

**DIVISION OFFICERS**

G. J. WILLINGHAM.....Superintendent.....Champaign  
 E. J. BROSEAU.....Train Master.....Champaign  
 A. GORMAN.....Train Master.....Champaign  
 O. H. ZIMMERMAN JR.....Asst. Trainmaster.....Kankakee  
 C. DAMIANO.....Travelling 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  
 L. L. BOSLEY.....Dispatcher.....Champaign  
 O. A. KNIGHT.....Dispatcher.....Champaign  
 C. V. WHITESITT.....Dispatcher.....Champaign  
 I. P. TURNER.....Dispatcher.....Champaign  
 C. A. PERRY.....Dispatcher.....Champaign  
 W. E. RAUCKMAN.....Dispatcher.....Champaign  
 S. F. ALLEN.....Dispatcher.....Champaign  
 G. C. CROSS.....Dispatcher.....Champaign

**SPEED TABLE**

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
48	75	80	45
52	70	90	40
55	65	103	35
60	60	120	30
65	55	144	25
72	50	180	20

# Illinois Central System

EUGENE A. ZANK  
 1717 Hickory St.  
 ALMA, MICHIGAN

**CHICAGO  
 CHAMPAIGN  
 DISTRICTS  
 (ILLINOIS DIVISION)**

**TIME TABLE No.**

# 44

Taking Effect at 12:01 a. m.,  
**SUNDAY, FEBRUARY 7, 1943**  
 Superseding Time Table No. 43  
 Dated December 19, 1942

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

F. R. MAYS, Vice President and General Manager  
 G. J. WILLINGHAM, Superintendent

## CHICAGO DISTRICT—Southward (Continued on Page 3)

Siding Standing Room Cars with Engine	Mile Posts	TIME TABLE NO. 44 Taking Effect February 7, 1943 STATIONS	FIRST CLASS (Continued on Page 3)								
			27	17	25	31	37	53	7	1	11
			Big Four 444 Royal Palm	The Night Diamond	Fast Mail	Local Passenger	Big Four 414 Indianapolis Mail & Express	The City of Miami	The Sunchaser	The Creole	Big Four 416 Cincinnati Special
		C..... CHICAGO.....	L 11 45PM	L 11 55PM	L 12 20AM	L 7 25AM	L 7 50AM	L 8 20AM	L 9 35AM	L 9 40AM	L 10 05AM
			Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily
	29.3	O..... <sup>29.3</sup> RICHTON.....	L 12 25AM	L 12 45AM	L 12 55AM	L f 8 20AM	L 8 30AM	L 8 50AM	L 10 15AM	L 10 30AM	L 10 40AM
	34.2	O..... <sup>4.9</sup> MONEE.....				s 8 26					
96											
37	40.5	O..... <sup>6.3</sup> PEOTONE.....				s 8 34					
103											
47	46.7	O..... <sup>6.2</sup> MANTENO.....				s 8 42				c 10 47	
	50.8	O..... <sup>4.1</sup> INDIAN OAKS.....									
	54.2	O..... <sup>3.4</sup> BRADLEY.....				s 8 52					
	55.3	O..... <sup>1.1</sup> KANKAKEE JCT.....	A 12 58AM				A 8 58AM				A 11 08AM
235											
158	55.9	O..... <sup>6</sup> KANKAKEE.....		s 1 15	s 1 32	s 9 03		j 9 13	j 10 45	s 11 04	
131	60.3	C..... <sup>4.4</sup> OTTO.....		1 20	1 40	9 09		9 17	10 50	11 09	
	64.3	O..... <sup>4.0</sup> CHEBANSE.....				s 9 15					
	69.1	O..... <sup>4.8</sup> OLIFTON.....				s 9 21					
123											
120	73.1	O..... <sup>4.0</sup> ASHKUM.....		1 34	1 53	s 9 27		9 29	11 02	11 22	
	77.4	O..... <sup>4.3</sup> DANFORTH.....				s 9 33					
513											
504	81.1	C..... <sup>3.7</sup> GILMAN.....		A s 1 48AM	s 2 16	s 9 46		9 36	11 10	d 11 31	
	84.7	D..... <sup>3.6</sup> ONARGA.....			2 21	s 9 53		9 39	11 14	11 37	
	87.6	D..... <sup>2.9</sup> DEL REY.....			2 24	f 9 56		9 42	11 17	11 40	
100											
	93.1	D..... <sup>5.5</sup> BUCKLEY.....			2 30	s 10 03		9 47	11 23	11 46	
	98.3	D..... <sup>5.2</sup> LODA.....			2 35	s 10 10		9 52	11 28	11 52	
150											
119	102.8	C..... <sup>4.5</sup> PAXTON.....			s 2 45	s 10 17		9 56	11 33	d 11 57	
80	108.3	D..... <sup>5.5</sup> LUDLOW.....			2 53	s 10 27		10 01	11 38	12 03PM	
105											
	113.8	C..... <sup>5.5</sup> RANTOUL.....		s 3 08	s 10 38			10 06	11 43	n 12 11	
	118.7	D..... <sup>4.9</sup> THOMASBORO.....			3 14	s 10 44		10 10	11 48	12 16	
	122.6	O..... <sup>3.9</sup> LEVERETT.....			3 19	f 10 49		10 14	11 52	12 20	
	124.1	O..... <sup>1.5</sup> LEVERETT JCT.....			3 21	10 51		10 16	11 54	12 22	
	127.8	C..... <sup>3.7</sup> CHAMPAIGN.....			A 3 40AM	A 11 00AM		A j 10 19AM	A j 12 05PM	A 12 35PM	

c—Stops on Sunday and holidays to discharge revenue passengers from Chicago.

d—Stop on Sunday to discharge revenue passengers from Chicago.

j—Receive revenue passengers for Jackson, Tenn. and scheduled stops beyond.

n—Discharge revenue passengers from Chicago. Receive revenue passengers for Mattoon and scheduled stops beyond.

CHICAGO DISTRICT—Southward (Continued on Page 4)

Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE NO. 44 Taking Effect February 7, 1943	FIRST CLASS								
			19	35	55	33	51	29	3	15	9
			The Daylight	Big Four 418 Queen City Special	The Panama Limited	Big Four 4 James Whitcomb Riley	The Green Diamond	The Illini	The Louisiana	Big Four 438 Cincinnati Night Express	The Seminole
STATIONS											
		C.....CHICAGO.....	L 10 45AM	L 1 45PM	L 3 15PM	L 4 40PM	L 5 00PM	L 5 30PM	L 7 45PM	L 9 20PM	L 10 00PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	29.3	C..... <sup>29.3</sup> RICHTON.....	L 11 25AM	L 2 20PM	L 3 45PM	L 5 13PM	L 5 30PM	L 6 25PM	L 8 30PM	L 10 04PM	L 10 43PM
	34.2	C..... <sup>4.9</sup> MONEE.....									
96	40.5	C..... <sup>6.8</sup> PEOTONE.....					s 6 37				
37											
103	46.7	C..... <sup>6.2</sup> MANTENO.....						s 6 44			
47	50.8	C..... <sup>4.1</sup> INDIAN OAKS.....									
	54.2	C..... <sup>3.4</sup> BRADLEY.....									
	55.3	C..... <sup>1.1</sup> KANKAKEE JCT.....		A 2 48PM		A 5 38PM				A 10 33PM	
235	55.9	C..... <sup>6</sup> KANKAKEE.....	s 11 52		b 4 10		s 5 52	s 7 05	s 8 59		s 11 13
158	60.3	C..... <sup>4.4</sup> OTTO.....	11 57		4 14		5 56	7 11	9 04		11 18
131											
	64.3	C..... <sup>4.0</sup> CHEBANSE.....									
	69.1	C..... <sup>4.8</sup> CLIFTON.....						f 7 21			
123	73.1	C..... <sup>4.0</sup> ASHKUM.....	12 11PM		4 26		6 06	7 26	9 17		11 31
120	77.4	C..... <sup>4.3</sup> DANFORTH.....									
	81.1	C..... <sup>3.7</sup> GILMAN.....	A 12 20PM		4 34		A 6 13PM	s 7 38	9 25		11 40
513											
504											
	84.7	D..... <sup>3.6</sup> ONARGA.....			4 38			s 7 44	9 29		11 44
	87.6	D..... <sup>2.9</sup> DEL REY.....			4 41			7 48	9 32		11 47
100	93.1	D..... <sup>5.5</sup> BUCKLEY.....			4 46			f 7 55	9 37		11 53
	98.3	D..... <sup>5.2</sup> LODA.....			4 51			f 8 01	9 42		11 58
150	102.8	C..... <sup>4.5</sup> PAXTON.....			4 55			s 8 10	9 47		12 03AM
119											
80	108.3	D..... <sup>5.5</sup> LUDLOW.....			5 00			8 16	9 52		12 08
105	113.8	C..... <sup>5.5</sup> RANTOUL.....			5 05			s 8 30	9 57		s 12 15
	118.7	D..... <sup>4.9</sup> THOMASBORO.....			5 10			8 40	10 02		12 20
	122.6	C..... <sup>3.9</sup> LEVERETT.....			5 14			8 45	10 06		12 24
	124.1	C..... <sup>1.5</sup> LEVERETT JCT.....			5 16			8 47	10 08		12 26
	127.8	C..... <sup>3.7</sup> CHAMPAIGN.....			A 5 20PM			A 8 55PM	A 10 18PM		A 12 35AM

b—Receive revenue passengers destined Memphis and scheduled stops beyond.

## CHICAGO DISTRICT—Southward (Continued on Page 5)

Mile Posts Cars with Engines	TIME TABLE NO. 44 Taking Effect February 7, 1943	SECOND CLASS (Continued on Page 5)								
		61	75	71	87	91	73	63	65	
		Dispatch C S 1	Dispatch C B 9	Dispatch C N 1	Dispatch C D 1	Big Four Freight C D 8	Dispatch C N 3	Dispatch C S 3	Dispatch C S 5	
	STATIONS									
	C.....CHICAGO.....									
21.9	21.9 MARKHAM.....	L 12 25AM	L 1 00AM	L 1 30AM	L 3 00AM	L 10 00AM	L 12 30PM	L 1 20PM	L 7 20PM	
		Daily	Daily	Daily	Daily	Daily	Except Monday	Except Monday	Daily	
29.3	7.4 C.....RIGHTON.....	L 12 55AM	L 1 40AM	L 2 15AM	L 3 30AM	L 10 30AM	L 1 10PM	L 1 55PM	L 7 50PM	
34.2	4.9 C.....MONEE.....									
96	6.3.....PEOTONE.....									
37	40.5.....PEOTONE.....									
108	6.2 C.....MANTENO.....									
47	4.1.....INDIAN OAKS.....									
	3.4.....BRADLEY.....									
	1.1 C.....KANKAKEE JOT.....					A 11 20AM				
235	6.....KANKAKEE.....									
158	4.4 C.....OTTO.....	2 30	2 40	3 25	5 00		2 05	2 40	8 40	
131	60.3.....OTTO.....									
	4.0.....CHEBANSE.....									
	4.8.....CLIFTON.....									
123	4.0 C.....ASHKUM.....									
120	4.3.....DANFORTH.....									
	3.7 C.....GILMAN.....	A 3 30AM	3 10	3 55	5 30		3 10	A 5 00PM	A 9 30PM	
513	3.6 D.....ONARGA.....									
504	2.9 D.....DEL REY.....									
	5.5 D.....BUCKLEY.....									
100	5.2 D.....LODA.....									
	4.5 C.....PAXTON.....									
150	102.8.....PAXTON.....									
119	5.5 D.....LUDLOW.....									
80	5.5 C.....RANTOUL.....									
105	4.9 D.....THOMASBORO.....									
	3.9.....LEVERETT.....									
	1.5.....LEVERETT JOT.....									
	3.7 C.....CHAMPAIGN.....		A 4 55AM	A 6 00AM	A 8 00AM		A 5 10PM			

CHICAGO DISTRICT—Southward (Concluded)

Selling Standing Room.  
Cars with Engine

**TIME TABLE NO. 44**

Taking Effect  
February 7, 1943

**SECOND CLASS**

Mile Posts	STATIONS	69	67	93					
		Southern Merchandise M S 1	Dispatch C S 7	Big Four Dispatch S Y 2					
21.9	C CHICAGO 21.9 MARKHAM	L 8 20PM	L 9 00PM	L 10 35PM					
		Except Sunday	Daily	Daily					
29.3	C 7.4 RICHTON	L 8 35PM	L 9 30PM	L 11 00PM					
34.2	C 4.9 MONEE								
40.5	C 6.3 PEOTONE								
46.7	C 6.2 MANTENO								
50.8	C 4.1 INDIAN OAKS								
54.2	C 3.4 BRADLEY								
55.3	C 1.1 KANKAKEE JCT			A 11 45PM					
55.9	C .6 KANKAKEE								
60.3	C 4.4 OTTO	9 13	10 10						
64.3	C 4.0 CHEBANSE								
69.1	C 4.8 CLIFTON								
73.1	C 4.0 ASHKUM								
77.4	C 4.3 DANFORTH								
81.1	C 3.7 GILMAN	9 40	A 11 10PM						
84.7	D 3.6 ONARGA								
87.6	D 2.9 DEL REY								
93.1	D 5.5 BUCKLEY								
98.3	D 5.2 LODA								
102.8	C 4.5 PAXTON								
108.3	D 5.5 LUDLOW								
113.8	C 5.5 RANTOUL								
118.7	D 4.9 THOMASBORO								
122.6	D 3.9 LEVERETT								
124.1	D 1.5 LEVERETT JCT								
127.8	C 3.7 CHAMPAIGN	A 10 35PM							

1—Chicago revenue passenger from Springfield  
 2—Chicago revenue passenger from St. Louis and Springfield  
 3—Chicago revenue passenger from St. Louis and Springfield  
 4—Chicago revenue passenger from Springfield and other  
 5—Chicago revenue passenger from Springfield and other  
 6—Chicago revenue passenger from Springfield and other  
 7—Chicago revenue passenger from Springfield and other  
 8—Chicago revenue passenger from Springfield and other  
 9—Chicago revenue passenger from Springfield and other  
 10—Chicago revenue passenger from Springfield and other

## CHICAGO DISTRICT—Northward (Continued on Page 7)

Miles from Champaign	TIME TABLE NO. 44 Taking Effect February 7, 1943	FIRST CLASS (Continued on Page 7)									
		26	12	18	28	54	10	4	30	34	
		Chicago Express	Big Four 443 Chicago Night Express	The Night Diamond	Big Four 437 Royal Palm	The Panama Limited	The Seminole	The Louisiane	The Illini	Big Four 3 James Whit- comb Riley	
	STATIONS										
127.8	O	CHICAGO	A 4 20AM	A 5 10AM	A 7 30AM	A 7 35AM	A 7 45AM	A 8 40AM	A 9 50AM	A 11 10AM	A 12 45PM
		CHICAGO TERMINAL DISTRICT									
98.5	O	<sup>29.3</sup> RIGHTON	A 3 30AM	A 4 25AM	A 6 35AM	A 6 45AM	A 7 05AM	A 7 50AM	A 9 00AM	A 10 20AM	A 12 05PM
93.6	O	<sup>4.9</sup> MONEE									
96 37		<sup>6.3</sup> PEOTONE								f 9 45	
103 47	C	<sup>6.2</sup> MANTENO	c 2 54							s 9 32	
		<sup>4.1</sup> INDIAN OAKS									
		<sup>3.4</sup> BRADLEY									
	O	<sup>1.1</sup> KANKAKEE JCT		L 3 57AM		L 6 17AM					L 11 39AM
235 158		<sup>6</sup> KANKAKEE	s 2 40		s 5 56		b 6 35	s 7 17	s 8 16	s 9 19	
131	C	<sup>4.4</sup> OTTO	2 24		5 43		6 26	6 55	7 54	9 04	
		<sup>4.0</sup> CHEBANSE									
		<sup>4.8</sup> OLIFTON								f 8 54	
123 120	C	<sup>4.0</sup> ASHKUM	2 09		5 29		6 14	6 41	7 40	8 50	
		<sup>4.3</sup> DANFORTH									
513 504	C	<sup>3.7</sup> GILMAN	s 1 58		Lk 5 19AM		6 06	s 6 30	7 30	s 8 41	
	D	<sup>3.6</sup> ONARGA	s 1 47				6 02	6 20	7 25	s 8 34	
	D	<sup>2.9</sup> DEL REY	1 43				5 59	6 16	7 22	8 30	
100	D	<sup>5.5</sup> BUCKLEY	1 35				5 54	6 10	7 16	f 8 24	
	D	<sup>5.2</sup> LODA	1 27				5 49	6 04	7 12	f 8 18	
150 119	C	<sup>4.5</sup> PAXTON	s 1 20				5 45 <sup>82 e</sup>	5 59 <sup>82</sup>	7 07	s 8 12	
80	D	<sup>5.5</sup> LUDLOW	1 10				5 40	5 51	7 01	8 04	
105	C	<sup>5.5</sup> RANTOUL	s 1 02				5 35	m 5 44	6 55	s 7 57	
	D	<sup>4.9</sup> THOMASBORO	12 53				5 30	5 36	6 50	7 45	
		<sup>3.9</sup> LEVERETT	12 48				5 26	5 31	6 46	7 41	
		<sup>1.5</sup> LEVERETT JCT	12 46				5 24	5 29	6 44	7 39	
	C	<sup>3.7</sup> CHAMPAIGN	L 12 40AM				L 5 20 <sup>AM 19</sup>	L 5 25 <sup>AM 54</sup>	L 6 40AM	L 7 35AM	
			Daily	Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily

b—Discharge revenue passengers from Memphis and scheduled stops beyond.

c—Discharge revenue passengers.

e—Receive revenue passengers for Chicago.

k—Discharge revenue passengers from St. Louis and Springfield.

m—Discharge revenue passengers from Birmingham and scheduled stops beyond.

CHICAGO DISTRICT—Northward (Continued on Page 8)

Siding Standing Room, Cars with Engines	Miles from Champaign	TIME TABLE NO. 44 Taking Effect February 7, 1943	FIRST CLASS								
			50	16	32	36	20	8	38	2	52
			The Green Diamond	Big Four 415 Chicago Special	Local Passenger	Big Four 419 White City Special	The Daylight	The Sunchaser	Big Four 405 The Sycamore	The Creole	The City of Miami
STATIONS											
	127.8	O..... CHICAGO.....	A 2 05PM	A 2 45PM	A 4 55PM	A 5 50PM	A 6 05PM	A 8 40PM	A 8 45PM	A 9 30PM	A 9 55PM
		CHICAGO TERMINAL DISTRICT									
	98.5	O..... <sup>29.3</sup> RICHTON.....	A 1 27PM	A 2 05PM	A 4 00PM	A 5 10PM	A 5 25PM	A 7 55PM	A 8 05PM	A 8 40PM	A 9 21PM
	93.6	O..... <sup>4.9</sup> MONEE.....			s 3 41						
96 37	87.3	O..... <sup>6.3</sup> PEOTONE.....			s 3 28						
103 47	81.1	O..... <sup>6.2</sup> MANTENO.....			s 3 15	d 4 50					
	77.0	O..... <sup>4.1</sup> INDIAN OAKS.....									
	73.6	O..... <sup>3.4</sup> BRADLEY.....			s 3 03						
	72.5	O..... <sup>1.1</sup> KANKAKEE JCT.....		L 1 37PM		L 4 42PM		L 7 42PM			
235 158	71.9	O..... <sup>6</sup> KANKAKEE.....	s 1 03		s 2 52		s 4 55	j 7 21		s 8 00	j 8 56
131	67.5	O..... <sup>4.4</sup> OTTO.....	12 59		2 37		4 44	7 16		7 42	8 50
	63.5	O..... <sup>4.0</sup> CHEBANSE.....			s 2 31						
	58.7	O..... <sup>4.8</sup> CLIFTON.....			s 2 24						
123 120	54.7	O..... <sup>4.0</sup> ASHKUM.....	12 47		s 2 18		4 31	7 03		7 27	8 38
	50.4	O..... <sup>4.3</sup> DANFORTH.....			s 2 12						
513 504	46.7	O..... <sup>3.7</sup> GILMAN.....	L 12 40PM		s 2 06		L 4 23PM	6 55		s 7 17	8 30
	43.1	D..... <sup>3.6</sup> ONARGA.....			s 1 57			6 51		7 02	8 26
	40.2	D..... <sup>2.9</sup> DEL REY.....			s 1 52			6 48		6 59	8 23
100	34.7	D..... <sup>5.5</sup> BUCKLEY.....			s 1 45			6 42		6 53	8 18
	29.5	D..... <sup>5.2</sup> LODA.....			s 1 37			6 37		6 48	8 13
150 119	25.0	O..... <sup>4.5</sup> PAXTON.....			s 1 31			6 32		s 6 43	8 09
80	19.5	D..... <sup>5.5</sup> LUDLOW.....			s 1 23			6 26		6 35	8 04
105	14.0	O..... <sup>5.5</sup> RANTOUL.....			s 1 16			6 20		s 6 29	7 59
	9.1	D..... <sup>4.9</sup> THOMASBORO.....			s 1 03			6 15		6 16	7 54
	5.2	O..... <sup>3.9</sup> LEVERETT.....			f 12 58			6 11		6 12	7 50
	3.7	O..... <sup>1.5</sup> LEVERETT JCT.....			12 56			6 09		6 10	7 48
		O..... <sup>3.7</sup> CHAMPAIGN.....			L 12 50PM			L 6 05PM <sub>2</sub>		L 6 06PM <sub>8</sub>	L 7 44PM
			Daily	Daily	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily

d—Stop on Sunday only.  
j—Discharge revenue passengers from Jackson, Tenn. and scheduled stops beyond.





CHICAGO DISTRICT—Southward (Gilman Line)

Selling Standing Room, Cars with Engines

Mile Posts		TIME TABLE NO. 44 Taking Effect February 7, 1943	FIRST CLASS				SECOND CLASS				
			17	19	51	61	95	63	65	67	
			The Night Diamond	The Daylight	The Green Diamond	Dispatch C S 1	Local Freight	Dispatch C S 3	Dispatch C S 5	Dispatch C S 7	
STATIONS											
	C.....	CHICAGO	L 11 55PM	L 10 45AM	L 5 00PM						
21.9		MARKHAM				L 12 25AM		L 1 20PM	L 7 20PM	L 9 00PM	
			Daily	Daily	Daily	Daily	Except Sunday	Except Monday	Daily	Daily	
91	81.1	C.....	59.2	L s 1 48AM	L 12 20PM	L 6 13PM	L 3 30AM	L 10 00AM	L 5 00PM	L 9 30PM	L 11 10PM
79	86.4		5.3	1 55	12 25	6 18	3 45	f 10 24 65	5 20	9 38	11 18
82	90.1	D.....	3.7	n 1 59	12 32 50	6 21 96	3 55	s 10 35	5 35	9 44	11 24 64
63	95.6	D.....	5.5	n 2 07	12 39	6 26	4 10	s 10 55	5 55 96	9 53	11 33
77	100.2	C.....	4.6	n 2 13	12 44	6 30	4 20	s 11 15	6 10	10 00	11 40
81	106.0		5.8	2 19	12 50	6 35	4 31	s 11 35	6 25	10 09	11 50
140	110.0	C.....	4.0	s 2 25	g 12 55 95	6 38 63	4 44 18 s	11 45 50 1 15PM 79	6 38 51	10 15	12 10AM
81	115.7		5.7	2 36	1 01	6 43	5 20	f 1 30	6 55	10 24	12 20
	119.2		3.5								
80	121.8	C.....	2.6	2 43	1 07	6 48	5 45	s 1 50	7 10	10 33 64	12 29
	123.2		1.4					f 1 55			
	125.7		2.5								
81	127.4		1.7	2 49	1 12	6 53	6 05	s 2 05	7 20	10 42	12 39
140	130.6	C.....	3.2	s 2 54	g 1 16	6 56	6 17	s 2 34 96	7 30	10 47	12 46
81	135.0	D.....	4.4	2 59	1 20	7 00	6 30	f 2 50	7 45	10 53	12 52
	136.6		1.6					f 2 55			
75	139.2	D.....	2.6	3 05	1 24	7 04	6 45	f 3 01	8 00	11 02	12 59
62	143.7	D.....	4.5	3 12	1 28	7 08	6 55	f 3 21 20	8 10	11 10	1 10
	147.4	C.....	3.7	3 18	1 32	7 11	A 8 00AM	A 4 00PM	A 9 00PM	A 11 40PM	A 1 45AM
	148.6	C.....	1.2	A 3 30AM	A 1 39PM	A 7 13PM					

*g*—Receive or discharge revenue passengers destined to or from regular stops.

*n*—Receive or discharge revenue passengers destined to or from Chicago and St. Louis.

## CHICAGO DISTRICT—Northward (Gilman Line)

Sideing, Sanding Room, Cars with Engines	Miles from Clinton	TIME TABLE NO. 44 Taking Effect February 7, 1948  STATIONS	FIRST CLASS			SECOND CLASS					
			18	50	20	66	96	64			
			The Night Diamond	The Green Diamond	The Daylight	Dispatch S C 6	Local Freight	Dispatch S C 4			
148.6	C	CHICAGO 21.9	A 7 30AM	A 2 05PM	A 6 05PM						
126.7		MARKHAM					A 7 00PM		A 3 00AM		
91	67.5	C	59.2 GILMAN	A <sup>k</sup> 5 19AM	A 12 40PM	A 4 23PM		A 10 36AM	A 7 10PM	A 11 45PM	
79	62.2		5.3 RIDGEVILLE	5 13	12 35	4 18		10 24 <sup>95</sup>	f 6 35	11 34	
82	58.5	D	3.7 THAWVILLE	n 5 09	12 32 <sup>19</sup>	4 14		10 16	s 6 21 <sup>51</sup>	11 24 <sup>67</sup>	
63	53.0	D	5.5 ROBERTS	n 5 03	12 27	4 09		10 06	s 5 55 <sup>63</sup>	11 16	
77	48.4	C	4.6 MELVIN	n 4 58	12 23	4 05		9 58	s 5 37	11 08	
81	42.6		5.8 GUTHRIE	4 49	12 18	3 59		9 46	f 5 22	10 58	
140	38.6	C	4.0 GIBSON CITY	s 4 44 <sup>61</sup>	12 14 <sup>95</sup>	3 55 <sup>96</sup>		9 31	s 5 10 <sup>20</sup> 3 20	10 50	
81	32.9		5.7 HARPSTER	4 34	12 09	3 49		9 11	f 3 10	10 42	
	29.4		3.5 MO NULTA								
80	26.8	C	2.6 BELLEFLOWER	4 28	12 04PM	3 43		8 59	s 3 01	10 33 <sup>65</sup>	
	25.4		1.4 LAURETTE						f 2 52		
	22.9		2.5 KUMLER								
81	21.2		1.7 WEEDMAN	4 22	11 59	3 38		8 50	f 2 42	10 17	
140	18.0	C	3.2 FARMER CITY	s 4 18	11 56	g 3 34		8 44	s 2 34 <sup>95</sup>	10 12	
81	13.6	D	4.4 PARNELL	4 10	11 52	3 29		8 36	f 2 24	10 06	
	12.0		1.6 FULLERTON						f 2 20		
75	9.4	D	2.6 DE WITT	4 05	11 48	3 25		8 28	f 2 16	9 58	
62	4.9	D	4.5 BIRKBECK	4 00	11 44	3 21 <sup>95</sup>		8 20	f 2 08	9 51	
	1.2	C	3.7 EAST JOT	3 56	11 41	3 16		L 8 10AM	L 2 00PM	L 9 45PM	
		C	1.2 CLINTON	L 3 53AM	L 11 39AM	L 3 14PM					
				Daily	Daily	Daily		Daily	Except Sunday	Daily	

*g*—Receive or discharge revenue passengers destined to or from regular stops.

*k*—Discharge revenue passengers from St. Louis and Springfield.

*n*—Receive or discharge revenue passengers destined to or from Chicago and St. Louis.

CHAMPAIGN DISTRICT—Southward (Continued on Page 12)

Mile Posts	TIME TABLE NO. 44 Taking Effect February 7, 1943 STATIONS	FIRST CLASS								
		9	25	53		7	1	55	29	3
		The Seminole	Fast Mail	The City of Miami		The Sunchaser	The Creole	The Panama Limited	The Illini	The Louisiana
		Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
127.8	C.....CHAMPAIGN.....	L 12 45AM	L 4 00AM	L 10 25AM		L 12 13PM	L 12 45PM	L 5 23PM	L 9 05PM	L 10 28PM
132.2	D.....SAVOY.....	12 51	4 06	10 30		12 19	12 51	5 29	9 11	10 34
137.1	C.....TOLONO.....	12 57	s 4 22	10 34		12 24	12 57	5 34	9 17	10 40
141.9	D.....PESOTUM.....	1 02	4 28	10 38		12 29	1 02	5 39	9 22	10 45
145.6	.....HAYES.....	1 06	4 33	10 41		12 33	1 06	5 42	9 26	10 49
149.8	C.....TUSCOLA.....	1 11	s 4 45	10 45		12 37	s 1 12	5 46	f 9 31	h 10 54
154.1	.....GALTON.....	1 15	4 50	10 48		12 41	1 17	5 50	9 36	10 59
157.9	D.....ARCOLA.....	1 19	e 4 55	10 51		12 45	p 1 22	5 53	f 9 41	h 11 03
163.6	D.....HUMBOLDT.....	1 24	5 00	10 55		12 50	1 27	5 58	9 46	11 09
167.5	D.....DORANS.....	1 28	5 04	10 58		12 54	1 31	6 02	9 50	11 14
172.4	C.....MATTOON.....	s 1 41	s { 5 09 5 30	v 11 03	87	t 1 01	s 1 51	b 6 08	s 10 05	s 11 23
179.3	.....AETNA.....	1 48	f 5 38	11 09		1 08	1 58	6 14	10 12	11 30
184.3	C.....NEOGA.....	1 53	s 5 45	11 14		1 13	87 2 03	6 19	10 17	11 36
191.2	D.....SIGEL.....	2 00	f 5 53	11 20		1 20	2 10	6 25	10 23	11 43
199.2	C.....EFFINGHAM.....	s 2 18	s { 6 00 6 25	v 11 28	97	t 1 28	s 2 29	87 b 6 33	s 10 55	s 11 59
205.7	D.....WATSON.....	2 30	f 6 40	11 35		1 40	2 44	6 40	11 05	12 14AM
211.5	.....MASON.....	2 36	s 6 52	11 40		1 46	2 49	6 45	11 10	12 20
214.6	C.....EDGEWOOD.....	2 41	s 7 02	11 43		1 50	2 53	6 48	11 14	12 25
218.5	.....LACLEDE.....	2 45	f 7 10	11 46		1 54	2 57	6 52	11 18	12 30
223.1	D.....FARINA.....	2 50	s 7 19	11 50		2 00	3 02	6 56	11 23	12 35
228.9	C.....KINMUNDY.....	2 56	s 7 30	11 55		2 06	3 08	7 01	r 11 28	h 12 42
233.6	D.....ALMA.....	3 01	s 7 40	11 59		2 11	3 13	7 06	11 33	12 48
239.0	.....TONTI.....	3 07	7 46	12 05PM		2 17	3 18	7 11	11 38	12 55
244.2	C.....ODIN.....	3 14	s 8 05	12 10		2 23	3 23	7 16	87 11 43	73 1 05
249.9	.....BRANCH JCT.....	A 3 24AM	A 8 14AM	A 12 15PM		A 2 29PM	A 3 29PM	A 7 22PM	A 11 49PM	A 1 14AM
CENTRALIA DISTRICT										
252.2	C.....CENTRALIA.....	A 3 30AM	A 8 20AM	A 12 22PM		A 2 35PM	A 3 35PM	A 7 28PM	A 11 55PM	A 1 20AM

b—Discharge revenue passengers from Chicago and receive revenue passengers for Memphis and scheduled stops beyond.

e—Stop to discharge or receive revenue passengers.

h—Receive revenue passengers for Carbondale and scheduled stops beyond.

p—Discharge Chicago revenue passengers.

r—Discharge revenue passengers from Chicago, receive revenue passengers for Carbondale and scheduled stops beyond.

t—Stop to receive revenue passengers for Jackson, Tenn. and scheduled stops beyond.

v—Stop to discharge revenue passengers from Chicago, receive revenue passengers for Jackson, Tenn. and scheduled stops beyond.

Where No. 25 is shown as flag stop this train will stop to receive or discharge passengers, mail, baggage or express.

CHAMPAIGN DISTRICT—Southward (Concluded)

Siding Standing Room, Cars with Engines	Mile Posts	TIME TABLE NO. 44 Taking Effect February 7, 1943	SECOND CLASS									
			75	97	71		93	87	73	69		
			Dispatch C B 9	Local Freight	Dispatch C N 1		Local Freight	Dispatch C D 1	Dispatch C N 3	Southern Merchandise M S 1		
			Daily	Mon., Wed., Fri.	Daily		Except Sunday	Daily	Except Monday	Except Sunday		
	127.8	C	CHAMPAIGN	L 5 15AM		L 6 30AM		L 7 00AM	L 9 30AM	L 6 00PM	L 10 45PM	
	132.2	D	SAVOY					f 7 30				
111	137.1	C	TOLONO					f 7 55				
86	141.9	D	PESOTUM					f 8 20				
91	145.6		HAYES					f 8 35				
106	149.8	C	TUSCOLA					f 9 00				
	154.1		GALTON					f 9 15				
133	157.9	D	ARCOLA					f 9 30				
	163.6	D	HUMBOLDT					f 9 45				
	167.5	D	DORANS					f 10 05				
174	172.4	C	MATTOON	7 25	L 7 00AM	8 30		A 10 10AM	11 03	53		
101	179.3		AETNA		f 7 10							
107	184.3	C	NEOGA		f 7 30				1 13PM	7		
101	191.2	D	SIGEL		f 7 40							
275	199.2	C	EFFINGHAM	8 10	s 11 28	53 71	9 45	97	2 29	1		
	205.7	D	WATSON		f 11 40							
	211.5		MASON		f 11 50							
	214.6	C	EDGEWOOD		f 12 01PM	10 30						
	218.5		LACLEDE		f 12 10							
61	223.1	D	FARINA		f 12 20							
93	228.9	C	KINMUNDY		f 12 35							
	233.6	D	ALMA		f 12 45							
	239.0		TONTI		f 1 00							
90	244.2	C	ODIN		f 1 40				7 16	55	11 43	29
86	249.9		BRANCH JCT	A 10 10AM	A 2 00PM				A 7 40PM	A 11 55PM	A 1 40AM	
	CENTRALIA DISTRICT											
	252.2	C	CENTRALIA	A 10 40AM	A 2 25PM				A 8 00PM	A 12 25AM	A 2 05AM	
108	7.0		CRUSE			10 45						
108	15.2		BETHEL			11 05						
140	19.3	C	GREENDALE			11 15						
108	25.1		CORNISH			11 30						
140	32.7	C	STRATTON			11 50						
	40.0	C	BLUFORD			A 12 30PM						

CHAMPAIGN DISTRICT—Northward— (Continued on Page 14)

Miles from Centralia	TIME TABLE NO. 44 Taking Effect February 7, 1943	FIRST CLASS									
		10	54	4		30	2	8	52	26	
		The Seminole	The Panama Limited	The Louisiana		The Illini	The Creole	The Sunchaser	The City of Miami	Chicago Express	
STATIONS											
124.4	O.....	CHAMPAIGN.....	A 5 10AM	A 5 15AM	A 6 30AM		A 7 20AM	A 5 50PM	A t 6 00PM	A x 7 40PM	A 12 20AM
120.0	D.....	SAVOY.....	4 58	5 05	6 17	f	7 05	5 37	5 53	7 35	12 07
111.86	O.....	TOLONO.....	4 53	4 58	6 12		7 00	s 5 32	5 48	7 30	s 12 01AM
91	D.....	PESOTUM.....	4 48	4 53	6 06	f	6 54	5 24	5 43	7 26	f 11 40
106.6	D.....	HAYES.....	4 44	4 48	6 01		6 48	5 20	5 38	7 22	11 35
106	O.....	TUSCOLA.....	f 4 39	4 43	5 56		s 6 43	s 5 15	5 34	7 18	s 11 30
102	D.....	GALTON.....	4 33	4 38	5 51		f 6 36	5 06	5 30	7 14	11 20
133	D.....	ARCOLA.....	4 29	4 34	5 46	f	6 31	s 5 01	5 26	7 10	s 11 15
88.6	D.....	HUMBOLDT.....	4 24	4 29	5 40	f	6 22	4 52	5 21	7 05	s 11 05
84.7	D.....	DORANS.....	4 20	4 25	5 35		6 15	4 48	5 17	7 01	10 56
174	O.....	MATTOON.....	s 4 15	b u 4 20	s 5 30		s 6 10	s 4 43	t 5 12	x 6 56	s 10 50
101	D.....	AETNA.....	3 56	4 13	5 19		5 52	4 23	5 05	6 49	10 15
107	O.....	NEOGA.....	3 51	4 07	5 14		5 47	s 4 17	5 00	6 44	s 10 10
101	D.....	SIGEL.....	3 44	4 00	5 07		5 41	4 09	4 53	6 38	s 10 00
275	O.....	EFFINGHAM.....	s 3 35	b 3 50	s 4 58		s 5 32	76 s 4 00	80 t 4 44	80 x 6 30	s 9 50
272	D.....	WATSON.....	3 11	3 42	4 35		5 17	3 35	4 29	6 20	s 9 18
46.5	D.....	MASON.....	3 06	3 37	4 30		5 12	3 29	4 24	6 14	s 9 08
40.7	O.....	EDGEWOOD.....	3 03	3 33	4 26		5 09	3 25	4 21	6 11	s 9 02
37.6	D.....	LACLEDE.....	2 59	3 28	4 22		5 05	3 21	4 17	6 07	f 8 52
61	D.....	FARINA.....	2 55	3 23	4 17		5 01	u 3 16	4 12	6 03	s 8 47
93	O.....	KINMUNDY.....	2 50	3 18	4 12		4 56	z 3 10	4 06	5 58	s 8 37
18.6	D.....	ALMA.....	2 45	3 13	4 07		4 51	3 03	4 01	5 53	s 8 28
13.2	D.....	TONTI.....	2 40	3 08	4 02		4 46	2 57	3 56	5 48	8 21
90	O.....	ODIN.....	2 35	3 03	3 57		4 41	s 2 51	3 51	5 43	s 8 15
86	O.....	BRANCH JCT.....	L 2 30AM	L 2 57AM	L 3 50AM		L 4 35AM	L 2 40PM	L 3 45PM	L 5 38PM	L 8 00PM
2.3	O.....	CENTRALIA.....	L 2 25AM	L 2 52AM	L 3 45AM		L 4 30AM	L 2 35PM	L 3 40PM	L 5 34PM	L 7 55PM

b—Discharge revenue passengers from Memphis and scheduled stops beyond.

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

u—Receive revenue passengers for Chicago.

x—Stop to discharge revenue passengers from Jackson, Tenn. and scheduled stops beyond. Receive revenue passengers for Chicago.

z—Discharge revenue passengers from scheduled stops south of Centralia. Receive revenue passengers for Champaign and scheduled stops beyond.

Second class and inferior trains must avoid delay to Effingham District first class trains using Champaign District main track or sidings at Effingham as follows:

No. 334—L 6 00 a.m. except Sunday.

No. 333—A 9 30 p.m. except Sunday.

Where Nos. 26 and 30 are shown as flag stop these trains will stop to receive or discharge revenue passengers and U. S. Mail.



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

3. Standard Clocks:

Kankakee: Engine house, yard office, KX tower.  
 Gilman: CK tower.  
 Champaign: Dispatcher's office, yard office, engine house.  
 Mattoon: Yard office, engine house.  
 Effingham: Interlocker tower.  
 Centralia: Ticket office, yard office, engine house.  
 Clinton: Yard office, dispatcher's office, engine house.  
 Bluford: Yard office.

14. Following code of whistle signals will be used in calling for interlocking signals:

Kankakee Junction,		Gilman "CK" tower,	
For east yard	— o	For southward	
For west yard	— — —	main	— — —
East yard to		For Gilman line	
No. 3 track	o o o	main	— o
East yard to Big		For northward	
Four wye	o o o o	main	o —
For No. 1 main		For east sidings	o — o
track	o —	For west lead	— — —
For No. 3 main		For south	
track	o o o —	wye	— — — o

Champaign,

Track No. 1	—
Track No. 2	— — —
Track No. 3	— — — —
Track No. 4	— — — — —
Inbound engine lead	— o —
Outbound engine lead to engine track	— o —
To Havana District	o o o o o
From Havana District to coach yard	o o o o o
From Havana District to No. 1 track	o o o

Effingham,

Northward main from east siding	— o
Northward main to southward main	— o —
Southward main to northward main	— o —
For east siding	— o
For west siding	— — — —
For Pennsylvania RR wye	o o o o o

Edgewood,

Edgewood line to northward main	— —
Southward main to Edgewood line	— — — o

Following whistle signals will be used to indicate trains will stop for water.

Monee: — — — } Stop at Peotone.  
 Manteno: — — — }  
 Otto: — — — Stop at Kankakee Hospital.  
 Ashkum: — — — Stop at Gilman.

19. Between Chicago and Kankakee Junction, CCC St L passenger trains will display yellow and red markers.

20 (a)-21 (a). Edgewood line freight trains between Edgewood and Effingham may display same classification flags and lights as they display on Edgewood line.

21 (a). Between Richton and Branch Jct. the display of white flags and white lights will be omitted on all extra trains except passenger extras. [See exception 21 (a)].

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

83. Train Registers:

Kankakee Junction	Effingham yard office
Otto	Edgewood
Gilman "CK" tower	Centralia telegraph office
Champaign telegraph office	Centralia yard office
Champaign yard office	Bluford
Effingham tower	Clinton

Kankakee Junction is a register station for Bloomington District trains and Chicago District local freight trains only. Otto is a register station for Bloomington District trains only. Edgewood is a register station for Edgewood line trains only. CK tower, Gilman, is a register station for trains between Gilman and Clinton and trains originating and terminating at Gilman. Effingham yard office is a register station for Effingham District trains only.

Following trains may register by form 905 at:  
 Gilman "CK" Tower—Trains between Gilman and Clinton, except trains originating and terminating at Gilman.

Otto—All Bloomington District trains.  
 Champaign—All first-class trains.  
 Effingham—Effingham District first class trains.  
 Edgewood—All Edgewood line trains.

At Gilman the train dispatcher may inform trains going to Gilman Line, except those originating at Gilman, whether all overdue superior trains have arrived or left.

At Otto the train dispatcher may inform trains going to Bloomington District, whether all overdue superior trains have arrived or left.

Clear train order signal at Edgewood for northward trains from Edgewood line, indicates that all overdue superior trains have left. Operator must not display this indication unless authorized by the train dispatcher.

83. (a). Trains starting may leave stations Richton to Gilman inclusive, without a clearance.

CCC St L passenger trains may leave Kankakee Junction without a clearance, but must obtain a clearance before leaving CCC St L passenger station Kankakee.

Northward trains from Edgewood line may leave Edgewood without a clearance.

Northward second class and inferior trains may leave East Junction without a clearance, but must obtain a clearance before leaving Clinton, and will be governed by position of train order signal at East Jct.

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

86. Unless otherwise instructed, second class and inferior trains must clear the time of trains 50, 51, 52, 53, 54 and 55 not less than ten minutes.

93. Yards:

Kankakee	Effingham
Gilman	Gibson City
Rantoul	Centralia
Champaign	Clinton
Mattoon	Bluford

On CCC St L tracks between Court Street and Kankakee Junction following will govern:

Movement must be made at reduced speed. A trainman must ride on last car of train or yard cut. If the main track is blocked for any reason full protection must be given in accordance with rule 99. Before clearing any train, yard cut or engine moving in either direction between Kankakee Junction and Kankakee the signalman at CCC St L passenger station or the signalman at Kankakee Junction must obtain permission from signalman at objective point and must know that route is clear before authorizing movement. Opposing movement must not be permitted.

Signal indication will govern movement of southward through trains. Other trains, yard cuts and engines will se-

93. (Continued from Page 15)

cure permission before beginning such movement. The time of first class trains must be cleared. Engines and yard cuts will use middle track between Rosewood Avenue and Dearborn Avenue unless otherwise authorized. Trainmen or yard-

101. Speed Restrictions, except where lower speed is required:

men must report when clear of the main track, and must not again enter the main track without permission.

97. Between Richton and Branch Jct. extra trains may run without train orders.

Northward trains from Edgewood line will move as extra trains from Edgewood unless otherwise directed.

Territory or Location	Miles per Hour									
	Diesel engines with passenger trains.	Passenger or express trains with passenger 2500 or 2600 class engines.	Passenger trains with improved Mikado or 2030 class engines	Passenger trains with other freight engines.	Freight trains. Engines light or with caboose.	Mikado type engines, not equipped with stokers.	Lima and central type engines.	Eight wheel locomotive cranes.	Derricks.	Engines without trucks and engines backing up with or without cars.
Between Richton and Branch Jct.-----	75	70	60	50	50	45	40	30	30	25
Between Gilman and Clinton-----	75	70	60	50	50	45	40	30	30	25
Between Edgewood and Bluford-----	55	45	45	45	45	45	40	30	25	25
Diverging routes through crossovers, junctions and siding switches:										
Otto-----Crossovers and turnouts No. 20 frogs--	40	40	40	40	40	40	40	30	25	25
Monee Chebanse } Peotone Clifton } Manteno Ashkum } Kankakee Junction North Gilman } Otto Edgewood } Gibson City, south siding switch } Farmer City, south siding switch } Leverett Junction } Champaign, between Springfield Ave. } and Logan St. } Effingham, south switch, west siding } east siding to northward main } south of coal chute } Edgewood, south switch double } track Edgewood line } Grendale } Stratton } Through other crossovers and siding switches, No. 10 frogs-----	30	30	30	30	30	30	30	30	30	25
101-(b). LOWER SPEEDS										
Chicago District:										
Track 4, Monee to Richton-----	60	50	50	50	50	45	40	30	30	25
Track 3, Otto to Richton-----	60	50	50	50	50	45	40	30	30	25
Kankakee Junction, around CCC St L wye-----	15	15	15	15	15	15	15	15	15	15
Between Kankakee river bridge and M. P. C-57, tracks 1 and 2-----	65	55								
Between M. P. C-57 and M. P. C-59, tracks 1 and 2-----		65								
Kankakee, between river bridge and K. & S. crossing, tracks Nos. 1-2-3-----	25	25	25	25	25	25	25	25	25	25
Kankakee, between K. & S. crossing and M. P. C-54, track 2-----		65								
Between Indian Oaks and Manteno, track No. 3-----	60	50	50	50	30	30	30	30	30	25
Gilman—through cross over to and from Gilman line, around wye } and over T. P. W. crossing }-----	20	15	15	15	15	15	15	15	15	15
Gibson City, between extreme north public crossing and interlocking-----	50	40	40	40	40	40	40	30	30	25
Curves between Dewitt and Birkbeck M. P. 141 to 143-----	60	60	60	50	50	45	40	30	30	25
Curve—Mile 147.54—1 mile north of Clinton-----	70	60	60	50	50	45	40	30	30	25
Champaign District:										
Tolono N. E. Wabash connection-----	10	10	10	10	10	10	10	10	10	10
Tuscola B. & O. wye-----	5	5	5	5	5	5	5	5	5	5
Mattoon through subway-----	40	30	30	30	30	30	30	30	30	30
Branch Junction—Curve mile 250-----	25	25	25	25	25	25	25	25	25	25

Trains designated will not exceed speeds indicated at following stations to dispatch U. S. Mail:

Tuscola, Ill.—trains No. 9 and 10-----40 M. P. H.

Tolono, Ill.—train No. 10-----40 M. P. H.

Manteno } Train No. 10 when on track No. 2-----50 M. P. H.

Peotone }-----

Paxton—Train No. 4-----50 M. P. H.

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

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

(Continued on Page 17)



**101-(b). Lower Speeds—**(Continued from Page 16).

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

Location	Class of Engines
Gibson City—Wabash wye-----	1200-1499, 1501-1999, 2100-2174, 2400-2459, 2500-2555, 2600-2619
Roberts—Stub track 30 feet beyond frog -----	All engines
Paxton—Old west passing track north of public crossing-----	All engines
Champaign — Trestle at Alpha Coal-Material Co.-----	All engines
Rantoul—Wyes to Rantoul Dis- trict and Chanute Field tracks except tracks 2-3 and 7-----	
Champaign—Havana Dis. wye-----	2400-2459,
Tolono—House track and north- east elevator track-----	2500-2555, 2600-2619
Tuscola—C. & E. I. wye-----	
Arcola—Penna. wye-----	
Edgewood—B. & O. wye-----	

**104. Normal Position of Switches:**

Rantoul-----	For Chicago District
Effingham-----	For Champaign District
Mattoon-----	For Champaign District

**109. Bulletin Boards:**

Chicago:	Conductor's room, Central Station, engine house 27th St., Congress St., trainmaster's office.
Markham:	Yard office, engine house.
Kankakee:	Yard office, engine house.
Gilman:	"CK" tower, engine house.
Champaign:	Caller's office, yard office, engine house.
Mattoon:	Yard office, engine house.
Centralia:	Yard office, engine house, passenger station.
Bluford:	Yard office, engine house.
Clinton:	Dispatcher's office, engine house.

**D-151. Two Tracks:**

Between Edgewood and one mile south of Edgewood line.  
Between Branch Junction and Gilman.

**Two or more Tracks:**

Between Gilman and Otto:

No.	Location	Use
1	West	southward and northward
2	East	northward and southward

Between Otto and Monee:

No.	Location	Use
1	West	southward trains
2	Middle	northward and southward trains
3	East	northward trains

Between Monee and Richton:

No.	Location	Use
1	West	southward passenger trains
2	Second	northward passenger trains
3	Third	southward freight trains
4	East	northward freight trains

**261.** Between Richton and Gilman, block signal indication will supersede time table superiority.

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

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

(B). Engine Cab Signal: When the engine electrical device, or the signaling current in the rails has failed—pneumatic device may be cut out, engine electrical device remaining cut

in,—and train will proceed at restricted speed, not exceeding fifteen miles per hour, to the first available point of communication, where report must be made to the chief train dispatcher.

(C). Train will then proceed in accordance with instructions of chief train dispatcher and at a speed considered safe, taking weather conditions into consideration. Train will approach all home signals at interlocking plants prepared to stop, also approach all facing point switches prepared to stop unless the way is seen to be clear.

Chief train dispatcher will notify all trains concerned by train order. He will issue order providing that the train without automatic train stop protection will be protected by holding such train at open train order offices until preceding train has cleared next open train order office ahead. Under conditions not here provided for, chief train dispatcher will issue order that train without automatic train stop protection may proceed to a definite point at restricted speed not exceeding fifteen miles per hour.

(D). In event train stop application occurs and engineman is unable to release brakes, the pneumatic device will be cut out, engine electrical device remaining cut in, and train proceed in accordance with engine cab signal indication. Report must be made to chief train dispatcher from first available point of communication, and chief train dispatcher will issue order providing that train with pneumatic device cut out and engine electrical device remaining cut in will be protected by holding such train at open train order offices until preceding train has cleared next open train order office ahead. Under conditions not here provided for, chief train dispatcher will issue order that train without automatic train stop protection may proceed to a definite point at restricted speed not exceeding fifteen miles per hour.

(F). Conductors on southward trains departing from Champaign passenger station must ascertain from enginemen before departure if automatic train stop device on engine is cut in and working properly and will make notation on form 905, consist of train or message, left at Champaign that ATS on engine is O. K.

**505.** Automatic train stop territory extends from Branch Jct. M. P. 250.12 to Springfield Ave. Champaign M. P. 128.09.

Automatic block system territory extends from Richton to Springfield Ave., Champaign, M. P. 128.09, and from Gilman to Clinton.

**535.** Spring switches are in service:

Location	Normal Position	
Gilman	north switch, east siding	For northward main track.
	south end cross-over— south of coal chute	For southward main track.
	Leverett Jct. north switch, north end outbound lead	For northward main track.
Effingham—south switch, west siding	For southward main track.	
Edgewood—south switch, dou- ble track Edgewood line	For northward main track.	
Greendale } north and south Stratton } switches	For main track.	
Bluford—north switch, north end outbound lead	For main track.	

Following spring switches are protected by reflector sign located 5,000 feet in advance of facing point switch and trains must approach prepared to stop unless signal at switch indicates proceed.

Edgewood: South switch, double track Edgewood line.

Greendale: North and south switches.

Stratton: North and south switches.

Bluford: North switch north end outbound lead.

**605.** At Gibson City when northward home signal displays stop with lunar white displayed below home signal, indication: switch lined for Wabash wye, after stopping, trains may enter Wabash wye at restricted speed.

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

## ADJUSTED TONNAGE RULES AND RATINGS

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

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

Weight of cars and lading (including caboose) 5,000 tons  
Adjustment factor (75 x 10) 750 tons  
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 not exceed the rating of the locomotive as established over remainder of district.

6. Doubleheading: Doubleheaders exceeding 40 cars, except helpers as indicated on bottom margin of rating figures, should be rated at the rating of the largest locomotive handling the train. Doubleheaders handling 40 cars or less should be rated at combined rating of locomotives used.

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

8. 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 Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the Superintendent of Transportation.

Factor		11	15	5	12
		Chicago to Centralia- Bluford	Bluford- Centralia to Chicago	Gilman to Clinton	Clinton to Gilman
Engines	Tractive Force	100 Per Cent Tonnage Rating			
2600-2619	78540	8190	11275	6785	8065
2500-2555	73768	7725	10635	6400	7610
2400-2459	58389	5760	7030	3960	5665
2400-2459	50773	5030	6135	3465	4950
2100-2174	69170	6785	8290	4650	6675
2030-2099	48683	4815	5875	3315	4740
1501-1999	54158	5355	6535	3685	5270
1501-1999	51231	5075	6195	3500	4995
1200-1499	65868	6470	7905	4440	6365
1135-1199	45816	4560	5560	3150	4490