

DIVISION OFFICERS

J.M. LAW..... Superintendent..... Champaign
 E.L. PARKER..... Assistant Superintendent...Champaign
 J.P. HAINES..... Assistant Superintendent.....Decatur
 P.F. TURRELL..... Trainmaster..... Kankakee
 R.J. PARKER..... Trainmaster.....Champaign
 J.W. SHARP..... Trainmaster..... Mattoon
 D.G. BLASINGAME... Trainmaster..... Clinton
 J.F. McMAHON..... Traveling Engineer..... Clinton
 R.V. CLARK..... Traveling Engineer.....Champaign
 A.J. PUTH..... Traveling Engineer..... Champaign
 L.E. FILLINGER..... Assistant Trainmaster..... Kankakee
 H.E. HAWKINS..... Assistant Trainmaster..... Kankakee
 A.L. PHIPPS..... Assistant Trainmaster.....Kankakee
 R.L. KERN.....Assistant Trainmaster.....Champaign
 H.L. VAUGHTERS...Assistant Trainmaster..... Champaign
 D. SAPP..... Assistant Trainmaster.....Gibson City
 J.A. SELPH.....Assistant Trainmaster..... Clinton
 D.E. FORD..... Assistant Trainmaster..... Decatur
 R.L. MULHOLLAND.. Assistant Trainmaster..... Decatur
 R.K. DU FRANE..... Assistant Trainmaster..... Mattoon
 B.L. MORGAN..... Assistant Trainmaster..... Mattoon
 F. BRAGG..... Assistant Trainmaster.....Effingham
 D.L. MEEKER.....Assistant Trainmaster..... Indianapolis
 R.K. WINSTEAD..... Assistant Trainmaster..... Evansville

DON'T LEARN SAFETY RULES BY ACCIDENT

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 Gulf



Railroad



ILLINOIS DIVISION

TIMETABLE NO.

2

Taking Effect 12:01 A.M.

THURSDAY, FEBRUARY 14, 1974

Superseding

ILLINOIS DIVISION
TIME TABLE NO. 1

Dated October 29, 1972

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. L. WILLIAMS, Chief Transportation Officer

R. K. OSTERDOCK, General Superintendent-Terminals

I. B. HALL, General Superintendent-Transportation

J. E. MOSS, Superintendent-Transportation

CHICAGO DISTRICT

Southward				Northward							
FIRST CLASS				FIRST CLASS							
51	59	381	391	Sliding, Standing, Room Cars With Engine	Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974	Miles from Champaign	50	58	380	392
Piggy-Back	Panama Limited	Illini	Shawnee			STATIONS		Piggy-Back	Panama Limited	Illini	Shawnee
	L 6 10PM	L 8 50PM	L 9 00AM			C. UNION STA. (CHGO.)	129.2				
	Ls 7 00	Ls 4 38	Ls 9 50		23.5	24.9 HOMEWOOD	104.3		A 9 40AM	A 11 00AM	A 9 40PM
									As 8 40	As 10 08	As 8 40
						CHICAGO DIVISION					
Daily	Daily	Daily	Daily								
L 7 10PM	L 7 08PM	L 4 46PM	L 9 58AM		81.6	8.1 STUENKEL	96.2	A 4 00AM	A 8 29AM	A 10 00AM	A 8 30PM
					84.2	2.5 MONEE	93.6				
					40.5	5.3 PEOTONE	87.3				
						6.2 MANTENO	81.1				
					46.7	4.1 INDIAN OAKS	77.0				
					50.8	3.4 BRADLEY	73.6				
					54.2	1.1 C. KANKAKEE JCT	72.5				
					55.9	.6 KANKAKEE	71.9	3 33	s 8 04	s 9 35	s 8 05
				110	60.3	4.4 OTTO	67.5				
					64.3	4.0 CHEBANSE	63.5				
					69.1	4.3 CLIFTON	58.7				
				95	73.1	4.0 ASHKUM	54.7				
					77.4	4.3 DANFORTH	50.4				
7 32	s 7 28	s 5 13	s 10 18		81.1	3.7 GILMAN	46.7	3 08	7 40	9 14	7 40
7 55	7 48	5 33	10 38	162N 206S							
					84.7	3.6 ONARGA	43.1		7 37		7 37
					87.6	2.9 DEL REY	40.2				
				79	93.1	5.5 BUCKLEY	34.7				
					98.7	5.6 LODA	29.1				
	8 04		10 54	95N 117S	102.8	4.1 PAXTON	25.0		7 23		7 23
					108.8	5.5 LUDLOW	19.5				
8 24	s 8 15	s 5 58	s 11 05		113.8	4.9 D. RANTOUL	14.0		s 7 14	s 8 48	s 7 14
					118.7	3.9 THOMASBORO	9.1				
					122.6	1.5 LEVERETT	5.2				
8 33	8 23	6 07	11 13		124.1	3.7 LEVERETT JCT	3.7	2 16	7 03	8 34	7 03
A 8 40PM	As 8 30PM	A 6 15PM	As 11 20AM		127.8	C. CHAMPAIGN	0.0	L 2 10AM	Ls 6 59AM	L 8 30AM	Ls 6 59PM
								Daily	Daily	Daily	Daily

CHICAGO DISTRICT — (Gilman Line)

Southward				Northward					
SECOND CLASS				SECOND CLASS					
65	63	61	Siding, Standing, Room Cars With Engine	Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Clinton	64	66	62
Dispatch CS 5	Dispatch CS 3	Dispatch CS 1					Dispatch SC 4	Dispatch SC 6	Dispatch SC 2
				21.9	MARKHAM	126.6			
Daily	Daily	Daily			See Richton and Chicago Districts				
L 9 25PM	L 11 10AM	L 12 10AM		81.1	59.2 C.....GILMAN.....	67.4	A 8 10AM	A 3 59PM	A 10 02PM
9 35	11 20	12 18		86.4	5.3RIDGEVILLE.....	62.1	8 01	3 44	9 55
9 50 ⁶²	11 25	12 23	187	90.1	3.7THAWVILLE.....	58.4	7 56	3 40	9 50 ⁶⁵
9 57	11 32	12 31	49	95.6	5.5ROBERTS.....	52.9	7 49	3 34	9 44
10 03	11 38	12 37		100.2	4.6MELVIN.....	48.3	7 43	3 28	9 39
10 10		12 45		106.0	5.8GUTHRIE.....	42.5	7 36	3 20	9 32
10 17	11 50	12 53	156	110.0	4.0 C.....GIBSON CITY.....	38.5	7 28	3 10	9 22
10 24	11 57	1 03		115.7	5.7HARSTER.....	32.8	7 20	3 00	9 14
10 40	12 01PM	1 08	111	119.2	3.5MC NULTA.....	29.3	7 15	2 54	9 09
10 50	12 04	1 13		121.8	2.6BELFLOWER.....	26.7	7 07	2 50	9 05
				123.2	1.4LAURETTE.....	25.3			
				125.7	2.5KUMLER.....	22.8			
10 59	12 10	1 23		127.4	1.7WEEDMAN.....	21.1	6 57	2 40	8 57
11 05	12 14	1 28	115	130.6	3.2 C.....FARMER CITY.....	17.9	6 52	2 34	8 53
				135.0	4.4PARNELL.....	13.5	6 45	2 26	8 47
				136.6	1.6FULLERTON.....	11.9			
				139.2	2.6DE WITT.....	9.3			
				143.7	4.5BIRKBECK.....	4.8			
A 11 45PM	A 12 40PM	A 2 15AM		146.6	2.9EAST JCT.....	1.9	L 6 25AM	L 2 00PM	L 8 30PM
				148.5	1.9 C.....CLINTON.....	0.0			
							Daily	Daily	Daily

SPRINGFIELD DISTRICT

Southward						Northward					
SECOND CLASS				Sliding, Standing Room Cars With Engine	Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from East St. Louis	SECOND CLASS			
65	63	61	64					66	62		
Dispatch CS 5	Dispatch CS 3	Dispatch CS 1	Dispatch SC 4					Dispatch SC 6	Dispatch SC 2		
Daily	Daily	Daily									
L 11 55PM	L 2 10PM	L 2 35AM		148.5	C..... CLINTON.....	142.0	A 5 40AM	A 10 35AM	A 7 40PM		
				149.6	1.1 WEST JUNCTION...	140.9					
12 15AM	2 30	2 55	166	156.7	7.1 KENNEY.....	138.8	4 25	10 20	6 47		
				162.7	6.0 CHESTNUT.....	127.8					
12 30	2 45	3 10	164	169.0	6.3 C..... MT. PULASKI....	121.5	4 10	10 01	6 28		
12 35	2 50	3 15	118	173.2	4.2 LAKE FORK.....	117.3	4 05	9 53	6 23		
				179.8	6.6 BUFFALO HART....	110.7					
12 55	3 10	3 35		188.1	8.3 BISSEL.....	102.4	3 40	9 30	6 05		
				190.3	2.2 C..... STARNES.....	100.2					
1 25	3 20	3 40	65	191.9	1.6 C..... AVENUE.....	98.6	3 30	9 15	5 55		
				163	6.6 TORONTO.....	92.0					
				207.3	8.8 CIMIC.....	83.2					
1 45	3 45	4 05	165	208.9	1.6 DIVERNON.....	81.6	3 05	8 40	5 30		
				217.5	8.6 D..... FARMERSVILLE...	73.0					
2 05	4 06	4 25	163	221.9	4.4 WAGGONER.....	68.6	2 50	8 20	5 15		
				233.3	11.4 NORTH LITCHFIELD	57.2					
2 30 ⁶⁴	4 25	4 45	64	235.9	2.6 LITCHFIELD.....	54.6	2 30 ⁶⁵	7 30	4 55		
2 45	4 45 ⁶²	5 00	89	244.0	8.1 MOUNT OLIVE....	46.5	2 15	7 20	4 45 ⁶³		
3 00	5 00	5 40	162	256.7	12.7 C..... ALHAMBRA.....	33.8	2 00	7 00	4 25		
				264.0	7.3 MARINE.....	26.5					
3 20	5 25	6 05	57	272.6	8.5 MONT.....	17.9	1 40	6 35	4 05		
3 25	5 35	6 30 ⁶⁶	61	276.0	3.4 GLEN CARBON....	14.5	1 34	6 30 ⁶¹	3 59		
A 3 27AM	A 5 37PM	A 6 32AM		276.3	0.3 C..... GLEN.....	14.2	L 1 32AM	L 6 25AM	L 3 57PM		
					Be Governed By C & NW Time Table		Daily	Daily	Daily		
L 4 40AM	L 8 00PM	L 7 30AM		286.3	10.0 C..... MADISON.....	4.2	A 1 15AM	A 5 45AM	A 3 40PM		
					Be Governed by Time Table of I.T. and T.R.R.A.						
A 6 25AM	A 9 00PM	A 8 30AM		290.5	4.2 EAST ST. LOUIS...	0.0	L 12 30AM	L 5 00AM	L 3 00PM		

CHAMPAIGN DISTRICT

Southward				Northward					
FIRST CLASS				FIRST CLASS					
			Sliding, Standing Room Cars With Engine	Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Centralia, Bluford to Edgewood			
51	59	391					58	392	50
Piggy-Back	Panama Limited	Shawnee				Panama Limited	Shawnee	Piggy-Back	
Daily	Daily	Daily							
L 8 41PM	Ls 8 40PM	Ls 11 30AM		127.8	C..... CHAMPAIGN.....	124.6	As 6 49AM	As 6 50PM	A 2 10AM
				132.2	4.4 SAVOY.....	120.2			
8 51	8 48	11 38	83	137.1	4.9 C..... TOLONO.....	115.3	6 28	6 31	1 45
				141.9	4.8 PESOTUM.....	110.5			
9 03	8 57	11 47	98	145.6	3.7 HAYES.....	106.8			
				149.8	4.2 C..... TUSCOLA.....	102.6	6 19	6 22	1 32
				154.1	4.3 GALTON.....	98.3			
9 11	9 03	11 53	122	157.9	3.8 ARCOLA.....	94.5	6 13	6 16	1 24
				163.6	5.7 HUMBOLDT.....	88.8			
9 25	s 9 19	s 12 09PM	116	167.5	3.9 DORANS.....	84.9			
				172.4	4.9 C..... MATTOON.....	80.0	s 6 02	s 6 05	1 10
				179.3	6.9 AETNA.....	73.1			
9 36	9 28	12 18	114	184.3	5.0 NEOGA.....	68.1	5 48	5 51	12 58
				191.2	6.9 SIGEL.....	61.2			
9 50	s 9 44	s 12 34	213N 222 S	199.2	8.0 C..... EFFINGHAM.....	53.2	s 5 37	s 5 40	12 44
				205.7	6.5 WATSON.....	46.7			
				211.5	5.8 MASON.....	40.9			
10 05	9 56	12 46	205	214.6	3.1 C..... EDGEWOOD.....	37.8	5 22	5 25	12 29
				218.5	3.9 LACLEDE.....	33.9			
				223.1	4.6 FARINA.....	29.3			
10 19	10 07	12 57		228.9	5.8 KINMUNDY.....	23.5	5 13	5 16	12 15AM
				233.6	4.7 ALMA.....	18.8			
				239.0	5.4 TONTI.....	13.4			
				244.2	5.2 ODIN.....	8.2			
A 10 40PM	A 10 24PM	A 1 14PM	70	250.0	5.8 BRANCH JCT.....	2.4	L 4 58AM	L 5 01PM	L 11 55PM
					CENTRALIA DISTRICT		Daily	Daily	Daily
A 11 05PM	As 10 35PM	As 1 25PM		252.4	2.4 C..... CENTRALIA.....	0.0	Ls 4 54AM	Ls 4 57PM	L 11 50PM

Southward — CHAMPAIGN DISTRICT (Edgewood Line) — Northward

			205	0.0	C..... EDGEWOOD.....	41.6			
			261	19.3	19.3 GREENDALE.....	22.3			
				41.6	22.3 C..... BLUFORD.....	0.0			

Note:—Train Order Office Centralia is in B Yard Office.

Southward — BLOOMINGTON DISTRICT — Northward

				Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Bloomington				
				55.9	KANKAKEE	85.4				
					See Chicago District					
				60.3	4.4 OTTO	81.0				
				65.7	5.4 IRWIN	75.6				
				66.5	0.8 LEHIGH JCT.	74.8				
				68.5	2.0 DICKEYS	72.8				
				71.6	3.1 HERSCHER	69.7				
				75.7	4.1 BUCKINGHAM	65.6				
				79.7	4.0 CABERY	61.6				
				84.2	4.5 KEMPTON	57.1				
				85.5	1.3 SAXONY	55.8				
				88.4	2.9 CULLOM	52.9				
				92.8	4.4 CHARLOTTE	48.5				
				97.3	4.5 CHATSWORTH	44.0				
				101.8	4.5 CEREAL	39.5				
				105.6	3.3 RISK	35.7				
				111.5	5.9 CROPSEY	29.8				
				115.5	4.0 ANCHOR	25.8				
				119.8	4.3 COLFAX	21.5				
				125.4	5.6 COOKSVILLE	15.9				
				128.9	3.5 FLETCHER	12.4				
				131.3	2.4 MERNA	10.0				
				135.3	4.0 BARNES	6.0				
				139.8	4.5 NORMAL JCT.	1.5				
					1.5					
					See Amboy District					
				141.3	BLOOMINGTON	0.0				

Southward — PONTIAC DISTRICT — Northward

Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Minonk
55.9	KANKAKEE	73.0
	See Bloomington District	
85.5	29.6 SAXONY	43.4
91.2	5.7 GRISWOLD	37.7
93.6	2.4 SCOVEL	35.3
96.3	2.7 EYLAR	32.6
98.3	2.0 RUGBY	30.6
100.4	2.1 SWYGERT	28.5
106.0	5.6 PONTIAC	22.9
109.9	3.9 ROOK'S CREEK	19.0
114.0	4.1 GRAYMONT	14.9
118.3	4.3 FLANAGAN	10.6
123.5	5.2 SPIRES	5.4
127.3	3.8 MINONK JCT.	1.6
	1.6 See Amboy District	
128.9	MINONK	0.0

Southward — RANTOUL DISTRICT — Northward

Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Potomac
52.1	POTOMAC	0.0
48.0	4.1 ARMSTRONG	4.1
44.3	3.7 PENFIELD	7.8
40.4	3.9 GIFFORD	11.7
37.3	3.1 DILLSBURG	14.8
33.4	3.9 D..... RANTOUL	18.7
30.0	3.4 PROSPECT	22.1
29.1	0.9 TOMLINSON	23.0
26.3	2.8 DEWEY	25.8
22.9	3.4 FISHER	29.2
19.0	3.9 DICKERSON	33.1
	1.7	
17.3	LOTUS	34.8
12.4	4.9 LAURETTE	39.7
9.3	3.1 GLENAVON	42.8
6.3	3.0 SABINA	45.8
0.0	6.3 LE ROY	52.1

Southward — CLINTON DISTRICT — Northward

Siding, Standing Room Cars With Engine	Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Clinton
	773.3	C..... CLINTON	0.0
	772.7	0.6 HAVANA DIST. JCT.	0.6
70	768.8	3.9 OSPUR	4.5
	765.2	3.6 MAROA	8.1
	761.2	4.0 EMERY	12.1
165	758.6	2.6 FORSYTH	14.7
	752.6	6.0 C..... DECATUR	20.7
	752.4	0.2 NORTH JCT.	20.9
	751.0	1.4 SOUTH JCT.	22.3
	750.0	1.0 DECATUR JCT.	23.3
	747.0	3.0 ELWIN	26.3
	742.2	4.8 MACON	31.1
	736.3	5.9 MOWEAQUA	37.0
	734.0	2.3 RADFORD	39.3
	728.9	5.1 ASSUMPTION	44.4
	725.1	3.8 DUNKEL	48.2
	719.7	5.4 C..... PANA	53.6
	712.4	7.3 OCONEE	60.9
	702.4	10.0 C..... RAMSEY	70.9
	695.0	7.4 VERA	78.3
	689.9	5.1 D..... VANDALIA	83.4
	688.3	6.6 SHOBONIER	90.0
	678.8	4.5 VERNON	94.5
	675.2	3.6 PATOKA	98.1
	670.1	5.1 FAIRMAN	103.2
	665.6	4.5 SANDOVAL	107.7
	662.0	3.6 BRANCH JCT.	111.3
		2.4	
		See Centralia Dist.	
	659.6	C..... CENTRALIA	113.7

MATTOON DISTRICT

9

Southward				Northward									
SECOND CLASS				SECOND CLASS									
				Sliding, Standing Room Cars With Engine	Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Evansville						
								296					
								Local Freight					
								Except Saturday					
			L 8 00AM		119.2	C	MATTOON	127.4	A 2 30PM				
			8 20	97	125.6		6.4 LERNAL	121.0	2 10				
					133.2		7.6 BRADBURY	118.4					
					136.7		8.5 TOLEDO	109.9					
					142.2		6.1 GREENUP	104.4					
					148.3		3.6 HIDALGO	98.3					
					151.9		8.2 ROSE HILL	94.7					
			10 00	66	160.1		4.3 NEWTON	86.5	12 40PM				
					164.9		5.6 BOOS	81.7					
					170.5		1.4 WEST LIBERTY	76.1					
					171.9		7.0 DUNDAS	74.7					
			10 55	39	178.9	D	6.5 OLNEY	67.7	11 45				
			11 20 ²⁹⁶	116	185.4		9.5 CALHOUN	61.2	11 20 ²⁹⁵				
					194.9		5.2 WEST SALEM	51.7					
					200.1		5.0 BONE GAP	46.5					
			12 25PM	166	205.1		7.4 BROWNS	41.5	10 05				
					212.5		1.0 GRAYS	34.1					
					213.5		6.5 GRAYVILLE	33.1					
					220.0		5.5 GRIFFIN	28.6					
			1 15		225.5		3.0 STEWARTSVILLE	21.1	9 16				
					228.5		10.6 POSEYVILLE	18.1					
			1 50	34	239.1		5.4 WILCOX	7.5	8 50				
			A 2 05PM		244.5	D	2.1 HARWOOD	2.1	L 8 35AM				
					246.6		2.1 EVANSVILLE	0.0					
									Except Sunday				

NEW HARMONY DISTRICT

Southward				Northward						
				Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from New Harmony				
				0.0	STEWARTSVILLE	6.2				
				6.2	NEW HARMONY	0.0				

PEORIA DISTRICT

Southward				Northward							
SECOND CLASS				SECOND CLASS							
		275	291	Siding, Standing Room Cars With Engine	Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Mattoon	292	276		
		Dispatch Freight	Local Freight					Local Freight	Dispatch Freight		
					0.0	PEORIA.....	119.2				
		L 11 30PM	L 9 30AM		2.8	WESLEY.....	116.4	A 4 50PM	A 4 20AM		
		Daily	Except Sunday			Be Governed by Rules and Time Table of P. & P. U.					
		L 11 45PM	L 9 40AM		9.2	I. C. JUNCTION...	110.0	A 4 30PM	A 4 05AM		
		11 48	9 43	35	9.3	PEKIN.....	109.0	4 25	3 55		
		11 59	9 58	100	14.5	SOUTH PEKIN....	104.7	4 05	3 29		
					20.6	GREEN VALLEY...	98.6				
					21.3	HERGET.....	97.9				
					26.2	DELANAN.....	98.0				
					32.1	EMDEN.....	87.1				
					36.2	HARTSBURG.....	83.0				
		1 12AM	11 02	53	44.2	LINCOLN.....	75.0	3 10	2 35		
					45.2	PEORIA DIST. JCT..	74.0				
		2 10 ²⁷⁶	11 55	86N 66S	55.4	MT. PULASKI....	63.8	2 45	2 10 ²⁷⁵		
					62.4	LATHAM.....	56.8				
					68.3	WARRENSBURG....	50.9				
		3 00	12 40PM	46	71.8	BEARSDALE.....	47.4	1 35	1 38		
						See Clinton District					
		3 15	12 55 ²⁹²		76.5	DECATUR.....	42.7	12 55 ²⁹¹ PM	1 23		
					76.7	NORTH JCT.....	42.5				
		3 27	1 07		78.1	SOUTH JCT.....	41.1				
					79.1	DECATUR JCT....	40.1	11 22	12 30		
					82.6	TURPIN.....	36.6				
					85.2	MT. ZION.....	34.0				
		4 07	1 45	131	86.8	HERVEY CITY....	32.4	11 06	12 10AM		
					90.8	DALTON CITY....	28.4				
					96.6	BETHANY.....	22.6				
		4 52	2 30	76	103.9	SULLIVAN.....	15.3	10 25	11 33		
					109.6	ALLENVILLE....	9.6				
		5 17	2 55	104	113.4	COLES.....	5.8	9 45	11 15		
		A 5 30AM	A 3 10PM		119.2	MATTOON.....	0.0	L 9 30AM	L 11 00PM		
								Except Saturday	Daily		

INDIANAPOLIS DISTRICT

Southward

Northward

	Siding, Standing Room Cars With Engine	Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Palestine		
		0.0	INDIANAPOLIS.....	123.3		
		1.7	D. WISCONSIN ST. YARD.....	121.6		
	57	7.4	MT. PERRY.....	115.9		
		17.4	BARGERSVILLE.....	105.9		
		24.8	ANITA.....	98.5		
		30.1	MORGANTOWN.....	93.2		
	54	33.3	DOUBLING TRACK.....	90.0		
		38.9	HELMSBURG.....	84.4		
		41.3	TREVLAC.....	82.0		
		49.7	UNIONVILLE.....	73.6		
	46	55.9	D. BLOOMINGTON.....	67.4		
		56.8	FLOYD.....	66.5		
	53	65.0	ELWREN.....	58.3		
		70.2	SOLSBERY.....	53.1		
		77.5	TULIP.....	45.8		
		83.0	BLOOMFIELD.....	40.3		
		89.4	SWITZ CITY.....	33.9		
	63	95.4	LINTON.....	27.9		
		101.1	DUGGER.....	22.2		
	87	103.0	CASS.....	20.3		
		110.0	SULLIVAN.....	13.3		
		114.4	NEW LEBANON.....	8.9		
		118.7	MEROM.....	4.6		
		120.4	RIVERTON.....	2.9		
		123.3	D. PALESTINE.....	0.0		

HAVANA DISTRICT

11

Southward

Northward

	Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Havana	
	0.0	C. CHAMPAIGN.....	101.8	
	3.6	STALEY CONNECTION.....	98.2	
	4.4	STALEYS.....	97.4	
	7.5	BONDVILLE.....	94.3	
	10.5	SEYMOUR.....	91.3	
	15.6	WHITE HEATH.....	86.2	
	5.7	MONTICELLO.....		
	10.7	AMENIA.....		
	14.0	CISCO.....		
	19.5	ARGENTA.....		
	23.4	OREANA.....		
	27.8	GREEN'S SWITCH.....		
	30.4	I.T. JCT.....		
	30.8	C. DECATUR.....		
	18.7	LODGE.....	83.1	
	23.5	DELAND.....	78.3	
	29.1	WELDON.....	72.7	
	34.7	LANE.....	67.1	
	40.5	HAVANA DIST. JCT.....	61.3	
	41.1	C. CLINTON.....	60.7	
		See Springfield Dist.		
	42.2	WEST JUNCTION.....	59.6	
	45.3	JENKINS.....	56.5	
	48.2	HALLVILLE.....	53.6	
	50.7	MIDLAND CITY.....	51.1	
	53.8	BEASON.....	48.0	
	57.0	SKELTON.....	44.8	
	61.8	PEORIA DIST. JCT.....	40.0	
	63.1	LINCOLN.....	38.7	
	69.6	BURTON VIEW.....	32.2	
	74.8	NEW HOLLAND.....	27.0	
	81.0	MASON CITY.....	20.8	
	86.8	TEHERAN.....	15.0	
	89.2	EASTON.....	12.6	
	92.4	BIGGS.....	9.4	
	94.4	POPLAR CITY.....	7.4	
	101.8	HAVANA.....	0.0	

EFFINGHAM DISTRICT

Southward				TIME TABLE NO. 2 Taking Effect February 14, 1974 STATIONS			Northward				
				Siding, Standing Room Cars With Engine	Mile Posts		Miles from Effingham				
					123.3	D... PALESTINE.....	53.6				
				35	130.1	6.8 ROBINSON.....	46.8				
					135.5	5.4 STOY.....	41.4				
					137.1	1.6 BAKERS LANE.....	39.4				
					139.5	2.4 OBLONG.....	37.4				
					145.6	6.1 WILLOW HILL.....	31.3				
					153.4	7.3 NEWTON.....	23.5				
					159.5	6.1 LIS.....	17.4				
					163.0	3.5 WHEELER.....	13.9				
					166.6	3.6 DIETERICH.....	10.3				
					171.0	4.4 EVERS.....	5.9				
					176.9	5.9 C... EFFINGHAM.....	0.0				

SPECIAL INSTRUCTIONS (Continued on page 13)

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 side of cars and they must familiarize themselves with location of such structures.

At Lincoln, Builders Material Lumber Company, the foundation of the building at the north end of the storage track will not clear a man between the foundation and cars or engine.

At Champaign, Kraft Foods, employees are forbidden from riding the north side of cars on Track No. 2 inside the building account close clearance, and the same restriction applies to the south side of cars on Track No. 3 at this location.

At Mattoon, R. R. Donnelley and Sons, employees are forbidden from riding the east side of cars on the west industry track inside the building account close clearance, and the same restriction applies to the west side of cars on the east industry track at this location.

N, 4. Stuenkel is the initial station of the Chicago District. Employees operating on the Chicago District between MP 34 and Stuenkel will be governed by the applicable portions of the current Illinois Division timetable and will be under the jurisdiction of Chicago Division officers.

Springfield, including the former IC (Avenue Yard) from yard limit to yard limit is under the jurisdiction of Missouri Division officers.

2. Watch certificate in prescribed form must be renewed and filed with the Superintendent during April of each year.

3. Standard Clocks:

Chicago: Union Station G.B. office
 Woodcrest: "F" building
 Markham: Administration building, yard office—
 Homewood
 Kankakee: Yard office, Kankakee Jct.
 Gibson City: Interlocking station
 Champaign: Telegraph "W" office, callers office, engine
 house, old callers office (Depot)

3. Standard Clocks—Concluded:

Mattoon: Yard office
 Centralia: Ticket office, yard office, engine house
 Bluford: Yard office
 Clinton: Yard office, telegraph office, engine house
 Avenue: Yard office
 E. St. Louis: Engine house and telegraph office
 Palestine: Yard office
 Evansville: Engine house
 Decatur: Yard office
 Wisconsin St. Yard: Yard office
 Bloomington, Ind.: Yard office
 Peoria: P&PU crew building

8 (a), 628, 629. Operator-levermen are authorized to use electric lanterns with yellow bulbs for signaling purposes.

10 (g). On Chicago, Champaign and Springfield Districts Maintenance of Way Department yellow rectangular sign will be located two miles in advance of point where speed restriction applies.

On Bloomington, Pontiac, Rantoul, Clinton, Havana, Peoria, Mattoon, New Harmony, Indianapolis and Effingham Districts, Maintenance of Way Department yellow rectangular sign will be located one mile in advance of point where speed restriction applies.

Yellow rectangular signs encountered on Havana District, between IT Junction and Champaign, and on the Rantoul District will indicate a speed restriction of 5 MPH unless otherwise provided.

(Continued on Page 13)

21 (a). Between Stuenkel and Branch Jct., and between Edgewood and Bluford, white lights will be omitted on all extra trains except passenger extras.

On Rantoul District display of white lights will be omitted on extra trains.

Penn Central extra trains will not display white lights between Hervey City and Maroa.

C&IM extra trains will not display white lights between Avenue and Cimic.

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

83. Train Registers:

Kankakee Junction	Centralia (Passenger station and "B" Yard) trains originating and terminating
Gilman telegraph office	
Rantoul	Bluford yard office
Champaign, callers office	Saxony
Champaign Tower, for first class trains	Decatur yard office
Clinton telegraph office	Evansville engine house
Glen	Pekin Tower
IT Junction	Lincoln, for Peoria District trains
East St. Louis	Wisconsin St. yard office
Mattoon yard office	Palestine
Effingham yard office	White Heath
Edgewood	

Kankakee Junction is a register station for trains originating and terminating at Kankakee.

Gilman is a register station for trains between Gilman and Clinton and trains originating and terminating at Gilman.

Rantoul is a register station for Rantoul District trains only.

Effingham is a register station for trains originating and terminating at Effingham. Champaign tower is a register station for first-class trains and trains originating and terminating at passenger station. Champaign callers 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 and trains originating and terminating at Edgewood.

All Peoria District trains will register at Lincoln, unless otherwise instructed by the train dispatcher.

Trains may register by Form 905 at:

Kankakee Junction — All trains that are required to register.

Gilman — All trains that are required to register.

Decatur — All trains.

Pekin Tower — All trains.

Champaign Tower — All first-class trains.

Edgewood — All trains that are required to register.

Glen — All trains.

All Springfield District freight trains arriving North Yard, Clinton, will register by Form 905, leaving same with waybills.

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.

Before occupying Champaign District main tracks at Effingham, Effingham District trains must ascertain whether overdue first-class trains have arrived or left.

Clinton District trains must not enter Centralia District or cross from northward main to Clinton District, Branch Junction, until they receive permission from train dispatcher, through operator at Centralia.

Pontiac District trains may use the existing yard limits on the Amboy District at Minonk Junction to turn their engine on the Wye, and in so doing must avoid delay to Amboy District trains.

Bloomington District trains will not enter Amboy District at Bloomington, Ill. until they receive permission from the Yardmaster at Bloomington, Ill.

83 (a). Southward trains may leave Stuenkel without a clearance.

All southward trains enroute to Gilman Line must obtain clearance before leaving Gilman.

Northward trains from Gilman Line may leave Gilman without clearance.

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

Northward trains and engines 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 Saxony without a clearance.

Northward Bloomington and Pontiac District trains may leave Normal Junction and Minonk Junction without a clearance providing they are issued proper clearance at Kankakee Junction for the entire trip in the form of round trip running orders or work orders which may specify more than one day.

Train crews tied up at Bloomington, Ill. for rest will retain train orders for return trip from Bloomington, Ill.

Northward Bloomington District trains must obtain permission from the train dispatcher through the operator at Kankakee Junction before leaving Irwin and must report arrival at Otto by the same means. Southward Bloomington District trains must obtain permission from the train dispatcher through the operator at Kankakee Junction before leaving Otto and report arrival at Irwin in the same manner.

Before occupying Chicago District main tracks at Rantoul, Rantoul District trains must ascertain whether overdue first-class trains have arrived or left and not enter Chicago District main tracks without permission from the train dispatcher.

All southward trains enroute to the Edgewood Line must obtain a clearance before leaving Edgewood.

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.

Conductors on northward freight trains originating at Champaign Yard must obtain clearance at Champaign Tower.

Southward freight trains originating at Champaign Yard and Havana District trains will obtain a clearance at Champaign Tower.

(Continued on Page 14)

Northward and southward passenger trains will obtain clearance at Champaign Tower. Southbound passenger engine crews will leave clearance and train orders on engine for Champaign District crews.

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.

Havana District trains must obtain a clearance before leaving Clinton, except trains between Clinton and Havana which must obtain permission from operator "CO" office, Clinton, before leaving.

Northward C&IM trains may leave Cimic without a clearance and will be governed by signal indication before entering Illinois Central Gulf track.

Southward C&IM trains may leave Avenue Tower, Springfield, without a clearance and will be governed by signal indication before entering Illinois Central Gulf track.

Northward trains originating at Springfield or Avenue may leave Springfield or Avenue without clearance, but must obtain clearance before leaving Starnes.

Illinois Central Gulf trains use C&NW tracks Glen to Madison, Illinois Terminal tracks from Madison to Bridge Jct., TRRA tracks Broadway Ave. to GM&O Jct., and TRRA track from CP Jct. to Valley via Illinois Transfer.

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

Southward Penn Central trains entering the Clinton District at Maroa will not require a clearance.

Trains must obtain a clearance before leaving Decatur.

Trains may leave IT Junction without a clearance.

Trains from Evansville must obtain clearance from Telegraph Office, Harwood Yard.

IT southward trains may leave Lincoln without a clearance but must obtain clearance at "NF" Tower on P&PU at Peoria, prior to departure.

Southward trains may leave IC Junction without a clearance but must obtain a clearance before leaving Pekin Tower.

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 left.

At Pekin, Glen, Decatur and Harwood the train dispatcher may inform trains by train order Form V, whether all overdue superior trains have arrived or left.

At Clinton the train dispatcher may inform trains originating at North Yard by train order Form V, whether all overdue superior trains have arrived or left.

93. Yard Limits:

Gilman	Gibson City	White Heath
Champaign	Avenue	Linton
Mattoon	East St. Louis	Newton
Effingham	Lincoln	Olney
Centralia	Pana	Pontiac
Bluford	Vandalia	

Kankakee (extends from Indian Oaks to Otto)

Otto (Bloomington District only; extends to Lehigh Jct.)

Rantoul and Rantoul District
Clinton (extends from East Junction to West Junction and to Havana District Junction)

Havana District — West Jct. to and including Havana.

Pekin (includes So. Pekin to IC Junction)

Mt. Pulaski (Peoria District)

Decatur (extends to Bearsdale and Maroa)

New Harmony (extends to Stewartsville)

Evansville (includes Harwood)

Indianapolis (includes Wisconsin St. Yard)

Bloomington, Ind. (extends to Floyd)

Palestine (includes Riverton and Robinson)

Minonk (extends to Minonk Junction)

Bloomington, Ill. (extends from Dean to Normal and to Barnes)

Havana District trains will use Clinton District main track between Havana District Junction and Clinton passenger station and Springfield District main track between Clinton and West Junction.

Havana District trains will keep advised of the movements of Springfield District trains and avoid delay thereto.

Between Indian Oaks and Otto trains and engines may move against the current of traffic on track No. 1 and No. 3. The operator at KX Tower will authorize such movement after securing permission from the train dispatcher, and before authorizing such movement he must know that all overdue opposing first-class trains have passed and there is no opposing movement. Rule 93 must be observed.

Between Leverett Junction and Champaign Tower trains and engines may move against the current of traffic when interlocking signal at Leverett Junction indicates "Proceed" and the route is properly lined. Yard Master at Champaign yard will authorize such movement and will issue instructions to train dispatcher concerned, and before authorizing such movement, he must know that all overdue opposing first-class trains have passed and there is no opposing movement. Rule 93 must be observed.

At Champaign the IT will use ICG tracks from the Penn Central-ICG connections at State Street to Staley Connection.

Eastward IT and ICG trains will contact towerman at the interlocking by telephone located at Staley Connection before entering joint track at Staley Connection. Westward IT and ICG trains will notify towerman by telephone when they leave joint tracks at Staley Connection.

Towerman at Champaign interlocking will line up interlocking for westward IT moves when there are no opposing trains between Staley Connection and the interlocking. IT westward trains will notify towerman by telephone when they enter the east end of Penn Central-ICG interchange track east of Urbana.

All movements between Staley Connection and Champaign interlocking will be made under the provisions of IC Operating Department Rules 93 and 976.

Peoria District southward trains must call the General Yardmaster or Telegraph operator at Decatur before passing Bearsdale for authority to enter Decatur Yard.

On the Clinton District between Penn Central Junction at Maroa and Decatur, all ICG and Penn Central trains or engines must not enter these YARD LIMITS until authority is received from the operator at Decatur by telephone or positive radio communication.

After securing authority and using this YARD LIMIT, report must be made to the operator at Decatur when train or engine has completed the movement and has cleared Penn Central Junction at Maroa or has arrived Decatur.

(Continued on Page 15)

Direct line telephone is located opposite the Penn Central Junction switch at Maroa.

ABSOLUTE STOP signal indications encountered in this territory must be observed under the provisions of Rule 509. Communication and authorization to pass the **ABSOLUTE STOP** indication must be secured from the operator at Decatur.

At Linton, Ind., all train and engine movements within Yard Limits must be made at yard speed regardless of interlocking signal indications, and in no case in excess of 10 MPH.

D-97. Unless otherwise designated, freight trains will run as extra trains between Stuenkel and Branch Jct.

98. Railroad Crossings Not Interlocked:

Signals and manual derails govern all train and engine movements over the following railroad crossings. All ICG trains and engines will stop short of home signals and derails at these locations and be governed by instructions posted at these locations.

- Laurette Normal position for Gilman Line.
- Lotus Normal position for N&W.
- Risk Normal position for N&W.
- Scovel Normal position for N&W.
- Havana Normal position for C&IM.

LAURETTE: (Chicago District — Gilman Line). Signals are 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 derails are on Rantoul District track in derailing position, movement over the crossing may be made on hand signals given by trainman at crossing.

The following location is not equipped with derails:
Chatsworth Normal position for TP&W.

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

- Normal Junction Amboy District Jct.
- Minonk Junction Amboy District Jct.
- Rantoul (Rantoul District trains) Chicago District Jct.
- Effingham (Effingham District trains) ... Champaign District Jct.
- Bloomington, Ind. — { (Mile XA-4.5) } L&N
- Lead to Stone Quarries { (Mile XA-4.1) } Spur Crossings
- Indianapolis IU Railroad Jct.
- Mattoon (Mattoon & Peoria District trains) Champaign District Jct.
- Evansville Devon Street C&EI Belt RR Crossing and Jct.
- Evansville L&N Jct.
- Branch Jct. Clinton District, ICG — M&I Trains Jct.
- Midland City, Penn Central — ICG Crossing
- Havana, C&IM — ICG Crossing
- White Heath — Trains from IT Jct. Jct.

When necessary to open draw on Bridge X-120-6 at Riverton, Indiana, or Bridge B-215-7 at Grayville, Illinois, either bridge must be opened manually by the Bridge and Building Department, under their full flag protection.

MAROA: Northward or southward Penn Central trains entering or leaving Illinois Central Gulf main tracks at Maroa must do so at the designated crossover located 400 feet north of the station where signal indication governs such movements. Electrically locked hand throw switch is in service and instructions as to its use are posted on the inside door of the electric lock.

98 (a). Railroad Crossings Protected by Gates:

- Newton — ICG No normal position.
- IT Junction — ICG & IT (Havana District) No normal position.
- Poseyville — ICG & C&EI No normal position.
- Decatur — ICG & IT (Brush College lead) No normal position.
- New Holland — ICG Normal position for Havana District.
- Pekin — ICG & C&IM (River track) Normal position for C&IM.

At the railroad crossings listed above, trains and engines must approach the crossings prepared to stop. When gate is properly lined movement may be made without stopping not to exceed 10 MPH until engine or leading car passes over crossing.

99 (a). Crews of trains making an unscheduled stop or an unusual slowdown in Automatic Block Signal territory and Centralized Traffic Control territory must communicate with any following train entering or moving in the same block, directly or through the train dispatcher or other qualified and responsible railroad employe, advising as to presence and location of their train ahead.

When communication with such following trains is not established as outlined, a crew member shall station himself at the rear of the stopped or slowing train, maintain a vigilant lookout to flag against any following train entering or moving within the same block.

These instructions shall not apply within interlocking and yard limits.

99 (c). 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.

101. RESTRICTED SPEED limitations are amended on the Illinois Division for Passenger Trains only, as follows:

Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 15 MPH.

Natural gas pipe, 40 inches in diameter loaded on flat cars three rows of three layers with two resting on top is restricted to locals and/or dead freights not to exceed 30 MPH.

101, 164, 807. Short wheel base ore cars, ditchers, spreaders and air dump cars are authorized to operate at a speed not to exceed 25 MPH.

Scale test cars are authorized to operate at a speed not to exceed 30 MPH.

Ditchers, spreaders, air dump, and scale test cars must be handled only on locals or road switchers, and conductor and engineer must be notified of the restriction by message.

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 Stuenkel and Monee Track 4.....	30	30	30	30	30	25
Between Stuenkel and Champaign.....	79	79	65	50	40	25
Between Champaign and Branch Jct.....	90	79	65	50	40	25
Between Edgewood and Bluford.....	40	40	40	40	40	25
Between Gilman and Clinton.....	60	60	50	50	40	25
Between Clinton and Springfield.....	60	60	50	50	40	25
Between Springfield and Glen.....	40	40	40	40	40	25
Between Otto and Normal Junction.....	30	30	30	30	25	25
Between Saxony and Minonk Junction.....	30	30	30	30	25	25
Rantoul District.....	20	20	20	20	20	10
Between Indianapolis and Effingham.....	35	35	35	35	25	25
Between Clinton and Branch Junction.....	35	35	35	35	25	25
Between Champaign and Clinton.....	30	30	30	30	25	15
Between Clinton and Havana.....	30	30	30	30	25	15
Between White Heath and Decatur.....	25	25	25	25	25	15
Between Pekin and Evansville.....	35	35	35	35	25	20
New Harmony District.....	—	10	10	10	10	10
Diverging routes through crossovers, junctions and siding switches:						
Through turnouts at spring switches unless otherwise authorized..	25	25	25	25	25	10
On straight track at spring switches when springing points.....	40	40	40	40	40	25
Peotone — Crossovers between No. 1 and No. 2 tracks.....	No. 20 Cross overs and turnouts	40	40	40	40	25
Indian Oaks — Turnout No. 3 track to No. 2 track.....						
Otto — Crossovers between No. 1 and No. 2 tracks and turnout from No. 2 to No. 3 tracks.....						
Gilman — First crossover north of station No. 2 to No. 1 track.....						
Bissell — Spring switch northward main track.....						
Glen — C&NW Junction.....						
Manteno — Crossovers between tracks 1 and 2 Kankakee Jct. — First crossovers north of K. & S. railroad crossing, tracks 2 to 1, and 2 to 3.....	No. 18 Cross overs and turnouts	30	30	30	30	25
Otto — Crossover No. 2 to No. 3 track and north siding switch.....						
Askum — Crossovers, except crossover south end west siding.....						
Gilman — Crossover south of TP&W cross- ing No. 2 to No. 1 track.....						
Edgewood — Crossovers and main track turnouts to Edgewood Line.....						

SPECIAL INSTRUCTIONS (Continued on page 18)

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					
Avenue — End of multiple track No. 15 turnout	25	25	25	25	25	25
Decatur Junction to Peoria District	25	25	25	25	25	25
Through all crossovers and turnouts other locations	10	10	10	10	10	10
All yard tracks, sidings and auxiliary tracks	10	10	10	10	10	10
101 (b) Lower Speeds.						
Chicago District:						
Stuenkel, crossovers between main tracks and turnouts to No. 3 and No. 4 track	30	30	30	30	30	25
Monee, turnout No. 4 track	30	30	30	30	30	25
Between Indian Oaks and K & S crossing Kankakee, track No. 3	40	40	40	25	25	25
Kankakee Junction, around Penn Central wye	10	10	10	10	10	10
Kankakee between river bridge and K & S crossing, tracks Nos. 1, 2, 3	25	25	25	25	25	25
Between River Bridge Kankakee and Otto, track No. 3	40	40	40	25	25	25
Gilman, southward home signal to crossover south of TP&W crossing	70	70	65	40	40	25
Gilman, through crossover to and from Gilman Line, around wye and over TP&W railroad crossing on Gilman Line	25	25	25	25	25	25
Rantoul, north crossover to north siding switch on both main tracks	40	40	40	40	40	25
Curve, Mile 81.5 — one-half mile south of Gilman on Gilman Line	40	40	40	40	40	25
Gibson City, between extreme north public crossing and north siding switch	25	25	25	25	25	25
Curves, Miles 147.5, 147.7 and 148 north of Clinton	40	40	40	40	40	25
Champaign District:						
Champaign, southward home signal to Springfield Avenue, all tracks	15	15	15	10	10	10
Tolono, (New Extension) N&W connection	10	10	10	10	10	10
Tolono } Northward and southward main } tracks over N&W crossing	70	70	65	40	40	25
Tuscola, curves both ends storage track southward main track ..	90	79	65	50	40	25
Tuscola, B&O wye	5	5	5	5	5	5
Tuscola } Northward and southward main tracks } over C&EI and B&O Railroad crossings	70	70	65	40	40	25
Mattoon, Mile 172.7 to MP 175 both main tracks	40	40	40	25	25	25
Mattoon, through subway mile 171.9 to 172.7 on both main tracks ..	25	25	25	25	25	25
Effingham, MP 198 to MP 201 both main tracks	40	40	40	25	25	25
Branch Junction	35	35	35	35	35	25

101 (b). Lower Speed (continued).

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					
Springfield District:						
Clinton, main track at Elizabeth St.	10	10	10	10	10	10
Curve Mile 149.2 West Clinton	40	40	40	40	40	25
Curve MP 155 Salt Creek	50	50	50	50	40	25
Curve Mile 155.5 Salt Creek	50	50	50	50	40	25
Kenney, Penn Central crossing	40	40	40	40	40	25
Mt. Pulaski, Peoria District crossing	40	40	40	40	40	25
Mt. Pulaski, IT Wye	10	10	10	10	10	10
Mt. Pulaski, Old and New Wye	5	5	5	5	5	5
Curve Mile 175.6 Lake Fork Creek	50	50	50	50	40	25
Curve Mile 188.1 Bissell northward	40	40	40	40	40	25
Starnes, N&W and IT Crossings	40	40	40	40	40	25
Mile 190.3 to Mile 191.9 northward and southward main tracks ..	40	40	40	40	40	25
MP 192 Avenue to MP 194 south of Avenue	25	25	25	25	25	20
Curve Mile 199.6 Cotton Hill	40	40	40	40	40	25
MP 233 to MP 235 North Litchfield	40	40	40	40	40	25
MP 235 to MP 237 Litchfield	25	25	25	25	25	25
Curves Mile 255.5, 255.7 reverse curves north of Alhambra Tower	40	40	40	40	40	25
Curve Mile 256.1 N&W crossing, Alhambra	10	10	10	10	10	10
Curve Mile 263.7 Marine Curve (See Note B)	35	35	35	35	35	25
Curve MP 268	} Silver Creek curves north of Kuhns	40	40	40	40	25
Curve Mile 268.4						
Curve Mile 268.7						
Mine Leads	—	—	—	10	10	10
Mont, IT connection and straight track	5	5	5	5	5	5
Havana District:						
Havana — River Track	5	5	5	5	5	5
Mason City — Interlocking (See Note A)	15	15	15	15	15	15
Between New Holland and Mason City — Interlocking (See Note A)	20	20	20	20	20	15
Bridge N-65-8, west of Lincoln	10	10	10	10	10	10
Lincoln — Asylum Track	5	5	5	5	5	5
South Lincoln-Interlockings ICG Crossings (See Note A)	15	15	15	15	15	15
Lodge — Interlocking (See Note A)	15	15	15	15	15	15
White Heath — Wye track	10	10	10	10	10	10
Bridge P-6-6 one half mile south of Monticello	20	20	20	20	20	20
Bridge N-16-8 one mile south of White Heath	20	20	20	20	20	20
Champaign, Mattis Ave. to No. 1 Main Passenger Station	10	10	10	10	10	10
Clinton District:						
Decatur, N&W crossing	10	10	10	10	10	10
Pana — Interlocking between home signals	20	20	20	20	20	20
Pana — Interlocking between approach and home signals	25	25	25	25	25	25
Ramsey — Interlocking (See Note A)	20	20	20	20	20	20
Vandalia — Interlocking between home signals until engine or leading car has passed opposing home signal	20	20	20	20	20	20
Vandalia — Interlocking between approach and home signals	30	30	30	30	30	25
Sandoval — Interlocking between approach and home signals (See Note A)	20	20	20	20	20	20

Note A — Restriction applies from approach signal until engine or leading car has passed opposing home signal. Any signs, signals, or special instructions requiring lower speed must be observed.

Note B — Permanent lower speed sign at Marine governing northward trains or engines is located on the left side of main track.

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SPECIAL INSTRUCTIONS (Continued on Page 20)

101 (b). Lower Speed (continued).

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					
Peoria District:						
Pekin, River track.....	—	—	—	10	10	10
Hergert — Interlocking (See Note A).....	20	20	20	20	20	20
Delavan — Interlocking (See Note A).....	20	20	20	20	20	20
Curve MP 27, Delavan station.....	20	20	20	20	20	20
Lincoln — Interlockings ICG Crossings (See Note A).....	15	15	15	15	15	15
Mt. Pulaski — Interlocking (See Note A).....	15	15	15	15	15	15
Sullivan, Ill. — C&EI crossing engine or leading car.....	20	20	20	20	20	20
Mattoon — Penn Central crossing engine or leading car.....	20	20	20	20	20	20
Mattoon District:						
Lerna — Interlocking (See Note A).....	20	20	20	20	20	20
Over Bridge B-182-2.....	25	25	25	25	25	20
Browns — Interlocking (See Note A).....	20	20	20	20	20	20
Grayville (Grays) Interlocking (See Note A).....	20	20	20	20	20	20
Grayville — Grade crossings, engine or leading car.....	30	30	30	30	30	20
Olney, between station and B&O crossing.....	10	10	10	10	10	10
Over Wabash River bridge, B-215-7.....	10	10	10	10	10	10
Over Bridge B-221-4.....	25	25	25	25	25	20
Bloomington District:						
Otto between approach signal and home signal.....	15	15	15	15	15	15
Curve between MP 139 and Normal Junction.....	15	15	15	15	15	15
Pontiac District:						
Pontiac between home signals until engine has passed opposing home signal, ICG and N&W crossings.....	15	15	15	15	15	15
Over bridges F-107-5 and F-112-8.....	25	25	25	25	15	15
Saxony wye — South leg.....	10	10	10	10	10	10
Rantoul District:						
MP 46 to MP 47.....	10	10	10	10	10	10
Indianapolis District:						
Indianapolis — Between Senate Ave. and South St.....	5	5	5	5	5	5
Curve, located at Gravel Pit, Mile 6.8.....	30	30	30	30	20	20
Between MP 44 and MP 49, on Gleasons fill between MP 62 and MP 63, and on Ellis fill between MP 68 and MP 69.....	30	30	30	30	25	20
Bloomington, Ind. — Curve between MP 55 and MP 56.....	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 X-45-4, X-75-6 and X-120-6.....	20	20	20	20	20	20
Sullivan, Ind. — Interlocking (See Note A).....	15	15	15	15	15	15
Switz City — Interlocking (See Note A).....	20	20	20	20	20	20
Dugger — Grade crossings, engine or leading car.....	30	30	30	30	30	25
Linton — Interlocking (See Note A).....	10	10	10	10	10	10
Effingham District:						
Robinson, all tracks at General Carbon and 8A lead, Marathon Oil.....	10	10	10	10	10	10
Robinson — Interlocking (See Note A).....	20	20	20	20	20	20
Curves, between MP 134 and MP 135.....	30	30	30	30	20	20
Curves, between MP 151 and MP 152.....						
Curves, between MP 171 and MP 172.....						

Note A — Restriction applies from approach signal until engine or leading car has passed opposing home signal. Any signs, signals, or special instructions requiring lower speed must be observed.

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In automatic block system, CTC and ATS territory, on both single and multiple track, speed of trains or engines is restricted as follows:

- 25 MPH for: (a) one diesel unit,
 (b) two diesel units, or
 (c) one diesel unit and one car.
- 45 MPH for: (a) one diesel unit and two cars,
 (b) two diesel units and one car, or
 (c) three diesel units

These restrictions will not apply to three or more car RDC (Budd) type trains between Chicago and Champaign, Illinois.

All six (6) axle locomotives are restricted to 5 MPH on all yard tracks at Kankakee.

Maximum permissible speed for diesel units is as follows:

Switch and transfer units.....	45 MPH
GP-7, GP-8, GP-9, GP-10, GP-18, and GP-28 units...	65 MPH
GP-38 series 9500-9519.....	76 MPH
GP-40 series 3000-3059.....	65 MPH
GP-40 series 3060-3075.....	76 MPH
SD-40 series 6000-6005.....	65 MPH
SD-40-A series 6006-6023.....	76 MPH
U-30-B series 5000-5005.....	75 MPH
U-33-C series 5050-5059.....	71 MPH
C-636 series 1100-1105.....	70 MPH
SD-45 series 7000.....	76 MPH

Any rule, special instructions, signs or signal requiring lower speed must be observed.

All train and engine movements between Mile Post A772 and Springfield District crossing on the Clinton District and between the East Yard limit sign and Havana District Junction on the Havana District, must be made at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.

Between Stunkel and Branch Jct., maximum permissible speed for trains handling piggyback and tri or bi level automobile cars exclusively is 70 MPH. Any rule, special instructions, signs or signals applicable to freight trains requiring lower speed must be observed.

Trains handling loaded WEPX Hoppers of coal must observe the following speed restrictions:

- Mine leads, yard tracks and mine and yard turnouts — 10 MPH.
 Peoria District — 30 MPH.
 Champaign and Chicago Districts — 40 MPH.

All Freight Trains:

Freight trains will not be continuously operated at speeds between 13 and 20 MPH. Such speeds will be permissible only in acceleration or deceleration of movement.

Cars exceeding a gross weight of 263,000 lbs. must not be moved on Bloomington, Havana and Rantoul Districts.

On the Pontiac District cars exceeding a gross weight of 220,000 lbs. must not be moved between Graymont and Saxony, and cars exceeding a gross weight of 263,000 lbs. must not be moved between Graymont and Minonk Junction.

Bridge B-215-7, Wabash River, Grayville is restricted to the movement of cars having a maximum gross weight of 263,000 lbs. that are not shorter than 55 feet coupled length.

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

Location	Class of Engines
Effingham—Unloading pits on C. J. Moritz Track, and on Howell asphalt track.....	All Engines
Arcola — Beyond unloading spots either end of S.E.M. Co. Track.....	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
Monticello — East Wye track beyond Vio Bin Co. building.....	All Engines
South of Indian Oaks — Kankakee Electric Steel Co. Industry Tracks.....	More than one diesel unit
Litchfield — Penn Central connection beyond details.....	More than one diesel unit
Robinson — Refinery Track No. 3 is an access track to General Carbon and Chemical Plant and is not restricted for engines except as noted below, and should be kept open at all times except during switching:	
On tracks No. 4 and No. 5 engines should not proceed south beyond Spot 14 on Track No. 4. Track No. 6 is to be used for the storing of empty coke cars and for draining loaded coke cars.	
Engines should not proceed through Tracks No. 3 or No. 6 during the time that cars of liquid petroleum gas are being unloaded on track. Refinery personnel will refrain from unloading between the hours of 5 PM and 10 PM.	
103 (d). All trains and engines must stop and afford flag protection before proceeding over Highway Crossing No. 47, located approximately two miles west of Fisher, and over Highway crossing No. 136 located approximately one mile west of Gifford.	

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104 (a). Normal position of switches:

Rantoul.....For Chicago District
 Saxony.....As last used
 Normal Junction.....For Amboy District
 Minonk Junction.....For Amboy District
 Minonk Junction — East switch must be set and locked for north wye.
 Champaign — All hand throw switches in the Coach Yard must be lined for No. 4 track.
 Tuscola — North switch to the storage track connected to the C&EI wye must be lined and locked for the storage track.
 Mattoon.....For Champaign District
 Effingham.....For Champaign District
 Decatur — IT Jct. — Main track switch located 1,200 ft. north of IT Crossing leading into runaround yard lead will be left lined and locked for runaround lead.
 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.
 Indianapolis — Main track switch near south end Wisconsin St. Yard has no normal position and may be left lined in position last used.
 White Heath.....For Decatur-Champaign Route
 Havana District Jct.....For Clinton District
 West Jct. (Havana District).....For Springfield District

North Jct. (end of multiple track)	For southward main track
South Jct. (end of multiple track)	For northward main track
Hervey City	For Illinois Central Gulf
Stewartsville	For Mattoon District

104 (g). Spring Switches:

Location	Normal position
Thawville siding — both ends (*)	For main track
McNulta siding — both ends(*)	For main track
East Junction* (Clinton)	For main track
Amboy District (Clinton)	For "A" yard
Arcola — South switch, crossover from siding to southward main north of Penn Central crossing†	For southward main track
Mattoon — North switch, north siding	For northward main track
Mattoon — South switch, west siding 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
Bluford — North switch north end inbound lead*†	For inbound lead
Kenney siding — both ends*†	For main track
Mt. Pulaski	
Peoria District siding — North switch	For main track
Springfield District } North end*†	For main track
Siding } South end*	For main track
Lake Fork siding — North end*	For main track
— South end†*	For main track
Bissell — End of 2 main tracks*	For southward main track
Divernon siding — South end	For main track
Waggoner siding — North end*†	For main track
— South end*	For main track
Litchfield siding — both ends*	For main track

104 (g). Spring Switches: (Continued)

Location	Normal position
Mt. Olive siding — both ends*	For main track
Alhambra — South siding switch*†	For main track
Mont siding — both ends*	For main track
Glen Carbon — North siding switch*	For main track
South Junction (Decatur)	For northward main track
Hervey City siding — South switch	For main track
Sullivan, Ill. siding — South switch	For main track

*Lunar white light
 †Key operated time release

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

- Mt. Pulaski: Peoria District (Siding North Switch)
- Hervey City (Siding South Switch)
- Sullivan, Ill. (Siding South Switch)
- Clinton (North Switch North Yard for Amboy District)

Southward trains on siding at Sullivan, Illinois, desiring to make movement through spring switch to main track must stop before clearing circuit sign and switch and wait for southward home signal at interlocking to clear. If southward home signal does not clear, trainmen must then proceed to crossing and operate emergency push-button release housed in box stencilled "IC" on side of concrete house, located in southeast quadrant near crossing.

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.

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.

Governed by color light switch signal:

Location	Normal Position
Clinton — Clinton District main track to outbound Chicago District freight lead near Macon street.	South switch for crossover, north switch for outbound Chicago District freight lead.
Clinton — Outbound Chicago District freight lead to inbound Chicago District lead north of Macon street.	Both crossover switches lined for crossover.
Clinton — North leg of outbound Chicago District wye track to east yard northbound freight lead.	Northbound freight lead track.

104 (h), (i). Electrically locked hand throw switches:

Location	Switches	Controlled by
Monee	Park Forest Industrial	Approach locked
Peotone	All main track switches except Standard Oil Company Track	Approach locked

104 (h), (i). Electrically locked hand throw switches: (Continued)

Location	Switches	Controlled by
Peotone	North end Stock track	Train dispatcher
Manteno	Track 2 to Runaround track State Hospital.	Approach locked
	North Crossover No. 1 track to Old West Siding, and house track switches.	
Indian Oaks	House Track, and storage track C.B.&I. Co.	Approach locked
South of Indian Oaks	Storage track K.E.S. Co. and main track crossovers	Approach locked
Bradley	Main track crossovers	Approach locked Operator, Kankakee Jct.
Kankakee	Main track crossovers	
Kankakee	Main track crossover Gar Creek	Operator, Gilman
Chebanse	All main track switches	
Clifton	All main track switches	
Ashkum	South end of siding	
Danforth	South end of west track	
	All main track switches, except stub track from No. 2 main track north of MP77.	
Gilman	Crossover Gilman line to TP&W.	
	Wye and interchange track	

Before occupying crossover located between Gilman Line main track and TP&W main track at Gilman, flag protection must be afforded TP&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 TP&W train dispatcher for ICGRR trains or engines to use crossover before unlocking switches to crossover. Crossover switches are electrically locked.

Mt. Pulaski Avenue	Short wye Jageman Bodie; Gett Track; and Linn St. Spur	Operator Mt. Pulaski
Toronto	Elevator Track	Operator Avenue
Glenarm Cimic	Both ends of House Track North end Cimic Yard; and north end C&IM siding	
Divernon Avenue	South end House Track Bell Stub	Approach Locked
Toronto Cimic	Spur Track to Ordnance Plant South end Cimic Yard	
Divernon	North end House Track	

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

105. At Champaign when passenger train movement is to be made from northward main track to station yard track No. 1 with northward block signal at Springfield Avenue displaying Stop indication, train may proceed past Stop indication at RESTRICTED SPEED, provided switches are properly lined and route is seen to be clear.

109. Bulletin Boards.

Chicago: Union Station G. B. Office
Woodcrest: "F" building
Markham Yard: Yard Office Homewood, Administration building
Kankakee: Yard Office, KX tower
Rantoul: Telegraph Office
Champaign: Callers' Office and Passenger Depot
Gibson City: Yard Office
Clinton: Telegraph Office, Engine House
Avenue: Yard Office; IT Yard Office, C&IM Yard Office
East St. Louis: Hump office, locker room and "D" tower
Mattoon: Yard Office
Effingham: Yard Office
Centralia: Yard Office, Engine House; Passenger Station
Bluford: Yard Office
East Peoria: Engine House, Crew Building
Decatur: Locker Room, Yard Office, IT Yard Office
Evansville: Engine House
Harwood: Yard Office
Indianapolis: Wisconsin St. Yard Office; Enginemen's Washroom
Bloomington, Ind.: Telegraph Office
Palestine: Yard Office, Engine House
Bloomington, Ill.: Telegraph Office

111 (f). Hot Box Detectors:

Chicago Train Detector Center now has radio communication ability with trains passing the detectors at the following locations:
Clifton Ludlow Tolono Dorans Waggoner Mason

In order to have a uniform procedure and understanding for handling hot boxes, loose wheels, or dragging equipment by the communicators at the Chicago Train Detector Center with the engineers of the concerned trains, the following instructions will govern:

When a hot box, loose wheel or dragging equipment is detected, the communicator in Chicago will contact the appropriate train in the following manner:

TRAIN DETECTOR CONTROL CENTER: This is the Chicago Train Detector Center calling the northbound (or southbound) train passing (station named), detector. Stop your train. You have a (*hot box, loose wheel, or dragging equipment*).

TRAIN ENGINEER RESPONSE: This is the engineer on (train number), passing (station named), detector. I am stopping my train.

If the above response is not received within ten (10) seconds, Chicago Train Detector Center will repeat and wait another ten (10) seconds and then repeat a third time. If still no response, the communicator will immediately notify the appropriate train dispatcher to have this train stopped.

After engineer responds, CHICAGO TRAIN DETECTOR CENTER will reply: I will give you location of the car after you have your train stopped.

During the time that the engineer is stopping his train, the communicator will notify the appropriate train dispatcher that a train is being stopped and that he should monitor the operation from this point on.

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CHICAGO TRAIN DETECTOR CENTER: This is Chicago Train Detector Center calling engineer on (train number).

ENGINEER REPLY: This is engineer on (train number).

CHICAGO TRAIN DETECTOR CENTER: Engineer on (train number), you have a (*hot box, loose wheel, dragging equipment*) located (#) cars from your (*lead engine or caboose*) on the (*north, east, south, west*) rail. It is the (*lead or trailing*) truck, (*lead or trailing*) wheel.

When there is more than one diesel unit or caboose in the consist, they will be counted as a car.

All rails will be identified in relation to the timetable direction or track number, (i.e. timetable direction north or south, identify rails as east or west).

An on-the-ground thermal inspection must be made by a member of the crew of the car reported to be defective and if defect is not found, the two (2) cars in each direction from the car reported must be checked by feeling each box lid for the reported defect, and examining wheels and axles or brake rigging for other reported defects.

At this point in the operations, the control of this train will be turned over to the train dispatcher for appropriate action and the Chicago Train Detector Center will withdraw from further operation.

A member of the crew must report to the train dispatcher upon completion of inspection of the train, the car initial, number, wheel, type of bearing, nature of defect (if any), including hot boxes, loose wheels, dragging equipment or sticking brakes and disposition of the car, whether defective or not, so that a record of stops may be maintained.

If unable to talk direct to the train dispatcher via radio, a message containing the above information must be addressed to the train dispatcher and Chicago Train Detector Center and dropped off at the next open telegraph office where the operator on duty will report same to those addressed recording time and party notified, and file same.

When it is necessary to throw off a message, of this nature, notation should be made on delay report advising what office received the message.

Whether defective or not report must be made to the Train Dispatcher as well as the connecting crew and yard forces at the final terminal furnishing car initial, number, wheel, type of bearing.

Train crew will be notified when hot box detectors are out of service and will make careful running inspection of their trains. When two consecutive detectors are out of service, crews must stop their train in the vicinity of the last inoperative detector and make an on-the-ground visual inspection of both sides of train.

In addition to the Hot Box Detectors listed above the following are also in service and readout equipment is located at points listed opposite the detector location:

Location	Communication and readout location
Helm Spur	Bluford
Parnell	} Clinton
Chestnut	

At the detector locations listed above, be governed by radio communication received from operator or yardmaster at Bluford or Clinton.

D-151. Two Tracks:

Between Gilman and Leverett Junction.

Between Leverett Junction and Branch Junction, except between north home signal of interlocking at Champaign and cross-over at Springfield Avenue south of Passenger station, Champaign.

Tracks Nos. 1 and 2 between north home signal of interlocking Champaign and Springfield Avenue are designated as station yard tracks and their use is governed by Rule 105.

Between Bissell and Avenue yard office.

Between North Jct. and South Jct., Decatur.

Between spring switch north end of Bluford to Foster.

Two or more Tracks:

Between Otto and Gilman, and between Stuenkel and Indian Oaks:

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

Between Indian Oaks and Kankakee Jct.:

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

Between Kankakee Jct. and Otto:

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

Between Stuenkel and Monee:

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

170. Freight trains arriving at terminals where facilities are available and at which special instructions provide for immediate brake inspection and repairs shall be left with air brakes applied by service brake pipe reduction of 20 pounds so the inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotives off until 20-pound service reduction has been made. The angle cock on the train must then be closed to avoid emergency application of train brakes. Close angle cock on train first, then close on engine.

On Unit Train Equipment, with ABD brake equipment, in addition after uncoupling, slowly open angle cock on cars left standing until brake pipe air is heard exhausting at hose coupling.

Do not make emergency application, leave angle cock open so as to deplete the brake pipe air from the standing cut of cars.

Pneumatic safety control with foot pedal is in service on general-purpose type diesel locomotives equipped with train control; equipped for train control, and 6-BL brake equipped units without brake application valve (w/o ATS).

This type of safety control dead-man can be cut out by closing a 3/8" cut-out cock, located beneath the small trap door in the floor of the cab and adjacent to the 3-position brake pipe cut-out cock on units with ATS and on units equipped for ATS; units without brake application valve (w/o ATS) have the cut-out cock located in the cab just above the floor back of the brake stand.

The handle of the cut-out cock has a tag attached reading "DEAD-MAN CUT-OUT." This foot pedal safety control should be in the "cut-out" position except when dead-man safety control is required.

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201. Where "Director of Train Dispatching" is used in the Rules and Regulations of the Operating Department and on Train Order Form 19 it is changed to "Superintendent Transportation."

221 (c). When train order signal displays Stop indication at 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.

221 (e). At Vandalia and Hervey City a red scotchlite paddle will indicate there are train orders to be delivered. When there are no train orders to be delivered a green scotchlite paddle will be displayed except as provided in Rule 221 (f).

251. Rules 251 through 254 are in effect on the Chicago District. Block signal indications supersede timetable superiority for trains moving with the current of traffic, at the following locations:

Stuenkel to Monee track 4

Kankakee Jct. to Otto on tracks 1 & 3

Kankakee Jct. to Indian Oaks on track 3

Gilman to Leverett Jct.

Rules 251 through 254 are in effect on Champaign District. Cab signal indication supersedes timetable superiority for trains moving with the current of traffic.

Train dispatcher will advise train crews when and where to clear first class trains. The train dispatcher must be advised immediately of any condition preventing NORMAL SPEED.

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

261. Between Kankakee Jct. 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.

Between the siding switches at Edgewood on main track 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.

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 engine-men 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, engine-men 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 engine-men 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 Plotron 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 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 MPH, taking weather conditions into consideration. Train will approach all home signals at interlocking plants prepared to stop, also approach all facing point spring 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 train 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 train order that train without automatic train stop protection may proceed to a definite point at RESTRICTED SPEED not exceeding 10 MPH.

(D). In event train stop application occurs and engine-man 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 train 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 train order that train without automatic train stop protection may proceed to a definite point at RESTRICTED SPEED not exceeding 10 MPH.

(E). When operating against current of traffic in automatic train stop territory, train will approach all home signals at interlockings prepared to stop, also approach all facing point spring switches prepared to stop, unless the way is seen to be clear.

292. On the Edgewood Line 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. Glen Carbon — Southward trains finding block signal D-274.9 located 4923 feet south of MP 274 displaying RESTRICTED PROCEED indication and take siding indicator displaying white light with letter "S" will enter north end of siding.

Proceed or Approach indication of this Signal authorizes southward movement on main track from north end of siding to home signal at south end Glen Carbon siding.

505-525. Automatic block system territory extends from Stuenkel to Springfield Ave., Champaign, Mile 128.09; Gilman to Avenue; South Siding Switch at Divernon to Glen; Maroa, Mile 765.48 to Decatur Junction, Mile 749.94; Decatur Junction to Hervey City; and Edgewood to Bluford.

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Automatic train stop territory on southward main track extends Springfield Ave., Champaign Mile 128.09, to Branch Jct. Mile 250.12; on northward main, Mile 251.21, south of Branch Jct. to Springfield Ave., Champaign, Mile 128.09; Edgewood Line on main track from home signal to south end of siding at Edgewood.

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

509-509 (a) and 103 (d). Gibson City — Southward block signal D109.7 located 3,231 feet south of MP 109, will display **RESTRICTED PROCEED** indication when southward home signal is at Stop. All trains in excess of 16 cars, including engines, must stop at signal D109.7 when signal displays **RESTRICTED PROCEED** indication, and remain until signal displays Proceed or permission is received from operator at Gibson City Tower.

515. Trains carrying passengers in the State of Illinois are prohibited from backing into a block after once having passed beyond its limits. If unforeseen emergency should require, such movement can only be made after receiving positive authorization from the train dispatcher.

525 to 533 Inc. and 104 (i).

Centralized Traffic Control is in operation between Otto and Gilman, and between Kankakee Junction and Stuenkel on tracks one and two and on track four between the home signals at Stuenkel. Signals and power operated and electrically locked hand throw switches are controlled by operator at Gilman and train dispatcher respectively. When train or engine is stopped by a stop signal, member of crew must contact operator at Gilman or train dispatcher. Telephones for contacting operator or train dispatcher are located at signal bridges. Instructions covering operation of electric switch locks by trainmen are posted on inside of door lock.

Centralized traffic control is in service between South Junction and Decatur Junction. Controlled by operator Decatur.

At Clinton Centralized Traffic Control is in service between Madison St. and George St. on the Springfield District and between Macon St. and Washington St. on Clinton District. Trains must not exceed a speed of 20 MPH between these limits until engine or leading car has passed through these limits, except where lower speed is required. Controlled by operator Clinton.

Centralized Traffic Control is in service between Avenue and south siding switch, Divernon. Controlled by operator Avenue.

536. The main track switches leading to the following tracks are not equipped with electric locks and the tracks must not be used by trains or engines for the purpose of clearing another train. When trains or engines use these tracks to set out, pick up, or to do switching, part of train must be left on main track or switch left open.

Peotone — Standard Oil Stub, leading from No. 1 main track.

Manteno — Stub track leading from No. 2 main track, just south of South street crossing.

Bradley — Public Service Co. track located under Armour Road highway bridge, leading from No. 1 main track.

Ashkum — Stock track, leading from No. 2 main track.

Danforth — Stub track leading from No. 2 main track just north of MP 77.

605. At railroad crossings at grade protected by signals (interlocking), trains, engines or cars must not be left standing between the extreme home signals unless length of consist extends beyond one of the extreme home signals.

PONTIAC: When it is necessary to make switching moves over the ICG and N&W Railroad crossings, trainmen will contact operator at the 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 the crossing and when sounded, ICG trains and engines on the Pontiac District must clear track between home signals at the ICG 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 ICG passenger station.

A switch key control for clearing signals at this 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 ICG and N&W 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 crossing.

672. Automatic Interlockings:

Arcola	Penn Central R.R. Crossing
Neoga	N&W R.R. Crossing
Kinmundy	C&EI R.R. Crossing
Odin	B&O R.R. Crossing
Kenney	Penn Central R.R. Crossing
Springfield	N&W R.R. Crossing
North Litchfield	N&W R.R. Crossing
Litchfield	Penn Central R.R. Crossing
Litchfield (Winston)	BN R.R. Crossing
Mason City	ICG R.R. Crossing
Between New Holland and Mason City	C&NW R.R. Crossing
Lodge	N&W R.R. Crossing
Vandalia	Penn Central R.R. Crossing
Sandoval	B&O R.R. Crossing
Herget	ICG R.R. Crossing
Delavan	ICG R.R. Crossing
Lincoln	Peoria-Havana Dist. Crossings
Sullivan, Ill.	C&EI R.R. Crossing
Lerna	N&W R.R. Crossing
Browns	Southern R.R. Crossing
Grays	Penn Central R.R. Crossing
Olney	B&O R.R. Crossing
Sullivan, Ind.	C&EI R.R. Crossing
Switz City	Penn Central R.R. Crossing
Dugger	Peabody Coal Co. R.R. Crossing
Linton	CMStP&P R.R. Crossing
Robinson	Penn Central R.R. Crossing
Harwood	L&N R.R. Crossing

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. Instructions for operating push button are posted nearby.

808. Dead diesel units may be handled anywhere in the first 20 cars of a train, and when practical they should be handled next to the units handling the train. Crews on engine should observe dead units closely for indications of sticking brakes and sliding wheels.

1001-1003. At Clinton and Champaign outbound engineers on through trains are relieved from complying with the third paragraph of Rule 1001, requiring inspection for slid flat wheels, and relieved from complying with Rule 1003.

Engineers must report to the Yardmaster or roundhouse by radio any slid flat spots detected after departing.

Rule 1003 will still require engines to have fuses and torpedoes in the cab.

Inbound engineers on through trains must report ahead to Yardmaster or roundhouse any known engine trouble, lack of fuel, water or sand, to prevent the engine from going beyond Clinton, or Champaign.

1006. Before making a back-up movement, shoving cars or taking slack (movement of engine consist only excluded), the leading units must be isolated such that there will be power from only three units pushing against the train.

If dead units are on the rear of the powered units, they should be considered as cars in the train insofar as this rule is concerned.

1201. Where reference is made to "Transportation Engineer" in the Rules and Regulations of the Operating Department or special instructions, it should be changed to "Traveling Engineer."

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	3 inches
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 3 MPH 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. Trains and engines will use the New By-Pass route between 8th Avenue (Ohio St.) and Harwood Yard, Evansville, which is Centralized Traffic Controlled, under the control of the L&N Train Dispatcher at Danville, Illinois.

Permission to enter this New By-Pass Trackage must be obtained from the L&N Yardmaster at Howell Yard. After receiving permission to use this route from the L&N Yardmaster at Howell Yard movement must be made in accordance with Signal Aspects and indications displayed and in compliance with L&N Operating Department Rules.

Maximum authorized speed between Harwood Yard and 8th Avenue (Ohio St.) will be 20 MPH. Any signs, signals or special instructions requiring lower speed must be observed.

Movements between 8th Avenue (Ohio St.) and Howell Yard will be as authorized by Rule 93 of the L&N Railroad Operating Department Rules.

1204. 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 advance to Fayette Avenue.

When red aspect is displayed, trains and engines must stop and then proceed over crossing 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.

1205. No railroad cars or equipment are to be stored within 100 feet on each side of McDonald Street crossing on either the short or long wye track connecting Springfield and Peoria Districts main tracks at Mt. Pulaski.

1206. Siding capacity is based on cars with average length of 55 feet and allows for four diesel units and caboose. Trains made up of cars less than 55 feet in length may be able to get more cars in sidings than shown in station column.

The equivalent car length of a train for siding occupancy shall be determined by counting each car as one (1), and in addition, one (1) car is to be added for each car in the train having a length of 85 feet, or more. For example, a 175 car train, of which 25 are long cars, will have an equivalent car length of 200 cars.

1207. Chart below indicates proper connections between diesel units.

6BL		26L		24RL	
Brake pipe	to	Brake pipe	to	Brake pipe	
MR equalizing pipe	to	MR equalizing pipe	to	MR equalizing pipe	
—		Actuating pipe		to Actuating pipe	
BC equalizing pipe	to	BC equalizing pipe	to	Indep. applic. & rel. pipe	
Sanding pipe	to	Sanding pipe	to	Sanding pipe	

1208. When necessary to operate multiple diesel units in reverse direction for any great distance over territory where road crossings will be encountered, arrange to operate engine from the leading cab. Where this is impractical a member of the crew must ride leading cab to operate horn and bell and be in position to operate emergency brake valve if necessary to avoid an accident.

1209. Any employee governed by the Hours of Service Law who may be called to report for duty before his legal rest period has expired must report the fact to the proper authority before going on duty.

Any such employee who has been released from duty for four hours and less than eight hours before returning to duty must notify the proper authority how much time remains for him to work before the law requires him to be off duty.

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ADJUSTED TONNAGE RULES AND RATINGS (Continued on page 28)

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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 actual gross tonnage in spaces provided therefor on wheel reports.

4. When dead diesel units are hauled in trains the adjustment factor should be added for each 35 tons weight of engine.

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

Engines	Factor	11	15	5	12	6	5
	Horse Power	Chicago to Centralia-Bluford	Bluford-Centralia to Chicago	Gilman to East Junction	East Junction to Gilman	East St. Louis to Clinton Double Mont Grade, Single train Over Mont Grade, 70% of rating	Clinton to East St. Louis
100% Tonnage Ratings							
Diesel.....	1500	6515	8855	5445	6420	5725	6705
Diesel.....	1750	6630	9015	5540	6535	6680	7820
Diesel.....	3000	13030	17710	10890	12840	11450	13410
Diesel.....	3250	13145	17870	10985	12955	12405	14525
Diesel.....	3500	13260	18030	11080	13070	13360	15640
Diesel.....	4500	19545	26565	16335	19260	17175	20115
Diesel.....	4750	19660	26725	16430	19375	18180	21230
Diesel.....	5000	19755	26885	16525	19490	19085	22345
Diesel.....	5250	19890	27045	16620	19605	20040	23460

Engines	Factor	7	8	8	7
	Horsepower	Kankakee to Bloomington	Kempton to Minonk	Bloomington to Kankakee	Minonk to Kempton
100% Tonnage Ratings					
Diesel.....	1500	6374	5860	5932	6048
Diesel.....	1750	7432	6833	6917	7052
Diesel.....	3000	12748	11720	11864	12096
Diesel.....	3250	13810	12696	12852	13104
Diesel.....	3500	14873	13674	13842	14102
Diesel.....	4500	19122	17580	17796	18144
Diesel.....	4750	20174	18545	18775	19142
Diesel.....	5000	21243	19528	19770	20156
Diesel.....	5250	26554	24413	24713	25196

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ADJUSTED TONNAGE RULES AND RATINGS

	Factor	6	6	10	10	10	9	5	5	
		Mattoon to Mt. Pulaski	Mt. Pulaski to Peoria	Mt. Pulaski to Mattoon	Peoria to Mt. Pulaski	Mattoon to Evansville	Evansville to Mattoon Helper Harwood to Wilcox	Havana District between Champaign and Havana Ruling Grade (Southward) Lane to Clinton Ruling Grade (Northward) Midland City to Hallville	Decatur to White Heath Ruling Grade Monticello to White Heath	White Heath to Decatur Ruling Grade White Heath to Monticello
Engines	Horse Power	100% Tonnage Ratings								
Diesel.....	1500	4020	4235	2955	4235	2720	3040	3070	2810	3860
Diesel.....	1750	4690	4940	3450	4940	3170	3545	3580	3280	4500
Diesel.....	3000	8040	8470	5910	8470	5485	6075	6140	5620	7720
Diesel.....	3250	8710	9175	6405	9175	5895	6585	6650	6090	8360
Diesel.....	3500	9380	9880	6900	9880	6345	7090	7160	6560	9000
Diesel.....	4500	12060	12700	8870	12700	8160	9115	9210	8430	11580
Diesel.....	4750	12730	13410	9360	13410	8610	9620	9720	8900	12220
Diesel.....	5000	13400	14115	9855	14115	9065	10130	10230	9370	12860
Diesel.....	5250	14070	14820	10350	14820	9515	10635	10740	9840	13500

	Factor	10	10	10	10	10	12	4	4	8	8	8	8
		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	Clinton to Decatur Ruling Grade Clinton to Osapur	Decatur to Centralia Ruling Grade Decatur to Elwin	Centralia to Decatur Ruling Grade Walker to Macon	Decatur to Clinton Ruling Grade Osapur to Clinton
Engines	Horse Power	100% Tonnage Ratings											
Diesel.....	1500	3620	6595	5080	3655	3600	4150	2050	2430	6230	5610	4880	7970
Diesel.....	1750	4221	7186	5681	4256	4201	4751	2651	3031	7270	6545	5695	9300
Diesel.....	3000	7240	13170	10160	7310	7200	8300	4100	4860	12460	11220	9760	15940
Diesel.....	3250	7841	13771	10761	7911	7801	8901	4701	5461	13500	12155	10575	17270
Diesel.....	3500	8442	14372	11362	8512	8402	9502	5302	6062	14540	13090	11390	18600
Diesel.....	4500	10860	19755	15240	10965	10800	12450	6150	7290	18690	16830	14640	23910
Diesel.....	4750	11461	20356	15841	11566	11401	13051	6751	7891	19730	17765	15455	25240
Diesel.....	5000	12062	20957	16442	12167	12002	13652	7352	8492	20770	18700	16270	26570
Diesel.....	5250	12663	21558	17043	12768	12603	14253	7953	9093	21810	19635	17085	27900

Note—GP-40 and GEU-30 B diesel units develop 2100 HP for tonnage rating purposes.

Standard Passenger and Freight Train Report forms 106 and 107 must be completed in their entirety covering each leg of trip regardless of whether or not delays are encountered. If no delays are encountered enroute, the Conductor must record other information required and write "No Delays" on the report. Upon arrival final terminal, delay reports must be turned in to operator or person designated to handle same, who will send wire report to Superintendent Champaign and forward original report to Trainmaster concerned.

Wire report must be addressed to Champaign, CHPN.

TEMPORARY STOP SIGN ORDER FORM X. RADIO COMMUNICATION

Proper Terminology to be used during Radio Communication:

Engineer . . . Attempt to communicate from as great a distance as possible.

“I. C. G. (Train Designation), (Engine No. _____) approaching (Mile Post) _____ calling Maintenance of Way Foreman (Initials-Name) _____. What are your instructions regarding Stop Sign located at Mile Post _____?”

Maintenance of Way Foreman . . .

“This is Maintenance of Way Foreman (Initials - Name) _____, I read you I. C. G. (Train designation) (Engine No. _____), (Issue Instructions, including speed in miles per hour the train should move over the restricted track.)”

Engineer . . .

“I. C. G. (Train designation), (Engine No. _____), I read you Maintenance of Way Foreman (Initials-Name) _____.” (Repeat instructions received) and advise, “I will comply.”
