

**DIVISION OFFICERS**

J. L. DOWNS..... Superintendent..... Champaign  
C. F. DUGGAN..... Train Master..... Champaign  
J. S. BUSWELL..... Train Master..... Mattoon  
W. P. BUCKLES..... Traveling Engineer..... Champaign  
E. C. SLINGMAN..... Chief Train Dispatcher..... Champaign  
W. H. DAVIS..... Asst. Chief Train Dispatcher..... Champaign  
F. W. GRANGER..... Dispatcher..... Champaign  
H. H. WEATHERFORD..... Dispatcher..... Champaign  
J. P. MADIX..... Dispatcher..... Champaign  
J. L. HEINS..... Dispatcher..... Champaign  
E. L. SMITH..... Dispatcher..... Champaign  
L. L. BOSLEY..... Dispatcher..... Champaign  
O. A. KNIGHT..... Dispatcher..... Champaign  
C. V. WHITESITT..... Dispatcher..... Champaign

300 M. H. Loomis  
**Illinois Central  
System**

**MATTOON  
INDIANAPOLIS  
EFFINGHAM  
NEW HARMONY  
BLOOMINGTON  
PONTIAC  
RANTOUL  
DISTRICTS  
(ILLINOIS DIVISION)**

**TIME TABLE No.**

**5**

**Taking Effect at 12:01 a. m.,  
SUNDAY, AUGUST 13, 1939**

**Superseding**

**Time Table No. 4  
Dated March 26, 1939**

**FOR THE GOVERNMENT OF EMPLOYES ONLY.**

**W. ATWILL, Vice President.  
F. R. MAYS, General Manager.  
R. O. FISCHER, Assistant General Manager.  
J. L. DOWNS, SuperIntendent.**

## Southward—MATTOON DISTRICT—Northward

SECOND CLASS				Siding, Standing Room, Cars	Miles from Peoria	TIME TABLE NO. 5			Siding, Standing Room, Cars	SECOND CLASS					
		281	295			Taking Effect August 13, 1939						296	280		
		Tonnage Freight	Local			STATIONS						Local	Tonnage Freight		
		Daily	Except Sunday												
		L 9 00AM	L 5 30AM		119.2	C.....	MATTOON.....	127.8		A 4 00PM	A 6 10PM				
		9 15	5 50	44	125.6	D.....	LERNA..... 6.4	121.4	44	3 15	5 30				
			5 58		129.6		JANESVILLE..... 4.0	117.4		2 50					
		9 27	6 04	44	133.2		BRADBURY..... 3.6	113.8	44	2 40	5 10				
			6 13		136.9	D.....	TOLEDO..... 3.5	110.3		2 30					
		9 39	6 19	38	139.9		NORVEL..... 3.2	107.1	38	2 10	4 58				
			6 23		142.2	D.....	GREENUP..... 2.3	104.8		1 45					
		9 46	6 25	51	143.5		DEES..... 1.3	103.5	51	1 40	4 48				
		9 54	6 33	44	148.3	D.....	HIDALGO..... 4.8	98.7	44	1 30	4 35				
			6 40		151.8	D.....	ROSE HILL..... 3.6	95.1		1 20					
		10 05	6 47	44	155.4		FALMOUTH..... 3.5	91.6	44	1 10	4 20				
		10 15	7 35	48	160.1	O.....	NEWTON..... 4.7	86.9	48	12 55	4 05				
		11 30	7 50	47	164.9		BOOS..... 4.8	82.1	47	12 10PM	3 42				
			8 00	40	170.5		WEST LIBERTY..... 5.6	76.5	40	11 55 296	3 30				
			8 05		171.9	D.....	DUNDAS..... 1.4	75.1		11 50					
		12 20PM	9 20	59	178.9	O.....	OLNEY..... 7.0	68.1	59	11 25	3 05				
		12 45	9 35	44	185.4		CALHOUN..... 6.5	61.6	44	10 25	2 48				
			9 45		189.5		PARKERSBURG..... 4.1	57.5		10 15					
		1 10	10 00 296	54	194.9	D.....	WEST SALEM..... 5.4	52.1	54	10 00 295	2 25				
			10 15		200.1	D.....	BONE GAP..... 5.2	46.9		9 40					
		2 00 280	10 50	86	205.1	D.....	BROWNS..... 5.0	41.9	86	9 25	2 00 281				
					212.5	O.....	C. C. C. & ST. L. XNG..... 7.4	34.5							
		2 20	11 15	54	213.5	D.....	GRAYVILLE..... 1.0	33.5	54	8 30	1 35				
		2 40	11 50	42	220.0	D.....	GRIFFIN..... 6.5	27.0	42	7 55	1 18				
					222.6		BARRETT..... 2.6	24.4							
		2 55	12 15PM		225.5	D.....	STEWARTSVILLE..... 2.9	21.5		7 40					
		3 10	12 55 280	44	228.5	D.....	POSEYVILLE..... 3.0	18.5	44	7 30	12 55 295				
			1 10	44	235.0		MARTIN..... 6.5	12.0	44	7 00	12 38				
			1 15		236.8		ARMSTRONG..... 1.8	10.2		6 55					
		3 40	1 20	48	239.1		WILCOX..... 2.3	7.9	48	6 50	12 30				
		3 55	2 10		244.5	O.....	HARWOOD..... 5.4	2.5		6 35	12 15PM				
					245.8		DEVON ST. JCT..... 1.3	1.2							
		A 4 20PM	A 3 05PM		246.6		EVANSVILLE..... 0.8	0.4		L 6 00AM	L 11 45AM				
										Except Sunday	Daily				



**Southward—INDIANAPOLIS DISTRICT—Northward**

**3**

SECOND CLASS			FIRST CLASS	Siding Standing Room. Carr.	Miles from Indianapolis	TIME TABLE NO. 5 Taking Effect August 13, 1939 STATIONS	Miles from Elmington	Siding Standing Room. Carr.	FIRST CLASS	SECOND CLASS		
371	391	377	333						334	372	376	374
Panama Dispatch PD 1	Local Freight	Local and Dispatch Freight	Local Passenger						Local Passenger	Panama Dispatch PD 2	Local and Dispatch Freight	Dispatch Freight
			L 4 03PM			O..... INDIANAPOLIS.....	176.9		A 11 00AM			
<b>Daily</b>	<b>Except Sunday</b>	<b>Daily</b>	<b>Except Sunday</b>									
L 7 00PM	L 6 00AM	L 1 30AM	L 4 10 PM 372		1.7	O..... WISCONSIN ST. YD.....	175.2		A 10 55AM	A 4 10 PM 333	A 5 00PM	A 4 45AM
7 15	6 30	1 45	4 18 376	76	7.4	..... MT. PERRY.....	169.5	76	10 47	3 25	4 18 333	3 25
7 40	6 50	2 05	s 4 32	53	17.4	D..... BARGERSVILLE.....	159.5	53	s 10 33	3 01	3 46	2 50
7 52	7 01	2 30 374	f 4 42	62	24.8	..... ANITA.....	152.1	62	f 10 22	2 45	3 30	2 30 377
8 05	7 25	2 45	s 4 51	72	30.1	D..... MORGANTOWN.....	146.8	72	s 10 12	2 30	3 15	2 00
8 12	7 32	2 52	4 57	44	33.3	..... DOUBLING TRACK.....	143.6	44	10 06	2 15	3 02	1 35
8 22	7 42	3 02	s 5 06		38.9	D..... HELMSBURG.....	138.0		s 9 59	2 00	2 50	1 20
8 27	7 50	3 07	s 5 11	70	41.3	..... TREVLAO.....	135.6	70	s 9 54	1 55	2 45	1 15
9 05	8 10	3 27	f 5 26	49	49.7	..... UNIONVILLE.....	127.2	49	f 9 38	1 33	2 23	12 50
9 35	8 40	3 45	s 5 37	62	55.9	O..... BLOOMINGTON.....	121.0	62	s 9 28	1 20	2 10	12 30AM
9 50	9 12 334	3 58	5 47	69	60.8	..... KIRBY.....	116.1	69	9 12 331	12 53	1 46	11 35
10 05	9 25	4 10	f 5 54	62	65.0	..... ELWREN.....	111.9	62	f 9 03	12 42	1 36	11 20
10 20	9 40	4 25	s 6 04	63	70.2	..... SOLSBERRY.....	106.7	63	s 8 53	12 27	1 23	11 05
10 40 374	9 59	4 45	f 6 16	62	77.5	..... TULIP.....	99.4	62	f 8 38	12 04PM	1 01	10 40 371
11 00	10 25	4 58	s 6 27	78	83.0	D..... BLOOMFIELD.....	93.9	78	s 8 28	11 52	12 49	10 20
11 15	10 45	5 11	s 6 37	61	89.4	O..... SWITZ CITY.....	87.5	61	s 8 16	11 39	12 37	10 00
11 50	11 25 372	5 45	s 6 48	54	95.4	D..... LINTON.....	81.5	54	s 8 06	11 25 391	12 25	9 45
			6 53		97.6	..... VICTORIA.....	79.3		7 58			
12 10AM	12 05 PM 376	7 09	s 6 59	69	101.1	D..... DUGGER.....	75.8	69	s 7 53	11 00	12 05 391	9 05
12 25	12 20	7 46 334	s 7 05	95	103.0	..... CASS.....	73.9	95	s 7 46 377	10 55	12 00	8 55
12 45	12 55	8 20	s 7 17		110.0	D..... SULLIVAN.....	66.9		s 7 33	10 25	11 40	8 30
12 55	1 10	8 35	s 7 26	47	114.4	D..... NEW LEBANON.....	62.5	47	s 7 24	10 10	11 28	8 15
1 05	1 25	8 50	s 7 34		118.7	..... MEROM.....	58.2		s 7 15	9 55	11 15	8 00
			m 7 37		120.4	..... RIVERTON.....	56.5		7 10			
A 1 30AM	A 2 10PM	A 9 40 AM 372	A 7 45 PM 374		123.3	O..... PALESTINE.....	53.6		L 7 05AM	L 9 40 AM 377	L 11 00AM	L 7 45 PM 333
									Except Sunday	Daily	Except Sunday	Daily

Local passenger trains will stop on signal to receive or discharge passengers at: Frances, Fruitdale, Caledonia.  
m—Receive or discharge revenue passengers.



Southward—EFFINGHAM DISTRICT—Northward

SECOND CLASS			FIRST CLASS	Siding, Standing Room, Cars	Miles from Indianapolis	TIME TABLE NO. 5 Taking Effect August 13, 1939 STATIONS	Miles from Effingham	Siding, Standing Room, Cars	FIRST CLASS	SECOND CLASS		
377	395	371	333						334	372	376	374
Dispatch Freight	Local Freight	Panama Dispatch PD 1	Local Passenger						Local Passenger	Panama Dispatch PD 2	Local Freight	Dispatch Freight
Daily	Except Sunday	Daily	Except Sunday									
L 12 15 PM 376	L 5 45AM	L 2 45AM	L 7 45PM		123.3	C..... PALESTINE .....	53.6		A 7 05AM	A 9 15AM	A 12 15 PM 377	A 7 10PM
					129.7	C...C. O. C. & ST. L. XNG ...	47.2					
	6 15 334 11 00 372 376	3 05	8 00	53	130.1	.....ROBINSON .....	46.8	53	6 50 395	9 02 395	11 00 395	6 55
	11 10	3 15	8 08		135.5	D.....STOY .....	41.4		6 34	8 50	10 30	6 40
	11 25	3 25	8 18		139.5	D.....OBLONG .....	37.4	60	6 27	8 42	10 20	6 31
	11 40	3 35	8 29		145.6	D.....WILLOW HILL.....	31.3	69	6 16	8 30	10 00	6 12
	A 12 05PM	4 30	8 43	42	153.4	C.....NEWTON .....	23.5	42	6 01	7 55	9 40	5 55
		4 45	8 53	69	159.5	.....LIS .....	17.4	69	5 47	7 41	8 50	5 33
		4 55	9 01	51	163.0	.....WHEELER .....	13.9	51	5 41	7 33	8 40	5 27
		5 05	9 09		166.6	D.....DIETERICH.....	10.3		5 35	7 25	8 30	5 20
		5 25 334	9 16	70	171.0	D.....EVERS .....	5.9	70	5 25 371	7 15	8 15	5 12
A 3 35PM		A 7 00AM 372	A 9 30PM		176.9	C.....EFFINGHAM.....			L 5 15AM	L 7 00AM 377	L 8 00AM	L 5 00PM
									Except Sunday	Daily	Except Sunday	Daily
		A 2 00AM	A 7 50 PM		890.0	.....NEW ORLEANS.....			L 8 30AM	L 11 59PM		

Local passenger trains will stop on signal to receive or discharge passengers at Gordon.

Southward—NEW HARMONY DISTRICT—Northward

SECOND CLASS			FIRST CLASS	Siding, Standing Room, Cars	Miles from New Harmony	TIME TABLE NO. 5 Taking Effect August 13, 1939 STATIONS	Miles from Stewartsville	Siding, Standing Room, Cars	FIRST CLASS	SECOND CLASS		
297	298	297	298									
Local	Local	Local	Local						Local	Local	Local	Local
Except Sunday	Except Sunday	Except Sunday	Except Sunday						Except Sunday	Except Sunday	Except Sunday	Except Sunday
		L 9 45AM			6.3	D.....NEW HARMONY.....	6.3		A 9 30AM			
		10 10			3.0	.....ROGERS .....	3.3		8 59			
		A 10 35AM			6.3	D.....STEWARTSVILLE.....			L 8 40AM			
									Except Sunday	Except Sunday	Except Sunday	Except Sunday



Southward—BLOOMINGTON DISTRICT—Northward

SECOND CLASS		TIME TABLE NO. 5		SECOND CLASS		
441	341	Miles from Chicago	Taking Effect August 13, 1939	Miles from Bloomington	342	442
Pontiac District Mixed	Mixed		STATIONS		Mixed	Pontiac District Mixed
			CHICAGO	140.9		
L 7 15AM	L 7 15AM	55.9	55.9 KANKAKEE	85.0	A 1 20PM	A 1 20PM
			4.4 OTTO	80.6	A 1 05PM	A 1 05PM
Tues. Thurs. Sat.	Mon. Wed. Fri.		5.1 IRWIN	75.5	f 12 50	f 12 50
L 7 30AM	L 7 30AM	60.3	2.8 DICKEYS	72.7	f 12 35	f 12 35
s 7 45	s 7 45	65.4	3.1 HERSOHER	69.6	s 12 10PM	s 12 10PM
f 7 55	f 7 55	68.2	4.0 BUCKINGHAM	65.6	s 11 55	s 11 55
s 8 10	s 8 10	71.3	4.0 CABERY	61.6	s 11 40	s 11 40
s 8 25	s 8 25	75.3	4.5 KEMPTON	57.1	s 11 20	s 11 20
			1.3 SAXONY	55.8	11 05	L 11 05AM
			2.9 CULLOM	52.9	s 10 55	
			4.4 CHARLOTTE	48.5	s 10 35	
			4.6 CHATSWORTH	43.9	s 10 20	
			4.4 CEREAL	39.5	f 9 55	
			3.8 RISK	35.7	s 9 40	
			5.8 CROPSEY	29.9	s 9 10	
			4.2 ANCHOR	25.7	s 8 55	
			4.2 COLFAX	21.5	s 8 40	
			5.6 COOKSVILLE	15.9	s 8 05	
			3.5 FLETOHERS	12.4	f 7 50	
			2.4 MEBNA	10.0	f 7 40	
			4.0 BARNES	6.0	f 7 25	
			4.5 NORMAL JCT	1.5	L 7 05AM	
			1.5			
					Tues. Thurs. Sat.	Mon. Wed. Fri.
	A 1 15PM	140.9	BLOOMINGTON		L 7 00AM	

Bingham  
 Newton  
 Robinson  
 Between Palestine and Riverston  
 Between Dugger and Cass  
 Linton  
 Bloomington, Ind.  
 Bloomington Southern District  
 Wisconsin St. Y2

Matton  
 Olney  
 Brown  
 Between Harwood and Sparsville  
 McClains District  
 Rantoul

are set against these lines, I. O. trains may proceed not to exceed ten (10) miles per hour, until engine or leading car passes over crossing; otherwise trains must stop for these crossings.

Normal position crossing gate Chatsworth is for T. P. & W.

Before occupying Chicago District Main tracks at Rantoul, Rantoul District trains must ascertain whether overline Erie class trains have arrived and not enter Chicago District Main tracks without permission from the Dispatcher.



## Southward—PONTIAC DISTRICT—Northward

SECOND CLASS	Miles from Chicago	TIME TABLE NO. 5		Miles from Minonk	SECOND CLASS
441		Taking Effect August 13, 1939			442
Mixed		STATIONS			Mixed
L 7 15AM	55.9	KANKAKEE		72.8	A 1 20PM
Tues., Thurs., Sat.					
L 9 10AM	85.1	29.2	SAXONY	43.6	A 11 05AM
/ 9 30	90.8	5.7	GRISWOLD	37.9	/ 10 30
f 9 45	93.2	2.4	SOOVEL	35.5	/ 10 20
f 9 55	95.9	2.7	EYLAB	32.8	/ 10 10
/ 10 10	97.9	2.0	RUGBY	30.8	/ 10 00
/ 10 20	100.6	2.1	SWYGERT	28.7	/ 9 50
		5.6	PONTIAC	23.1	e 9 30
f 11 35	109.8	4.0	BOOK'S CREEK	19.1	/ 9 00
e 11 50	113.6	4.0	GRAYMONT	15.1	e 8 45
e 12 10PM	118.0	4.4	FLANAGAN	10.7	e 8 30
/ 12 30	123.2	5.2	SPIRES	5.5	/ 8 15
A 12 45PM	127.1	3.9	MINONK JCT.	1.6	L 8 05AM
		1.6			
					Mon., Wed., Fri.
A 1 00PM	128.7	MINONK			L 8 00AM

## Southward—RANTOUL DISTRICT—Northward

	Miles from LeRoy	TIME TABLE NO. 5		
		Taking Effect August 13, 1939		
		STATIONS		
		LE ROY		
		4.1	CRUMBAUGH	
	4.1	2.1	SABINA	
	6.2	3.0	GLENAVON	
	9.2	3.1	LAURETTE	
	12.3			
		1.7	MEHARRY	
	14.0	2.0	TROSTER	
	16.0	1.0	LOTUS	
	17.0			
		1.9	DICKERSON	
	18.9	3.9	FISHER	
	22.8	3.4	DEWEY	
	26.2	2.8	TOMLINSON	
	29.0	0.9	PROSPECT	
	29.9	3.5	RANTOUL	
	33.4			
		4.6	DILLSBURG	
	38.0	3.1	GIFFORD	
	41.1	3.9	PENFIELD	
	45.0	3.8	ARMSTRONG	
	48.8	4.0	POTOMAC	
	52.8	5.5	HENNING	
	58.3			
		2.0	RAYVILLE	
	60.3	2.7	ALVIN	
	63.0			
		4.1	THOMAS	
	67.1	2.0	HEDRICK	
	69.1			



**3. Standard Clocks:**

Effingham Tower  
Palestine Station  
Bloomington, Ind. Station  
Wisconsin Str. Yd.  
Indianapolis Union Sta  
Tel. Office

Mattoon Yard Office  
Mattoon Enginehouse  
Evansville Yard Office  
Bloomington, Ill.  
Minonk, Ill.

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

**S3-A.** Northward trains may leave Evansville without clearance card Form 44 but must receive clearance card, Form 44, before leaving Harwood Tower.

**S3-B. Train Registers:**

Effingham Tower  
Palestine Station  
Wisconsin Str. Yd.  
Indianapolis Union Sta.  
Mattoon Yd. Office  
Harwood Tower  
Evansville Yd. Office

Otto  
Saxony  
Kempton  
Minonk  
Bloomington, Ill.  
Leroy  
Rantoul

Except when signals are displayed first class trains may register at Wisconsin Str. Yd. Office, by Form 905.

**93. Yards:**

Effingham  
Newton  
Robinson  
Between Palestine and  
Riverton  
Between Dugger and Cass  
Linton  
Bloomington, Ind.  
Bloomington Southern  
District  
Wisconsin Str. Yd.

Mattoon  
Olney  
Browns  
Between Harwood and  
Evansville  
McClains District  
Rantoul

**98. Trains must stop at junctions, railroad crossings and draw bridges as follows:**

Effingham	-----	Champaign District
Newton	-----	Mattoon and Effingham Districts
Victoria	-----	C. I. & L. Railroad
Linton	-----	C. M. St. P. & P. Railroad
Bloomfield	-----	I. C. Spur
{ Bloomington }	(M. P. XA-4.5)	C. I. & L. Spur
{ Southern Dist. }	(M. P. XA-4.1)	
Morgantown	-----	C. C. C. & St. L Railroad
Indianapolis	-----	I. U. Railroad
Mattoon	-----	Champaign District
Lerna	-----	N. K. P. Railroad
Browns	-----	Southern Railroad
Poseyville	-----	C. & E. I. Railroad
Devon Street Junction	-----	C. & E. I. Belt Railroad
L. & N. Junction	-----	L. & N. Railroad
McClains District	-----	
Mile BB-0.5	-----	C. & E. I. Railroad
Mile BB-1.1	-----	E. S. & N. Railroad
Mile BB-2.7	-----	E. & O. V. Railroad
Chatsworth	-----	T. P. & W. R. R.
Normal Junction	-----	Springfield Division
Minonk Junction	-----	Springfield Division
Henning	-----	C. & E. I. R. R.

At the following automatic interlocked railroad crossings trains must not exceed a speed of fifteen miles per hour until engine or leading car passes crossing:

Sullivan, Ind.	-----	C. & E. I. R. R.
Knowles (one mile south of Alvin)	-----	C. M. St. P. & P. R. R.

When necessary to open draw on bridges X-120-6 and B-215-7 it will be done under flag protection, which rules are posted at each end of bridges.

When crossing gates at C. I. & L. R. R. at Victoria, I. C. Spur at Bloomfield, and C. C. C. & St. L. R. R. at Morgantown, are set against these lines, I. C. trains may proceed not to exceed ten (10) miles per hour, until engine or leading car passes over crossing; otherwise trains must stop for these crossings.

Normal position crossing gate Chatsworth is for T. P. & W.

Before occupying Chicago District Main tracks at Rantoul, Rantoul District trains must ascertain whether overdue first class trains have arrived and not enter Chicago District Main tracks without permission from the Dispatcher.



## 101. Speed restrictions, except where lower speed is required:

Territory or Location	Miles per Hour									
	Passenger engine with passenger train, caboose or light.	Passenger train with Improved Mikado type engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger or Improved Mikado type engine.	Dispatch, local or mixed trains with other type freight engines.	Tonnage and other freight trains.	Eight-wheel locomotive cranes in trains.	Derricks in trains.	Engines without engine trucks.	Engines backing up with or without cars.
Between Indianapolis and Effingham -----	50	40	40	40	40	30	30	*25	25	
Between Mattoon and Evansville -----	50	40	40	40	40	30	30	*25	25	
Between Otto and Normal Junction -----	35	---	35	35	35	35	30	20	25	
Between Saxony and Minonk Junction -----	25	---	25	25	25	25	25	15	15	
Rantoul District -----	25	---	25	25	25	25	25	15	15	
Bloomington Southern and McClain Districts -----	15	---	15	15	15	15	15	15	15	
New Harmony District -----	10	---	10	10	10	10	10	10	10	
*Around curves 20 miles per hour.										
<b>LOWER SPEEDS</b>										
<b>Indianapolis District</b>										
Indianapolis, Senate Ave. and South St. -----	5	5	5	5	5	5	5	5	5	
Indianapolis, Raymond St. and South St. -----	15	15	15	15	15	15	15	15	15	
Over Raymond St., Engine or leading car -----	5	5	5	5	5	5	5	5	5	
Between MP X23 and X24. (Curves) -----	35	35	35	35	35	30	30	20	25	
Between MP X44 and X49 -----	30	30	30	30	30	30	30	20	25	
Over Bridge X45-4										
Through tunnel between MP X47 and X48										
On Gleasons Fill between MP X62 and X63	20	20	20	20	20	20	20	20	20	
On Ellis Fill between MP X68 and X69										
Over Bridge X74										
Over Bridge X75-6										
Over Bridge X120-6										
<b>Effingham District</b>										
Between MP X134 and X135. (Curves)										
Between MP X151 and X152. (Curves)	30	30	30	30	30	30	30	20	25	
Between MP X171 and X172. (Curves)										

Territory or Location	Miles per Hour									
	Passenger engine with passenger train, caboose or light.	Passenger train with Improved Mikado type engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger or Improved Mikado type engine.	Dispatch, local or mixed trains with other type freight engines.	Tonnage and other freight trains.	Eight-wheel locomotive cranes in trains.	Derricks in trains.	Engines without engine trucks.	Engines backing up with or without cars.
<b>Mattoon District</b>										
Between MP B137 and B148. (Curves)										
Between MP B157 and B159. (Curves)	35	35	35	35	35	30	30	20	25	
Olney, west wye -----	5	5	5	5	5	5	5	5	5	
Over Bridge B 215-7 —steel portion -----	10	10	10	10	10	10	10	10	10	
Over Bridge B 221-4 -----	25	25	25	25	25	25	25	25	25	
Poseyville—C&EI wye -----	5	5	5	5	5	5	5	5	5	
Between MP B238 and B241. (Curves) -----	35	35	35	35	35	30	30	20	25	
New Harmony River and Mill tracks -----	5	5	5	5	5	5	5	5	5	
<b>Pontiac District</b>										
Over Bridge F107-48 and F112-07 -----	15	---	25	---	25	25	25	15	15	
Saxony wye -----	10	---	10	10	10	10	10	10	10	
<b>Diverging routes through cross-overs, junctions and siding switches:</b>										
Indianapolis—Senate Ave.										
Indianapolis—Wisconsin St. Yd. Old Yard Lead	10	10	10	10	10	10	10	10	10	
Bloomington, Ind.—Basket track										
Bloomington, Ind.—Cavanaugh track										
Effingham—North leg wye, north switch										
Harwood—(north switch) -----	25	25	25	25	25	25	25	20	25	
All other points -----	15	15	15	15	15	15	15	15	15	

(Continued on next page)



**101. Speed Restrictions—Continued.**

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

Main line	Passenger Engines (Class)	Freight Engines (Class)	
Mattoon District, *Bridge B215-7 & 221-4	{ 1-51, 2400-2459 } { 1135-1138, 1168 }	2020-2050, 2100-2174, 2500-2574, 2901-3025, 7000-7049	
New Harmony District McClains District Bloomington Southern Rantoul District		Engines heavier than 1501 Class.	
Bloomington District Pontiac District		Engines heavier than 651 Class. Engines heavier than 413-501 Class. Engines heavier than 941-993 Class. Engines heavier than 941-993 Class.	
Industry tracks: Newton—old engine spur east of derail Newton—coal chute incline		All engines.	All engines. 651 and heavier.
Morgantown—old and new packing track Morgantown—coal dock, insufficient clearance Evansville—Industrial		All engines.	All engines. 651 class and larger engines restricted beyond 80 feet from clearance point.
McClains District Industrial		Larger than 651 Class.	
Bloomington, Indiana—Basket Factory and freight house lead Bloomfield—Jones Lumber track Linton—CMStP&P Yard except tracks 1-2-3 Cass—coal dock track Insufficient Clearance Sullivan, Ind.—ice plant and cheese factory tracks Riverton—Merom gravel pit both tipples Robinson—Ohio Oil Co. tracks Robinson Refinery—Beyond signs	All engines.	All engines. All engines. All engines. All engines. All engines. All engines. All engines. All engines. All engines.	
		With trucks larger than 941 beyond right-of-way line.	

\*Engines heavier than 651-class must not be doubleheaded over Bridge B215-7.

\*Must not doublehead over Bridge B221-4 with any class of engine.

Four wheel Scale Test Cars must be handled on rear of freight trains ahead of caboose not to exceed 30 miles per hour except where lower speed is required.

1501 Class Engines may be operated between Otto and Lehigh Quarry.

Permanent yellow slow boards are located 500 feet in advance of a condition requiring reduced speed. Indication—Reduce speed to ten miles per hour, or speed specified by numerals on board. Where two speeds are indicated, the upper is for passenger and the lower for freight trains.

**104. Normal Position of Switches:**

Effingham	For Champaign District
Bloomington Southern Junction	For Indianapolis District
Indianapolis	For Indianapolis Union Railroad
Mattoon	For Champaign District
Stewartsville	For Mattoon District
Saxony	For Bloomington District
Normal Junction	For Springfield Division
Minonk Junction	For Springfield Division
Minonk Junction—East switch	must be set and locked for North Wye.
Rantoul	For Chicago District

**729. Bulletin Boards:**

Mattoon Passenger Station	Indianapolis
Mattoon Yard Office	Wisconsin St. Yard. Yard Office
Mattoon Engine House	Wisconsin St. Yard Engine House.
Harwood Yard Office	Bloomington, Ind.
Evansville Engine House	Palestine
Evansville Yard Office	Palestine Engine House Office
Rantoul	Effingham Tower
Bloomington, Ill.	
Minonk	

**1201. Before occupying Champaign District main tracks at Effingham and Mattoon, Effingham and Mattoon Districts trains will ascertain whether overdue first-class trains have arrived.**

*(Faint mirrored text from reverse side of page)*



## ADJUSTED TONNAGE RATINGS

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of a train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading (including caboose)-----5,000 tons  
Adjustment factor (75 x 10)-----750 tons  
Adjusted tonnage of train-----5,750 tons

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

3. Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive and tender.

5. Helper Service: Ratings do not require helper except where same is provided for as shown on bottom margin of rating figures. When helpers are used on other runs the tonnage rating should equal the combined ratings of the locomotives.

6. Double Heading: Double headers should be rated at the combined rating of locomotive used.

7. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating sections.

8. In computing tonnage statistics, the adjustment factor shall be omitted and locomotive charged with 100% rating. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.

9. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

10. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the Assistant General Manager. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the Assistant General Manager.

## MATTOON DISTRICT

## MATTOON TO EVANSVILLE (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	2830	2690	2545	2405	2264	2125	1980	1840
1501-2016	54,158	2325	2210	2090	1975	1860	1745	1625	1510
1501-2016	51,231	2200	2090	1980	1870	1760	1650	1540	1430
941-993	50,844	2185	2075	1965	1855	1750	1640	1530	1420
941-993	39,180	1680	1595	1510	1430	1345	1260	1175	1090

Ruling Grade (Southward) Armstrong to Wilcox.

## EVANSVILLE TO MATTOON (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 9							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	3095	2940	2785	2630	2475	2320	2165	2010
1501-2016	54,158	2535	2410	2280	2155	2030	1900	1775	1650
1501-2016	51,231	2400	2270	2160	2040	1920	1800	1680	1560
941-993	50,844	2380	2260	2140	2025	1905	1785	1665	1545
941-993	39,180	1835	1745	1650	1560	1470	1375	1285	1195

Ruling Grade (Northward)—Greenup to Norviel.  
Helper—Harwood to Wilcox.

## EFFINGHAM DISTRICT

## PALESTINE TO LIS (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	2830	2690	2545	2405	2264	2125	1980	1840
1501-2016	54,158	2325	2210	2090	1975	1860	1745	1625	1510
1501-2016	51,231	2200	2090	1980	1870	1760	1650	1540	1430
941-993	50,844	2185	2075	1965	1855	1750	1640	1530	1420
941-993	39,180	1680	1595	1510	1430	1345	1260	1175	1090

Ruling Grade (Southward)—Newton to Lis.

## LIS TO EFFINGHAM (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	7965	7565	7170	6770	6370	5975	5575	5180
1501-2016	54,158	6550	6220	5895	5565	5240	4910	4585	4255
1501-2016	51,231	6195	5885	5575	5265	4955	4645	4335	4045
941-993	50,844	6150	5845	5535	5230	4920	4615	4305	4000
941-993	39,180	4735	4500	4260	4025	3790	3450	3215	3080

## EFFINGHAM TO NEWTON (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	6100	5795	5490	5185	4880	4575	4270	3965
1501-2016	54,158	5015	4765	4515	4260	4015	3760	3510	3260
1501-2016	51,231	4745	4510	4270	4035	3795	3560	3320	3085
941-993	50,844	4710	4475	4240	4005	3770	3530	3295	3060
941-993	39,180	3625	3445	3265	3080	2900	2720	2540	2355

## NEWTON TO PALESTINE (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	3660	3475	3295	3110	2930	2745	2560	2380
1501-2016	54,158	3010	2855	2710	2555	2410	2255	2105	1955
1501-2016	51,231	2850	2710	2565	2425	2280	2140	1995	1855
941-993	50,844	2825	2685	2545	2400	2260	2120	1980	1835
941-993	39,180	2175	2065	1955	1880	1740	1630	1525	1415

Ruling Grade (Northward) Newton to Willow Hill.



## INDIANAPOLIS DISTRICT

### INDIANAPOLIS TO PALESTINE (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 4							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	2340	2225	2105	1990	1870	1755	1640	1520
1501-2016	54,158	1925	1830	1730	1635	1540	1445	1345	1250
1501-2016	51,231	1820	1730	1640	1545	1455	1365	1275	1185
941-993	50,844	1810	1720	1630	1540	1450	1360	1265	1175
941-993	39,180	1390	1320	1250	1180	1115	1045	975	905

Ruling Grade (Southward)—Trevlac to Unionville—Double Sullivan.

### BLOOMINGTON TO INDIANAPOLIS (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 12							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	4945	4700	4450	4205	3955	3710	3460	3215
1501-2016	54,158	4065	3860	3660	3455	3255	3045	2845	2640
1501-2016	51,231	3845	3655	3460	3270	3075	2885	2690	2500
941-993	50,844	3820	3630	3440	3245	3055	2865	2675	2485
941-993	39,180	2940	2795	2645	2500	2350	2205	2060	1910

Ruling Grade (Northward)—Morgantown to Anita—Double Doubling Track Grade.

### PALESTINE TO BLOOMINGTON (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	4015	3815	3615	3415	3210	3010	2810	2610
1501-2016	54,158	3300	3135	2970	2805	2640	2475	2310	2145
1501-2016	51,231	3110	2955	2800	2645	2490	2335	2175	2020
941-993	50,844	3100	2945	2790	2635	2480	2325	2170	2015
941-993	39,180	2385	2265	2145	2025	1910	1790	1670	1550

Ruling Grade (Northward) Merom to New Lebanon.

## BLOOMINGTON DISTRICT

### KANKAKEE TO BLOOMINGTON (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 7							
		100%	95%	90%	85%	80%	75%	70%	65%
651-785	33,113	2020	1920	1820	1715	1615	1515	1415	1315
541-594	30,222	1805	1715	1625	1535	1445	1355	1265	1175
401-501	23,299	1400	1330	1260	1190	1120	1050	980	910

### BLOOMINGTON TO KANKAKEE (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 8							
		100%	95%	90%	85%	80%	75%	70%	65%
651-785	33,113	2390	2270	2150	2030	1910	1790	1675	1555
541-594	30,222	2105	2000	1895	1790	1685	1580	1475	1370
401-501	23,299	1655	1570	1490	1405	1325	1240	1160	1075

## PONTIAC DISTRICT

### KEMPTON TO MINONK—Southward

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 8							
		100%	95%	90%	85%	80%	75%	70%	65%
651-785	33,113	2340	2225	2105	1990	1870	1755	1640	1520
541-594	30,222	2090	1985	1880	1775	1670	1565	1465	1360
401-501	23,299	1620	1540	1460	1375	1295	1275	1135	1055

### MINONK TO KEMPTON—Northward

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 7							
		100%	95%	90%	85%	80%	75%	70%	65%
651-785	33,113	1930	1835	1735	1640	1545	1445	1350	1255
541-594	30,222	1720	1635	1550	1460	1375	1290	1205	1120
401-501	23,299	1335	1270	1200	1135	1070	1000	935	865



