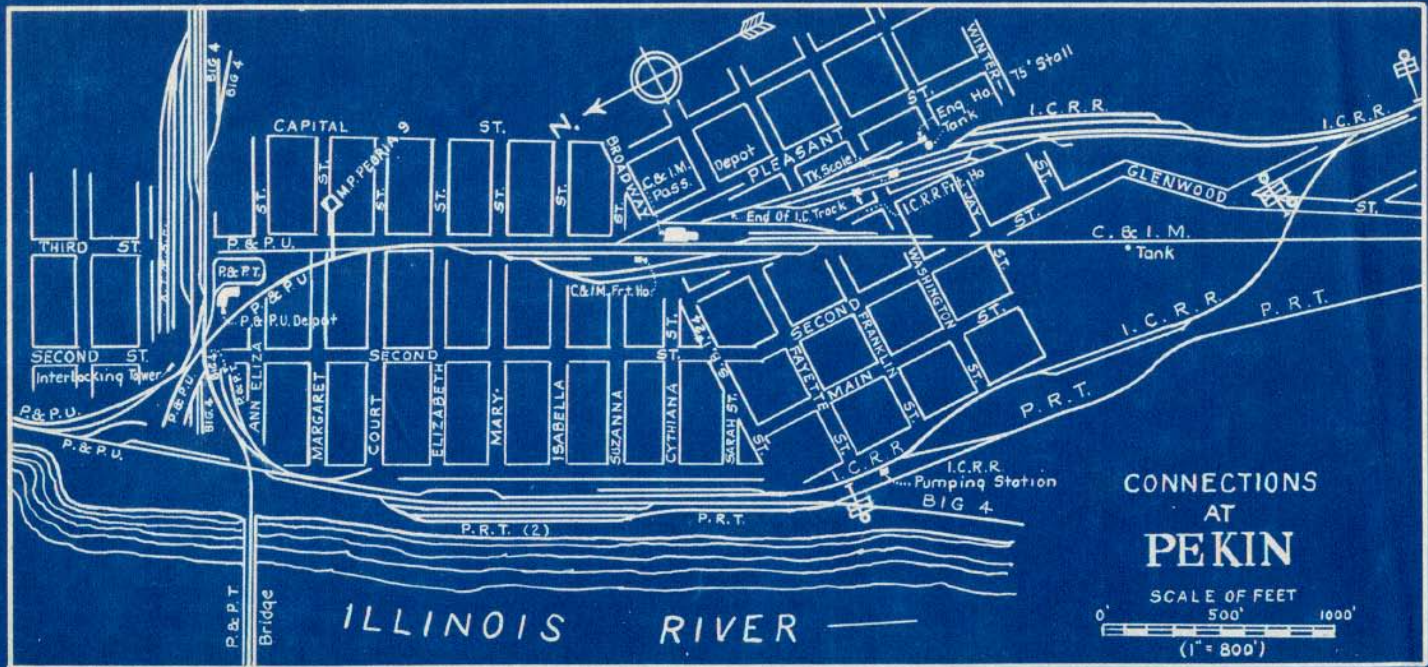
EAST PEORIA

PEKIN

PEORIA

RAILROADS BETWEEN PEORIA AND PEKIN





CONNECTIONS
AT
PEKIN



OWNERSHIP OF RAILROAD CROSSINGS ON THE SPRINGFIELD DIVISION

DISTRICT	NAME OF ROAD	STATION	MILE	KIND	MAINTAINED BY
SPRINGFIELD	I. C. R. R.	CLINTON	1 49	GRADE	I. C. R. R.
"	I. T. R. R.	"	1 49	"	I. T. R. R.
"	VANDALIA R. R.	KENNEY	1 57	"	PENN. R. R.
"	I. C. R. R.	MT. PULASKI	1 70	"	I. C. R. R.
"	WABASH R. R.	STARNES	1 91	"	I. C. R. R.
"	I. T. R. R.	"	1 91	"	I. T. R. R.
"	WABASH R. R.	SPRINGFIELD	1 93	"	I. C. R. R. ½ B & O. ½
"	C. & I. M. R. R.	"	1 93	"	C. & I. M. R. R.
"	C. & I. M. R. R.	CIMIC	2 08	"	C. & I. M. R. R.
"	WABASH R. R.	N. LITCHFIELD	2 34	"	I. C. R. R.
"	C. C. & ST. L. R. R.	LITCHFIELD	2 36	"	I. C. R. R.
"	C. B. & Q. R. R.	S. LITCHFIELD	2 38	"	I. C. R. R.
"	L. & M. R. R.	MT. OLIVE	2 45	"	L. & M. R. R.
"	C. C. & ST. L. R. R.	BINNEY	2 50	SUBWAY	C. C. & ST. L. R. R.
"	N. Y. C. & ST. L. R. R.	ALHAMBRA	2 57	GRADE	I. C. R. R.
"	ILLINOIS TERMINAL R. R.	MONT	2 74	OVERHEAD	I. T. R. R.
"	E. ST. L. & SUBURBAN RY. ELEC.	"	2 75	"	E. ST. L. & SUBURBAN RY.
"	N. Y. C. & ST. L.	GLEN CARBON	2 77	GRADE	I. C. R. R.
HAVANA	WABASH R. R.	LODGE	1 9	GRADE	WABASH R. R.
"	VANDALIA R. R.	MIDLAND CITY	50	"	PENN. R. R.
"	I. C. R. R.	LINCOLN	62	"	I. C. R. R. (Springfield Div.)
"	I. T. R. R.	"	63	"	I. T. R. R.
"	C. & A. R. R.	"	63	"	I. C. - I. KING, C. & A. I. KING.
"	C. & N. W. R. R.	MASON CITY	78	GRADE	C. & N. W. R. R.
"	C. & A. R. R.	"	81	"	I. C. R. R.

OWNERSHIP OF RAILROAD CROSSINGS ON THE SPRINGFIELD DIVISION

DISTRICT	NAME OF ROAD	STATION	MILE	KIND	MAINTAINED BY
HAVANA (CONT.)	C. & I. M. R. R.	HAVANA	1 0 1	GRADE	C. & N. W. R. R.
	J. & H. R. R.	"	1 0 1	"	I. C. R. R.
DECATUR	WABASH R. R.	MONTICELLO	6	OVERHEAD	
CLINTON	WABASH R. R.	DECATUR	7 5 3	GRADE	I. C. R. R. 1/5 INTEREST
	B. & O. S. W. R. R.	PANA	7 2 0	"	B. & O. S. W. R. R.
	C. & E. I. R. R.	"	7 2 0	"	C. & E. I. R. R.
	C. C. & ST. L. R. R.	"	7 2 0	"	C. C. & ST. L. R. R.
	N. Y. C. & ST. L. R. R.	RAMSEY	7 0 3	"	N. Y. C. & ST. L. R. R.
	VANDALIA R. R.	VANDALIA	6 9 0	"	VANDALIA R. R.
	B. & O. S. W. R. R.	SANDOVAL	6 6 6	"	I. C. R. R. 1/2 B. & O. 1/2
AMBOY	C. G. W. R. Y.	DUNBAR	9 3 1	OVERHEAD	
	C. M. ST. P. & P.	CRAVEL PIT.	9 2 5	SUBWAY	
	C. B. & Q. R. R.	POLO	9 1 4	"	
	C. & N. W. R. Y.	DIXON	9 0 0	"	
	"	"	9 0 0	OVERHEAD	
	"	"	8 9 7	SUBWAY	
	C. B. & Q. R. R.	AMBOY	8 8 8	GRADE	C. B. & Q. R. R.
	"	MENDOTA	8 7 2	"	"
	C. & N. W. R. Y.	DIMMICK	8 6 5	"	C. & N. W. R. Y.
	C. R. I. & P. R. Y.	LASALLE	8 5 6	SUBWAY	
	C. M. ST. P. & P.	OGLESBY	8 5 3	OVERHEAD	
	I. I. & I. R. R.	LOSTANT	8 4 2	GRADE	I. I. & I. R. R.
C. & A. R. R.	WENONA	8 3 6	"	C. & A. R. R.	
A. T. & S. F. R. R.	RUTLAND	8 3 3	OVERHEAD		

OWNERSHIP OF RAILROAD CROSSINGS ON THE SPRINGFIELD DIVISION

DISTRICT	NAME OF ROAD	STATION	MILE	KIND	MAINTAINED BY
AMBOY (Continued)	A.T.&S.F.R.R.	MINONK	8 26	GRADE	A.T.&S.F.R.R.
"	T.P.&W.R.R.	EL PASO	8 14	"	T.P.&W. I-XING.
"	C.&A.R.R.	NORMAL	7 98	"	C.&A.R.R.
"	L.E.&W.R.R.	BLOOMINGTON	7 95	"	I.C. 1/2 L.E.&W 1/2
"	C.C.C.&ST.L.R.R.	"	7 95	"	C.C.C.&ST.L.R.R.
PEORIA	C.P.&ST.R.R.	PEKIN	10	"	I.C.R.R.
"	C.&A.R.R.	GREEN VALLEY	21	"	C.&A.R.R.
"	"	DELAN	27	"	I.C.R.R.
"	I.T. SYSTEM	LINCOLN	45	"	I.T. SYSTEM
"	C.&A.R.R.	"	45	"	I.C.N.XING. C&A.S.XING.
"	I.C.R.R.	"	46	"	I.C.R.R.
"	I.C.R.R.	MT.PULASKI	56	"	"
"	C.&E.I.R.R.	SULLIVAN	1 04	"	C.&E.I.R.R.
MATTOON	C.C.C.&ST.L.R.R.	MATTOON	1 19	"	I.C.R.R.
"	T.ST.L.&W.R.R.	LERNA	1 26	"	T.ST.L.&W.R.R.
"	VANDALIA.R.R.	GREENUP	1 43	OVERHEAD	I.C.R.R.
"	I.C.R.R.	NEWTON	1 61	GRADE	I.C.R.R.
"	B.&O.S.W.R.R.	OLNEY	1 80	"	"
"	SOU.RY.	BROWNS	2 06	"	"
"	C.C.C.&ST.L.R.R.	GRAYVILLE	2 13	"	"
"	E.&T.H.R.R.	POSEYVILLE	2 29	"	I.C. 1/2 E.&T.H. 1/2
"	C.C.C.&ST.R.R.	HARWOOD	2 45	"	C.C.C.&ST.R.R.
"	EVANSVILLE BELT RY.	EVANSVILLE	2 46	"	I.C. 1/2 BELT 1/2
S.XING ON MARYLAND Retired	PU.CO. ELEC.RY.	"	2 47	"	PU.CO.ELEC.RY. 1/2 I.C.R.R. 1/2

RULING AND MAXIMUM GRADES ON THE SPRINGFIELD 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		
SPRINGFIELD	129.32	188	BISSELL			1.07		840	
		269	KUHNS			0.76		7128	
		175	CORNLAND		1.04			1250	
		273	MONT	0.76				7920	
HAVANA	99.56	39	WELDON SPRINGS			1.20		330	
		39	" "			1.20		330	
		17	WHITE HEATH		1.28			310	
		48	HALLVILLE	0.90				2600	
DECATUR	30.62	4	MONTICELLO			1.07		840	
		7	"			1.00		2000	
		4	"		1.40			140	
		2	WHITE HEATH	1.00				1830	
CLINTON	114.20	697	VERA			1.43		420	
		747	ELWIN			0.74		2600	
		676	PATOKA		1.93			100	
		742	MACON	0.74				1370	
AMBOY	157.92	855	LA SALLE			1.17		1100	
		898	DIXON			0.74		2290	
		858	LA SALLE		1.59			600	
		875	HENKEL	0.87				4170	

RULING AND MAXIMUM GRADES ON THE SPRINGFIELD 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		
PEORIA	106.37	107	ALLENVILLE				1.33	602	
"		80	SUFFERN			1.10		4030	
"		108	ALLENVILLE				1.14	700	
"		67	WARRENBURG					7000	
"		104	SULLIVAN	1.00					
"		109	ALLENVILLE		1.10				
MATTOON	126.94	246	EVANSVILLE		1.82			715	
"		238	WILCOX	1.11				5600	
"		160	NEWTON				1.71	940	
"		239	WILCOX			1.36		6080	
NEW HARMONY	634	226	STEWARTSVILLE					230	
"		227	"	1.21				1499	
"		226	"				230	900	
"		226	"			1.22		1450	

The image shows the front cover of a book bound in dark blue cloth. The cover features a decorative gold-colored border with a double-line design and rounded corners. In the center is a diamond-shaped logo with a gold border. The logo is divided horizontally into three sections: a top triangular section, a middle rectangular section containing the text "ILLINOIS CENTRAL" in gold, and a bottom triangular section. The background of the diamond is a light, textured paper.

ILLINOIS CENTRAL