

DIVISION OFFICERS

F. K. STANFORD	..... Superintendent	Champaign
H. G. MULLINS	..... Train Master	Champaign
R. E. JONES	..... Train Master	Kankakee
R. H. FORBES	..... Train Master	Palestine
C. S. SELSOR	..... Traveling Engineer	Markham
C. C. CANNON	..... Traveling Engineer	Champaign
J. M. LAW	..... Asst. Trainmaster	Gibson City
P. H. CROFT JR.	..... Supervisor Trains and Tracks	Kankakee
W. B. WEIPERT	..... Chief Train Dispatcher	Champaign
O. D. CAMPBELL	..... Asst. Chief Train Dispatcher	Champaign
O. A. KNIGHT	..... Train Dispatcher	Champaign
C. A. PERRY	..... Train Dispatcher	Champaign
W. E. RAUCKMAN	..... Train Dispatcher	Champaign
W. C. CLAYTOR	..... Train Dispatcher	Champaign
K. F. IDLEMAN	..... Train Dispatcher	Champaign
F. J. BELSCAMPER	..... Train Dispatcher	Champaign
J. N. KOLP	..... Train Dispatcher	Champaign
F. W. DOUGAN	..... Train Dispatcher	Champaign
T. L. GREEN	..... Train Dispatcher	Champaign
E. C. FETZER	..... Train Dispatcher	Champaign
J. G. CASH	..... Train Dispatcher	Champaign
R. H. JOCELYN	..... Train Dispatcher	Champaign
D. W. CHEATUM	..... Train Dispatcher	Champaign
G. W. ZUMWALT	..... Train Dispatcher	Champaign
N. W. TUTWILER	..... Train Dispatcher	Champaign
G. D. MILTON	..... Train Dispatcher	Champaign
L. B. ROGERS	..... Train Dispatcher	Champaign
B. M. PECK	..... Train Dispatcher	Champaign
E. D. CHEATUM	..... Train Dispatcher	Champaign
R. H. BEATTY	..... Train 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
36	100		
38	95	65	55
40	90	72	50
43	85	80	45
45	80	90	40
46	79	103	35
48	75	120	30
52	70	144	25
55	65	180	20
60	60	240	15

Illinois Central Railroad

CHICAGO CHAMPAIGN DISTRICTS (ILLINOIS DIVISION)

TIME TABLE No.

83

Taking Effect 12:01 a. m.

SUNDAY, OCTOBER 25, 1959

Superseding Time Table No. 82

Dated April 26, 1959

FOR THE GOVERNMENT OF EMPLOYEES ONLY

O. H. ZIMMERMAN, Vice President
 E. H. BUELOW, General Manager
 W. A. JOHNSTON JR., General Superintendent Transportation
 H. F. WILSON, Superintendent Transportation
 F. K. STANFORD, Superintendent

CHICAGO DISTRICT—Southward (Continued on Page 3)

Sitting Standing Room, Cars with Engine	Mile Posts	TIME TABLE No. 83 Taking Effect October 25, 1959 STATIONS	FIRST CLASS (Continued on Page 3)								
			25	1	21	53	11	33	5	9	3
			The Southern Express	The City of New Orleans	The Green Diamond	The City of Miami	C C C St. L. 302 Cincinnati Special	C C C St. L. 304 James Whitcomb Riley	The Panama Limited	The Seminole	The Louisiana
		O.....CHICAGO.....	L 12 05AM	L 7 45AM	L 8 10AM	L 9 15AM	L 9 45AM	L 4 00PM	L 4 30PM	L 4 45PM	L 7 15PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	29.3	C..... ^{29.3} RIGHTON.....	L 12 40AM	L 8 20AM	L 8 42AM	L 9 50AM	L 10 20AM	L 4 33PM	L 5 05PM	L 5 23PM	L 7 53PM
	34.2	C..... ^{4.9} MONEE.....									
	40.5	C..... ^{6.3} PEOTONE.....									
103	46.7	C..... ^{6.2} MANTENO.....					^h 10 34				
	50.8	.....^{4.1} INDIAN OAKS.....									
	54.2	.....^{3.4} BRADLEY.....									
	55.3	C..... ^{1.1} KANKAKEE JOT.....					A 10 43AM	A 4 58PM			
135	55.9	.....⁶ KANKAKEE.....	^s 1 12	^s 8 40	^s 9 03	^j 10 09			^s 5 26	^s 5 44	^s 8 14
131	60.3	.....^{4.4} OTTO.....									
	64.3	.....^{4.0} CHEBANSE.....									
	69.1	.....^{4.8} CLIFTON.....									
118	73.1	.....^{4.0} ASHKUM.....									
	77.4	.....^{4.3} DANFORTH.....									
489	81.1	C..... ^{3.7} GILMAN.....	^s 1 56	9 00	^{As} 9 24	10 29			5 46	6 06	^s 8 39
	84.7	D..... ^{3.6} ONARGA.....									
	87.6	.....^{2.9} DEL REY.....									
100	93.1	D..... ^{5.5} BUCKLEY.....	2 08							6 16	8 49
	98.7	D..... ^{5.6} LODA.....									
150	102.8	C..... ^{4.1} PAXTON.....	^s 2 25	9 17		10 46			6 03	6 24	^s 8 58
80	108.3	D..... ^{5.5} LUDLOW.....	2 31							6 29	9 03
105	113.8	C..... ^{5.5} RANTOUL.....	^s 2 48	^s 9 30		10 55			6 12	^s 6 39	^s 9 13
	118.7	D..... ^{4.9} THOMASBORO.....									
	122.6	.....^{3.9} LEVERETT.....									
	124.1	.....^{1.5} LEVERETT JOT.....	2 58	9 39		11 03			6 20	6 49	9 23
	127.8	C..... ^{3.7} CHAMPAIGN.....	A 3 15AM	A 9 45AM		A 11 06AM			A 6 25PM	A 7 00PM	A 9 35PM

h—Stop on Sunday and Holidays only.

j—Stop on flag to receive revenue passengers for Jackson, Tenn. and scheduled stops beyond.

CHICAGO DISTRICT—Southward (Concluded)

Sliding Standing Room, Cars with Engine	Mile Posts	TIME TABLE No. 83 Taking Effect October 25, 1959 STATIONS	FIRST CLASS	SECOND CLASS							
			27	71	63	67	77	93	65	73	75
			C C C St. L 310 Cincinnati Night Special	Dispatch O N 1	Dispatch C S 3	Dispatch C S 7	Southeastern Merchandise S E 1	C C C St. L Dispatch S Y 2	Dispatch C S 5	Dispatch C N 5	Dispatch C B 9
		C.....CHICAGO..... 21.9.....MARKHAM.....	L 11 00PM			L 7 00PM	L 7 30PM			L 8 30PM	
				L 3 00AM	L 9 00AM	8 10		L 9 05PM	L 10 00PM	10 30	L 11 00PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		7.4 C.....RICHTON..... 4.9	L 11 35PM	L 3 30AM	L 9 30AM	L 8 30PM	L 8 35PM	L 9 35PM	L 10 30PM	L 10 50PM	L 11 30PM
		34.2 C.....MONEE..... 6.3									
		40.5.....PEOTONE.....									
103	46.7	C.....MANTENO..... 4.1									
	50.8	.....INDIAN OAKS..... 3.4									
	54.2	.....BRADLEY..... 1.1									
	55.3	C.....KANKAKEE JCT..... .6	A 11 58PM					A 10 15PM			
135	55.9	.....KANKAKEE..... 4.4									
131	60.3	.....OTTO.....									
	64.3	.....CHEBANSE..... 4.8									
	69.1	.....CLIFTON..... 4.0									
118	73.1	.....ASHKUM..... 4.3									
	77.4	.....DANFORTH..... 3.7									
489	81.1	C.....GILMAN.....		5 30	A 11 10AM	A 9 30PM	9 40		A 12 10AM	11 55	12 50AM
	84.7	D.....ONARGA..... 2.9									
	87.6	.....DEL REY..... 5.5									
100	93.1	D.....BUCKLEY..... 5.6									
	98.7	D.....LODA..... 4.1									
150	102.8	C.....PAXTON.....									
80	108.3	D.....LUDLOW..... 5.5									
105	113.8	C.....RANTOUL..... 4.9									
	118.7	D.....THOMASBORO..... 3.9									
	122.6	.....LEVERETT..... 1.5									
	124.1	.....LEVERETT JCT..... 3.7									
	127.8	C.....CHAMPAIGN.....		A 8 30AM			A 10 35PM			A 12 50AM	A 1 45AM

VIA C. C. C. & ST. L. R. R.

CHICAGO DISTRICT—Northward (Continued on Page 5)

Sitting Standing Room, Cars with Engine	Miles from Champaign	TIME TABLE No. 83 Taking Effect October 25, 1959 STATIONS	FIRST CLASS (Continued on Page 5)								
			28	4	6	10	34	52	8	22	38
			C C C St. L 307 Chicago Night Special	The Louisiane	The Panama Limited	The Seminole	C C C St. L 303 James Whit- comb Riley	The City of Miami	The Creole	The Green Diamond	C C C St. L 308 The Sycamore
127.8	C	CHICAGO	A 5 30AM	A 7 00AM	A 9 30AM	A 10 45AM	A 1 25PM	A 6 30PM	A 7 20PM	A 8 10PM	A 9 30PM
		CHICAGO TERMINAL DISTRICT									
98.5	C	29.3 RIGHTON	A 4 55AM	A 6 20AM	A 8 53AM	A 10 00AM	A 12 53PM	A 5 50PM	A 6 45PM	A 7 34PM	A 8 55PM
93.6	C	4.9 MONEE									
87.3		6.3 PEOTONE									
47	C	6.2 MANTENO							h 6 19		
77.0		4.1 INDIAN OAKS									
73.6		3.4 BRADLEY									
72.5	C	6 KANKAKEE JCT	L 4 22AM				L 12 18PM				L 8 27PM
158		6 KANKAKEE		s 5 55	b 8 25	s 9 35		j 5 20	s 6 10	s 7 10	
67.5		4.4 OTTO									
63.5		4.0 CHEBANSE									
58.7		4.8 CLIFTON									
118		4.0 ASHKUM									
50.4		4.3 DANFORTH									
288	C	3.7 GILMAN		5 25	8 03	9 10		4 58	s 5 30	Ls 6 40PM	
43.1	D	3.6 ONARGA		e 5 20	8 00	9 07		4 55	5 17		
40.2		2.9 DEL REY									
100	D	5.5 BUCKLEY		5 11		9 00			5 10		
29.1	D	5.6 LODA							5 05		
119	C	4.1 PAXTON		e 5 01	7 46	8 52		4 41	s 5 00		
80	D	5.5 LUDLOW		4 54		8 47			4 53		
105	C	5.5 RANFOUL		s 4 48	7 37	s 8 41		4 32	s 4 47		
9.1	D	4.9 THOMASBORO									
5.2		3.9 LEVERETT									
3.7		1.5 LEVERETT JCT		4 34	7 29	8 29		4 24	4 34		
	C	3.7 CHAMPAIGN		L 4 30AM	L 7 25AM	L 8 25AM		L 4 20PM	L 4 30PM		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

b—Stop to discharge revenue passengers from Memphis and scheduled stops beyond.

e—Stops on flag to receive revenue passengers for Chicago.

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

h—Stop on Sunday and Holidays only.

CHICAGO DISTRICT—(Gilman Line)

Southward								Northward			
SECOND CLASS			FIRST CLASS	TIME TABLE No. 83 Taking Effect October 25, 1959				FIRST CLASS	SECOND CLASS		
63	67	65	21	STATIONS				22	64	66	62
Dispatch CS 3	Dispatch CS 7	Dispatch CS 5	The Green Diamond	Siding Standing Room, Cars with Engine	Mile Posts	Siding Standing Room, Cars with Engine	Miles from Clinton	The Green Diamond	Dispatch SC 4	Dispatch SC 6	Dispatch SC 2
L 9 00AM	L 7 00PM L 8 10	L 10 00PM	L 8 10AM				148.5	A 8 10PM			A 1 20AM
Daily	Daily	Daily	Daily		21.9		126.6		A 10 30AM	A 8 00PM	A 12 01AM
L 11 10AM	L 9 30PM	L 12 10AM	Ls 9 24AM		81.1	59.2 C.....GILMAN.....	67.4	As 6 40PM	A 8 10AM	A 3 59PM	A 10 02PM
11 20	9 40	12 18	9 29		86.4	5.3.....RIDGEVILLE.....	62.1	6 35	8 01	3 44	9 55
11 25	9 50 62	12 23	9 32	140	90.1	3.7 D.....THAWVILLE.....	140 58.4	6 32	7 56	3 40	9 50 67
11 32	9 57	12 31	9 37	63	95.6	5.5 D.....ROBERTS.....	63 52.9	6 27	7 49	3 34	9 44
12 01PM	10 03	12 37	9 41	140	100.2	4.6 D.....MELVIN.....	140 48.3	6 23	7 43	3 28	9 39
12 10	10 10	12 45	9 46	81	106.0	5.8.....GUTHRIE.....	81 42.5	6 18	7 36	3 20	9 32
12 40	10 17	12 53	s 9 50	140	110.0	4.0 C.....GIBSON CITY.....	140 38.5	s 6 14	7 28	3 10	9 22
12 50	10 24	1 03	9 55	81	115.7	5.7.....HARPSTER.....	81 32.8	6 08	7 20	3 00	9 14
12 54	10 40	1 08	9 58	142	119.2	3.5.....MC NULTA.....	142 29.3	6 05	7 15	2 54	9 09
12 58	10 50	1 13	10 00		121.8	2.6 D.....BELLEFLOWER.....		6 03	7 07	2 50	9 05
					123.2	1.4.....LAURETTE.....					
					125.7	2.5.....KUMLER.....					
1 08	10 59	1 23	10 05	81	127.4	1.7.....WEEDMAN.....	81 21.1	5 58	6 57	2 40	8 57
1 15	11 05	1 28	s 10 08	140	130.6	3.2 C.....FARMER CITY.....	140 17.9	s 5 55	6 52	2 34	8 53
1 22	11 12	1 34	10 12	81	135.0	4.4 D.....PARNELL.....	81 13.5	5 51	6 45	2 26	8 47
					136.6	1.6.....FULLERTON.....					
1 28	11 19	1 42	10 16	140	139.2	2.6.....DE WITT.....	140 9.3	5 47	6 38	2 18	8 41
1 35	11 27	1 50	10 20		143.7	4.5.....BIRKBECK.....		5 43	6 31	2 10	8 35
A 1 40PM	A 11 45PM	A 2 15AM	10 23		147.4	3.7.....EAST JCT.....		5 40	L 6 25AM	L 2 00PM	L 8 30PM
			A 10 29AM		148.5	1.1 C.....CLINTON.....		L 5 39PM			
								Daily	Daily	Daily	Daily

CHAMPAIGN DISTRICT—Southward (Continued on Page 9)

Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE No. 83 Taking Effect October 25, 1959 STATIONS	FIRST CLASS							
			25	1	53		5	9	3	
			The Southern Express	The City of New Orleans	The City of Miami		The Panama Limited	The Seminole	The Louisiane	
			Daily	Daily	Daily		Daily	Daily	Daily	
		127.8 C.....CHAMPAIGN.....	L 3 35AM	L 9 50AM	L 11 11AM		L 6 30PM	L 7 10PM	L 9 50PM	
		132.2 D.....SAVOY..... 4.4	f 3 41	9 55	11 16		6 35	7 15	9 55	
111		137.1 C.....TOLONO..... 4.9	s 3 57	9 58	11 19		6 39	7 20	9 59	
		141.9 D.....PESOTUM..... 4.8	f 4 02	10 01	11 22		6 42	7 24	10 03	
		145.6 .....HAYES..... 3.7								
		149.8 C.....TUSCOLA..... 4.2	s 4 24	10 06	11 27		6 46	e 7 31	10 09	
		154.1 .....GALTON..... 4.3	4 28					7 35	10 13	
116		157.9 D.....ARCOOLA..... 3.8	s 4 33	10 11	11 32		6 51	7 38	10 16	
		163.6 D.....HUMBOLDT..... 5.7	f 4 38	10 15	11 36		6 55	7 43	10 21	
		167.5 .....DORANS..... 3.9	4 42	10 18	11 39		6 58	7 46	10 24	
		172.4 C.....MATTOON..... 4.9	s { 4 48 5 18	s 10 27	y 11 46		b 7 05	s 8 00	s 10 35	
		179.3 .....AETNA..... 6.9	5 26					8 08	10 42	
		184.3 C.....NEOGA..... 5.0	f 5 33	10 36	11 55		7 14	8 12	10 47	
		191.2 .....SIGEL..... 6.9	f 5 40	10 41	12 00		7 19	8 18	10 53	
275		199.2 C.....EFFINGHAM..... 8.0	s { 5 47 6 12	s 10 51	y 12 07PM		b 7 26	s 8 28	s 11 20	
		205.7 .....WATSON..... 6.5	f 6 17					8 34	11 27	
		211.5 .....MASON..... 5.8	f 6 22	10 59	12 15		7 34	8 39	11 33	
		214.6 C.....EDGEWOOD..... 3.1	f 6 25	11 01	12 17		7 37	8 42	11 37	
		218.5 .....LACLEDE..... 3.9	f 6 28						11 41	
		223.1 D.....FARINA..... 4.6	f 6 32	11 07	12 24		7 44	8 49	11 46	
		228.9 C.....KINMUNDY..... 5.8	f 6 37	11 11	12 29		7 49	8 54	11 51	
		233.6 .....ALMA..... 4.7	f 6 41						11 56	
		239.0 .....TONTI..... 5.4	6 46							
90		244.2 C.....ODIN..... 5.2	s 7 01	11 21	12 40		8 00	9 05	12 07AM	
		250.0 .....BRANCH JCT..... 5.8	A 7 10AM	A 11 25AM	A 12 46PM		A 8 05PM	A 9 10PM	A 12 14AM	
CENTRALIA DISTRICT										
		252.4 C.....CENTRALIA..... 2.4	A 7 15AM	A 11 30AM	A 12 50PM		A 8 10PM	A 9 15PM	A 12 20AM	

b—Stop to discharge revenue passengers from Chicago and on flag to receive revenue passengers for Memphis and scheduled stops beyond.

y—Stop on flag to receive revenue passengers for Jackson, Tenn. and scheduled stops beyond.

e—Stop to discharge revenue passengers from Chicago.

CHAMPAIGN DISTRICT—Northward (Continued on Page 9)

Stations Standing Room, Cars with Engine	Miles from Centralia	TIME TABLE No. 83 Taking Effect October 25, 1959 STATIONS	FIRST CLASS						
			4	6	10	8	52	2	
			The Louisiane	The Panama Limited	The Seminole	The Creole	The City of Miami	The City of New Orleans	
124.6	C	CHAMPAIGN	A 4 10AM	A 7 18AM	A 8 17AM	A 4 00PM	A 4 15PM	A 9 35PM	
120.2	D	SAVOY	4 00	7 12	8 08	3 51	4 02	9 26	
115.3	C	TOLONO	3 56	7 08	8 04	s 3 46	3 58	9 21	
125 110.5	D	PESOTUM	3 52	7 04	8 00	3 39	3 54	9 16	
106.8		HAYES				3 36			
106 102.6	C	TUSCOLA	b 3 46	6 58	7 53	s 3 32	3 47	9 10	
98.3		GATTON	3 42	6 55	7 50	3 26	3 43		
94.5	D	ARCOLO	e 3 38	6 52	7 47	s 3 22	3 40	9 05	
88.8	D	HUMBOLDT	3 33	6 47	7 43	3 14	3 36	9 01	
84.9		DORANS	3 29	6 45	7 40	3 10	3 32		
135 80.0	C	MATTOON	s 3 24	s 6 41	s 7 35	s 3 05	w 3 27	s 8 54 78	
73.1		AEINA	3 10				3 19	8 44	
143 68.1	C	NEOGA	3 06	6 29	7 20	2 41	3 15	8 40	
61.2		SIGEL	3 00			2 35	3 09	8 34	
272 53.2	C	EFFINGHAM	s 2 53	b 6 16	s 7 07	s 2 28	w 3 01	s 8 27	
46.7		WATSON	2 36	6 09	6 58	2 12		8 15	
40.9		MASON				2 07			
37.8	C	EDGEWOOD	2 29	6 01	6 50	2 04	2 49	8 09	
33.9		LACLEDE	2 26			2 01			
29.3	D	FARINA	2 22			1 57	2 44	8 04	
23.5	C	KINMUNDY	2 17	5 49	6 38	1 52	2 40	8 00	
18.8		ALMA	2 13			1 48	2 36	7 56	
13.4		TONTI							
8.2	C	ODIN	2 05	5 35	6 25	1 40	2 29	7 47	
2.4		BRANCH JCT	L 2 00AM	L 5 30AM	L 6 20AM	L 1 35PM	L 2 25PM	L 7 42PM	
			Daily	Daily	Daily	Daily	Daily	Daily	
	C	CENTRALIA	L 1 55AM	L 5 25AM	L 6 15AM	L 1 30PM	L 2 20PM	L 7 38PM	

b—Stop to discharge revenue passengers from Memphis and scheduled stops beyond and on flag to receive revenue passengers for Chicago.

e—Stop on flag to receive revenue passengers for Chicago.

w—Stops to discharge revenue passengers from Jackson, Tenn. and scheduled stops beyond.

CHAMPAIGN DISTRICT

9

Southward								Northward					
SECOND CLASS								SECOND CLASS					
73	75	71	77	Siding Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 83 Taking Effect October 25, 1959		Siding Standing Room Cars with Engine	Miles from Centralia	74	72	76	78
Dispatch CN 5	Dispatch CB 9	Dispatch CN 1	Southeastern Merchandise SE 1			STATIONS				Dispatch NC 6	Dispatch NC 2	Dispatch BC 4	Dispatch BC 2
Daily	Daily	Daily	Daily										
L 1 00AM	L 2 15AM	L 10 00AM	L 10 45PM		127.8	C.....	CHAMPAIGN		124.6	A 5 10AM	A 5 00PM	A 7 15PM	A 10 05PM
					132.2	D.....	SAVOY		120.2				
				111	137.1	C.....	TOLONO		115.3				
					141.9	D.....	PESOTUM	125	110.5	4 47			
					145.6	D.....	HAYES		106.8				
					149.8	C.....	TUSCOLA	106	102.6				
					154.1	D.....	GALTON		98.3				
				116	157.9	D.....	ARCOLA		94.5				
					163.6	D.....	HUMBOLDT		88.8				
					167.5	D.....	DORANS		84.9				
2 00	3 55	11 30			172.4	C.....	MATTOON	135	80.0	3 30	3 20	6 00	8 54 2
					179.3	D.....	AETNA		73.1				
					184.3	C.....	NEOGA	143	68.1				
	4 35	12 30PM			191.2	D.....	SIGEL		61.2				
				275	199.2	C.....	EFFINGHAM	272	53.2	2 00	12 30PM	5 00	8 00
					205.7	D.....	WATSON		46.7				
					211.5	D.....	MASON		40.9				
3 00	5 10	1 30			214.6	C.....	EDGEWOOD		37.8	L 1 30AM	L 11 45AM	4 20	L 7 35PM
VIA BLUFORD	VIA BLUFORD	VIA BLUFORD			218.5	D.....	LAOLEDE		33.9	VIA BLUFORD	VIA BLUFORD		VIA BLUFORD
					223.1	D.....	FARINA		29.3				
					228.9	C.....	KINMUNDY		23.5				
					233.6	D.....	ALMA		18.8				
					239.0	D.....	TONTI		13.4				
				90	244.2	C.....	ODIN		8.2				
			A 1 40AM		250.0	D.....	BRANCH JCT		2.4			L 3 15PM	
										Daily	Daily	Daily	Daily
			A 1 55AM		252.4	C.....	CENTRALIA					L 2 45PM	
3 27	5 37	2 08		140	18.7	D.....	GREENDALE	140	22.3				
3 44	5 54	2 36		140	32.1	D.....	STRATTON	140	8.9				
A 4 00AM	A 6 30AM	A 3 30PM				C.....	BLUFORD						

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: Yard office, Kankakee Jct.
 Gilman: Telegraph office.
 Champaign: Telegraph office, yard office, engine house.
 Mattoon: Yard office, engine house.
 Effingham: Interlocking station.
 Centralia: Ticket office, yard office, engine house.
 Gibson City: Interlocking station.
 Clinton: Yard office, telegraph office, engine house.
 Bluford: Yard office, engine house.

10. (g). Maintenance of Way Department yellow rectangular sign (M of Way Rule 27) will be located 2 miles in advance of point where reduced speed is required.

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

Kankakee Junction,		Gilman	
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 N.Y.C.		For northward	
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,

No. 1 Station yard track	—
No. 2 Station yard track	— —
Southward freight lead	— — — —
Northward freight lead	— — — —
To roundhouse	— o —
To engine stub	— o —
To Havana District	o o o o o
To No. 1 Coach track	o o o o o
To house track	— — o
To Jones track	— o
To ice plant	o —
To No. 1 track (via rusty rail)	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

17, 19, 20, 21. Self-propelled roadway machines will not display signals as prescribed by Rules 17, 19, 20 and 21.

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

21. (a). Between Richton and Branch Jct. white lights will be omitted on all extra trains except passenger extras.

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

83. Train Registers:

Kankakee Junction	Edgewood
Gilman telegraph office	Centralia telegraph office
Champaign yard office	Centralia yard office
Champaign telegraph office	Bluford yard office
	Clinton telegraph office

Unless otherwise designated freight trains will run as extra trains between Richton and Branch Jct.

Kankakee Junction is a register station for freight trains originating and terminating at Kankakee except freight trains to or from C C C & St. L yard.

Gilman is a register station for trains between Gilman and Clinton and trains originating and terminating at Gilman. Champaign telegraph office is a register station for first-class trains and trains originating and terminating at passenger station. Champaign yard office is a register station for trains originating and terminating at Champaign Yard. Mattoon yard office is a register station for trains originating and terminating at Mattoon. Edgewood is a register station for Edgewood Line trains only.

Following trains may register by form 905 at:

Kankakee Junction—All trains that are required to register at Kankakee Junction.

Gilman—All trains that are required to register at Gilman.

Clinton—All first-class trains.

Champaign—All first-class trains.

Edgewood—All Edgewood line trains.

83. (a). Southward trains may leave Richton without a clearance, but first class trains and passenger extras originating at Central Station must obtain clearance at "X" office Chicago.

Trains originating on the C C C & St. L at Kankakee may leave Kankakee Junction without clearance, but must obtain a clearance before leaving C C C & St. L passenger station, Kankakee. Trains obtaining a clearance at C C C & St. L passenger station, Kankakee, will not be governed by train order signal at Kankakee Jct.

All Southward trains enroute to Gilman line must obtain clearance before leaving Gilman.

Northward trains may leave East Junction without a clearance but must obtain a clearance before leaving Clinton.

Northward trains departing East Yard Clinton will register and obtain clearance at "CO" office. Trains departing North Yard Clinton will register at "CO" office and upon departure obtain clearance from train order delivery stand on wye. Before departing North Yard trainman must notify "CO" office train is ready to depart. All southward trains will register at "CO" office, Clinton.

Northward trains from Gilman line may leave Gilman without clearance.

Northward trains from Edgewood line may leave Edgewood without a clearance, if train order signal indicates proceed.

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

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83. (b). At Gilman the train dispatcher may inform trains going to Gilman line by train order form V whether all overdue superior trains have arrived or departed.

At Clinton the train dispatcher may inform Chicago District trains originating at North Yard by train order form V whether all overdue superior trains have arrived or departed.

Before occupying crossover located between Gilman line main track and T P & W main track at Gilman, flag protection must be afforded eastward T P & W trains until movement has been completed and switches lined to normal position. When possible to do so, Operator at Gilman will also secure permission from T P & W dispatcher for I C RR trains or engines to use crossover before unlocking switches to crossover. Crossover switches are electrically locked.

Clear train order signal at Gilman for southward trains enroute Champaign indicates that all overdue southward superior trains have left.

Lunar white indicator located on northward home signal mast on Edgewood Line at Edgewood interlocking when displayed indicates that all overdue northward superior trains have left. Operators must not display this indication unless authorized by the train dispatcher.

86. Second-class and inferior trains between Champaign and Branch Junction must clear time of first-class trains or trains of superior right in the same direction not less than fifteen minutes.

93. Yard Limits:

Richton on tracks 3 and 4.	Centralia
Kankakee	Bluford
Otto (Bloomington District only)	Gibson City
Gilman	Clinton
Rantoul	Effingham

On C C C & 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.

Between Court St. and Kankakee Jct., before clearing any train, engine or yard cut to move in either direction, the signalman at Kankakee or Kankakee Jct. must obtain permission from the signalman at objective point. Opposing movements must not be permitted. Engines and yard cuts will use yard track between Court St. and Kankakee Jct. unless otherwise authorized. When a train or engine clears the main track at hand-operated switch, the switch must be immediately closed and locked. Trainman will then report in clear.

99. (b). Detailed instructions governing operation and use of rear end oscillating red light are posted in electric locker and selector switch is located near electric locker inside of car. Conductors and trainmen on trains equipped with rear end oscillating red light must be familiar with its operation and use, and comply with posted instructions.

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

Territory or Location	Passenger trains, roller bearing trucks: Passenger Engines	Passenger and Express trains, friction bearing trucks: Passenger Engines	Passenger and Express trains: GP type Engines	Freight trains: Passenger or GP type Engines	All trains: Switcher or transfer Engines	Trains handling wrecking derricks or locomotive cranes.
	Miles per Hour					
Between Richton and Champaign-----	79	79	65	60	45	30
Between Gilman and Clinton-----	79	79	65	60	45	30
Between Champaign and Branch Jct.-----	100	80	65	60	45	30
Between Edgewood and Bluford-----	50	50	50	50	45	30
Diverging routes through crossovers, junctions and siding switches:						
Through turnouts at spring switches unless otherwise authorized--	25	25	25	25	25	25
On straight track at spring switches when springing points-----	40	40	40	40	40	30
Monee—Crossovers between main tracks and turnout to No. 3 track.	40	40	40	40	40	30
Otto—Crossovers between No. 1 and No. 2 tracks and turnout from No. 2 to No. 3 track.						
Gilman—First crossover north of station No. 2 to No. 1 track.						
No. 20 Cross overs and turnouts						
Peotone—Crossover No. 3 to No. 2 track.	30	30	30	30	30	30
Manteno—Crossovers, except extreme north and south crossovers between tracks 1 and 2, and crossover south end west siding.						
Indian Oaks—Crossover No. 2 to No. 1 track.						
Kankakee Jct.—First crossovers north of K. & S. railroad crossing, tracks 2 to 1, and 2 to 3.						
Otto—Crossover No. 2 to No. 3 track and siding.						
Ashkum—Crossovers, except Crossover south end west siding.						
Gilman—Crossover south of T P & W RRR crossing No. 2 to No. 1 track.						
Edgewood—Crossovers and main track turnouts to Edgewood Line.						
No. 18 Cross overs and turnouts						
Otto—South end siding.						
Ashkum—Both ends east siding, north end west siding						
Gilman—South end west lead to No. 1 track. Crossover No. 2 track to east siding.						
Leverett Jct.—Crossover and turnouts.						
Champaign—Crossovers between Springfield Ave. and Logan St.						
Effingham—Crossover east siding to northward main south of coal chute. North switch east siding.						
Gibson City—Siding switches.						
Farmer City—Siding Switches.						
No. 15 Cross overs and turnouts						
Through crossovers and turnouts other locations-----	15	15	15	15	15	15

Between Otto and Monee (track 2); between Gilman and Otto; between Gilman and East Junction and between Edgewood and Bluford speed of trains handled by single unit diesel engines is restricted as follows:

Single unit diesel light or with one car (may be coach or caboose) ----- 25 M.P.H.
Single unit diesel with two cars (one of which may be coach or caboose) ----- 45 M.P.H.

Maximum permissible speed for GP type engines is 65 miles per hour, and for diesel switcher and transfer units 45 miles per hour, except General Purpose diesel units 9200 and 9201 which have a higher gear ratio permitting a maximum speed of 83 miles per hour.

Maximum permissible speed for trains handling short wheel base ore cars, loaded or empty, ditchers, spreaders, and air dump cars must not exceed 25 miles per hour.

Maximum permissible speed for trains handling diesel truck transfer cars is 45 miles per hour. (Continued on Page 13)

Territory or Location	Passenger trains, roller bearing trucks: Passenger Engines	Passenger and Express trains, friction bearing trucks: Passenger Engines	Passenger and Express trains: GP type Engines	Freight trains: Passenger or GP type Engines	All trains: Switcher or transfer Engines	Trains handling wrecking derricks or locomotive cranes.	Miles per Hour					
101-(b). Lower Speeds												
Chicago District:												
Kankakee Junction, around C C C & St. L wye-----	15	15	15	15	15	15						
Kankakee, between river bridge and K & S crossing, tracks Nos. 1, 2, 3-----	25	25	25	25	25	25						
Gilman, through crossover to and from Gilman line, around wye and over T.P.W. railroad crossing on Gilman line. Curve, Mile 81.5—one-half mile south of Gilman on Gilman line-----	25	25	25	25	25	25						
Gibson City, between extreme north public crossing and interlocking-----	60	60	60	--	--	--						
Curves, between DeWitt and Birkbeck, miles 141 to 143---	40	40	40	40	40	--						
Curve, Mile 143.7—Birkbeck-----	60	60	60	--	--	--						
Curve, Mile 147.5, 147.7 and 148 north of Clinton-----	75	75	--	--	--	--						
	60	60	60	--	--	--						
Champaign District:												
Champaign, lead between "A" yard and northward main track at Leverett Junction-----	15	15	15	15	15	15						
Between mile post 130 and Springfield Ave., Champaign, northward main track-----	60	60	60	--	--	--						
Tolono, N. E. Wabash connection-----	10	10	10	10	10	10						
Tuscola, curves both ends intermediate siding southward main track-----	90	--	--	--	--	--						
Tuscola, B & O wye-----	5	5	5	5	5	5						
Mattoon, northward main track mile 174.6 to 172.7-----	60	60	60	--	--	--						
Mattoon, through subway-----	40	30	30	20	20	20						
Mattoon, New York Central crossing (Karl Tower) until engine or leading car has passed over crossing-----	20	20	20	20	20	20						
Effingham	} Southward main track mile 198 to 199.5-	60	60	60	--	--						
		60	60	60	--	--						
Branch Junction	} Passenger-----	40	40	40	--	--						
		--	--	--	40	40	--					

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

Buckley—Train No. 4-----	60 M.P.H.	
Tolono—	Train No. 1-----	75 M.P.H.
	Train No. 2-----	20 M.P.H.
Neoga and Farina—Train No. 25-----	40 M.P.H.	
Tuscola—Train No. 1-----	75 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 freight trains for class of engine handling the train must not be exceeded.

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

Location	Class of Engines
Gibson City—Noble switch-----	All engines

103. See rule 509a Page 15.

104. Normal position of switches:

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

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Electrically locked hand throw switches:		
Location	Switches	Controlled by
Monee	Track 4 to house track	Signalman, Monee
Peotone	Main track crossovers	Signalman, Monee
Manteno	Track three to State Hospital	Signalman, Manteno
Indian Oaks	Main track crossovers	Signalman, Manteno
Bradley	Main track crossovers	Signalman, Kankakee Jct.
Kankakee	Main track crossovers	Signalman, Kankakee Jct.
Kankakee	Main track crossover extreme south end yard	Signalman, Gilman
Chebanse	All main track	
Clifton	All main track	
Ashkum	South end of west track	
Danforth	All main track	
Gilman	All main track switches north of interlocking (except spring switches) and crossover Gilman line to TPW Wye and interchange track.	
Rantoul	Northward main to Chanute Field	Operator, Rantoul
Gibson City	South end of storage track	Signalman, Gibson City
Arcola	Spur Track	Signalman, Arcola
Edgewood	Northward Main South switch double track Edgewood line	Operator, Edgewood

Trainmen desiring to use electrically locked switch will call controlling station by telephone and be governed by instructions on inside of door on electric lock.

109. Bulletin Boards:

Chicago:	Conductor's room, Central Station, Congress St.
	Yard Office, engine house 27th St.
Markham:	Yard office, engine house, Homewood yard office.
Kankakee:	Yard office.
Gilman:	Passenger station.
Champaign:	Caller's office, yard office, engine house.
Mattoon:	Yard office, engine house.
Effingham:	Yard office.
Centralia:	Yard office, engine house, passenger station.
Gibson City:	Bunk room.
Bluford:	Yard office, engine house.
Clinton:	Callers office, engine house, north yard office.

D-151. Two Tracks:

Between Gilman and Branch Junction, except between north home signal of interlocking at Champaign and crossover at Springfield Avenue south of passenger station, Champaign.

Tracks Nos. 1 and 2 between these points are designated as station yard tracks and their use is governed by first paragraph of Rule 105.

Between Edgewood and 12064 feet south on Edgewood line.

Two or more Tracks:

Between Otto and Gilman:

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

Between Monee and Otto:

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

Between Richton and Monee:

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

221. When train order signal displays stop indication at Monee and/or Kankakee Junction interlocking train order office and lunar white marker light is not displayed for any track for approaching trains, clearance must be obtained by trains moving in direction for which stop indication is displayed, before proceeding.

251. Between Richton and Monee on tracks one, two, three, and four and between Monee and Otto on tracks one and three, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

254. Except as affected by Rule 251 all Block Signal Rules and Operating Rules remain in force.

261. Between Monee and Otto on track two, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

264. Except as affected by Rule 261 all Block Signal Rules and Operating Rules remain in force.

283. Monee Otto Gilman (First crossover North of Station No. 2 to No. 1 track) } When home signals display Medium-Clear indications, trains may move through interlocking limits at speed of 40-miles per hour.

285. Gilman—When Home Signal governing northward movements from Gilman line displays upper light yellow and lower light red indicates route is lined through the interlocking.

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.

When taking charge of locomotive equipped with automatic train stop where departure test is made it will require approximately four (4) minutes for equipment to warm up after cab switch is closed before equipment will function properly, this is due to a new type of Pilotron tube now being used.

(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, but in no case exceeding 79 Miles per hour, 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

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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.

(E). When operating against current of traffic in automatic train stop territory, 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.

287-290-292. Three indication dwarf signals located as follows:

Location	
Manteno	Switch house track to No. 1 track.
Gilman	Gilman-Clinton Line.
Arcola	South end siding
Neoga	North end east siding.
Farmer City	North end of siding.
Light Indication	
Green	Proceed, switch lined to main track
Red	Stop
Yellow	Proceed, switch lined to main track
Red over	
Yellow	Proceed, switch not lined to main track

292. On the Edgewood line stop block signals are equipped with key operated time release. Train on main track desiring to make main track movement, if signal indicates stop and it is known that route ahead is clear and no movement is being made on siding, insert switch key in the release box located on side of relay house marked **main**. Turn key and hold until indicator lamp lights, then remove key. Signal should clear in approximately 6 minutes. Movement may then be made in accordance with the rules.

If signal does not clear in prescribed time, rule 509 will govern.

295. Gibson City—Take siding indicator located on northward stop signal mast south end of siding. When white letter "S" is displayed trainmen must line electrically locked hand throw switch for movement to storage track. After switch is lined white "S" will be extinguished and home signal will display Red Light over Yellow Light (Rule 290) for movement to storage track.

Southward dwarf signal with leave siding indicator governing movement from storage to main track over electrically locked hand throw switch is located 320 feet north of switch. When white letter "S" is displayed trainmen may operate switch and be governed by rules 290 and 292.

505. Automatic train stop territory on southward main extends Springfield Ave., Champaign M. P. 128.09 to Branch Jct. M. P. 250.12; on northward main M. P. 251.21 south of Branch Jct. to Springfield Ave., Champaign M. P. 128.09; on northward track Edgewood Line from home signal to south end of two main tracks.

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

When operating against current of traffic in automatic block signal territory, train will approach all home signals at interlocking plants prepared to stop, also all facing point switches prepared to stop, unless the way is seen to be clear.

509-509(a) and 103. Gibson City—Southward stop and proceed signal D1097 located 3,231 feet south of M. P. 109 will display stop indication when southward home signal is at stop. All trains in excess of 16 cars, including engines, must stop at southward stop and proceed signal D1097 when signal displays stop indication, and remain until signal displays proceed.

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossings protected by automatic devices will not obstruct crossings until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

If train or engine with or without cars moving on main track over public crossing protected by automatic devices stops within the limits of the track circuits which actuate the automatic device, train or engine with or without cars will proceed at slow speed and will not foul crossing until automatic device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out between the crossing and insulated rail joint nearest the crossing on that track.

Trains or engines proceeding in accordance with Rule 509(a) will also proceed expecting to find crossing protection devices not working properly.

525 to 533 Inc., 104. CENTRALIZED TRAFFIC CONTROL is in operation between Otto and Gilman. Stop signals, power operated and electrically locked hand throw switches are controlled by signalman at Gilman. When train or engine is stopped by a stop signal member of crew must contact signalman at Gilman. (See Rule 530.) Telephones for contacting signalman are located at signal bridges. (Block card not required.) Revised instructions covering operation of electric switch locks by trainmen are posted on inside of door lock.

539. Spring switches:

Location	Normal Positions
Gilman—North switch east siding	For No. two main track.
South end cross-over south of coal chute	For No. one main track.
Paxton—North switch east siding	For northward main track.
South switch west siding.	For southward main track.
Thawville siding—both ends*	For main track.
Melvin siding—both ends*	For main track.
McNulta siding—both ends*	For main track.
DeWitt siding—both ends*	For main track.
East Junction*†	For main track.
Leverett Jct.—North switch, north end outbound lead	For northward main track.
Arcola—South Switch, crossover from siding to southward main north of Pennsylvania crossing †	For southward main track.
Mattoon—North switch, north siding	For northward main track.
Mattoon—South switch, west switching lead†	For southward main track.
Neoga—North switch east siding†	For northward main track.
Effingham—South switch west siding†	For southward main track.
Greendale } Siding both ends*†	For main track.
Stratton }	
Bluford—North switch north end outbound lead*†	For main track.

*Lunar white marker

†Key operated time release

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Movement through spring switches governed by dwarf signal having emergency key operated time release will be governed as follows:

If signal displays stop indication and it is known route ahead on main track is unoccupied and another train or engine is not approaching on adjacent track, trainmen will insert switch key in the release box mounted on signal case near dwarf signal, turn key clockwise and remove key from release box. At East Junction and on Edgewood line, release box is located on signal case or relay house opposite signal, and key must not be removed until indicator lamp lights, and movement may then be made in accordance with rules. If signal does not clear in prescribed time Rule 509 will govern.

671. LAURETTE: Interlocking normally lined against train and engine movements on the Rantoul District.

When a train or engine is stopped by stop signal at crossing with no conflicting Rantoul District train movement evident and derrails are on Rantoul District track in derailing position, movement over the crossing may be made on hand signals given by trainman at crossing.

ARCOLA: Interlocking station is closed between 12:30 A. M. and 7:30 A. M. Signals will be normally set for Illinois Central trains during these hours.

707. Trains consisting entirely of loaded ore cars with short wheel base must carry 90 pound train line pressure.

728. To provide for the handling in tow of diesel switcher and diesel road switcher units Rule 728 is supplemented to permit the handling of one diesel unit without separation from unit handling train between Champaign yard and Rantoul.

920. When car with hot box is found in train, or such car is set out, unusual care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the box and all fire thoroughly extinguished and inspection made to know that no danger of fire exists.

1200. When four (4) or more than four (4) GP type diesel units are operated handling train, when making an independent release of the brakes after an automatic brake application, the brakes on units back of the third unit will be considerably slower in releasing which may result in brakes sticking on these units.

When making a back-up movement with more than three (3) units in multiple there is danger of a jack-knife action of the units which may result in rail turning over under locomotive. Before making back-up movement with more than three (3) units, engines of the leading units must be isolated and only the rear three (3) units allowed to work power. Enginemen must see that these instructions are strictly observed.

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

Diesel locomotives	4 inches
X2663 - X2664 - X2668 - X2669 -	
X2789 diesel truck transfer cars	4 inches
Streamlined passenger cars	5 inches
Office cars	5 inches
Conventional 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. If authority is given to operate air conditioned passenger cars through a greater depth than 9 inches, proper inspections should be made to ascertain if the apparatus requires to be cleaned and dried.

1203. At Gilman—That portion of siding east of northward main track south of T P & W crossing is a storage track. Deraill has been placed at south end of track. No. 2 east siding is used as a storage track, trains or engines using these tracks be governed accordingly expecting to find them occupied.

1204. At Gilman—Indicator located north end of west siding displays white lights with numerals. White light indicates track not occupied, no light indicates track occupied. Top light governs No. 1 siding, middle light No. 2 siding, and lower light No. 3 siding.

1205. Double track on Edgewood Line at Edgewood has clearance capacity for engine, caboose and 250 cars.

1206. At Effingham—Gate indicator identified by plate bearing letter "X" governing northward train and engine movements over Fayette Avenue only, on the northward main track is in service ten (10) feet in approach to Fayette Avenue.

When red aspect is displayed, trains and engines must stop and then proceed over crossing at restricted speed, looking out for vehicular traffic.

When green aspect is displayed, trains and engines may proceed over Fayette Avenue without stopping.

Northward trains stopping at Effingham passenger station will stop 175 feet south of Fayette Avenue. A marker post painted white is located on east side of platform.

1207. On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525, Train Dispatchers or levermen operators must be advised of proposed movement of Rail Detector Cars, Joint Oilers, Weed Burners and other such heavy equipment which cannot readily be removed from the track but which nevertheless may not positively shunt the track. An opposing train must not be permitted to enter a block occupied by such equipment.

Such equipment must not be operated over highway grade crossings which are provided with automatic protection, except by hand flagging, unless it is known that the automatic protection is operating.

Such equipment will come to a stop at railroad crossings where automatic interlocking is in use, and must not proceed over crossings until instructions covering emergency use of such crossings have been followed. (See Rule 672)

Levermen or operators must not operate any switches or derrails in the route lined for this equipment while it remains within the interlocking limits.

In Automatic Train Stop Territory deadhead movements of this equipment will be authorized and made according to existing Time Table Special Instructions, except that Train Dispatchers will arrange for clear block between open stations both in advance of and in the rear of this equipment.

1209. Journal boxes on streamline cars having roller bearings are equipped with a cylinder of liquid gas sealed with a low melting point solder which is melted when journal is overheating, emitting an odor similar to a stench bomb. The odor enters car through the fresh air intake of the air-conditioning system, and can also be detected in vestibule, as well as in cars following. When this odor is detected, immediate action should be taken to stop the train for inspection. Report should be promptly made to the Chief Dispatcher.

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

6. 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.

7. 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.

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

	Factor	11	15	5	12
		Chicago to Centralia- Bluford	Bluford- Centralia to Chicago	Gilman to Clinton	Clinton to Gilman
Engines	Horse Power	100 Per Cent Tonnage Rating			
Diesel -----	1500	6515	8855	5445	6420
Diesel -----	1750	6630	9015	5540	6535
Diesel -----	3000	13030	17710	10890	12840
Diesel -----	3250	13145	17870	10985	12955
Diesel -----	3500	13260	18030	11080	13070
Diesel -----	4500	19545	26565	16335	19260
Diesel -----	4750	19660	26725	16430	19375
Diesel -----	5000	19755	26885	16525	19490
Diesel -----	5250	19890	27045	16620	19605





