DIVISION OFFICERS

J.M. LAW	Superintendent	Champaign
E.L. PARKER	Assistant Superintendent	Champaign
J.P. HAINES	Assistant Superintendent	Decatur
A.L. PHIPPS	Trainmaster	Kankakee
J.D. DUFF	Trainmaster	Champaign
E.G. HARDIN	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
H.W. JONES	Assistant Trainmaster	Kankakee
R.L. KERN	Assistant Trainmaster	Champaign
W.A. EASTMAN Jr.	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
G.W. ROSS	Assistant Trainmaster	Mattoon
B.E. WALDEN	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	65	55
38	95	72	50
40	90	80	45
43	85	90	40
45	80	103	35
46	79	120	30
48	75	144	25
52	70	180	20
55	65	240	15
60	60	360	10

Illinois Central Gulf Railroad

ILLINOIS DIVISION TIMETABLE NO. 3

Effective 12:01 A.M.

SUNDAY, OCTOBER 26, 1975

Superseding

ILLINOIS DIVISION
TIMETABLE NO. 2

Dated February 14, 1974

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

CON P. CURRAN PRINTING CO., ST. LOUIS, MO.

Southward FIRST CLASS			Siding, Standing Room Cars With Engine	Mile Posts	TIMETABLE NO. 3 Effective October 26, 1975 STATIONS	Miles from Champaign	Northward FIRST CLASS		
59 Panama Limited	381 Illini	391 Shawnee					58 Panama Limited	380 Illini	392 Shawnee
L 6 10PM	L 4 20PM	L 9 00AM	.....	.....	C. UNION STA. (CHGO.)	129.2	A 9 30AM	A 10 00AM	A 9 40PM
Ls 7 00	Ls 5 10	Ls 9 50	.....	23.5	24.9 HOMEWOOD	104.3	As 8 30	As 9 08	As 8 40
			.....	.....	...CHICAGO DIVISION...	.....			
Daily	Daily	Daily							
L 7 08PM	L 5 18PM	L 9 58AM	.....	31.6	8.1 STUENKEL	96.2	A 8 19AM	A 9 00AM	A 8 30PM
			.....	34.2	2.6 MONEE	93.6			
			.....	40.5	6.9 PEOTONE	87.3			
			.....	46.7	6.2 MANTENO	81.1			
			.....	50.8	4.1 INDIAN OAKS	77.0			
			.....	54.2	3.4 BRADLEY	73.6			
			.....	55.3	1.1 C...KANKAKEE JCT....	72.5			
s 7 28	s 5 38	s 10 18	.....	55.9	.6 KANKAKEE	71.9	s 7 52	s 8 35	s 8 05
			110	60.3	4.4 OTTO	67.5			
			.....	64.3	4.0 CHEBANSE	63.5			
			.....	69.1	4.8 CLIFTON	58.7			
			95	73.1	4.0 ASHKUM	54.7			
			.....	77.4	4.3 DANFORTH	50.4			
7 48	5 58	10 38	162N 206S	81.1	3.7 C.....GILMAN	46.7	7 28	8 14	7 40
			.....	84.7	3.6 ONARGA	43.1			
			.....	87.6	2.9 DEL REY	40.2			
			79	93.1	5.5 BUCKLEY	34.7			
			.....	98.7	5.6 LODA	29.1			
			95N 117S	102.8	4.1 PAXTON	25.0			
			.....	108.3	5.5 LUDLOW	19.5			
s 8 15	s 6 25	s 11 05	.....	113.8	5.5 D.....RANTOUL	14.0	s 7 02	s 7 48	s 7 14
			.....	118.7	4.9 THOMASBORO	9.1			
			.....	122.6	3.9 LEVERETT	5.2			
8 23	6 35	11 13	.....	124.1	1.5 ....LEVERETT JCT..... 3.7	3.7	6 50	7 34	7 03
As 8 30PM	A 6 45PM	As 11 20AM	.....	127.8	C.....CHAMPAIGN.....	0.0	Ls 6 46AM	L 7 30AM	Ls 6 59PM
							Daily	Daily	Daily

NOTE: — See page 30, for "Siding Capacity in Feet."

CHICAGO DISTRICT — (Gilman Line)

Southward							Northward			
SECOND CLASS					TIMETABLE NO. 3 Effective October 26, 1975		SECOND CLASS			
	65	63	61	Siding, Standing Room Cars With Engine / Mile Posts	STATIONS	Miles from Clinton	64	66	62	
	Dispatch CS5	Dispatch CS3	Dispatch CS1				Dispatch SC4	Dispatch SC6	Dispatch SC2	
				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	5.3 RIDGEVILLE	62.1	8 01	3 44	9 55	
	9 50*62*	11 25	12 23	90.1	3.7 THAWVILLE	58.4	7 56	3 40	9 50*65*	
	9 57	11 32	12 31	95.6	5.5 ROBERTS	52.9	7 49	3 34	9 44	
	10 03	11 38	12 37	100.2	4.6 MELVIN	48.3	7 43	3 28	9 39	
	10 10		12 45	106.0	5.8 GUTHRIE	42.5	7 36	3 20	9 32	
	10 17	11 50	12 53	110.0	4.0 C GIBSON CITY	38.5	7 28	3 10	9 22	
	10 24	11 57	1 03	115.7	5.7 HARPSTER	32.8	7 20	3 00	9 14	
	10 40	12 01PM	1 08	119.2	3.5 MC NULTA	29.3	7 15	2 54	9 09	
	10 50	12 04	1 13	121.8	2.6 BELLFLOWER	26.7	7 07	2 50	9 05	
				123.2	1.4 LAURETTE	25.3				
				125.7	2.5 KUMLER	22.8				
	10 59	12 10	1 23	127.4	1.7 WEEDMAN	21.1	6 57	2 40	8 57	
	11 05	12 14	1 28	130.6	3.2 C FARMER CITY	17.9	6 52	2 34	8 53	
				135.0	4.4 PARNELL	13.5	6 45	2 26	8 47	
				136.6	1.6 FULLERTON	11.9				
				139.2	2.6 DE WITT	9.3				
				143.7	4.5 BIRKBECK	4.8				
	A 11 45PM	A 12 40PM	A 2 15AM	146.6	2.9 EAST JCT 1.9	1.9	L 6 25AM	L 2 00PM	L 8 30PM	
				148.5	C CLINTON	0.0				
							Daily	Daily	Daily	

NOTE: — See page 30, for "Siding Capacity in Feet."

Southward						Northward		
SECOND CLASS			Siding, Standing Room Cars With Engine	Mile Posts	TIMETABLE NO. 3 Effective October 26, 1975 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.....	133.8	4 25	10 20	6 47	
				162.7	6.0 .....CHESTNUT.....	127.8				
12 30	2 45	3 10	164	169.0	6.9 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 .....BISSELL.....	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	198.5	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	8.6 .....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	
				286.3	10.0 C.....MADISON.....	4.2				
					Be Governed by Time Table of I.T. and T.R.R.A.					
				290.5	4.2 ....EAST ST. LOUIS...	0.0				

NOTE: — See page 30, for "Siding Capacity in Feet."

Southward FIRST CLASS						TIMETABLE NO. 3 Effective October 26, 1975 STATIONS		Northward FIRST CLASS			
		59	391	Siding, Standing Room Cars With Engine	Mile Posts		Miles from Centralia, Bluford to Edgewood	58	392		
		Panama Limited	Shawnee					Panama Limited	Shawnee		
		Daily	Daily								
		Ls 8 40PM	Ls11 30AM		127.8	C CHAMPAIGN	124.6	As 6 36AM	As 6 50PM		
					132.2	4.4 SAVOY	120.2				
		8 48	11 38	83	137.1	4.9 C TOLONO	115.3	6 14	6 31		
				98	141.9	4.8 PESOTUM	110.5				
					145.6	3.7 HAYES	106.8				
		8 57	11 47		149.8	4.2 C TUSCOLA	102.6	6 05	6 22		
					154.1	4.3 GALTON	98.3				
				122	157.9	3.8 ARCOLA	94.5				
					163.6	5.7 HUMBOLDT	88.8				
					167.5	3.9 DORANS	84.9				
		s 9 19	s 12 09PM	116	172.4	4.9 C MATTOON	80.0	s 5 48	s 6 05		
					179.3	6.9 AETNA	73.1				
				114	184.3	5.0 NEOGA	68.1				
					191.2	6.9 SIGEL	61.2				
		s 9 44	s 12 34	213N 222S	199.2	8.0 C EFFINGHAM	53.2	s 5 23	s 5 40		
					205.7	6.5 WATSON	46.7				
					211.5	5.8 MASON	40.9				
		9 56	12 46	205	214.6	3.1 C EDGEWOOD	37.8	5 07	5 25		
					218.5	3.9 LACLEDE	33.9				
					223.1	4.6 FARINA	29.3				
					228.9	5.8 KINMUNDY	23.5				
					233.6	4.7 ALMA	18.8				
					239.0	5.4 TONTI	13.4				
				70	244.2	5.2 ODIN	8.2				
		A 10 24PM	A 1 14PM		250.0	5.8 BRANCH JCT	2.4	L 4 43AM	L 5 01PM		
						CENTRALIA DISTRICT		Daily	Daily		
		As10 35PM	As 1 25PM		252.4	2.4 C CENTRALIA	0.0	Ls 4 39AM	Ls 4 57PM		

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.
See page 30, for "Siding Capacity in Feet."

Mile Posts	TIMETABLE NO. 3 Effective October 26, 1975 STATIONS	Miles from Bloomington
55.9	KANKAKEE	85.4
	See Chicago District	
	4.4	
60.3	OTTO	81.0
	5.4	
65.7	IRWIN	75.6
	0.8	
66.5	LEHIGH JCT.	74.8
	2.0	
68.5	DICKEYS	72.8
	3.1	
71.6	HERSCHER	69.7
	4.1	
75.7	BUCKINGHAM	65.6
	4.0	
79.7	CABERY	61.6
	4.5	
84.2	KEMPTON	57.1
	1.3	
85.5	SAXONY	55.8
	2.9	
88.4	CULLOM	52.9
	4.4	
92.8	CHARLOTTE	48.5
	4.5	
97.3	CHATSWORTH	44.0
	4.5	
101.8	CEREAL	39.5
	3.8	
105.6	RISK	35.7
	5.9	
111.5	CROPSEY	29.8
	4.0	
115.5	ANCHOR	25.8
	4.3	
119.8	COLFAX	21.5
	5.6	
125.4	COOKSVILLE	15.9
	3.5	
128.9	FLETCHER	12.4
	2.4	
131.3	MERNA	10.0
	4.0	
135.3	BARNES	6.0
	4.5	
139.8	NORMAL JCT.	1.5
	1.5	
	See Amboy District	
141.3	BLOOMINGTON	0.0

Southward — PONTIAC DISTRICT — Northward

Mile Posts	TIMETABLE NO. 3 Effective October 26, 1975 STATIONS	Miles from Minonk
55.9	KANKAKEE	73.0
	See Bloomington District	
	29.6	
85.5	SAXONY	43.4
	5.7	
91.2	GRISWOLD	37.7
	2.4	
93.6	SCOVEL	35.3
	2.7	
96.3	EYLAR	32.6
	2.0	
98.3	RUGBY	30.6
	2.1	
100.4	SWYGERT	28.5
	5.6	
106.0	PONTIAC	22.9
	3.9	
109.9	ROOK'S CREEK	19.0
	4.1	
114.0	GRAYMONT	14.9
	4.3	
118.3	FLANAGAN	10.6
	5.2	
123.5	SPIRES	5.4
	3.8	
127.3	MINONK JCT.	1.6
	1.6	
	See Amboy District	
128.9	MINONK	0.0

Southward — RANTOUL DISTRICT — Northward

Mile Posts	TIMETABLE NO. 3 Effective October 26, 1975 STATIONS	Miles from Potomac
52.1	POTOMAC	0.0
	4.1	
48.0	ARMSTRONG	4.1
	3.7	
44.3	PENFIELD	7.8
	3.9	
40.4	GIFFORD	11.7
	3.1	
37.3	DILLSBURG	14.8
	3.9	
33.4	D RANTOUL	18.7
	3.4	
30.0	PROSPECT	22.1
	0.9	
29.1	TOMLINSON	23.0
	2.8	
26.3	DEWEY	25.8
	3.4	
22.9	FISHER	29.2
	3.9	
19.0	DICKERSON	33.1
	1.7	
17.3	LOTUS	34.8
	4.9	
12.4	LAURETTE	39.7
	3.1	
9.3	GLENAVON	42.8
	3.0	
6.3	SABINA	45.8
	6.3	
0.0	LE ROY	52.1

Southward — CLINTON DISTRICT — Northward

Siding. Standing Room Cars With Engine	Mile Posts	TIMETABLE NO. 3 Effective October 26, 1975 STATIONS	Miles from Clinton
	773.3	C CLINTON	0.0
		0.6	
	772.7	HAVANA DIST. JCT.	0.6
		3.9	
70	768.8	OSPUR	4.5
		3.6	
	765.2	MAROA	8.1
		4.0	
	761.2	EMERY	12.1
		2.6	
165	758.6	FORSYTH	14.7
		6.0	
	752.6	C DECATUR	20.7
		0.2	
	752.4	NORTH JCT.	20.9
		1.4	
	751.0	SOUTH JCT.	22.3
		1.0	
	750.0	DECATUR JCT.	23.3
		3.0	
66	747.0	ELWIN	26.3
		4.8	
	742.2	MACON	31.1
		5.9	
	736.3	MOWEAQUA	37.0
		2.3	
115	734.0	RADFORD	39.3
		5.1	
	728.9	ASSUMPTION	44.4
		3.8	
	725.1	DUNKEL	48.2
		5.4	
81	719.7	C PANA	53.6
		7.3	
	712.4	OCONEE	60.9
		10.0	
	702.4	C RAMSEY	70.9
		7.4	
	695.0	VERA	78.3
		5.1	
	689.9	D VANDALIA	83.4
		6.6	
	683.3	SHOBONIER	90.0
		4.5	
	678.8	VERNON	94.5
		3.6	
79	675.2	PATOKA	98.1
		5.1	
	670.1	FAIRMAN	103.2
		4.5	
	665.6	SANDOVAL	107.7
		3.6	
	662.0	BRANCH JCT.	111.3
		2.4	
		See Centralia Dist.	
	659.6	C CENTRALIA	113.7

NOTE: — See page 30, for "Siding Capacity in Feet."

MATTOON DISTRICT

Southward						TIMETABLE NO. 3 Effective October 26, 1975 STATIONS		Northward			
SECOND CLASS								SECOND CLASS			
			295	Siding, Standing Room Cars With Engine	Mile Posts		Miles from Evansville	296			
			Local Freight					Local Freight			
			Except Saturday								
			L 8 30AM		119.2	C....MATTOON....	127.4	A 2 40PM			
			8 50	97	125.6	6.4 .....LERNA.....	121.0	2 20			
					133.2	7.6 ....BRADBURY....	113.4				
					136.7	3.5 .....TOLEDO.....	109.9				
						5.5					
					142.2	.....GREENUP.....	104.4				
					148.3	6.1 .....HIDALGO.....	98.3				
					151.9	3.6 ....ROSE HILL....	94.7				
			10 10	66	160.1	8.2 .....NEWTON.....	86.5	1 05PM			
					164.9	4.8 .....BOOS.....	81.7				
					170.5	5.6 ...WEST LIBERTY...	76.1				
					171.9	1.4 .....DUNDAS.....	74.7				
			11 55296	39	178.9	7.0 D.....OLNEY.....	67.7	11 55295			
			12 30PM	116	185.4	6.5 .....CALHOUN.....	61.2	10 00			
					194.9	9.5 ....WEST SALEM....	51.7				
					200.1	5.2 .....BONE GAP.....	46.5				
			1 30	166	205.1	5.0 .....BROWNS.....	41.5	9 00			
					212.5	7.4 .....GRAYS.....	34.1				
					213.5	1.0 .... GRAYVILLE....	33.1				
					220.0	6.5 .....GRIFFIN.....	26.6				
			2 20		225.5	5.5 ..STEWARTSVILLE...	21.1	7 40			
					228.5	3.0 ....POSEYVILLE.....	18.1				
				34	239.1	10.6 .....WILCOX.....	7.5				
			A 3 10PM		244.5	5.4 D....HARWOOD	2.1	L 7 00AM			
					246.6	2.1 .....EVANSVILLE.....	0.0				
								Except Sunday			

NEW HARMONY DISTRICT

Southward					TIMETABLE NO. 3 Effective October 26, 1975 STATIONS		Northward			
				Mile Posts		Miles from New Harmony				
				0.0	..STEWARTSVILLE...	6.2				
				6.2	6.2 .. NEW HARMONY...	0.0				

NOTE: — See page 30, for "Siding Capacity in Feet."

Southward							Northward			
SECOND CLASS							SECOND CLASS			
		275	291	Sidings, Standing Room Cars With Engine	Mile Posts	TIMETABLE NO. 3 Effective October 26, 1975 STATIONS	Miles from Mattoon	292	276		
		Dispatch Freight	Local Freight					Local Freight	Dispatch Freight		
					0.0	PEORIA	119.2				
					2.8	2.8 WESLEY	116.4				
		Daily	Except Sunday			Be Governed by Rules and Time Table of P. & P. U.					
		L 7 00PM	L 5 40AM		9.2	6.4 I. C. JUNCTION	110.0	A 2 50PM	A 1 25AM		
		7 05	5 45	35	9.3	0.1 PEKIN	109.0	2 40	1 15		
		720	6 00	100	14.5	5.2 SOUTH PEKIN	104.7	2 15	12 45		
					20.6	6.1 GREEN VALLEY	98.6				
					21.3	0.7 HERGET	97.9				
		7 50	6 30		26.2	4.9 DELAVAN	93.0	1 50	12 20AM		
					32.1	5.9 EMDEN	87.1				
					36.2	4.1 HARTSBURG	83.0				
		8 30	7 20	53	44.2	8.0 LINCOLN	75.0	1 15	11 45		
					45.2	1.0 PEORIA DIST. JCT.	74.0				
		9 10	8 15	86N 66S	55.4	10.2 C MT. PULASKI	63.8	12 45PM	11 15		
					62.4	7.0 LATHAM	56.8				
					68.3	5.9 WARRENSBURG	50.9				
		9 55	9 20	46	71.8	3.5 BEARSDALE 4.7	47.4	11 35	10 35		
						See Clinton District					
		10 15 276	10 45 292		76.5	C DECATUR	42.7	10 45 291	10 15 275		
					76.7	0.2 NORTH JCT.	42.5				
					78.1	1.4 SOUTH JCT.	41.1				
		10 35	11 00		79.1	1.0 DECATUR JCT.	40.1	9 50	9 50		
					82.6	3.5 TURPIN	36.6				
					85.2	2.6 MT. ZION	34.0				
		11 20	11 40	131	86.8	1.6 HERVEY CITY	32.4	9 30	9 30		
					90.8	4.0 DALTON CITY	28.4				
					96.6	5.8 BETHANY	22.6				
		12 05AM	12 30PM	76	103.9	7.3 SULLIVAN	15.3	8 45	8 45		
					109.6	5.7 ALLENVILLE	9.6				
		12 30	1 00	104	113.4	3.8 COLES	5.8	8 20	8 20		
		A 12 45AM	A 1 15PM		119.2	5.8 C MATTOON	0.0	L 8 00AM	L 8 00PM		
								Except Saturday	Daily		

NOTE: — See page 30, for "Siding Capacity in Feet."

INDIANAPOLIS DISTRICT

Southward — **Northward**

Siding, Standing Room Cars With Engine	Mile Posts	TIMETABLE NO. 3 Effective October 26, 1975 STATIONS	Miles from Palestine
	0.0	INDIANAPOLIS	123.3
	1.7	1.7	
	1.7	D WISCONSIN ST. YARD	121.6
		5.7	
57	7.4	MT. PERRY	115.9
		10.0	
	17.4	BARGERSVILLE	105.9
		7.4	
	24.8	ANITA	98.5
		5.3	
	30.1	MORGANTOWN	93.2
		3.2	
54	33.3	DOUBLING TRACK	90.0
		5.6	
	38.9	HELMSBURG	84.4
		2.4	
	41.3	TREVLAC	82.0
		8.4	
	49.7	UNIONVILLE	73.6
		6.2	
46	55.9	D BLOOMINGTON	67.4
		0.9	
53	56.8	FLOYD	66.5
		8.2	
	65.0	ELWREN	58.3
		5.2	
	70.2	SOLSBERRY	53.1
		7.3	
	77.5	TULIP	45.8
		5.5	
	83.0	BLOOMFIELD	40.3
		6.4	
	89.4	SWITZ CITY	33.9
		6.0	
63	95.4	LINTON	27.9
		5.7	
	101.1	DUGGER	22.2
		1.9	
87	103.0	CASS	20.3
		7.0	
	110.0	SULLIVAN	13.3
		4.4	
	114.4	NEW LEBANON	8.9
		4.3	
	118.7	MEROM	4.6
		1.7	
	120.4	RIVERTON	2.9
		2.9	
	123.3	D PALESTINE	0.0

NOTE: — See page 30, for "Siding Capacity in Feet."

HAVANA DISTRICT

Southward — **Northward**

Mile Posts	TIMETABLE NO. 3 Effective October 26, 1975 STATIONS	Miles from Havana
0.0	C CHAMPAIGN	101.8
	3.6	
3.6	STALEY CONNECTION	98.2
	0.8	
4.4	STALEYS	97.4
	3.1	
7.5	BONDVILLE	94.3
	3.0	
10.5	SEYMOUR	91.3
	5.1	
15.6	WHITE HEATH	86.2
	5.7	
5.7	MONTICELLO	
	5.0	
10.7	AMENIA	
	3.3	
14.0	CISCO	
	5.5	
19.5	ARGENTA	
	3.9	
23.4	OREANA	
	4.4	
27.8	GREEN'S SWITCH	
	2.6	
30.4	I.T. JCT.	
	0.4	
30.8	C DECATUR	
	3.1	
18.7	LODGE	83.1
	4.8	
23.5	DELAND	78.3
	5.6	
29.1	WELDON	72.7
	5.6	
34.7	LANE	67.1
	5.8	
40.5	HAVANA DIST. JCT.	61.3
	0.6	
41.1	C CLINTON	60.7
	See Springfield Dist.	
	1.1	
42.2	WEST JUNCTION	59.6
	3.1	
45.3	JENKINS	56.5
	2.9	
48.2	HALLVILLE	53.6
	2.5	
50.7	MIDLAND CITY	51.1
	3.1	
53.8	BEASON	48.0
	3.2	
57.0	SKELTON	44.8
	4.8	
61.8	PEORIA DIST. JCT.	40.0
	1.3	
63.1	LINCOLN	38.7
	6.5	
69.6	BURTON VIEW	32.2
	5.2	
74.8	NEW HOLLAND	27.0
	6.2	
81.0	MASON CITY	20.8
	5.8	
86.8	TEHERAN	15.0
	2.4	
89.2	EASTON	12.6
	3.2	
92.4	BIGGS	9.4
	2.0	
94.4	POPLAR CITY	7.4
	7.4	
101.8	HAVANA	0.0

Southward				Siding, Standing Room Cars With Engine	Mile Posts	TIMETABLE NO. 3 Effective October 26, 1975 STATIONS	Miles from Effingham	Northward			
					123.3	D....PALESTINE.....	53.6				
						6.8					
				35	130.1	.....ROBINSON.....	46.8				
						5.4					
					135.5	.....STOY.....	41.4				
						1.6					
					137.1	....BAKERS LANE....	39.4				
						2.4					
					139.5	.....OBLONG.....	37.4				
						6.1					
					145.6	....WILLOW HILL....	31.3				
						7.8					
					153.4	.....NEWTON.....	23.5				
						6.1					
					159.5	.....LIS.....	17.4				
						3.5					
					163.0	.....WHEELER.....	13.9				
						3.6					
					166.6	.....DIETERICH.....	10.3				
						4.4					
					171.0	.....EVERS.....	5.9				
						5.9					
					176.9	C....EFFINGHAM.....	0.0				

NOTE: — See page 30, for "Siding Capacity in Feet."

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. Stuenkel is the initial station of the Chicago District. Employes 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. 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:	Callers office, engine house, old callers office (Depot)

2. 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

21. Between Stuenkel and Branch Jct., and between Edgewood and Bluford, white lights will be omitted on all extras except passenger trains running as extras.

On Rantoul, Indianapolis and Effingham Districts, white lights will be omitted on extras.

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

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

30. When necessary to operate multiple diesel units in reverse direction for any great distance, 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.

(Continued on Page 13)

S-71. Northward regular trains are superior to regular trains of the same class in the opposite direction.

83. Train Registers:

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

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 Register ticket 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 Register ticket, 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.

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

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, Maroa and Hervey City)
New Harmony (extends to Stewartsville)
Evansville (includes Harwood)
Indianapolis (includes Wisconsin St. Yard to MP9)
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. Wesward IT and ICG trains will notify towerman by telephone when they leave joint tracks at Staley Connection.

(Continued on Page 14)

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 795.

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.

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

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

Between Penn Central Junction at Hervey City 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 the Penn Central Junction at Hervey City or has arrived Decatur.

In the event positive radio communication cannot be accomplished the station building at Hervey City is equipped with Bell Telephone which can be used to talk direct to the operator at Decatur.

The Bell telephone number for the operator at Decatur is:

1-422-0277

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

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. — Lead to Stone Quarries { (Mile XA-4.5) (Mile XA-4.1) } L&N 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. 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.

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

Territory or Location		Passenger Trains	Freight Trains	Trains handling revolving machinery on own wheels
		Miles per Hour		
Between Stuenkel and Monee Track 4		30	30	25
Between Stuenkel and Champaign		79	50	25
Between Champaign and Branch Jct. (See Note B)		90	50	25
Between Edgewood and Bluford		40	40	25
Between Gilman and Clinton		60	50	25
Between Clinton and Avenue		60	50	25
Between Avenue and Glen		40	40	25
Between Otto and Normal Junction		30	30	25
Between Saxony and Minonk Junction		30	30	25
Rantoul District		20	20	10
Between Indianapolis and Effingham		35	35	25
Between Clinton and Branch Junction		35	35	25
Between Champaign and Clinton		30	30	15
Between Clinton and Havana		30	30	15
Between White Heath and Decatur		25	25	15
Between Pekin and Evansville		35	35	20
New Harmony District		—	10	10
Diverging routes through crossovers, junctions and siding switches:				
Through turnouts at spring switches unless otherwise authorized		25	25	10
On straight track at spring switches when springing points		40	40	25
Peotone — Crossovers between No. 1 and No. 2 tracks	No. 20 Cross overs and turnouts	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				
Glen — C&NW Junction				
Manteno — Crossovers between tracks 1 and 2	No. 18 Cross overs and turnouts	30	30	25
Kankakee Jct. — First crossovers north of K. & S. railroad crossing, tracks 2 to 1, and 2 to 3				
Otto — Crossover No. 2 to No. 3 track and north siding switch				
Askum — Crossovers, except crossover south end west siding				
Gilman — Crossover south of TP&W crossing No. 2 to No. 1 track				
Edgewood — Crossovers and main track turnouts to Edgewood Line				
Avenue — End of multiple track No. 15 turnout		25	25	25
Decatur Junction to Peoria District		25	25	25
Through all crossovers and turnouts other locations		15	10	10
All yard tracks, sidings and auxiliary tracks		10	10	10

Note B — Between Champaign and Branch Jct., maximum permissible speed for trains handling piggyback and tri or bi level automobile cars exclusively is 60 MPH. Any rule, special instructions, signs or signals applicable to freight trains requiring lower speed must be observed.

(Continued on Page 16)

101(a.) Lower Speeds.

Territory or Location	Passenger Trains	Freight Trains	Trains handling revolving machinery on own wheels
	Miles per Hour		
Chicago District:			
Stuenkel, crossovers between main tracks and turnouts to No. 3 and No. 4 track	30	30	25
Monee, turnout No. 4 track	30	30	25
Between Indian Oaks and K & S crossing Kankakee, track No. 3	40	25	25
Kankakee Junction, around Penn Central wye	10	10	10
Kankakee between river bridge and K & S crossing, tracks Nos. 1, 2, 3	25	25	25
Between River Bridge Kankakee and Otto, track No. 3	40	25	25
Gilman, southward home signal to crossover south of TP&W crossing	70	40	25
Gilman, through crossover to and from Gilman Line, around wye and over TP&W railroad crossing on Gilman Line	25	25	25
Rantoul, north crossover to north siding switch on both main tracks	40	40	25
Curve, Mile 81.5 — one-half mile south of Gilman on Gilman Line.	40	40	25
Gibson City, between extreme north public crossing and north siding switch	25	25	25
Curves, Miles 147.5, 147.7 and 148 north of Clinton	40	40	25
Champaign District:			
Champaign, southward home signal to Springfield Avenue, all tracks	15	10	10
Tolono, (New Extension) N&W connection	10	10	10
Tolono — Northward and southward main tracks over N&W crossing	70	40	25
Tuscola, curves both ends storage track southward main track	....	50	25
Tuscola, B&O wye	5	5	5
Tuscola — Northward and southward main tracks over C&EI and B&O Railroad crossings	70	40	25
Mattoon, through subway mile 171.9 to 172.7 on both main tracks	25	25	25
Mattoon, Mile 172.7 to MP 175 both main tracks	60	30	25
Effingham, MP 198 to MP 202 both main tracks	60	40	25
Effingham Penn Central crossing	40	25	25
Branch Junction	35	35	25
Springfield District:			
Clinton, main track at Elizabeth St.	10	10	10
Curve Mile 149.2 West Clinton	40	40	25
Curve MP 155 Salt Creek	50	50	25
Curve Mile 155.5 Salt Creek	50	50	25
Kenney, Penn Central crossing	40	40	25
Mt. Pulaski, Peoria District crossing	40	40	25
Mt. Pulaski, IT Wye	10	10	10
Mt. Pulaski, Old and New Wye	5	5	5
Curve Mile 175.6 Lake Fork Creek	50	50	25
Curve Mile 188.1 Bissell northward	40	40	25
Starnes, N&W and IT Crossings	40	40	25
Mile 190.3 to Mile 191.9 northward and southward main tracks	40	40	25
MP 192 Avenue to MP 194 south of Avenue	25	25	20

(Continued on Page 17)

101 (a.) Lower Speed (continued).

Territory or Location	Passenger Trains	Freight Trains	Trains handling revolving machinery on own wheels
	Miles per Hour		
Springfield District (continued)			
Curve Mile 199.6 Cotton Hill	....	....	25
MP 233 to MP 235 North Litchfield	....	....	25
MP 235 to MP 237 Litchfield	25	25	25
Curves Mile 255.5, 255.7 reverse curves north of Alhambra Tower	....	....	25
Curve Mile 256.1 N&W crossing, Alhambra	10	10	10
Curve Mile 263.7 Marine Curve (See Note B)	35	35	25
Curve MP 268 Curve Mile 268.4 Curve Mile 268.7 } Silver Creek curves north of Kuhns	....	....	25
Mine Leads	—	10	10
Mont, IT connection and straight track	5	5	5
Havana District:			
Mason City — Interlocking (See Note A)	15	15	15
Between New Holland and Mason City — Interlocking (See Note A)	20	20	15
Bridge N-65-8, west of Lincoln	10	10	10
Lincoln — Asylum Track	5	5	5
South Lincoln-Interlockings ICG Crossings (See Note A)	15	15	15
Lodge — Interlocking (See Note A)	15	15	15
White Heath — Wye track	10	10	10
Bridge P-6-6 one half mile south of Monticello	20	20	20
Bridge N-16-8 one mile south of White Heath	20	20	20
Champaign, Mattis Ave. to No. 1 Main Passenger Station	10	10	10
Clinton District:			
Decatur, N&W crossing	10	10	10
Pana — Interlocking between home signals	20	20	20
Pana — Interlocking between approach and home signals	25	25	25
Ramsey — Interlocking (See Note A)	20	20	20
Vandalia — Interlocking between home signals until engine or leading car has passed opposing home signal	20	20	20
Vandalia — Interlocking between approach and home signals	30	30	25
Sandoval — Interlocking between approach and home signals (See Note A)	20	20	20
Peoria District:			
Pekin, River track	—	10	10
Hergert — Interlocking (See Note A)	20	20	20
Delavan — Interlocking (See Note A)	20	20	20
Curve MP 27, Delavan station	20	20	20
Lincoln — Interlockings ICG Crossings (See Note A)	10	10	10
Mt. Pulaski — Interlocking (See Note A)	15	15	15
Between Decatur and Hervey City	25	25	25
Sullivan, Ill. — C&EI crossing engine or leading car	20	20	20
Mattoon — Penn Central crossing engine or leading car	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.

(Continued on Page 18)

101 (a). Lower Speed (continued).

Territory or Location	Passenger Trains	Freight Trains	Trains handling revolving machinery on own wheels
	Miles per Hour		
Mattoon District:			
Lerna — Interlocking (See Note A)	20	20	20
Over Bridge B-182-2	25	25	20
Browns — Interlocking (See Note A)	20	20	20
Grayville (Grays) Interlocking (See Note A)	20	20	20
Grayville — Grade crossings, engine or leading car	30	30	20
Olney — Interlocking (See Note A)	20	20	20
Olney, between station and B&O crossing	10	10	10
Over Wabash River bridge, B-215-7	10	10	10
Over Bridge B-221-4	25	25	20
Bloomington District:			
Otto between approach signal and home signal	15	15	15
Curve between MP 139 and Normal Junction	15	15	15
Pontiac District:			
Pontiac between home signals until engine has passed opposing home signal, ICG and N&W crossings	15	15	15
Over bridges F-107-5 and F-112-8	25	25	15
Saxony wye —South leg	10	10	10
Rantoul District:			
MP 46 to MP 47	10	10	10
Indianapolis District:			
Indianapolis — Between Senate Ave. and South St	5	5	5
Curve, located at Gravel Pit, Mile 6.8	30	30	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	20
Bloomington, Ind. — Curve between MP 55 and MP 56	20	20	20
Bloomington, Ind. — Lead to Stone Quarries	20	20	20
Bloomington, Ind. — Old Shawnee Stone Co. track from Indian Hill Stone Mill to Tramway	5	5	5
Over Bridges X-45-4, X-75-6 and X-120-6	20	20	20
Sullivan, Ind. — Interlocking (See Note A)	15	15	15
Switz City — Interlocking (See Note A)	20	20	20
Dugger — Grade crossings, engine or leading car	30	30	25
Linton — Interlocking (See Note A)	10	10	10
Effingham District:			
Robinson, all tracks at General Carbon and 8A lead, Marathon Oil	10	10	10
Robinson — Interlocking (See Note A)	20	20	20
Curves, between MP 134 and MP 135 Curves, between MP 151 and MP 152 Curves, between MP 171 and MP 172	30	30	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.

(Continued on Page 19)

101 (a). Lower Speed (continued).

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

The following are maximum authorized speeds of engines and certain specialized equipment, except that where timetable district speeds are lower, then the lower speed will govern;

All switch, road switch, and transfer engines.....45 MPH

All other freight engines.....65 MPH

FPA-3 (combination passenger-freight engines).....80 MPH

Revolving machinery on its own wheels (must have boom trailing, when practical).....25 MPH

Fixed cab pile drivers (boom either leading or trailing).....25 MPH

Air dump cars (must be handled in trains performing local work).....25 MPH

Jordan Spreaders (wings must be properly secured and must be handled in trains performing local work).....25 MPH

Russell snowplow X8030.....25 MPH

Wedge type snowplows (when plowing).....40 MPH

Scale test cars except ICG100119 (must be handled on rear of train next ahead of the caboose and in trains performing local work).....30 MPH

Maxson Scale test car ICG100119 (can be located anywhere in train).....45 MPH

Ore cars with wheel base of 20 feet or less (measured between truck centers).....30 MPH

Diesel engines moving through water (must not exceed three inches over top of rail).....3 MPH

Diesel truck transfer cars.....45 MPH

Welded rail flat cars must be handled on rear of train when moving with other cars and must not exceed:

(When loaded).....30 MPH

(When empty).....40 MPH

Cars containing panel rail.....30 MPH

Cars containing lead slabs of 2,000 pounds or heavier.....40 MPH

36 inch (or larger) pipe on flat cars.....40 MPH

In ABS and CTC, 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, (c) one diesel unit and one car or (d) one-car RDC (Budd) trains. 45 MPH for: (a) one diesel unit and two cars, (b) two diesel units and one car, (c) three diesel units or (d) two-car RDC (Budd) trains.

There are no restrictions operating three-car RDC (Budd) trains.

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

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 Champaign and Branch Jct., maximum permissible speed for trains handling piggyback and tri or bi level automobile cars exclusively is 60 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.

The definition of RESTRICTED SPEED is 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.

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

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101 (a). Lower Speed (continued).

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

Location	Class of Engines

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.

101(b). 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.

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.

When switching or moving cars or engine over spur track crossings at Randolph and Jefferson Streets, at Vandalia, all movements must stop and afford flag protection before proceeding over these crossings.

At Cooksville all trains and engines passing over Koch Street must not exceed 5 MPH until lead engine has occupied the crossing.

At Alhambra, Route 140 automatic flashing light crossing signals have been equipped with timing devices. After these flashers have been timed off, caution must be exercised when proceeding toward crossing to insure flashers are re-activated.

In the State of Illinois it is unlawful for any railroad employe to willfully or intentionally permit any train, railroad car or engine to obstruct public travel at a railroad highway grade crossing for a period in excess of ten minutes, except where same cannot be moved by reason of circumstances over which the railroad employe has no control.

104 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 switches at the south end of passenger station will be set and locked for track No. 1 to the southward main track, and will be set and locked for movement from the northward main track through the crossover into track No. 2.
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

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: 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

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111 (e). 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.

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.

111 (e). Hot Box Detectors: (continued).

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 Chestnut	Clinton

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

M-151. Two Main Tracks:

Between Gilman and Leverett Junction.

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

Tracks Nos. 1 and 2 between 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 Main Tracks:

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

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

(Continued on Page 22)

M-151. Two or more Main Tracks: (Continued)

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

215. Southward trains may leave Stuenkel without a clearance, but must obtain clearance before leaving Union Station or Homewood.

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 northward and southward trains enroute to or from the Edgewood Line must obtain a clearance before leaving Edgewood.

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.

215. (Continued):

IT Northward trains may leave Mont without a clearance but must obtain a clearance before leaving Mc Kinley Jct.

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

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.

Northward Penn Central trains entering the Peoria District at Hervey City will not require 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 Allenville on IT prior to departure.

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

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 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).

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251. Rules 251 through 254 (a) are in effect on the Chicago District 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 (a) are in effect on Champaign District 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 USUAL SPEED.

261. Rules 261 through 264 (a) are in effect at the following locations:

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.

279. Electric lock 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
Peotone	North end Stock track	Train dispatcher
Manteno	Track 2 to Runaround track State Hospital. North Crossover No. 1 track to Old West Siding, and house track switches.	Approach locked
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
Kankakee	Main track crossovers	Operator, Kankakee Jct.
Kankakee	Main track crossover Gar Creek	Operator, Gilman
Chebanse	All main track switches	
Clifton	All main track switches	
Ashkum	South end of siding South end of west track	
Danforth	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	

279. Electric lock hand throw switches: (Continued)

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.

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

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

285. Gilman — When home signal governing northward movements from Gilman Line displays upper light yellow and lower light red indicates route is lined through the interlocking.

290 (A). Automatic Train Stop Device: Locomotive enginemen upon leaving initial terminals will make required departure tests and must know that all equipment is in proper operating condition before proceeding. Before entering automatic train stop territory, enginemen will cut in automatic train stop device and know it is in proper operating condition before proceeding. Locomotive firemen upon leaving initial terminals and upon entering automatic train stop territory must ascertain from enginemen whether automatic train stop device is in proper operating condition.

(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. Report must be made to the train dispatcher by the first means of communication.

(C). Train will then proceed in accordance with instructions of the train dispatcher at a speed considered safe, but in no case exceeding 55 MPH for passenger and 40 MPH for freight, taking weather conditions into consideration.. Train will approach all interlockings and facing point spring switches prepared to stop unless the way is seen to be clear. All trains concerned will be notified by train order. Trains without automatic train stop protection will be protected by holding such train at a station until preceding train has cleared a definite station ahead. Under conditions not here provided for, train order will be issued that train without automatic train stop protection may proceed to a definite point at RESTRICTED SPEED.

(Continued on Page 24)

290. (Continued):

(D). In event train stop application occurs and engineman is unable to release brakes, the pneumatic device will be cut out, engine electrical device remaining cut in, and train proceed in accordance with engine cab signal indication. Report must be made to train dispatcher by first means of communication and train order will be issued providing that train with pneumatic device cut out and engine electrical device remaining cut in will be protected by holding such train at a station until preceding train has cleared a definite station ahead. Under conditions not here provided for, train order will be issued that train without automatic train stop protection may proceed to a definite point at RESTRICTED SPEED.

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.

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

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.

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.

509 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.

525 to 542 Inc. and 279:

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 electric lock 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 lock switch by trainmen are posted on inside of door lock.

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

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

560. 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 siding — Southend†		For southward main track
Mattoon — North switch, north 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 Siding	North end*†	For main track
	South end*	For main track

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560. Spring Switches: (Continued)

Location	Normal position
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
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
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)
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.

605 to 609 Inc.

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.

When operator is not on duty, trainmen will use switch key control for clearing signals at this crossing which 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.

LINCOLN: Railroad crossings over the Alton District are controlled by the train dispatcher at Bloomington.

610. 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	Havana-Jacksonville Dist. 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	Peoria-P&N Dist. Crossing
Delavan	Peoria-Jacksonville Dist. Crossing
Lincoln	Peoria-Havana Dist. Crossing
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

(Continued on Page 26)

610 (Continued):

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.

701. 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.

710, 782. Federal Railway Administration Order No. 3 requires that cars used in transporting class A Explosives not equipped with non-sparking brake shoes and also equipped with continuous steel sub-floor or metal spark shield must be inspected by train crew members or carmen, where available, under the following conditions:

1. Where the train and engine crews are changed.
2. The first point practicable after the automatic air brakes have been in continuous application on a moving train for a period of 30 minutes or more.
3. The first point practicable after an emergency application of the automatic air brakes.

The inspection required must be made to determine that:

1. The air brakes are released.
2. There is no evidence of fire.
3. There is no evidence of overheating of brake shoes, wheel rims, wheel treads, or journals.

If there is evidence of sticking brakes, measures must be taken to assure that air brakes and hand brakes are fully released. If any evidence of overheating of any component of a car is discovered or the suspension system or draft gear assembly of a car found to be in unsuitable condition for service, such cars must be set out from train.

803. At Clinton, Champaign and Peoria outbound engineers on through trains will not be required to inspect engines for slid flat wheels.

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

Rule 803 will still require engines to have fusees 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.

1201. 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.

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.

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.

(Continued on Page 27)

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 old or new 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. Switch lists given to switching crew will plainly indicate all of the cars containing **"EXPLOSIVES, FLAMMABLE POISONOUS GAS, POISONOUS GAS, RADIOACTIVE MATERIAL, OR FLAMMABLE COMPRESSED GAS."**

Cars **"INCLUDING TOFC"** loaded with **"EXPLOSIVES, FLAMMABLE POISONOUS GAS, POISONOUS GAS, FLAMMABLE COMPRESSED GAS, OR RADIOACTIVE MATERIAL"** shall not be cut off while in motion. No car moving under its own motion shall be allowed to strike any car loaded with **"EXPLOSIVES, FLAMMABLE POISONOUS GAS, POISONOUS GAS, RADIOACTIVE MATERIAL, OR FLAMMABLE COMPRESSED GAS,"** nor shall any such car be coupled into with more force than is necessary to complete the coupling.

Strict compliance with these instructions is essential.

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

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.

	Factor	11	15	5	12	6	5
		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
Engines	Horse Power	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	18130	21230
Diesel	5000	19755	26885	16525	19490	19085	22345
Diesel	5250	19890	27045	16620	19605	20040	23460

	Factor	7	8	8	7
		Kankakee to Bloomington	Kempton to Minonk	Bloomington to Kankakee	Minonk to Kempton
Engines	Horsepower	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

(Continued on Page 29)

	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	5435	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 Ospur	Decatur to Centralia Ruling Grade Decatur to Elwin	Centralia to Decatur Ruling Grade Walker to Macon	Decatur to Clinton Ruling Grade Ospur 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.

SIDING CAPACITY IN FEET

SIDING	DISTRICT		Capacity in Feet
CHICAGO DISTRICT:			
OTTO			6061
ASHKUM			5228
GILMAN (North)		N	8910
GILMAN (South)		S	11361
BUCKLEY			4353
PAXTON (North)		N	5276
PAXTON (South)		S	6466
THAWVILLE			10336
ROBERTS			2720
GIBSON CITY			8634
MC NULTA			6114
FARMER CITY			6011
SPRINGFIELD DISTRICT:			
KENNEY			9176
MT. PULASKI			9049
LAKE FORK			6493
AVENUE			3591
TORONTO			9005
DIVERNON			9108
WAGGONER			9004
LITCHFIELD			3549
MOUNT OLIVE			4942
ALHAMBRA			8950
MONT			3186
GLEN CARBON			3384
CHAMPAIGN DISTRICT			
TOLONO			4595
PESOTUM			5400
ARCOLA			6744
MATTOON			6432
NEOGA			6304
EFFINGHAM (North)		N	11756
EFFINGHAM (South)		S	12213
EDGEWOOD			11316
ODIN			3877
GREENDALE			14369

SIDING	DISTRICT		Capacity in Feet
CLINTON DISTRICT:			
OSPUR			3858
FORSYTH			9095
ELWIN			3655
RADFORD			6350
PANA			4501
PATOKA			4555
MATTOON DISTRICT:			
LERNA			5350
NEWTON			3637
OLNEY			2185
CALHOUN			6402
BROWNS			9148
WILCOX			1921
PEORIA DISTRICT:			
PEKIN			1957
SOUTH PEKIN			5554
LINCOLN			2917
MT. PULASKI (North)		N	4730
MT. PULASKI (South)		S	3679
BEARSDALE			2569
HERVEY CITY			7249
SULLIVAN, ILL.			4224
COLES			5749
INDIANAPOLIS DISTRICT:			
MT. PERRY			3156
DOUBLING TRACK			2986
BLOOMINGTON, IND.			2560
FLOYD			2925
LINTON			3505
CASS			4785
EFFINGHAM DISTRICT:			
ROBINSON			1949

Illinois Central Gulf Railroad
an IC Industries company

POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES

HOW TO USE THIS CHART

To determine where a placarded car can be placed in a freight or mixed train follow these steps:

- Determine the type of placard that is applied to the car.
- Refer to column 2 on chart and locate same placard wording.
- Follow horizontally across chart and note which vertical columns apply.
- The symbol "X" indicates wording at top that applies. See footnotes for explanation of reference marks.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			WHEN TRAIN LENGTH PERMITS		WHEN TRAIN LENGTH DOES NOT PERMIT		WHEN TRAIN CLASSIFIED	WHEN IN PICK-UP AND/OR SET OFF SERVICE	MUST NOT BE PLACED NEXT TO:											
TYPE OF CAR	PLACARD APPLIED ON CAR	NO RESTRICTIONS	Must Not Be Nearer Than 18th From Engine Or Occupied Caboose	Must Not Be Nearer Than 6th From Engine, Occupied Caboose Or Passenger Car	Must Be Near Middle Of Train	Must Not Be Nearer Than 2nd From Engine, Occupied Caboose Or Passenger Car	Must Be Near Middle Of Block But Not Nearer Than 6th Car From Engine Or Occupied Caboose	Must Not Be Nearer Than 2nd Car From Engine Or Occupied Caboose	ENGINE	Occupied CABOOSE	Occupied Passenger Or Combination Car	Occupied Car With Live Animals And Attendant	CAR PLACARDED: EXPLOSIVES	CAR PLACARDED: DANGEROUS	CAR PLACARDED: POISON GAS	CAR PLACARDED: Flammable Poison Gas	CAR PLACARDED: Dangerous Radioactive Material	Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating; Lighted Heaters, Stoves Or Lanterns	Any Loaded Flat Car (1)	Open Top Car When Lading Protrudes Beyond Car Ends Or When Lading Above Car Ends Is Liable To Shift
ANY CARS (Inc. flat cars carrying trailers or containers)	"EXPLOSIVES"		X		X		X	X	X	X(2)	X(2)	X		X	X	X	X	X	X	X
TANK CAR	"DANGEROUS"			X		X		X	X(3)	X(3)	X	X	X		X	X		X(4)	X	X
OTHER THAN TANK CAR	DANGEROUS"												X		X	X				
TANK CAR	"POISON GAS"			X		X		X	X	X(4)	X(4)	X	X	X				X(4)	X	X
OTHER THAN TANK CAR	"POISON GAS"								X	X(4)	X(4)	X	X	X						
TANK CAR	"FLAMMABLE POISON GAS"			X		X		X	X	X(4)	X(4)	X	X	X				X(4)	X	X
OTHER THAN TANK CAR	"FLAMMABLE POISON GAS"								X	X(4)	X(4)	X	X	X						
ANY CAR	"DANGEROUS RADIO-ACTIVE MATERIAL"												X							
ANY CAR	"CAUTION RESIDUAL PHOSPHORUS"	X																		
EMPTY TANK	"DANGEROUS POISON GAS EMPTY"	X																		
EMPTY TANK	"DANG. FLAMMABLE POISON GAS EMPTY"	X																		
EMPTY TANK	"DANGEROUS EMPTY"	X																		

FOOTNOTES

(1) Permanent end bulkhead flats, piggyback and container flats, tri-level and bi-level cars, and any other flat car specially equipped with tie-down devices for handling vehicles are considered the same as an open top car (see Column 21).

(2) Except when caboose, etc. is occupied by authorized personnel accompanying shipment and it is not equipped with lighted heater, such occupied car must be next behind car placarded "Explosives". If equipped with lighted heater, it must be fourth behind car placarded "Explosives".

(3) Except when train consists only of placarded loaded tank cars.

(4) Except when car is occupied solely by gas handlers or authorized personnel accompanying shipment such occupied car must be next behind placarded car.

REV. OCTOBER 1974