

DIVISION OFFICERS

G. J. WILLINGHAM.....Superintendent.....Champaign
 E. J. BROSSEAU.....Train Master.....Champaign
 J. S. BUSWELL.....Train Master.....Palestine
 O. H. ZIMMERMAN JR. Asst. Trainmaster.....Kankakee
 C. DAMIANO.....Traveling Engineer.....Champaign
 E. C. SLINGMAN.....Chief Train Dispatcher.....Champaign
 W. H. DAVIS.....Asst. Chief Train Dispatcher.....Champaign
 H. H. WEATHERFORD Dispatcher.....Champaign
 J. P. MADIX.....Dispatcher.....Champaign
 L. L. BOSLEY.....Dispatcher.....Champaign
 O. A. KNIGHT.....Dispatcher.....Champaign
 C. V. WHITESITT.....Dispatcher.....Champaign
 I. P. TURNER.....Dispatcher.....Champaign
 W. E. RAUCKMAN.....Dispatcher.....Champaign
 S. F. ALLEN.....Dispatcher.....Champaign
 G. C. CROSS.....Dispatcher.....Champaign
 W. B. WIEPERT.....Dispatcher.....Champaign
 C. R. HUSSEY.....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

150
20656

**INDIANAPOLIS
 EFFINGHAM
 BLOOMINGTON
 PONTIAC
 RANTOUL
 DISTRICTS
 (ILLINOIS DIVISION)**

TIME TABLE No.

11

Taking Effect at 12:01 a. m.,
MONDAY, APRIL 26, 1943
 Superseding

Time Table No. 10
 Dated July 12, 1942

FOR THE GOVERNMENT OF EMPLOYES ONLY.

F. R. MAYS, Vice President and General Manager.

G. J. WILLINGHAM, Superintendent.

Southward—INDIANAPOLIS DISTRICT—Northward

SECOND CLASS			FIRST CLASS	Siding, Standing Room, Cars	Mile Posts	TIME TABLE NO. 11 Taking Effect April 26, 1943 STATIONS	Miles from Palestine	Siding, Standing Room, Cars	FIRST CLASS	SECOND CLASS		
371	391	377	333						334	370	376	374
Dispatch IB 1	Local Freight	Dispatch IE-3	Local Passenger						Local Passenger	Dispatch	Dispatch Freight	Dispatch
Daily	Except Sunday	Daily	Except Sunday									
			L 3 00PM			O.....INDIANAPOLIS.....	123.3		A 12 01PM			
L 7 00PM	L 6 00AM	L 1 30AM	3 10		1.7	O.....WISCONSIN ST. YARD..	121.6		11 45	A 3 40 PM	A 5 00PM	A 4 45AM
7 15	6 30	1 45	3 19 370	76	7.4	.....MT. PERRY.....	115.9	76	11 34	3 19 333	4 20	3 25
			3 24	15	10.7	.....FRANCS.....	112.6	15	11 27			
7 40	6 50	2 05	s 3 35	69	17.4	D.....BARGERSVILLE.....	105.9	69	s 11 19	2 40	4 00	2 50
7 52	7 01	2 30 374	3 45 376	69	24.8	.....ANITA.....	98.5	69	11 07	2 28	3 45 333	2 30 377
			s 3 52	72	30.1	D.....MORGANTOWN.....	93.2	72	s 10 57	2 16	3 08	2 00
8 05	7 25	2 45	4 02	69	33.3	.....DOUBLING TRACK.....	90.0	69	10 50	2 06	2 58	1 35
8 12	7 32	2 52	s 4 12		38.9	D.....HELMSBURG.....	84.4		s 10 41	1 55	2 47	1 20
8 22	7 42	3 02	f 4 17	70	41.3	.....TREVLAO.....	82.0	70	f 10 36	1 50	2 42	1 15
8 27	7 50	3 07	s 4 33	69	49.7	.....UNIONVILLE.....	73.6	69	10 21	1 29	2 21	12 50
9 05	8 10	3 27	s 4 48	62	55.9	C.....BLOOMINGTON.....	67.4	62	s 10 10	1 18	2 10	12 30AM
9 30	8 50	3 45										
			6 11		97.6	.....VICTORIA.....	25.7		8 33			
9 40	9 05	3 50	s 6 17	69	101.1	D.....DUGGER.....	22.2	69	s 8 27	11 00	12 05 PM 391	9 05
9 50	9 15	3 58	f 6 21	95	103.0	.....CASS.....	20.3	95	s 8 22	10 55	11 59	8 55
10 05	9 43 334	4 10	s 6 33		110.0	D.....SULLIVAN.....	13.3		s 8 10	10 25	11 40	8 30
10 20	10 03	4 25	s 6 43	75	114.4	D.....NEW LEBANON.....	8.9	75	s 7 59	10 10	11 28	8 15
10 40 374	10 18	4 45	s 6 52		118.7	.....MEROM.....	4.6		s 7 49	9 55	11 15	8 00
11 00	10 45	4 58	s 6 56		120.4	.....RIVERTON.....	2.9		7 41			
11 15	11 01	5 11			123.3	C.....PALESTINE.....			L 7 35 AM 377	L 9 40AM	L 11 00AM	L 7 45PM
11 50	11 25 370	6 00							Except Sunday	Daily	Daily	Daily

Southward—EFFINGHAM DISTRICT—Northward

3

SECOND CLASS			FIRST CLASS	Siding, Standing Room Cars	Mile Posts	TIME TABLE NO. 11 Taking Effect April 26, 1943	Miles from Effingham	Siding, Standing Room Cars	FIRST CLASS	SECOND CLASS		
395	377	371	333						334	370	376	374
Dispatch	Dispatch IE-3	Dispatch IB-1	Local Passenger			STATIONS			Local Passenger	Dispatch MI-2	Tonnage	Dispatch EI-4
Daily	Daily	Daily	Except Sunday									
L 1 00PM	L 12 15 PM 377	L 3 45AM	L 7 10 PM 377		123.3	O.....PALESTINE.....	53.6		A 7 30AM	A 9 15AM	A 12 15 PM 377	A 7 10 PM 333
					129.7	O.....C. O. O. & ST. L. XNG.....	47.2					
1 30	1 00	4 05	s 7 28	90	130.1	O.....ROBINSON.....	46.8	90	s 7 16	9 02	11 00	6 44
2 30	1 15	4 17	f 7 37		135.5	D.....STOY.....	41.4		s 7 06	8 50	10 30	6 32
2 40			7 40	35	137.1	D.....BAKERS LANE.....	39.4	35	7 03			
			s 7 46	90	139.5	D.....OBLONG.....	37.4	90	s 6 58	8 42	10 20	6 23
2 55	1 30	4 27	s 7 58	69	145.6	D.....WILLOW HILL.....	31.3	69	s 6 47	8 30	10 00	6 12
3 10	1 45	4 40	s 8 10	67	153.4	O.....NEWTON.....	23.5	67	s 6 35	7 55	9 40	5 55
A 3 30PM	2 15	5 00										
	2 40	5 15	8 26	90	159.5	D.....LIS.....	17.4	90	6 15	7 41	8 50	5 33
	2 50	5 22	s 8 37	90	163.0	D.....WHEELER.....	13.9	90	s 6 07	7 33	8 40	5 27
	3 00	5 29	s 8 49		166.6	D.....DIETERIOH.....	10.3		s 5 59	7 25	8 30	5 20
	3 10	5 50 334	9 00	70	171.0	D.....EVERS.....	5.9	70	5 50 377	7 15	8 15	5 12
	A 3 35PM	A 7 00AM 370	A 9 30PM		176.9	O.....EFFINGHAM.....			L 5 30AM	L 7 00AM 371	L 8 00AM	L 5 00PM
									Except Sunday	Daily	Daily	Daily

Southward—PONTIAC DISTRICT—Northward

SECOND CLASS	Mile Posts	TIME TABLE NO. 11	Miles from Minonk	SECOND CLASS
491		Taking Effect April 26, 1943		492
Local		STATIONS		Local
L 7 15AM	55.9	KANKAKEE	72.8	A 1 20PM
Tues., Thurs., Sat.		See Bloomington Dist.		
L 9 10AM	85.1	29.2 SAXONY	43.6	A 11 05AM
f 9 30	90.8	5.7 GRISWOLD	37.9	f 10 30
f 9 45	93.2	2.4 SOOVEL	85.5	f 10 20
f 9 55	95.9	2.7 EYLAR	32.8	f 10 10
f 10 10	97.9	2.0 RUGBY	30.8	f 10 00
f 10 20	100.6	2.1 SWYGERT	28.7	f 9 50
s 11 20	105.6	5.6 PONTIAC	23.1	s 9 30
f 11 35	109.8	4.0 ROOK'S CREEK	19.1	f 9 00
s 11 50	113.6	4.0 GRAYMONT	15.1	s 8 45
s 12 10PM	118.0	4.4 FLANAGAN	10.7	s 8 30
f 12 30	123.2	5.2 SPIRES	5.5	f 8 15
A 12 45PM	127.1	3.9 MINONK JCT.	1.6	L 8 05AM
		1.6		
		See Amboy Dist.		Mon., Wed., Fri.
A 1 00PM	128.7	MINONK		L 8 00AM

Southward—RANTOUL DISTRICT—Northward

Mile Posts	TIME TABLE NO. 11	STATIONS
	Taking Effect April 26, 1943	
		D.....LE ROY.....
6.2		6.2 SABINA
9.2		3.0 GLENAVON
12.8		3.1 LAURETTE
17.0	D	4.7 LOTUS
18.9		1.9 DICKERSON
22.8	D	3.9 FISHER
26.2		3.4 DEWEY
29.0		2.8 TOMLINSON
29.9		0.9 PROSPECT
33.4	O	3.5 RANTOUL
38.0		4.6 DILLSBURG
41.1	D	3.1 GIFFORD
45.0	D	3.9 PENFIELD
48.8		3.8 ARMSTRONG
52.8	D	4.0 POTOMAC

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:

Effingham Tower	Indianapolis Union Sta
Palestine Yard Office	Bloomington, Ill.
Bloomington, Ind. Station	Minonk, Ill.
Wisconsin Str. Yard	

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

83. Train Registers:

Effingham Yard Office and Tower	Saxony
Palestine Yard Office	Kempton
Wisconsin Str. Yard	Minonk
Indianapolis Union Sta.	Bloomington, Ill.
Otto	Leroy
	Rantoul

Trains 333 and 334 may register at Wisconsin Street yard, Palestine yard office and Effingham yard office by form 905 except when signals are displayed for following sections.

83-(a). Train 333 may leave Indianapolis without a clearance but must obtain a clearance before leaving Wisconsin Street yard.

Train 491 may leave Saxony without a clearance.

Train 492 may leave Minonk Jct. and Saxony without a clearance but must obtain a clearance before leaving Minonk, Ill.

Train 392 may leave Normal Jct., without a clearance but must obtain a clearance before leaving Bloomington, Ill.

98. Yards:

Effingham	Linton
Newton	Wisconsin Str. Yard
Robinson	Bloomington, Ind., extends to Floyd
Palestine extends to Riverton	Rantoul

Trains 333 and 334 must move at reduced speed through Palestine and Wisconsin Str. yard.

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

Effingham	-----	Champaign District
Linton	-----	C. M. St. P. & P. Railroad
{ Bloomington }	{ (M. P. XA-4.5)	-----G. I. & L. Spur
{ Southern }	{ (M. P. XA-4.1)	
Indianapolis	-----	I. U. Railroad
Chatsworth	-----	T. P. & W. R. R.
Normal Junction	-----	Springfield Division
Minonk Junction	-----	Springfield Division
Rantoul	-----	Chicago District

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

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.

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

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

Between the hours of 8 A. M. and 5 P. M. daily, crossing flagman will operate crossing gate at Linton. When gate is set against the Milwaukee RR., flagman will give proceed signal to ICRR. trains or engines, with yellow flag or yellow light, which will be authority to proceed over the crossing without stopping, at reduced speed not exceeding fifteen miles per hour. Trains or engines must approach this crossing at reduced speed and will not move over the crossing until proceed signal is received from the crossing flagman. Between the hours of 5 P. M. and 8 A. M. Rule 98 will govern.

Crossing gate at Newton will be operated by operator on duty. When crossing gate is properly lined, trains may proceed not to exceed ten miles per hour until engine or leading car passes over crossing. Otherwise trains must stop for this crossing.

Trains or engines using railroad crossing on the spur track at Bloomfield must do so either under time-table or train order authority or under flag protection. Normal position of crossing gate at Bloomfield is for Indianapolis District.

Normal position crossing gate Chatsworth, Ill. is for T. P. & W. RR. One minute time must elapse after lining crossing gate before trains proceed over crossing.

101. Speed Restrictions, except where lower speeds are 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 engines.	Dispatch, local or mixed trains with other type freight engines.	Tonnage and other freight trains.	Eight-wheel locomotive cranes.	Derricks.	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 Otto and Normal Junction.....	30	30	30	30	30	30	25	20	25	
Between Saxony and Minonk Junction.....	25	25	25	25	25	25	25	15	15	
Rantoul District.....	20	20	20	20	20	20	20	15	15	
Bloomington Southern.....	15	15	15	15	15	15	15	15	15	
*Around curves 20 miles per hour.										
Diverging routes through crossovers, junctions and siding switches:										
Indianapolis—Senate Ave., Wisconsin St. Yard, Old Yard Lead.	10	10	10	10	10	10	10	10	10	10
Bloomington, Ind.—Cavanaugh track.										
Effingham—North leg wye, north switch.										
All other points.....	15	15	15	15	15	15	15	15	15	
101-(b). LOWER SPEEDS										
Indianapolis District										
Indianapolis } Senate Ave. and South St.....	5	5	5	5	5	5	5	5	5	
} Raymond St. and South St.....	15	15	15	15	15	15	15	15	15	
Over Raymond St., engine or leading cars.....	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.	20	20	20	20	20	20	20	20	20	
On Gleasons fill between MP X62 and X63.										
On Ellis fill between MP X68 and X69.										
Over bridge X75-6.										
Over bridge X120-6.										
On Curves MP X84.....	35	35	35	35	35	30	30	20	25	
Between MP X-116 and X-117.....	35	35	35	35	35	30	30	20	25	
Between MP X-122 and X-123.....	35	35	35	35	35	30	30	20	25	
Effingham District										
Between MP X134 and X 135. (curves).	30	30	30	30	30	30	30	20	25	
Between MP X151 and X152. (curves).										
Between MP X171 and X172. (curves).										
Bloomington District										
Wab. RR. crossing Risk, Ill.....	15	15	15	15	15	15	15	15	15	
Pontiac District										
Over Bridge F107-48 and F112-07.....	15	10	25	10	25	25	25	15	15	
Saxony wye.....	10	10	10	10	10	10	10	10	10	

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

Location	Class of Engines
Rantoul District	Engines heavier than 413-501
Bloomington District	Engines heavier than 1501-1999
Pontiac District	Engines heavier than 2050
Morgantown—Furniture track	All engines.
Bloomington, Indiana—Basket Factory and freight house lead	Heavier than 651

Bloomington Southern	Heavier than 651
Bloomfield—Jones Lumber track	All engines.
Linton—CMStP&P Yard except tracks 1-2-3	All engines.
Riverton—Merom gravel pit both tipples	All engines.
Robinson—Ohio Oil Co. tracks	Engines larger than 941 beyond right-of-way line.
Robinson Refinery—Beyond signs	All engines.

(Continued to page 7)

101-(b). Lower Speeds—(Continued from page 6)

When passenger trains handle carload freight in freight cars, the speed of such trains will not exceed the time table maximum speed fixed for passenger engines handling freight trains, or freight engines handling passenger trains—as the case may be.

104. Normal Position of Switches:

- Effingham-----For Champaign District
- Indianapolis-----For Indianapolis Union Railroad
- Saxony-----For Bloomington District
- Normal Junction-----For Amboy District
- Minonk Junction-----For Amboy District
- Minonk Junction—East switch must be set and locked for north wye.
- Rantoul-----For Chicago District

109. Bulletin Boards.

- Rantoul
- Bloomington, Ill.
- Minonk
- Indianapolis Union Station
- Wisconsin St. Yard yard office and yard engine house.
- Bloomington, Ind. ticket office
- Palestine yard office and engine house office
- Effingham tower and yard office

221-(c). On Bloomington, Pontiac and Rantoul Districts, a red flag, or a red light, will indicate there are orders to be delivered. When there are no orders, a green flag, or a green light, will be displayed.

672. 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.
Home Signals at Sullivan are equipped with smash boards and must raise to full clear position before the governing home signal will clear.

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

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 cabooses)-----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. Double Heading: Double headers 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. Double headers 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 Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the Superintendent Transportation.

Engines	Tractive Force	100 Percent Tonnage Rating										
		Factor	10	10	10	10	10	12	4	7	8	8	7
		Palestine to Lis	Lis to Effingham	Effingham to Newton	Newton to Palestine	Palestine to Bloomington	Bloomington to Indianapolis	Indianapolis to Palestine	Kankakee to Bloomington	Kempton to Minonk	Bloomington to Kankakee	Minonk to Kempton
1200-1499-----	69743	3030	8165	6300	4015	4215	5145	2540	-----	-----	-----	-----
1501-1999-----	57344	2525	6750	5215	3300	3500	4265	2125	3250	-----	3790	-----
1501-1999-----	54245	2400	6395	4945	3110	3310	4045	2020	3075	-----	3585	-----
2050-----	51547	-----	-----	-----	-----	-----	-----	-----	2915	3410	3410	2920
700-770-----	35061	-----	-----	-----	-----	-----	-----	-----	2020	2340	2390	1930
401-501-----	24670	-----	-----	-----	-----	-----	-----	-----	1400	1620	1655	1335