

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

INDIANAPOLIS
 EFFINGHAM
 BLOOMINGTON
 PONTIAC
 RANTOUL
 DISTRICTS
 (ILLINOIS DIVISION)

TIME TABLE No.

14

Taking Effect at 12:01 a. m.,
SUNDAY, OCTOBER 25, 1959

Superseding
 Time Table No. 13
 Dated April 25, 1954

FOR THE GOVERNMENT OF EMPLOYES 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

Southward—INDIANAPOLIS DISTRICT—Northward

SECOND CLASS				Siding Standing Room, Cars with Engine	Mile Posts	TIME TABLE NO. 14		Miles from Palestine	Siding Standing Room, Cars with Engine	SECOND CLASS					
371		391				Taking Effect October 25, 1959				370		374			
Dispatch IB-1		Local Freight				STATIONS				Local Freight		Dispatch MI-2			
Daily		Tues-Thur-Sat													
INDIANAPOLIS..... 123.3															
L 8 00PM	L 7 00AM	1.7	D... WISCONSIN ST. YARD..	121.6	A 3 00PM	A 5 00AM									
8 12	7 27	74	7.4	..... MT. PERRY.....	115.9	74	2 15	3 36						
8 32	7 50	17.4	D... BARGERSVILLE.....	105.9	1 55	3 16									
8 45	8 04	71	24.8	..... ANITA.....	98.5	71	1 40	3 01						
8 55	8 20	30.1	D... MORGANTOWN.....	93.2	1 27	2 46									
9 01	8 27	70	33.3	..... DOUBLING TRACK.....	90.0	70	1 21	2 40						
9 11	8 39	38.9	..... HELMSBURG.....	84.4	1 07	2 24								
9 16	8 45	41.3	..... TREVLAO.....	82.0	1 02	2 18								
9 38	9 05	69	49.7	..... UNIONVILLE.....	73.6	69	12 43	1 59						
9 50	9 50	60	55.9	D... BLOOMINGTON.....	67.4	60	12 30	1 45							
10 00	10 05	69	56.8	..... FLOYD.....	66.5	69	12 18	1 28						
10 16	10 23	65.0	..... ELWEEN.....	58.3	12 02PM	1 10								
10 26	10 34	71	70.2	..... SOLSBERRY.....	53.1	71	11 51	12 57						
10 40	10 49	77.5	..... TULIP.....	45.8	11 34	12 38								
10 50	11 20	72	83.0	D... BLOOMFIELD.....	40.3	72	11 22	12 25							
11 10	11 35	89.4	O... SWITZ CITY.....	33.9	11 10	12 10AM									
11 55 374	11 59	114	95.4	D... LINTON.....	27.9	114	10 59	11 55 374							
12 14AM	12 20PM	97.6	..... VICTORIA.....	25.7	10 39	11 30								
12 27	12 35	112	101.1	..... DUGGER.....	22.2	112	10 35	11 25						
12 41	1 05	110.0	D... CASS.....	20.3	10 19	11 08									
12 50	1 20	73	114.4	..... SULLIVAN.....	13.3	73	10 10	10 58						
12 59	1 35	118.7	..... NEW LEBANON.....	8.9	9 55	10 40								
A 1 35AM	A 2 15PM	120.4	..... MEROM.....	4.6	L 9 45AM	L 10 30PM								
		123.3	D... RIVERTON.....	2.9											
			..... PALESTINE.....											
							Mon-Wed-Fri	Daily							

Southward—EFFINGHAM DISTRICT—Northward

SECOND CLASS		TIME TABLE NO. 14			SECOND CLASS			
371		Taking Effect October 25, 1959			374			
Dispatch IB-1	Local Freight	Mile Posts	STATIONS			Miles from Effingham	Local Freight	Dispatch MI-2
Daily	Daily Except Sun.							
L 3 30AM	L 7 30AM	123.3	D	PALESTINE	53.6	A 6 00 PM	A 8 00 PM	
3 50	7 50	129.7	C	O. O. C. & ST. L. XNG	47.2			
4 00	8 00	130.1		ROBINSON	46.8	5 12	7 43	
		135.5		STOY	41.4	5 00	7 31	
		137.1		BAKERS LANE	39.4			
4 08	8 10	139.5	D	OBLONG	37.4	4 50	7 23	
4 20	8 22	145.6		WILLOW HILL	31.3	4 25	7 11	
4 36	8 38	153.4	D	NEWTON	23.5	3 59	6 51	
				LIS.	17.4	3 10	6 38	
4 50	9 00	159.5		WHEELER	13.9	3 01	6 30	
4 58	9 08	163.0		DIETERICH	10.3	2 54	6 22	
5 06	9 16	166.6	D	EVERS	5.9	2 45	6 12	
5 15	9 26	171.0		EFFINGHAM		L 2 30PM	L 6 00PM	
A 6 00AM	A 10 00AM	176.9	C					
						Daily Except Sunday	Daily	

Southward—PONTIAC DISTRICT—Northward

SECOND CLASS	Mile Posts	TIME TABLE NO. 14	Miles from Minonk	SECOND CLASS
491		Taking Effect October 25, 1959		492
Local Freight		STATIONS		Local Freight
L 3 00PM	55.9	KANKAKEE	73.0	A 10 00AM
Sun., Tues., Thurs.		See Bloomington Dist.		
L 4 25PM	85.5	SAXONY	43.4	A 8 40AM
4 40	91.2	GRISWOLD	37.7	8 25
4 45	93.6	SCOVEL	35.3	8 20
4 55	96.3	EYLAR	32.6	8 10
5 00	98.3	RUGBY	30.6	8 05
5 05	100.4	SWYGERT	28.5	8 00
5 20	106.0	PONTIAC	22.9	7 45
5 30	109.9	ROOK'S CREEK	19.0	7 35
5 40	114.0	GRAYMONT	14.9	7 25
5 50	118.3	FLANAGAN	10.6	7 15
6 01	123.5	SPIRES	5.4	7 00
A 6 10PM	127.3	MINONK JCT.	1.6	L 6 50AM
		See Amboy Dist.		Mon., Wed., Fri.
A 6 15PM	128.9	MINONK		L 6 45AM

Northward—RANTOUL DISTRICT—Southward

Mile Posts	TIME TABLE NO. 14
	Taking Effect October 25, 1959
	STATIONS
	D LE ROY
6.3	SABINA
9.3	GLENAVON
12.4	LAURETTE
17.8	LOTUS
19.0	DICKERSON
22.9	D FISHER
26.3	DEWEY
29.1	TOMLINSON
30.0	PROSPECT
33.4	C RANTOUL
37.3	DILLSBURG
40.4	D GIFFORD
44.3	PENFIELD
48.0	ARMSTRONG
52.1	D POTOMAC

Southward—BLOOMINGTON DISTRICT—Northward

SECOND CLASS				Mile Posts	TIME TABLE NO. 14 Taking Effect October 25, 1959 STATIONS	Miles from Bloomington	SECOND CLASS			
491		391					392	492		
Local Freight		Local Freight					Local Freight	Local Freight		
						141.3				
		L 3 00PM	L 3 00PM	55.9	CHICAGO.....	85.4	A 10 00AM	A 10 00AM		
					55.9 KANKAKEE.....					
		Sun., Tues., Thurs.	Mon., Wed., Fri.		See Chicago Dist.					
		L 3 10PM	L 3 10PM	60.3	4.4 OTTO.....	81.0	A 9 45AM	A 9 45AM		
		3 25	3 25	65.7	5.4 D.....IRWIN.....	75.6	9 30	9 30		
		3 28	3 28	66.5	0.8 LEHIGH JCT.....	74.8	9 27	9 27		
		3 33	3 33	68.5	2.0 DIOKEYS.....	72.8	9 22	9 22		
		3 40	3 40	71.6	3.1 D.....HERSCHER.....	69.7	9 15	9 15		
		3 50	3 50	75.7	4.1 BUCKINGHAM.....	65.6	9 05	9 05		
		4 00	4 00	79.7	4.0 OABERY.....	61.6	8 55	8 55		
		4 15	4 15	84.2	4.5 D.....KEMPTON.....	57.1	8 45	8 45		
		A 4 25 PM	4 25	85.5	1.3 SAXONY.....	55.8	8 40	L 8 40AM		
			4 35	88.4	2.9 OULLOM.....	52.9	8 30			
			4 45	92.8	4.4 CHARLOTTE.....	48.5	8 20			
			5 00	97.3	4.5 D.....CHATSWORTH.....	44.0	8 10			
			5 15	101.8	4.5 CEREAL.....	39.5	7 55			
			5 25	105.6	3.8 RISK.....	35.7	7 40			
			5 40	111.5	5.9 D.....CROPSY.....	29.8	7 25			
			5 50	115.5	4.0 D.....ANCHOR.....	25.8	7 10			
			6 00	119.8	4.3 D.....COLFAX.....	21.5	7 00			
			6 15	125.4	5.6 D.....COOKSVILLE.....	15.9	6 45			
			6 25	128.9	3.5 FLETCHER.....	12.4	6 35			
			6 35	131.8	2.4 D.....MERNA.....	10.0	6 30			
			6 50	135.3	4.0 BARNES.....	6.0	6 20			
			A 7 00PM	139.8	4.5 NORMAL JCT.....	1.5	L 6 05AM			
					1.5					
					See Amboy Dist.		Tues. Thurs. Sat.	Mon. Wed. Fri.		
			A 7 15PM	141.3	D.....BLOOMINGTON.....		L 6 00AM			

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.

8. Standard clocks:

Effingham Interlocker Tower	Wisconsin Str. Yard
Palestine Telegraph Office	Telegraph Office
Bloomington, Ind. Telegraph Office	Minonk, Ill.

10. (g). Maintenance of Way Department yellow rectangular sign (M of Way Rule 27) will be located 1 mile in advance of point where reduced speed is required.

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

21 (a) On Rantoul District display of white lights will be omitted on extra trains.

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

83. Train Registers:

Effingham Yard Office	Saxony
and Interlocker Tower	Minonk
Palestine Telegraph Office	Bloomington, Ill.
Wisconsin Str. Yard	Leroy
Telegraph Office	Rantoul

83 (a) Southward trains, Bloomington District, may leave Otto without a clearance but must obtain clearance before leaving Kankakee Junction.

Northward trains from Bloomington District may leave Otto without a clearance.

Southward Pontiac District trains may leave Saxony without a clearance.

Northward Pontiac District trains may leave Minonk Junction and Saxony without a clearance but must obtain a clearance before leaving Minonk.

Northward trains may leave Normal Junction without a clearance but must obtain a clearance before leaving Bloomington, Ill.

98. Yards:

Effingham	Linton
Newton	Wisconsin Str. Yard
Robinson	Bloomington, Ind., ex-
Palestine extends to	tends to Floyd
Riverton	Rantoul
Minonk	Otto

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

Effingham-----	Champaign District Jct.
{ Bloomington, Ind.— }	{ (M. P. XA-4.5) } .C. I. & L.
{ Lead to Stone Quarries }	{ (M. P. XA-4.1) } { Spur Crossings
Indianapolis-----	I. U. Railroad Jct.
Normal Junction-----	Amboy Dist. Jct.
Minonk Junction-----	Amboy Dist. Jct.
Rantoul-----	Chicago District Jct.

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 Train Dispatcher.

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

98 (a) BLOOMFIELD: Trains or engines using railroad crossing on the spur track must do so under train order authority or full protection in accordance with Rule 99. Normal position of crossing gate is for Indianapolis District.

NEWTON: Crossing gate will be operated by operator when 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.

SPECIAL INSTRUCTIONS (Continued to page 7)

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 Indianapolis and Effingham, Ill.-----	40	40	40	40	*25	*25						
Between Otto and Normal Jct.-----	30	30	30	30	25	20						
Between Saxony and Minonk Jct.-----	30	30	30	30	25	20						
Rantoul District-----	20	20	20	20	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--- }												
Bloomington, Ind.—Cavanaugh track----- }	10	10	10	10	10	10						
Through Crossovers, turnouts and spring switches other locations---	15	15	15	15	15	15						
101-(b). LOWER SPEEDS												
Indianapolis District												
Indianapolis—between Senate Ave. and South St.-----	5	5	5	5	5	5						
Curves between MP23 and MP24-----	35	35	35	35	25	20						
Curves between MP31 and MP35-----	35	35	35	35	25	20						
Between MP44 and MP49, on Gleasons fill between MP62 and MP63, and on Ellis fill between MP 68 and MP69-----	30	30	30	30	25	20						
Bloomington, Ind.—curve between MP55 and MP56-----	20	20	20	20	20	20						
Bloomington, Ind.—Lead to Stone Quarries-----	20	20	20	20	20	20						
Bloomington, Ind.—Old Shawnee Stone Co. track from Indian Hill Stone Mill to Tramway-----	5	5	5	5	5	5						
Over bridges X45-4, X75-6 and X120-6-----	20	20	20	20	20	20						
Curve mile 83.2-----	35	35	35	35	25	20						
At Switz City from approach signals until engine or leading car has passed home signals-----	20	20	20	20	20	20						
Between MP116 and 117 and MP122 and 123-----	35	35	35	35	25	20						
Effingham District												
C.C.C.&St.L. Xng—between southward and northward approach signals-----	20	20	20	20	20	20						
Curves, between MP134 and MP135 }-----												
Curves, between MP151 and MP152 }-----	30	30	30	30	25	20						
Curves, between MP171 and MP172 }												
Bloomington District												
Otto between approach signal and home signal-----	15	15	15	15	15	15						
Curve between MP139 and Normal Jct.-----	15	15	15	15	15	15						
Pontiac District												
Scovel between approach signals and home signals-----	10	10	10	10	10	10						
Pontiac between home signals until engine has passed opposing home signals, GM&O and Wabash crossings-----	15	15	15	15	15	15						
Over bridge F107-5 and F112-8-----	25	25	25	25	15	15						
Saxony wye—South Leg-----	10	10	10	10	10	10						
Rantoul District												
At Laurette, Illinois between approach signals and home signals---	15	15	15	15	15	15						

101-(b) Lower Speeds. Continued

Trains must not exceed 25 miles per hour when handling high ore cars with a short wheel base, ditchers, spreaders, or air dump cars, either loaded or empty.

Engines designated below must not be operated over the following locations

Location	Class of Engine
Lenore, Ind. — Mile Post 5 All tracks serving Public Service Co. except track serving warehouse	All engines
Bloomington, Ind. — Old Shawnee Stone Co. track from Indian Hill Stone Mill to Tramway beyond 3 car lengths of the west end of run around track at Tramway	All engines
Linton—CMStP&P yard except tracks 1-2-3	All Engines
Riverton—Merom gravel pit both tipples	All Engines
Robinson— Refinery Track 3 beyond a point one car length north of loading rack to switch south of loading rack	All Engines
Refinery Tracks 4 and 5 beyond a point one car length north of loading racks	All Engines
All Engines are restricted from using track 6 when cars are being loaded or unloaded on tracks 3, 4 or 5	
All Engines are restricted from using track 10 when cars are being loaded or unloaded on tracks 11 or 12	
When cars are being loaded or unloaded on either Tracks 11 or 12	All Engines

103. 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.

104. Normal Position of Switches:

Effingham	For Champaign District
Palestine: Main track switch near Main Street south end of yard and most northerly main track switch at north end of yard	have no normal position and they may be left lined in position in which they are last used. All trains and engines will approach these switches at restricted speed and know they are properly lined for their movement before using them.
Indianapolis—Main track switch near south end Wisconsin St. yard	has no normal position and may be left lined in position last used. All trains and engines will approach this switch at restricted speed and know it is properly lined for their movement.

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: Telegraph Office	Bloomington, Ind.: Telegraph Office
Bloomington, Ill.: Telegraph Office	
Minonk: Telegraph Office	
Indianapolis: { Wisconsin St. Yard Office Enginemens Washroom	Palestine: { Yard Office Engine House Office Effingham: 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.

290. Automatic train stop test loop has been installed 200 feet east of U.S. Route 45 crossing, Effingham.

Engine crews should turn ATS cab switch to "on" position at Evers to allow equipment to warm up. After passing over test loop they will acknowledge red indication and proceed leaving ATS cut in over ATS territory.

539. Spring Switches:

Location	Normal Position
Wisconsin Street Yard — South end of inbound lead at Raymond Street.	For inbound lead.

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

All train and engine movements over crossing will be governed by stop signals located 175 feet each side of crossing. Indications displayed will be:

Light	Indication	Rule
Red	Stop	292
Yellow	Proceed (Restricting)	290

Derails are located 145 feet each side of crossing. They will be manually operated by Rantoul District Trainmen from electrically locked hand throw stand near crossing.

Inoperative reflectorized approach signals are located on each side 2200 feet in advance of crossings.

All Rantoul District trains will stop at stop signal. Trainmen will go to the crossing and line the interlocking for movement of trains in accordance with instructions located nearby.

After movement has been made over crossing, train will stop to clear opposing stop signal until interlocking has been relined normal and proceed hand signal given by trainmen.

LOTUS: Interlocking normally lined against ICRR train and engine movements at Wabash RR crossing.

All ICRR train and engine movements over crossing will be governed by stop signals located 150 feet on each side of crossing. Indications displayed will be:

Light	Indication	Rule
Red	Stop	292
Yellow	Proceed (Restricting)	290

Derails are located 140 feet on each side of crossing. They will be manually operated by ICRR trainmen from electrically locked hand throw stand near crossing.

Inoperative approach signals are located 2580 feet in advance of crossing.

All ICRR trains and engines will stop at stop signal. Trainmen will go to the crossing and line the interlocking for movement of trains in accordance with instructions located nearby. After movement has been made over crossing, train will stop to clear opposing stop signal until interlocking has been relined normal and proceed hand signal given by trainmen.

CHATSWORTH: Interlocking normally lined against ICRR. Semaphore approach signals (Rule 294) are placed 3680 feet on each side of crossing. Movements over crossing will be governed by stop signals located 180 feet each side of crossing. Indications displayed will be:

Light	Indication	Rule
Red	Stop	292
Red over Yellow	Proceed (Restricting)	290 From coal track over crossing
Yellow	Proceed (Restricting)	290 via main track over crossing

Trainman will proceed to crossing and after ascertaining that no TP&W trains are approaching, be governed by posted instructions. For switching moves, door must be closed marked "Switching Moves" and locked before train departs.

RISK: Interlocking normally lined against ICRR train and engine movements at Wabash RR Crossing.

All ICRR train and engine movements over crossing will be governed by stop signals 150 feet on each side of crossing. Indications displayed will be:

Light	Indication	Rule
Red	Stop	292
Yellow	Proceed (Restricting)	290

Derrails are located 140 feet on each side of crossing. They will be manually operated by ICRR trainmen from electrically locked hand throw stand near crossing.

Approach Signs "RAILROAD CROSSING 1 MILE" are located on each side of crossing.

All ICRR trains and engines will stop at stop signal. Trainmen will go to the crossing and line the interlocking for movement of trains in accordance with instructions located nearby. After movement has been made over crossing, train will stop to clear opposing stop signal until interlocking has been relined normal and proceed hand signal given by trainmen.

SCOVEL: Interlocking normally lined against ICRR train and engine movements at Wabash RR crossing.

All ICRR train and engine movements over crossing will be governed by stop signals located 100 feet on each side of crossing. Indications displayed will be:

Light	Indication	Rule
Red	Stop	292
Yellow	Proceed (Restricting)	290

Derrails are located 90 feet on each side of crossing. They will be manually operated by ICRR trainmen from electrically locked hand throw stand near crossing.

Inoperative reflectorized approach signals are located 2150 feet in advance of crossing.

All ICRR trains and engines will stop at stop signal. Trainmen will go to the crossing and line the interlocking for movement of trains in accordance with instructions located nearby. After movement has been made over crossing, train will stop to clear opposing stop signal until interlocking has been relined normal and proceed hand signal given by trainmen.

PONTIAC: When it is necessary to make switching moves over the GM&O and Wabash Railroad crossings, trainmen will contact operator at GM&O passenger station with phone located at crossing. Operator may then clear both home signals governing train and engine movements over crossings.

Signal horn is located near GM&O-IC crossing and when sounded, I. C. trains and engines must clear track between home signals at the GM&O crossing.

When train or engine is stopped by interlocking signal displaying STOP indication, Rule 292, and cause is not apparent, member of train crew must go to railroad crossing and communicate with operator at the GM&O passenger station.

A switch key control for clearing IC signals at GM&O Crossing is located on outside of emergency push release box. Instructions for operating switch key control are posted at control box.

Telephone and emergency releases are located at GM&O and Wabash Railroad crossings and when instructed by operator to use emergency release, or in case of failure of communication, member of train crew will operate emergency release in accordance with instructions posted in release box at the crossing.

671. SWITZ CITY, INDIANA: Interlocking station will be closed from 8:01 A.M. to 4:01 P.M. Sunday, each week. Signals will be normally set for Illinois Central trains during these hours.

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.
Linton, Ind.	C. M. ST. P. & P. R. R.
Victoria, Ind.	Monon

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

Home signals at Linton may be manually controlled by operator in CMSTP&P depot to hold switching moves and allow through train to proceed. At Linton when train or engine, desiring to make movement over crossing, is stopped by stop indication and no conflicting train movement is evident, trainmen shall operate push button located near stop signal, holding down momentarily and releasing. If signal does not then indicate proceed, trainmen must then go to release box located at crossing and operate release. Copies of instructions for operating push button are posted nearby.

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

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. Oblong: Derrails on both ends of siding.

Bloomington, Ind: Derrails on both ends of siding.

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. 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 practical 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	10	10	10	10	10	12	4	4	7	8	8	7
			Palestine to Lis	Lis to Effingham	Effingham to Newton	Newton to Palestine	Palestine to Bloomington	Bloomington to Indianapolis (Double Doubling track)	Indianapolis to Bloomington	Bloomington to Palestine	Kankakee to Bloomington	Kempton to Minok	Bloomington to Kankakee	Minok to Kempton
Engines	Horse Power	100 Percent Tonnage Ratings												
Diesel	1500	3620	6595	5080	3655	3600	4150	2050	2430	6374	5860	5932	6048	
Diesel	1750	4221	7186	5681	4256	4201	4751	2651	3031	7432	6833	6917	7052	
Diesel	3000	7240	13170	10160	7310	7200	8300	4100	4860	12748	11720	11864	12096	
Diesel	3250	7841	13771	10761	7911	7801	8901	4701	5461	13810	12696	12852	13104	
Diesel	3500	8442	14372	11362	8512	8402	9502	5302	6062	14873	13674	13842	14102	
Diesel	4500	10860	19755	15240	10965	10800	12450	6150	7290	19122	17580	17796	18144	
Diesel	4750	11461	20356	15841	11566	11401	13051	6751	7891	20174	18545	18775	19142	
Diesel	5000	12062	20957	16442	12167	12002	13652	7352	8492	21243	19528	19770	20156	
Diesel	5250	12663	21558	17043	12768	12603	14253	7953	9093	26554	24413	24713	25196	





