

Illinois Central System

SPRINGFIELD PEORIA MATTOON NEW HARMONY DISTRICTS (SPRINGFIELD DIVISION)

TIME TABLE No.

27

Taking Effect at 12:01 a. m.,
SUNDAY, JULY 1, 1945,
Superseding Time Table No. 26
Dated September 10, 1944.

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

C. F. DUGGAN, Vice President

S. F. LYNCH, General Manager

C. J. FITZPATRICK, General Superintendent Transportation

E. H. HALLMANN, Superintendent

DIVISION OFFICERS

E. H. HALLMANN...SuperintendentClinton
 R. C. EVANS.....Train MasterClinton
 T. R. BEACH.....Train MasterMattoon
 V. M. FIRTLE.....Traveling EngineerClinton
 A. C. FREIGO.....Chief Train Dispatcher....Clinton
 K. S. MACON.....Asst. Chief Train Dispatcher.Clinton
 M. W. STORM.....DispatcherClinton
 A. H. SCHAFER.....DispatcherClinton
 E. L. SMITH.....DispatcherClinton
 O. C. HARWOOD....DispatcherClinton
 A. L. VALLOW.....DispatcherClinton
 J. L. FLEMING.....DispatcherClinton
 H. O. WILLIAMSON. DispatcherClinton
 J. L. SIMCOX.....DispatcherClinton
 J. W. JERREW.....DispatcherClinton
 LLOYD LANEDispatcherClinton
 J. W. LEIGH.....DispatcherClinton

SPEED TABLE

This is not for authorized speed, but for
information only.

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
42	85	72	50
45	80	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20

SPRINGFIELD DISTRICT—Southward

Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE No. 27 Taking Effect JULY 1, 1945 STATIONS	FIRST CLASS			SECOND CLASS				
			17	19	51	67	61	63	65	
			The Night Diamond	The Daylight	The Green Diamond	Dispatch CS 7	District Dispatch	District Dispatch	Dispatch CS 5	
		CHICAGO	L 11 55PM	L 11 20AM	L 5 00PM					
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	
148.5	C	CLINTON	L 3 38AM	L 2 01PM	L 7 15PM	L 2 00AM	L 6 25AM	L 7 30PM	L 10 30PM	
149.6		WEST JUNCTION	3 41	2 04	7 17	2 05	6 30	7 35	10 33	
152.0		SALT CREEK	3 44	2 07	7 20	2 10	6 35	7 45	10 38	
95 156.7	O	KENNEY	3 50	2 12	7 24	2 16	6 45	7 55	10 45	
86 162.7	D	CHESTNUT	3 56	2 17	7 29	2 24	7 00	8 05	10 53	
98 169.0	O	MT. PULASKI	4 04	2 22	7 34	2 33	7 15	8 20 64	11 01	
86 173.2	D	LAKE FORK	4 10	2 26	7 40	2 39	7 25	8 30	11 06	
103 179.8	D	BUFFALO HART	4 16	2 32	7 45 64	2 56 18	7 35	8 45	11 15	
		BAROLAY	4 21	2 36 29	7 49	3 15	7 50	8 55	11 20	
		STARNES	4 23	2 42	7 54	3 25	8 05	9 10	11 27	
90 192.2	O	AVENUE	4 30	2 44 60	7 56	3 30	8 15	9 15	11 32	
		SPRINGFIELD	s 4 50	s 2 55	s 8 05					
		AVENUE	5 02	3 01	8 10	3 40	9 00 66	9 20	11 32 66	
87 198.5	D	TORONTO	5 12	3 07	8 18	3 52 62	9 15	9 40	11 42	
104 204.8	D	GLENARM	5 19	3 13	8 23	4 00	9 25	9 58	11 50	
		OIMIC	5 22	3 15	8 25	4 04	9 30	10 05	11 53	
87 208.9	D	DIVERNON	m 5 24	3 17	8 27	4 06	9 35	10 08	11 55	
86 214.2		THOMASVILLE	5 30	3 22	8 31	4 18	9 45	10 16	12 02AM	
		FARMERSVILLE	5 34	3 25	8 34	4 25	9 50	10 21	12 06	
86 221.9	D	WAGGONER	5 39	3 29	8 38	4 33	10 21 50	10 30	12 12	
97 228.8		SHOP CREEK	5 46	3 35	8 44	4 45	10 40	10 40 66	12 21	
		NORTH LITCHFIELD	5 51	3 39	8 48	4 55	10 50	10 50	12 28	
94 235.9	D	LITCHFIELD	n 5 55	n 3 44	8 51	5 00	11 05	10 55	12 35	
130 244.0	D	MOUNT OLIVE	6 06	3 53	8 58	5 15	11 25	11 20	12 50	
117 249.6		BINNEY	6 13	3 59	9 04	5 25	11 40	11 30	1 07 18	
100 256.7	O	ALHAMBRA	6 22	4 07	9 11	5 35	11 55 60	11 45	1 22	
87 264.0	D	MARINE	6 32 68	4 16	9 17	5 45	12 10PM	11 59	1 34 62	
79 272.6	C	MONT	6 42	4 25 64	9 25 66	6 02 68	12 25	12 15AM	1 47	
87 276.0		GLEN CARBON	6 47	4 30	9 29	6 07	12 52 20	12 34 18	1 54	
		GLEN	A 6 48AM	A 4 31PM	A 9 30PM	A 6 09AM	A 1 05PM	A 12 36AM	A 1 55AM	
		Be Governed by L. & M. Time Table								
		MADISON	L 7 04AM	L 4 45PM	L 9 41PM	L 6 30AM	L 1 22PM	L 1 30AM	L 2 15AM	
		Be Governed by Time Table of I. T. and T. R. R. A.								
		RELAY DEPOT	s 7 28	s 5 00	s 9 52					
		EAST ST. LOUIS				A 7 15AM	A 2 10PM	A 2 15AM	A 4 00AM	
		WASHINGTON AVE.	s 7 39	m 5 09						
		ST. LOUIS	A 7 50AM	A 5 20PM	A 10 10PM					

m—Receive or discharge revenue passengers to or from Chicago and St. Louis.

n—Stop on signal to receive or discharge revenue passengers destined to or from regular stops.

e—Stop daily except Sunday. Stop Sunday on signal to receive or discharge revenue passengers destined to or from regular stops.

SPRINGFIELD DISTRICT—Northward

Siding, Standing Room, Cars with Engine.	Miles from St. Louis	TIME TABLE No. 27 Taking Effect JULY 1, 1945 STATIONS	FIRST CLASS			SECOND CLASS				
			18	50	20	62	68	60	64	66
			The Night Diamond	The Green Diamond	The Daylight	District Dispatch	District Dispatch	District Dispatch	Dispatch S C 4	Dispatch S C 6
	293.0	CHICAGO	A 7 30AM	A 2 05PM	A 6 05PM					
	144.5	O.....CLINTON.....	A 3 45AM	A 11 37AM	A 3 18PM	A 5 45AM	A 11 15AM	A 4 15PM	A 9 00PM	A 1 15AM
	143.4	1.1.....WEST JUNCTION.....	3 38	11 35	3 09	5 35	11 10	4 00	8 55	1 06
	141.0	2.4.....SALT CREEK.....	3 32	11 33	3 06	5 30	11 05	3 55	8 50	1 01
95	136.3	4.7 O.....KENNEY.....	3 25	11 29	3 02	5 19	10 55	3 43	8 38	12 50
86	130.3	6.0 D.....CHESTNUT.....	3 17	11 24	2 57	5 10	10 45	3 35	8 30	12 41
98	124.0	6.3 O.....MT. PULASKI.....	3 09	11 19	2 51	5 01	10 30	3 27	8 20 63	12 32
86	119.8	4.2 D.....LAKE FORK.....	3 04	11 15	2 47	4 54	10 15	3 20	8 00	12 25
103	113.2	6.6 D.....BUFFALO HART.....	2 56 67	11 10	2 41	4 45	10 00	3 10	7 45 51	12 16
	108.8	4.4.....BARCLAY.....	2 50	11 06	2 36 19	4 38	9 50	3 03	7 23	12 09
	102.7	6.1 O.....STARNES.....	2 43	11 01	2 30	4 30	9 35	2 55	7 15	12 01AM
90	100.8	1.9 O.....AVENUE.....	2 41	10 59	2 28	4 25	9 30	2 50	7 10	11 55
	101.8	1.0 O.....SPRINGFIELD.....	s 2 35	s 10 55	s 2 25					
	100.8	1.0 O.....AVENUE.....	2 16	10 48	2 15	4 05	9 00 61	2 44 19	6 50	11 32 65
87	94.5	6.3 D.....TORONTO.....	2 08	10 40	2 09	3 52 67	8 45	2 26	6 38	11 22
104	88.2	6.3 D.....GLENARM.....	2 01	10 35	2 03	3 29	8 35	2 18	6 29	11 14
	85.7	2.5 O.....CIMIC.....	1 58	10 33	2 01	3 25	8 31	2 13	6 25	11 10
87	84.1	1.6 D.....DIVERNON.....	m 1 56	10 32	1 59	3 22	8 28	2 10	6 22	11 07
86	78.8	5.3.....THOMASVILLE.....	1 50	10 28	1 54 60	3 15	8 20	1 54 20	6 14	11 00
	75.5	3.3 D.....FARMERSVILLE.....	1 46	10 25	1 51	3 09	8 14	1 29	6 08	10 55
86	71.1	4.4 D.....WAGGONER.....	1 41	10 21 61	1 47	3 03	8 05	1 23	6 02	10 49
97	64.2	6.9.....SHOP CREEK.....	1 34	10 15	1 41	2 54	7 55	1 13	5 53	10 40 63
	59.7	4.5 C.....NORTH LITCHFIELD..	1 28	10 11	1 36	2 45	7 45	1 03	5 45	10 30
94	57.1	2.6 D.....LITCHFIELD.....	m 1 24	10 08	n 1 33	2 40	7 40	12 55	5 40	10 24
130	49.0	8.1 D.....MOUNT OLIVE.....	1 15	10 01	1 25	2 25	7 25	12 40	5 25	10 14
117	43.4	5.6.....BINNEY.....	1 07 65	9 56	1 19	2 00	7 10	12 10PM	5 00	9 54
100	36.8	7.1 O.....ALHAMBRA.....	12 59	9 49	1 12	1 50	6 55	11 55 61	4 50	9 45
87	29.0	7.3 D.....MARINE.....	12 50	9 42	1 05	1 34 65	6 32 17	11 40	4 40	9 36
79	20.4	8.6 C.....MONT.....	12 40	9 35	12 57	1 17	6 02 67	11 25	4 25 19	9 25 51
87	17.0	3.4.....GLEN CARBON.....	12 34 63	9 31	12 52 67	1 02	5 38	11 12	4 02	9 02
	16.7	0.8 C.....GLEN.....	L 12 33AM	L 9 30AM	L 12 51PM	L 1 00AM	L 5 35AM	L 11 10AM	L 4 00PM	L 9 00PM
		Be Governed by L. & M. Time Table	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	6.7	10.0 C.....MADISON.....	A 12 20AM	A 9 20AM	A 12 40PM	A 12 40AM	A 5 10AM	A 10 50AM	A 3 40PM	A 8 40PM
		Be Governed by Time Table of I. T. and T. R. R. A.								
	3.2	3.5.....RELAY DEPOT.....	s 12 03AM	s 9 10	s 12 20					
		0.7 C.....EAST ST. LOUIS.....				L 12 01AM	L 4 30AM	L 10 00AM	L 3 00PM	L 8 00PM
		.....WASHINGTON AVE.....			s 12 13					
		C.....ST. LOUIS.....	L 11 45PM	L 8 55AM	L 12 05PM					

m—Receive or discharge revenue passengers to or from Chicago and St. Louis.
n—Stop on signal to receive or discharge revenue passengers destined to or from regular stops.

Southward—PEORIA DISTRICT—Northward

SECOND CLASS				Mile Posts	TIME TABLE No. 27 Taking Effect JULY 1, 1945 STATIONS	Miles from Mattoon	SECOND CLASS			
293	275	243	291				292	294	244	276
Freight	Dispatch P M 9	Penna Lines 908	Freight	Sting. Standing Room. Cars with Engine.			Freight	Freight	Penna Lines 909	Dispatch
	L 4 55PM		L 6 25AM	2.8	PEORIA.....	119.2				
					2.8					
					WESLEY.....	116.4	A 1 05PM			A12 45AM
Except Sunday	Daily	Except Sunday	Daily		Be Governed by Rules and Time Table of P. & P. U.					
	L 5 10PM		L 6 40AM	9.2	6.4 I. C. JUNCTION.....	110.0	A12 45PM			A12 30AM
	5 12		6 42	47 9.3	0.1 D.....PEKIN.....	109.9	12 40			12 25
	5 25		6 56	61 14.5	5.2 D.....SOUTH PEKIN.....	104.7	12 20			12 05AM
					6.1 D.....GREEN VALLEY.....	98.6				
	5 40		7 10	56 21.3	0.7 D.....HERGET.....	97.9	12 03PM			11 51
					4.9 C.....DELAVAN.....	93.0	11 53			11 38
	5 51		7 22	26.2	5.9 D.....EMDEN.....	87.1	11 42			11 25
	6 03		7 33	57 32.1	4.1 D.....HARTSBURG.....	83.0	11 35			11 15
	6 11		7 40	51 36.2	8.0 C.....LINCOLN.....	75.0	11 20			11 00
	6 27		7 55	73 44.2	1.0 PEORIA DIST. JOT.....	74.0				
					3.8 CHESTERVALE.....	70.2	11 00			10 45
	6 37		8 10	49.0	8.4 C.....MT. PULASKI.....	63.8	10 45			10 30
	6 50		8 25	82 55.4	7.0 D.....LATHAM.....	56.8	9 20			9 55
	7 25		8 50	91 62.4	5.9 D.....WARRENSBURG.....	50.9	9 05 ²⁹¹			9 40
	7 40		9 05 ²⁹²	61 68.3	3.5 D.....BEARSDALE.....	47.4	8 50			9 25
	7 52		9 20	63.8	4.8 SEE CLINTON DISTRICT		8 40			9 15
	8 00		9 35	61 71.8						
					76.6 NORTH JOT.....	42.6	8 00			9 00
L10 10AM	8 40	L 6 15PM	10 10	77.0	0.4 C.....DECATUR.....	42.2	7 50	A 8 40AM	A10 00AM	8 40
	10 15		10 15	78.1	1.1 D.....SOUTH JCT.....	41.1	7 45	8 30		8 30
	10 20		10 20	79.1	1.0 D.....DECATUR JOT.....	40.1	7 40	8 25	9 55	8 25
		f 6 24		82.6	3.5 D.....TURPIN.....	36.6			f 9 48	
		s 6 30		85.2	2.6 D.....MT. ZION.....	34.0			s 9 44	
	10 40	A 6 35PM	10 40	89 86.8	1.6 C.....HERVEY CITY.....	32.4	7 25	8 08	L 9 40AM	8 08
	10 48		10 50	90.8	4.0 D.....DALTON CITY.....	28.4	7 15	8 01		8 01
	11 00		11 05	45 96.6	5.8 D.....BETHANY.....	22.6	7 00	7 50		7 50
	11 15		11 25	56 103.9	7.3 D.....SULLIVAN.....	15.3	6 45	7 35		7 35
	11 27		11 36	109.6	5.7 D.....ALLENVILLE.....	9.6	6 25	6 52		7 22
	11 35		11 43	79 113.4	3.8 D.....COLES.....	5.8	6 15	6 45		7 15
A11 55AM	A10 25PM		A12 05PM	119.2	5.8 C.....MATTOON.....	0.0	L 6 00AM	L 6 30 AM		L 7 00PM
							Daily	Except Sunday	Except Sunday	Daily

Southward—MATTOON DISTRICT—Northward

SECOND CLASS			Siding. Standing Room. Cars with Engines	Mile Posts	TIME TABLE No. 27		Miles from Evansville	SECOND CLASS			
	273	295			Taking Effect JULY 1, 1945			296	274		
	Freight	Freight			STATIONS			Freight	Freight		
	Daily	Except Sunday									
	L 8 00PM	L 8 00AM	...	119.2	C..... MATTOON	127.4	A 2 30PM	A 1 10AM			
	8 15	8 20	44	125.6	D..... LERNA	121.0	2 10	12 50			
	8 30	8 35	44	133.2	..... BRADBURY	118.4	1 50	12 35		
		8 45	...	136.9	D..... TOLEDO	109.9					
	8 45	8 55	18	139.9	..... NORVEIL	106.7	1 30	12 20		
		9 05	...	142.2	D..... GREENUP	104.4					
	8 52	9 10	51	143.5	..... DEES	103.1	1 15	12 10AM		
	9 05	9 20	44	148.3	..... HIDALGO	98.3	1 05	11 59		
		9 40	...	151.9	D..... ROSE HILL	94.7					
	9 20	9 40	44	155.4	..... FALMOUTH	91.2	12 50	11 45		
	9 35	10 00	84	160.1	C..... NEWTON	86.5	12 40	11 35			
	9 45	10 15	47	164.9	..... BOOS	81.7	12 20	11 20		
		10 30	...	170.5	..... WEST LIBERTY	76.1	12 05PM	11 05		
		10 35	...	171.9	D..... DUNDAS	74.7					
	10 12	10 55	59	178.9	C..... OLNEY	67.7	11 45	10 45			
	10 30 274	11 20 296	44	185.4	..... CALHOUN	61.2	11 20 295	10 30 273		
	10 50	11 55	54	194.9	D..... WEST SALEM	51.7	10 35	10 05			
		12 10PM	...	200.1	D..... BONE GAP	46.5	10 20				
	11 10	12 25	86	205.1	D..... BROWNS	41.5	10 05	9 45			
			...	212.5	C..... GRAYS	34.1					
	11 30	12 45	54	213.5	D..... GRAYVILLE	33.1	9 45	9 30			
	11 45	1 00	42	220.0	D..... GRIFFIN	26.6	9 30	9 15			
	11 58	1 15	...	225.5	..... STEWARTSVILLE	21.1	9 16			
	12 05AM	1 23	44	228.5	D..... POSEYVILLE	18.1	9 10	8 58			
		1 50	48	239.1	..... WILCOX	7.5	8 50	8 38		
	12 50	2 05	...	244.5	C..... HARWOOD	2.1	8 35	8 25			
	A 1 10AM	A 2 30PM	...	246.6	..... EVANSVILLE	0.0	L 8 00AM	L 8 00PM		
							Except Sunday	Daily			

NEW HARMONY DISTRICT

				Mile Posts	TIME TABLE No. 27 Taking Effect JULY 1, 1945 STATIONS		Miles from Stewartsville							
				231.7	D., NEW HARMONY	2.9	6.2							
				228.8	..... ROGERS	3.3								
				225.5	... STEWARTSVILLE									

SPECIAL INSTRUCTIONS—(Continued on page 7)

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.

Overhead wires at the location shown below do not have the required 27-foot clearance.

Grayville—170 feet south of C.C.C. and St. L. Tower (Grays).

3. Standard Clocks:

Decatur—Telegraph office	Clinton—Telegraph office
Avenue—Yard office	Clinton—Engine house
East St. Louis—Telegraph office	Clinton—North Yard office
East St. Louis—Engine house	Mattoon—Yard office
Clinton—Dispatcher's office	Mattoon—Engine house
	Evansville—Yard office

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

Kenney:		
For siding		— 0
Mt. Pulaski:		
For southwest wye connection.....		— 0 —
Litchfield:		
For siding—northward		— 0
For C. C. C. and St. L. wye.....		— — —
For C.B.&Q. wye	{ From main	0 0 0
	{ From siding	0 0 0 0
Alhambra:		
For N.Y.C.&St.L. wye		0 0 0

19. Pennsylvania R. R. trains will display yellow and red markers.

21-(a). Pennsylvania R. R. extra trains will not display white flags or lights between Hervey City and North Junction.

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

83. Train Registers:

Clinton—Telegraph office	East St. Louis—Telegraph office
Clinton—North Yard office	Pekin—Freight house
(Trains originating or terminating.)	Decatur—Telegraph office
Avenue—Yard office	Mattoon—Yard office
Glen	Harwood

Trains may register by Form 905 at:

Glen
Avenue
Decatur
Harwood
Clinton—first class trains

Northward Havana Dist. trains and engines must obtain permission from operator at Clinton before entering Springfield Dist. main track at West Jct.

Before occupying Champaign District main tracks at Mattoon, Peoria and Mattoon District trains and engines must ascertain whether overdue first class trains have arrived or left.

83(a).

Southward Springfield Dist. second class and inferior trains may leave Clinton without a clearance, but must secure clearance before leaving Kenney.

Southward C. and I. M. trains must not leave Avenue Tower, Springfield, without a clearance.

Trains must obtain a clearance before leaving Decatur.

Trains using T.R.R.A. tracks Madison to St. Louis must obtain clearance card Form "A" before leaving Madison.

Trains may enter Clinton District at North Junction and Decatur Junction without a clearance.

Northward trains may leave Evansville without a clearance but must obtain a clearance before leaving Harwood.

Southward trains may leave I. C. Junction without a clearance but must obtain a clearance before leaving Pekin.

83(b). The train dispatcher may inform trains by train order, form V, whether all overdue superior trains have arrived or left Glen, Avenue, Decatur, and Harwood.

85. Trains must avoid delay to Pennsylvania R. R. trains Nos. 243 and 244 between Decatur and Hervey City.

Havana Dist. trains and engines must keep advised of the movement of Springfield Dist. first class trains and avoid delay thereto.

93. Yards:

Clinton (Clinton yard limits extend from East Jct. to West Jct. and to Havana District Jct.)	Mattoon Newton Olney
Mt. Pulaski (Peoria Dist.) Avenue	New Harmony (New Harmony yard limits extend to Stewartville.)
East St. Louis	Evansville (Evansville yard limits extend to Harwood.)
Pekin	
Lincoln	
Decatur (Decatur yard limits extend from North Jct. to Decatur Jct.)	

Havana Dist. trains will use Clinton Dist. main track between Havana Dist. Jct. and Clinton passenger station and Springfield Dist. main tracks between Clinton and West Jct.

97. Between Clinton and Kenney extra trains may be run without train orders.

98. Trains and engines must stop at junctions, railroad crossings and drawbridges as follows:

North Junction, Clinton, Peoria and Decatur Dist.....	Junction
Decatur, Wabash R. R.....	Crossing
Sullivan, C. & E. I. R. R.....	Crossing
Mattoon, Champaign Dist.....	Junction
Lerna, N. K. P. R. R.....	Crossing
Browns, Southern R. R.....	Crossing
Evansville, Devon Street Junction, C. & E. I. Belt R. R.	Crossing and Junction
Evansville, L. & N. Junction, L. & N. R. R.....	Junction

Springfield and Havana Dist. trains and engines must approach Illinois Terminal System crossing, Monroe Street, Clinton, prepared to stop, unless the crossing is seen or known to be clear.

98(a). Normal position crossing gate at intersection of Clinton and Springfield District main tracks at Clinton is for Springfield District. Trains may proceed over this crossing at restricted speed not to exceed fifteen miles per hour, without stopping, when they have a clear gate indication.

Normal position of crossing gate at intersection of Peoria and Havana Districts at Peoria Dist. Jct. is for Peoria District. Peoria District trains will not be required to stop unless gate shows stop indication. Maximum permissible speed over this crossing for Peoria District trains will be ten miles per hour for engine or leading car. Havana District trains must stop and ascertain that way is clear before proceeding over crossing.

Normal position of crossing gate at intersection of C. & I. M. main track and I. C. R. R. River track at Pekin, is for C. & I. M. Gate must be lined and locked in normal position at all times except when crossing is in actual use for movements over river track.

Crossing gate at Newton will be operated by operator on duty. When crossing gate is properly lined, trains may proceed without stopping not to exceed ten miles per hour until engine or leading car passes over crossing. Otherwise trains must stop for this crossing.

Normal position of crossing gate at intersection of C. and E. I. and Illinois Central, Poseyville, is for Illinois Central, and train movements over crossing will be governed by color light home signals located 50 feet from the crossing. Trains must not exceed a speed of 20 miles per hour between home signals. Fixed semaphore approach signals for main track are located approximately one mile from the crossing. When a train is stopped by a home signal and no immediate conflicting C. and E. I. train movement is evident, train may proceed over crossing under flag protection and hand signal given by trainman standing at the crossing. Trainman must remain at crossing until engine or leading car reaches crossing.

101. Speed Restrictions: Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

Territory or Location	Miles Per Hour								
	Streamline trains with Diesel engines	Passenger engines with passenger trains, caboose or light	Passenger trains with 2030 class, improved mikado or mountain type engines	Passenger trains with other freight engines	Freight trains with passenger, improved mikado, mountain or 900 type engines	Freight trains with other type freight engines.	Eight wheel locomotive cranes	Derricks	Engines without trucks and engines backing up with or without cars
Between Clinton and Salt Creek	70	60	60	45	50	40	30	25	25
Between Salt Creek and Mont.	85	80	60	45	50	40	30	25	25
Between Mont and Glen.....	50	50	50	45	50	40	30	25	25
Between Pekin and Mattoon.....	35	35	35	35	35	25	30	25	25
Between Mattoon and Evansville	35	35	35	35	35	25	30	25	25
New Harmony District .....	....	10	10	10	10	10	10	10	10
Diverging routes, cross-overs and siding switches									
Through turnouts and trailing points, spring switches	25	25	25	25	25	25	25	25	25
Other points, unless board at switch authorizes higher speed	15	15	15	15	15	15	15	15	15
101(b) Lower Speeds									
Springfield District									
R. R. crossing Clinton--									
Springfield District	15	15	15	15	15	15	15	15	15
R. R. crossing Clinton--									
Illinois Terminal	10	10	10	10	10	10	10	10	10
Curve Mile 149.16 West Clinton	50	40	40	40	40	40	30	25	25
Curve Mile 151.96 northward, end of double track	75	65	55	45	50	40	30	25	25
Curve Mile 151.96 southward, end of double track	25	25	25	25	25	25	25	25	25
Curve Mile 155.00 Salt Creek....	70	60	55	45	50	40	30	25	25
Curve Mile 155.45 Salt Creek....	70	60	55	45	50	40	30	25	25
Curve Mile 175.63 Lake Fork....	70	60	55	45	50	40	30	25	25
Curves Mile 191.17-191.20-191.26-191.29 Springfield Coal Chute--Northward	45	45	45	45	45	40	30	25	25
Curve Mile 192.08 Avenue yard office	30	25	25	25	25	25	25	25	25
Curve Mile 192.20 St. Louis wye--Avenue	15	5	5	5	5	5	5	5	5
Curves Mile 192.91-193.10 Cook St.--Springfield	50	50	50	45	50	40	30	25	25
Curves Mile 193.57-193.67 Laurel St.--Springfield	60	50	50	45	40	40	30	25	25
Curve Mile 199.60 Cotton Hill....	60	60	55	45	40	40	30	25	25
Curve Mile 233.30 Wabash R.R. crossing North Litchfield	30	25	25	25	15	15	15	15	15
Curves Mile 234.48-234.98 North Litchfield	60	50	50	45	50	40	30	25	25
Curve Mile 235.20 Litchfield.....	50	40	40	40	40	40	30	25	25
Curves Mile 235.73-235.75-235.95-236.04 Litchfield	35	35	35	35	35	35	25	25	25
Curve Mile 236.84 C. B. & Q. R. R. crossing South Litchfield	70	60	50	45	50	40	30	25	25

Territory or Location	Miles Per Hour								
	Streamline trains with Diesel engines	Passenger engines with passenger trains, caboose or light	Passenger trains with 2030 class, improved mikado or mountain type engines	Passenger trains with other freight engines	Freight trains with passenger, improved mikado, mountain or 900 type engines	Freight trains with other type freight engines.	Eight wheel locomotive cranes	Derricks	Engines without trucks and engines backing up with or without cars
Springfield District (Continued)									
Curve Mile 243.48 Mt. Olive.....	70	60	55	45	50	40	30	25	25
Curve Mile 244.80 L. & M. R. R. crossing Mt. Olive	40	25	25	25	25	25	25	25	25
Curves Mile 254.54-254.64 north of Alhambra tower	70	60	55	45	50	40	30	25	25
Curves Mile 255.56-255.68 north of Alhambra tower	70	50	50	45	50	40	30	25	25
Curve Mile 256.10 N. K. P. R.R. Crossing Alhambra	30	15	15	15	15	15	15	15	15
Curve Mile 261.56 north of Marine curve	75	65	55	45	50	40	30	25	25
Curve Mile 263.74 Marine curve	50	45	45	45	45	40	30	25	25
Curve Mile 265.72 south of Marine	70	60	55	45	50	40	30	25	25
Curve Mile 268.00 } Silver Creek	70	60	55	45	40	40	30	25	25
Curve Mile 268.38 } curves north	70	60	55	45	40	40	30	25	25
Curve Mile 268.72 } of Kuhns	70	60	55	45	40	40	30	25	25
Curve Mile 276.22-276.32 Glen..	15	10	10	10	10	10	10	10	10
Peoria District									
Pekin--River track .....	....	10	10	10	10	10	10	10	10
Curve Mile 26--Delavan station	....	20	20	20	20	20	20	20	20
R. R. crossing--Alton R. R.--Herget .....	....	20	20	20	20	20	20	20	20
Mt. Pulaski--Interlocking limits .....	....	20	20	20	20	20	20	20	20
Mattoon District									
Over Bridge B-215-7 steel portion .....	....	10	10	10	10	10	10	10	10
Over Bridge B-221-4 .....	....	25	25	25	25	25	25	25	25

When steam engine is used on streamline trains, the speed must not exceed maximum shown for steam engines in Rule 101 and must comply with speed restrictions for streamline trains or steam engines whichever is lowest as shown in Rule 101 (b).

When fifty percent of cars in a 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 9)

101(b) Lower Speeds (Continued from page 8)

Engines named below are restricted over tracks and bridges as follows:

Engines heavier than:	Location	
Springfield District		
250	Clinton—Store track.....	Prohibited
2100.....	Springfield—Wabash connection Litchfield—Old and new grocery tracks and C. C. C. and St. L. connection	} Prohibited
700	Litchfield—Beyond details C.C.C. and St. L. Wye Mt. Olive—Mill track beyond south door of electric light plant	} Prohibited
Peoria District		
1200.....	Bridge B17-9—Mackinaw River.....	20 m.p.h.
Mattoon District		
1200.....	Bridges B215-7 and B221-4.....	Prohibited
	Engines heavier than 700 class must not be doubleheaded over Bridge B215-7. Engines must not be doubleheaded over Bridge B221-4.	
1200.....	Bridge B235-6—Armstrong.....	20 m.p.h.
700	{ Evansville—industrial tracks be- yond 80 feet from clearance point }	Prohibited
New Harmony District		
1200.....	New Harmony District.....	Prohibited

104. Normal Position of Switches:

Avenue Yard Office.....	For northward trains.
Hervey City	For Illinois Central R. R.
Mattoon	For Champaign District.
Stewartsville	For Mattoon District.

109. Bulletin Boards

Clinton	{ Passenger station Engine house North Yard Office	Peoria—Engine house
		Pekin—Freight house
Avenue	{ Yard office Engine house	Decatur.. { Passenger station Yard office
		Hervey City—Telegraph office
East St. Louis	{ Telegraph office Engine house	Mattoon.. { Yard office Engine house
		Harwood—Yard office
St. Louis	Union Station	Evansville—Engine house
		Evansville—Yard office

D-151. Two tracks.

- Between Clinton and Salt Creek.
- Between Barclay and Avenue yard office.
- Between North Jct. and South Jct., Decatur.

221. Southward train order signal at Kenney will indicate stop only when there are train orders to be delivered to first class trains.

295. Northward trains finding signal D-1576 located at south end Kenney siding displaying Stop and Proceed indication and Take Siding indicator displaying white light with letter "S" will enter south end Kenney siding.

Southward trains finding signal D-1561 located one-half mile north of Pennsylvania Railroad Crossing at Kenney displaying approach indication and Take Siding indicator displaying white light with letter "S", route is clear for southward train movement from signal D-1561 through interlocking into north end of Kenney siding.

505. Automatic block system territory extends from Clinton to Glen and from North Junction to Hervey City.

525. Between Clinton and Kenney, and South Jct. and Decatur Jct., block signals govern the use of the blocks, without requiring the use of train orders, and unless otherwise provided, their indications supersede time table superiority, but do not dispense with the use or observance of other signals whenever and wherever they may be required.

535. Spring switches:

Location	Normal Position
Mt. Pulaski: North switch, siding (lunar white marker)	For main track.
Buffalo Hart: Both switches, siding (lunar white markers)	For main track.
Barclay: end of double track (lunar white marker)	For southward main track.
Litchfield: North switch, siding (lunar white marker)	For main track.
Glen Carbon: North switch, siding	For main track.
South Junction: end of double track	For northward main track.

When stop and proceed signals at spring switches are equipped with a lunar white marker to indicate the position of switch points, if the block signal indicates stop, and lunar white marker is displayed, trains and engines may pass the signal without stopping, proceeding under provisions of Rule 509 (a).

If the block signal indicates stop and the lunar white marker is not displayed, stop must be made and switch examined before proceeding.

672. Automatic interlocked railroad crossings:

Location	Railroad	Speed until engine or leading car over crossing
Herget	Alton	20 m.p.h.

1200. Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

Diesel engines	4 inches
Passenger cars	9 inches
Freight cars	25 inches

When trains are operated through water, a maximum speed of 5 miles per hour must not be exceeded.

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.

1202. C.C.C. & St. L. R. R. rules for operation of trains and engines between Eighth Avenue and Harwood, Evansville:

Between Harwood and Eighth Avenue, Evansville, trains and engines will be operated under New York Central Rules 91 and 91(a), reading as follows:

(91). Unless some form of block signals is used, trains in the same direction must keep not less than five minutes apart, except in closing up at stations. A train following a train carrying passengers must keep not less than ten minutes behind it.

91(a). Where no form of block signals is in use, train-order signals where provided, and home (or dwarf) signals at interlockings, will be used for the purpose of spacing trains, in accordance with Rule 91.

Rule 99 is effective in New York Central Rule 93 territory. Yard limit boards have been installed at intersection of N. Y. C. and L. & N. Evansville, and just north of north switch at Harwood.

1203. When southward C & I M trains are given meet order with northward Illinois Central trains at Cimic, southward C & I M trains will head around short wye to clear.

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

Factor		6	5	6	6	10	10	10	9
Engines		East St. Louis to Clinton Ruling Grade—Kenney to Clinton Double Mont Grade, Single train Over Mont Grade, 70% of rating	Clinton to East St. Louis Ruling Grade—Marine to Mont	Mattoon to Mt. Pulaski Ruling Grade—Start from Railroad Crossing at Sullivan	Mt. Pulaski to Peoria Ruling Grade—Mt. Pulaski to Chesterville	Mt. Pulaski to Mattoon Ruling Grade—Heman to Warrensburg	Peoria to Mt. Pulaski Ruling Grade—Pekin to South Pekin	Mattoon to Evansville Ruling Grade—Armstrong to Wilcox	Evansville to Mattoon Ruling Grade—Greenup to Norveil Helper—Harwood to Wilcox
Tractive Force		100 PER CENT TONNAGE RATING							
2600-2619	83000	7215	8450	6445	6785	4730	6785	.....	.....
2500-2555	83500	7260	8500	6480	6825	4755	6825	.....	.....
2500-2555	78000	6775	7935	6130	6455	4500	6455	.....	.....
2100-2140	90000	7785	9120	6980	7350	5125	7350	.....	.....
2100-2140	79000	6835	8005	6130	6455	4500	6455	.....	.....
900- 911	74500	6375	7470	5720	6020	3765	6020	4500	5270
1200-1499	69500	6050	7085	5430	5715	3570	5715	4250	5000
2030-2099	51500	4470	5235	4010	4225	2640	4225	3140	3695