DIVISION OFFICERS

J. T. STANFORD	Superintendent	Champaign
G. J. WILLINGHAM	Train Master	Champaign
J. S. BUSWELL	Train Master	Mattoon
E. J. BROSSEAU	Asst. Trainmaster	Kankakee
W. P. BUCKLES	Traveling Engineer	Champaign
E. C. SLINGMAN	Chief Train Dispatcher	Champaign
W. H. DAVIS	Asst. Chief Train Dispatcher	Champaign
F. W. GRANGER	Dispatcher	Champaign
H. H. WEATHERFORD	Dispatcher	Champaign
J. P. MADIX	Dispatcher	Champaign
J. L. HEINS	Dispatcher	Champaign
E. L. SMITH	Dispatcher	Champaign
L. L. BOSLEY	Dispatcher	Champaign
C. V. WHITESITT	Dispatcher	Champaign
R. L. TOOKER	Dispatcher	Champaign
W. E. RAUCKMAN	Dispatcher	Champaign

Flanigan-Pearson Co., Champaign, Ill.

Illinois Central System

MATTOON
INDIANAPOLIS
EFFINGHAM
NEW HARMONY
BLOOMINGTON
PONTIAC
RANTOUL
DISTRICTS

(ILLINOIS DIVISION)

TIME TABLE No. 7

RECEIVED
MAY 5 1941
SUPT. OF TRANSPORTATION
C. I. C. CO.

Taking Effect at 12:01 a. m.,

SUNDAY, APRIL 27, 1941

Superseding

Time Table No. 6
Dated April 28, 1940

FOR THE GOVERNMENT OF EMPLOYES ONLY.

F. R. MAYS, Vice President and General Manager.
R. O. FISCHER, Assistant General Manager.
J. T, STANFORD, Superintendent.

Southward—MATTOON DISTRICT—Northward

TIME TABLE NO. 7
Taking Effect
April 27, 1941

SECOND CLASS			Siding, Standing Room, Cars	Miles from Peoria	STATIONS	Miles from Evansville	Siding, Standing Room, Cars	SECOND CLASS		
281	295	275						296	276	272
Tonnage Freight	Local	Dispatch ME-9						Local	Dispatch EM-4	Dispatch
Daily	Except Sunday	Daily								
L 9 00AM	L 7 15AM	L 7 00AM	....	119.2	C.....MATTOON.....	127.8	....	A 3 15PM	A 5 30PM	A 1 00AM
9 15	7 35	7 15	44	125.6	6.4 D.....LERNA.....	121.4	44	2 55	5 15	12 45
.....	7 43	.....	....	129.6	4.0 .....JANESVILLE.....	117.4	....	2 35	.....	.....
9 27	7 50	7 27	44	133.2	3.6 .....BRADBURY.....	113.8	44	2 25	5 01	12 27
.....	8 00	.....	....	136.9	3.5 D.....TOLEDO.....	110.3	....	2 15	.....	.....
9 39	8 06	7 39	38	139.9	3.2 .....NORVEIL.....	107.1	38	2 00	4 49	12 15
.....	8 12	.....	....	142.2	2.3 D.....GREENUP.....	104.8	....	1 45	.....	.....
9 46	8 17	7 46	51	143.5	1.3 .....DEES.....	103.5	51	1 40	4 39	12 03AM
9 54	8 25	7 54	44	148.3	4.8 D.....HIDALGO.....	98.7	44	1 30	4 27	11 53
.....	8 35	.....	....	151.9	3.6 D.....ROSE HILL.....	95.1	....	1 20	.....	.....
10 05	8 41	8 05	44	155.4	3.5 .....FALMOUTH.....	91.6	44	1 10	4 12	11 39
{ 10 15 / 11 30	9 20	8 25	85	160.1	4.7 C.....NEWTON.....	86.9	85	12 55	4 00	11 25
11 40	9 35	8 35	47	164.9	4.8 .....BOOS.....	82.1	47	12 10PM	3 35	11 05
11 55 *296*	9 45	8 44	40	170.5	5.6 .....WEST LIBERTY.....	76.5	40	11 55 *281*	3 25	10 55
.....	9 50	.....	....	171.9	1.4 D.....DUNDAS.....	75.1	....	11 45	.....	.....
12 20PM	11 25 *296*	9 10	59	178.9	7.0 C.....OLNEY.....	68.1	59	11 25 *295*	3 05	10 40
12 45	11 40	9 25	44	185.4	6.5 .....CALHOUN.....	61.6	44	10 10	2 48	10 17
.....	11 50	.....	....	189.5	4.1 .....PARKERSBURG.....	57.5	....	9 55	.....	.....
1 10	12 05PM	9 40 *296*	54	194.9	5.4 D.....WEST SALEM.....	52.1	54	9 40 *275*	2 25	10 01
.....	12 20	.....	....	200.1	5.2 D.....BONE GAP.....	46.9	....	9 10	.....	.....
2 00 *276*	12 55	10 00	86	205.1	5.0 D.....BROWNS.....	41.9	86	8 55	2 00 *281*	9 45
.....	.....	.....	....	212.5	7.4 C...O. C. C. & ST. L. XNG....	34.5	....	.....	.....	.....
2 20	1 35 *276*	10 15	54	213.5	1.0 D.....GRAYVILLE.....	33.5	54	8 20	1 35 *295*	9 30
2 40	1 55	10 35	42	220.0	6.5 D.....GRIFFIN.....	27.0	42	7 45	1 18	9 13
.....	.....	.....	....	222.6	2.6 .....BARRETT.....	24.4	....	.....	.....	.....
2 55	2 10	10 50	....	225.5	2.9 ..... STEWARTSVILLE.....	21.5	....	7 30	.....	.....
3 10	2 25	10 58	44	228.5	3.0 D.....POSEYVILLE.....10	18.5	44	7 20	12 55	8 58
3 25	2 37	11 10	44	235.0	6.5 .....MARTIN.....	12.0	44	7 00	12 38	8 46
.....	2 41	.....	....	236.8	1.8 .....ARMSTRONG.....	10.2	....	6 55	.....	.....
3 40	2 50	11 20	48	239.1	2.3 .....WILCOX.....	7.9	48	6 50	12 30	8 38
3 55	3 05	11 35	....	244.5	5.4 C.....HARWOOD.....	2.5	....	6 35	12 15PM	8 25
.....	.....	.....	....	245.8	1.3 .....DEVON ST. JCT.....8	1.2	....	.....	.....	.....
A 4 20PM	A 3 30PM	A 11 50AM *276*	....	246.6	0.8 ..... EVANSVILLE 8	0.4	....	L 6 00AM	L 11 50AM *275*	L 8 00PM
								Except Sunday	Daily	Daily

SECOND CLASS			FIRST CLASS	Siding Standing Room. Cars	Miles from Indianapolis	TIME TABLE NO. 7 Taking Effect April 27, 1941 STATIONS	Miles from Effingham	Siding, Standing Room. Cars.	FIRST CLASS	SECOND CLASS		
371	391	377	333						334	370	376	374
Dispatch IB 1	Local Freight	Local and Dispatch Freight	Local Passenger						Local Passenger	Dispatch MI-2	Local and Dispatch Freight	Dispatch EI-4
.....	.....	.....	L 3 30PM	....	.....	C.....INDIANAPOLIS.....	176.9	....	A 11 15AM	.....	.....	.....
Daily	Except Sunday	Daily	Except Sunday									
L 7 00PM	L 6 00AM	L 1 30AM	L 3 40 PM 370	....	1.7	C....WISCONSIN ST. YD.....	175.2	....	A 11 10AM	A 3 40 PM 333	A 5 00PM	A 4 45AM
7 15	6 30	1 45	3 48	76	7.4	5.7 .....MT. PERRY.....	169.5	76	11 02	3 12	4 23	3 25
7 40	6 50	2 05	s 4 03 376	53	17.4	10.0 D.....BARGERSVILLE.....	159.5	53	s 10 48	2 55	4 03 333	2 50
7 52	7 01	2 30 374	4 14	62	24.8	7.4 .....ANITA.....	152.1	62	10 37	2 40	3 30	2 30 377
8 05	7 25	2 45	s 4 22	72	30.1	5.3 D.....MORGANTOWN.....	146.8	72	s 10 27	2 27	3 15	2 00
8 12	7 32	2 52	4 30	44	33.3	3.2 .....DOUBLING TRACK.....	143.6	44	10 21	2 15	3 02	1 35
8 22	7 42	3 02	s 4 40	....	38.9	5.6 D.....HELMSBURG.....	138.0	....	s 10 14	2 00	2 50	1 20
8 27	7 50	3 07	f 4 45	70	41.3	2.4 .....TREVLAC.....	135.6	70	f 10 09	1 55	2 45	1 15
9 05	8 10	3 27	5 00	49	49.7	8.4 .....UNIONVILLE.....	127.2	49	9 53	1 33	2 23	12 50
9 35	8 40	3 45	s 5 12	62	55.9	6.2 C.....BLOOMINGTON.....	121.0	62	s 9 43	1 20	2 10	12 30AM
9 50	9 27 334	3 58	5 21	69	60.8	4.9 .....KIRBY.....	116.1	69	9 27 391	12 53	1 46	11 35
10 05	9 40	4 10	5 28	62	65.0	4.2 .....ELWREN.....	111.9	62	9 18	12 42	1 36	11 20
10 20	9 59	4 25	s 5 38	63	70.2	5.2 .....SOLSBERRY.....	106.7	63	s 9 08	12 27	1 23	11 05
10 40 374	10 19	4 45	f 5 50	62	77.5	7.3 .....TULIP.....	99.4	62	f 8 53	12 04PM	1 01	10 40 371
11 00	10 45	4 58	s 6 01	78	83.0	5.5 D.....BLOOMFIELD.....	93.9	78	s 8 43	11 52	12 49	10 20
11 15	11 01	5 11	s 6 11	61	89.4	6.4 C.....SWITZ CITY.....	87.5	61	s 8 31	11 39	12 37	10 00
11 50	11 25 370	6 15	s 6 22	54	95.4	6.0 D.....LINTON.....{10 6	81.5	54	s 8 21	11 25 391	12 25	9 45
.....	.....	.....	6 27	....	97.6	2.2 .....VICTORIA.....	79.3	....	8 13	.....	.....	.....
12 10AM	12 05 PM 376	7 20	s 6 33	69	101.1	3.5 D.....DUGGER.....8	75.8	69	s 8 08	11 00	12 05 PM 391	9 05
12 25	12 20	8 01 334	f 6 38	95	103.0	1.9 .....CASS.....	73.9	95	s 8 01 377	10 55	12 00	8 55
12 45	12 55	8 30	s 6 50	....	110.0	7.0 D.....SULLIVAN.....	66.9	....	s 7 48	10 25	11 40	8 30
12 55	1 10	8 45	s 6 59	75	114.4	4.4 D.....NEW LEBANON.....	62.5	75	s 7 39	10 10	11 28	8 15
1 05	1 25	9 00	s 7 08	....	118.7	4.3 .....MEROM.....	58.2	....	s 7 30	9 55	11 15	8 00
.....	.....	.....	7 11	....	120.4	1.7 .....RIVERTON.....	56.5	....	7 25	.....	.....	.....
A 1 30AM	A 2 10PM	A 9 40 AM 370	A 7 20 PM	....	123.3	2.9 C.....PALESTINE.....	53.6	....	L 7 20AM	L 9 40 AM 377	L 11 00AM	L 7 45PM
									Except Sunday	Daily	Except Sunday	Daily

Southward—EFFINGHAM DISTRICT—Northward

SECOND CLASS			FIRST CLASS			TIME TABLE NO. 7 Taking Effect April 27, 1941 STATIONS			FIRST CLASS	SECOND CLASS		
377	395	371	333	Siding, Standing Room Cars	Miles from Indianapolis		Miles from Effingham	Siding, Standing Room Cars	334	370	376	374
Dispatch Freight	Local Freight	Dispatch IB-1	Local Passenger						Local Passenger	Dispatch MI-2	Local Freight	Dispatch EI-4
Daily	Except Sunday	Daily	Except Sunday									
L 12 15 PM 376	L 5 45AM	L 2 45AM	L 7 20 PM 374		123.3	C.....PALESTINE.....	53.6		A 7 20AM	A 9 15AM	A 12 15 PM 377	A 7 20 PM 333
.....	.....	.....	.....	....	129.7	C...O. O. O. & ST. L. XNG.... 6.4	47.2	....	.....	.....	.....	.....
1 00	6 15 334 / 11 00 370 / 376	3 05	s 7 37	53	130.1	.....ROBINSON..... 0.4	46.8	53	s 7 05 395	9 02 395	11 00 395	6 55
1 15	11 10	3 15	f 7 46	....	135.5	D.....STOY..... 5.4	41.4	....	s 6 50	8 50	10 30	6 40
1 30	11 25	3 25	s 7 57	60	139.5	D.....OBLONG..... 4.0	37.4	60	s 6 43	8 42	10 20	6 31
1 45	11 40	3 35	s 8 08	69	145.6	D.....WILLOW HILL..... 6.1	31.3	69	s 6 32	8 30	10 00	6 12
2 15	A 12 05PM	4 30	s 8 20	67	153.4	C.....NEWTON..... 7.8	23.5	67	s 6 18	7 55	9 40	5 55
2 40	.....	4 45	8 32	69	159.5	.....LIS..... 6.1	17.4	69	6 02	7 41	8 50	5 33
2 50	.....	4 55	s 8 41	51	163.0	.....WHEELER..... 3.5	13.9	51	s 5 56	7 33	8 40	5 27
3 00	.....	5 05	s 8 50	....	166.6	D.....DIETERICH..... 3.6	10.3	....	s 5 50	7 25	8 30	5 20
3 10	.....	5 40 334	8 57	70	171.0	.....EVERS..... 4.4	5.9	70	5 40 371	7 15	8 15	5 12
A 3 35PM	.....	A 7 00AM 370	A 9 15PM	....	176.9	C.....EFFINGHAM..... 5.9	.....	....	L 5 30AM	L 7 00AM 371	L 8 00AM	L 5 00PM
									Except Sunday	Daily	Except Sunday	Daily
.....	.....	A 2 30AM	A 7 50 PM	...	890.0	.....NEW ORLEANS.....	.....	...	L 8 30AM	L 11 45PM	.....	.....

Southward—NEW HARMONY DISTRICT—Northward

SECOND CLASS				TIME TABLE NO. 7 Taking Effect April 27, 1941 STATIONS		SECOND CLASS			
			297	Miles from New Harmony		Miles from Stewartsville	298		
			Local				Local		
			Except Sunday						
.....	.....	.....	L 9 45AM	.....	D.....NEW HARMONY.....	6.3	A 9 30AM	.....	.....
.....	.....	.....	10 10	3.0	.....ROGERS.....	3.3	8 59	.....	.....
.....	.....	.....	A 10 35AM	6.3	.....STEWARTSVILLE..... 3.3	.....	L 8 40AM	.....	.....
							Except Sunday		

SECOND CLASS						TIME TABLE NO. 7 Taking Effect April 27, 1941		SECOND CLASS			
		441	341		Miles from Chicago	STATIONS	Miles from Bloomington	342	442		
		Pontiac District Mixed	Mixed					Mixed	Pontiac District Mixed		
						CHICAGO	140.9				
		L 7 15AM	L 7 15AM		55.9	55.9 KANKAKEE	85.0	A 1 20PM	A 1 20PM		
		Tues. Thurs. Sat.	Mon. Wed. Fri.								
		L 7 30AM	L 7 30AM		60.3	C 4.4 OTTO	80.6	A 1 05PM	A 1 05PM		
		s 7 45	s 7 45		65.4	D 5.1 IRWIN	75.5	f 12 50	f 12 50		
		f 7 55	f 7 55		68.2	2.8 DICKEYS	72.7	f 12 35	f 12 35		
		s 8 10	s 8 10		71.3	D 3.1 HERSCHER	69.6	s 12 10PM	s 12 10PM		
		s 8 25	s 8 25		75.3	D 4.0 BUCKINGHAM	65.6	s 11 55	s 11 55		
		s 8 40	s 8 40		79.8	D 4.0 CABERY	61.6	s 11 40	s 11 40		
		s 9 05	s 9 05		83.8	D 4.5 KEMPTON	57.1	s 11 20	s 11 20		
		A 9 10AM	9 10		85.1	1.3 SAXONY	55.8	11 05	L 11 05AM		
			s 9 25		88.0	D 2.9 CULLOM	52.9	s 10 55			
			s 9 55		92.4	4.4 CHARLOTTE	48.5	s 10 35			
			s 10 20		97.0	D 4.6 CHATSWORTH	43.9	s 10 20			
			f 10 35		101.4	4.4 CEREAL	39.5	f 9 55			
			s 10 50		105.2	3.8 RISK	35.7	s 9 40			
			s 11 20		111.0	D 5.8 CROPSEY	29.9	s 9 10			
			s 11 35		115.2	D 4.2 ANCHOR	25.7	s 8 55			
			s 11 50		119.4	D 4.2 COLFAX	21.5	s 8 40			
			s 12 10PM		125.0	D 5.6 COOKSVILLE	15.9	s 8 05			
			f 12 25		128.5	3.5 FLETCHERS	12.4	f 7 50			
			f 12 35		130.9	D 2.4 MERNA	10.0	f 7 40			
			f 12 50		134.9	4.0 BARNES	6.0	f 7 25			
			A 1 05		139.4	4.5 NORMAL JCT 1.5	1.5	L 7 05AM			
								Tues. Thurs. Sat.	Mon. Wed. Fri.		
			A 1 15PM		140.9	D BLOOMINGTON		L 7 00AM			

Southward—PONTIAC DISTRICT—Northward

SECOND CLASS 441 Mixed		Miles from Chicago	TIME TABLE NO. 7 Taking Effect April 27, 1941 STATIONS	Miles from Minonk	SECOND CLASS 442 Mixed
L 7 15AM	....	55.9	KANKAKEE	72.8	A 1 20PM
Tues., Thurs., Sat.					
L 9 10AM	....	85.1	29.2 SAXONY	43.6	A 11 05AM
/ 9 30	....	90.8	5.7 GRISWOLD	37.9	/ 10 30
/ 9 45	....	93.2	2.4 SCOVEL	35.5	/ 10 20
/ 9 55	....	95.9	2.7 EYLAR	32.8	/ 10 10
/ 10 10	....	97.9	2.0 RUGBY	30.8	/ 10 00
/ 10 20	....	100.6	2.1 SWYGERT	28.7	/ 9 50
• 11 20	....	105.6	5.6 D PONTIAC	23.1	• 9 30
/ 11 35	....	109.8	4.0 ROOK'S CREEK	19.1	/ 9 00
• 11 50	....	113.6	4.0 D GRAYMONT	15.1	• 8 45
• 12 10PM	....	118.0	4.4 D FLANAGAN	10.7	• 8 30
/ 12 30	....	123.2	5.2 SPIRES	5.5	/ 8 15
A 12 45PM	....	127.1	3.9 MINONK JCT	1.6	L 8 05AM
			1.6		Mon., Wed., Fri.
A 1 00PM	....	128.7	C MINONK	.....	L 8 00AM

Southward—RANTOUL DISTRICT—Northward

Miles from LeRoy	TIME TABLE NO. 7 Taking Effect April 27, 1941 STATIONS
.....	D LE ROY
4.1	4.1 CRUMBAUGH
6.2	2.1 SABINA
9.2	3.0 GLENAVON
12.3	3.1 LAURETTE
14.0	1.7 MEHARRY
16.0	2.0 TROSTER
17.0	D 1.0 LOTUS
18.9	1.9 DICKERSON
22.8	D 3.9 FISHER
26.2	3.4 DEWEY
29.0	2.8 TOMLINSON
29.9	0.9 PROSPECT
33.4	D 3.5 RANTOUL
38.0	4.6 DILLSBURG
41.1	D 3.1 GIFFORD
45.0	D 3.9 PENFIELD
48.8	D 3.8 ARMSTRONG
52.8	D 4.0 POTOMAC
58.3	5.5 HENNING
60.3	2.0 RAYVILLE
63.0	D 2.7 ALVIN
67.1	4.1 THOMAS
69.1	2.0 HEDRICK

8. Standard Clocks:

Effingham Tower	Mattoon Yard Office
Palestine Station	Mattoon Enginehouse
Bloomington, Ind. Station	Evansville Yard Office
Wisconsin Str. Yd.	Bloomington, Ill.
Indianapolis Union Sta Tel. Office	Minonk, Ill.

8-72. Northward trains are superior to trains of the same class in the opposite direction.

83-A. Northward trains may leave Evansville without clearance card Form 44 but must receive clearance card, Form 44, before leaving Harwood Tower.

83-B. Train Registers:

Effingham Tower	Otto
Palestine Station	Saxony
Wisconsin Str. Yd.	Kempton
Indianapolis Union Sta.	Minonk
Mattoon Yd. Office	Bloomington, Ill.
Harwood Tower	Leroy
Evansville Yd. Office	Rantoul

Except when signals are displayed first class trains may register at Wisconsin Str. Yd. Office, by Form 905.

86. Trains operating over C. C. C. & St. L. tracks between Eighth avenue and Harwood, will move by block signals whose indications supersede time table superiority.

98. Yards:

Effingham	Mattoon
Newton	Olney
Robinson	Browns
Between Palestine and Riverton	Between Harwood and Evansville
Linton	McClains District
Bloomington, Ind.	Rantoul
Bloomington Southern District	
Wisconsin Str. Yd.	

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

Effingham	Champaign District
Newton	Mattoon and Effingham Districts
Victoria	C. I. & L. Railroad
Linton	C. M. St. P. & P. Railroad
Bloomfield	I. C. Spur
Bloomington (M. P. XA-4.5) Southern Dist. (M. P. XA-4.1)	C. I. & L. Spur
Morgantown	C. C. C. & St. L Railroad
Indianapolis	I. U. Railroad
Mattoon	Champaign District
Lerna	N. K. P. Railroad
Browns	Southern Railroad
Poseyville	C. & E. I. Railroad
Devon Street Junction	C. & E. I. Belt Railroad
L. & N. Junction	L. & N. Railroad
McClains District—	
Mile BB-0.5	C. & E. I. Railroad
Mile BB-1.1	E. S. & N. Railroad
Mile BB-2.7	E. & O. V. Railroad
Chatsworth	T. P. & W. R. R.
Normal Junction	Springfield Division
Minonk Junction	Springfield Division
Henning	C. & E. I. R. R.

At the following automatic interlocked railroad crossings trains must not exceed a speed of fifteen miles per hour until engine or leading car passes crossing:

Sullivan, Ind.	C. & E. I. R. R.
Knowles (one mile south of Alvin)	C. M. St. P. & P. R. R.

When necessary to open draw on bridges X-120-6 and B-215-7 it will be done under flag protection, which rules are posted at each end of bridges.

When crossing gates at C. I. & L. R. R. at Victoria, I. C. Spur at Bloomfield, and C. C. C. & St. L. R. R. at Morgantown, are set against these lines, I. C. trains may proceed not to exceed ten (10) miles per hour, until engine or leading car passes over crossing; otherwise trains must stop for these crossings.

Crossing gate at Newton will be operated by operator on duty. When crossing gate is properly lined, trains may proceed without stopping not to exceed ten (10) miles per hour until engine or leading car passes over crossing. Otherwise trains must stop for this crossing.

Normal position crossing gate Chatsworth is for T. P. & W.

Before occupying Chicago District Main tracks at Rantoul, Rantoul District trains must ascertain whether overdue first class trains have arrived and not enter Chicago District Main tracks without permission from the Dispatcher.

101. Speed restrictions, except where lower speed is required:

Territory or Location	Passenger engine with passenger train, caboose or light.	Passenger train with Improved Mikado type engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger or Improved Mikado type engine.	Dispatch, local or mixed trains with other type freight engines.	Tonnage and other freight trains.	Eight-wheel locomotive cranes in trains.	Derricks in trains.	Engines without engine trucks. Engines backing up with or without cars.
	Miles per Hour								
Between Indianapolis and Effingham	50	40	40	40	40	30	30	*25	25
Between Mattoon and Evansville	40	40	40	40	40	30	30	*25	25
Between Otto and Normal Junction	35	---	35	35	35	35	30	20	25
Between Saxony and Minonk Junction	25	---	25	25	25	25	25	15	15
Rantoul District	25	---	25	25	25	25	25	15	15
Bloomington Southern and McClain Districts	15	---	15	15	15	15	15	15	15
New Harmony District	10	---	10	10	10	10	10	10	10

*Around curves 20 miles per hour.

LOWER SPEEDS

Indianapolis District

Indianapolis, Senate Ave. and South St.	5	5	5	5	5	5	5	5	5
Indianapolis, Raymond St. and South St.	15	15	15	15	15	15	15	15	15
Over Raymond St., Engine or leading car	5	5	5	5	5	5	5	5	5
Between MP X23 and X24. (Curves)	35	35	35	35	35	30	30	20	25
Between MP X44 and X49	30	30	30	30	30	30	30	20	25
Over Bridge X45-4 Through tunnel between MP X47 and X48 On Gleasons Fill between MP X62 and X63 On Ellis Fill between MP X68 and X69 Over Bridge X74 Over Bridge X75-6 Over Bridge X120-6	20	20	20	20	20	20	20	20	20
Between MPX-116 and X-117	35	35	35	35	35	35	30	20	25
Between MPX-122 and X-123	35	35	35	35	35	35	30	20	25

Effingham District

Between MP X134 and X135. (Curves) Between MP X151 and X152. (Curves) Between MP X171 and X172. (Curves)	30	30	30	30	30	30	30	20	25

Territory or Location	Passenger engine with passenger train, caboose or light.	Passenger train with Improved Mikado type engine.	Passenger train with other freight engine.	Dispatch freight trains with passenger or Improved Mikado type engine.	Dispatch, local or mixed trains with other type freight engines.	Tonnage and other freight trains.	Eight-wheel locomotive cranes in trains.	Derricks in trains.	Engines without engine trucks. Engines backing up with or without cars.
	Miles per Hour								
Mattoon District									
Between MP B137 and B148. (Curves) Between MP B157 and B159. (Curves)	35	35	35	35	35	30	30	20	25
Olney, west wye	5	5	5	5	5	5	5	5	5
Over Bridge B 215-7 —steel portion	10	10	10	10	10	10	10	10	10
Over Bridge B 221-4	25	25	25	25	25	25	25	25	25
Poseyville—C&EI wye	5	5	5	5	5	5	5	5	5
Between MP B238 and B241. (Curves)	35	35	35	35	35	30	30	20	25
New Harmony River and Mill tracks	5	5	5	5	5	5	5	5	5
CCC & St. L West wye Evansville	5	5	5	5	5	5	5	5	5
Pontiac District									
Over Bridge F107-48 and F112-07	15	---	25	---	25	25	25	15	15
Saxony wye	10	---	10	10	10	10	10	10	10
Diverging routes through cross-overs, junctions and siding switches:									
Indianapolis—Senate Ave. Indianapolis—Wisconsin St. Yd. Old Yard Lead Bloomington, Ind.—Basket track Bloomington, Ind.—Cavanaugh track Effingham—North leg wye, north switch	10	10	10	10	10	10	10	10	10
Harwood—(north switch)	25	25	25	25	25	25	25	20	25
All other points	15	15	15	15	15	15	15	15	15

(Continued on next page)

101. Speed Restrictions—Continued.

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

Main line	Passenger Engines (Class)	Freight Engines (Class)
Mattoon District, *Bridge B215-7 & 221-4	1-51. 2400-2459 / 1135-1138, 1168	2020-2050, 2100-2174, 2500-2574, 2901-3025, 7000-7049
New Harmony District McClains District		Engines heavier than 1200 Class.
Bloomington Southern		Engines heavier than 651 Class.
Rantoul District		Engines heavier than 413-501 Class.
Bloomington District		Engines heavier than 941-993 Class.
Pontiac District		Engines heavier than 941-993 Class.
Industry tracks:		
Newton—coal chute incline		651 and heavier.
Morgantown—Furniture track	All engines.	All engines.
Evansville—Industrial McClains District Industrial		651 class and larger engines restricted beyond 80 feet from clearance point.
Bloomington, Indiana—Basket Factory and freight house lead		Larger than 651 Class.
Bloomfield—Jones Lumber track	All engines.	All engines.
Linton—CMStP&P Yard except tracks 1-2-3	All engines.	All engines.
Sullivan, Ind.—cheese factory track	All engines.	All engines.
Riverton—Merom gravel pit both tipples	All engines.	All engines.
Robinson—Ohio Oil Co. tracks		With trucks larger than 941 beyond right-of-way line.
Robinson Refinery—Beyond signs	All engines.	All engines.

*Engines heavier than 651-class must not be doubleheaded over Bridge B215-7.

*Must not doublehead over Bridge B221-4 with any class of engine.

Four wheel Scale Test Cars must be handled on rear of freight trains ahead of caboose not to exceed 30 miles per hour except where lower speed is required.

1501 Class Engines may be operated between Otto and Lehigh Quarry.

When passenger trains handle carload freight in freight cars, the speed of such trains will not exceed the time table maximum speed fixed for passenger engines handling freight trains, or freight engines handling passenger trains—as the case may be.

Permanent yellow slow boards are located 500 feet in advance of a condition requiring reduced speed. Indication—Reduce speed to ten miles per hour, or speed specified by numerals on board. Where two speeds are indicated, the upper is for passenger and the lower for freight trains.

104. Normal Position of Switches:

Effingham—For Champaign District
Bloomington Southern Junction—For Indianapolis District
Indianapolis—For Indianapolis Union Railroad
Mattoon—For Champaign District
Stewartsville—For Mattoon District
Saxony—For Bloomington Distrtci
Normal Junction—For Springfield Division
Minonk Junction—For Springfield Division
Minonk Junction—East switch must be set and locked for North Wye.
Rantoul—For Chicago District

161-(a). Slow speed rule has been modified to provide for placement of yellow flag and/or yellow lights not less than 4000 feet in advance of a condition requiring reduced speed. It is permissible to use yellow and green reflector lights both day and night and without lamps at night.

729. Bulletin Boards:

Mattoon Passenger Station
Mattoon Yard Office
Mattoon Engine House
Harwood Yard Office
Evansville Engine House
Evansville Yard Office
Rantoul
Bloomington, Ill.
Minonk
Indianapolis
Wisconsin St. Yard. Yard Office
Wisconsin St. Yard Engine House.
Bloomington, Ind.
Palestine
Palestine Engine House Office
Effingham Tower

1201. Before occupying Champaign District main tracks at Effingham and Mattoon, Effingham and Mattoon Districts trains will ascertain whether overdue first-class trains have arrived.

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of a train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading (including caboose)------5,000 tons
Adjustment factor (75 x 10)---------- 750 tons
Adjusted tonnage of train----------5,750 tons

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.

3. Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive and tender.

5. Helper Service: Ratings do not require helper except where same is provided for as shown on bottom margin of rating figures. When helpers are used on other runs the tonnage rating should not exceed the rating of the locomotive as established over remainder of district.

6. Double Heading: Double headers exceeding 40 cars, except helpers as indicated on bottom margin of rating figures should be rated at the rating of the largest locomotive handling the train. Double headers handling 40 cars or less should be rated at combined rating of locomotives used.

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

8. When necessary to reduce the train load to maintain fast schedules with perishable, livestock,etc., the train master shall designate the rating to be used.

9. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

10. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the Assistant General Manager. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the Assistant General Manager.

MATTOON DISTRICT

MATTOON TO EVANSVILLE (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	2830	2690	2545	2405	2264	2125	1980	1840
1501-2016	54,158	2325	2210	2090	1975	1860	1745	1625	1510
1501-2016	51,231	2200	2090	1980	1870	1760	1650	1540	1430
941-993	50,844	2185	2075	1965	1855	1750	1640	1530	1420
941-993	39,180	1680	1595	1510	1430	1345	1260	1175	1090

Ruling Grade (Southward) Armstrong to Wilcox.

EVANSVILLE TO MATTOON (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 9							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	3095	2940	2785	2630	2475	2320	2165	2010
1501-2016	54,158	2535	2410	2280	2155	2030	1900	1775	1650
1501-2016	51,231	2400	2270	2160	2040	1920	1800	1680	1560
941-993	50,844	2380	2260	2140	2025	1905	1785	1665	1545
941-993	39,180	1835	1745	1650	1560	1470	1375	1285	1195

Ruling Grade (Northward)—Greenup to Norviel.
Helper—Harwood to Wilcox.

EFFINGHAM DISTRICT

PALESTINE TO LIS (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	2830	2690	2545	2405	2264	2125	1980	1840
1501-2016	54,158	2325	2210	2090	1975	1860	1745	1625	1510
1501-2016	51,231	2200	2090	1980	1870	1760	1650	1540	1430
941-993	50,844	2185	2075	1965	1855	1750	1640	1530	1420
941-993	39,180	1680	1595	1510	1430	1345	1260	1175	1090

Ruling Grade (Southward)—Newton to Lis.

LIS TO EFFINGHAM (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	7965	7565	7170	6770	6370	5975	5575	5180
1501-2016	54,158	6550	6220	5895	5565	5240	4910	4585	4255
1501-2016	51,231	6195	5885	5575	5265	4955	4645	4335	4045
941-993	50,844	6150	5845	5535	5230	4920	4615	4305	4000
941-993	39,180	4735	4500	4260	4025	3790	3450	3215	3080

EFFINGHAM TO NEWTON (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	6100	5795	5490	5185	4880	4575	4270	3965
1501-2016	54,158	5015	4765	4515	4260	4015	3760	3510	3260
1501-2016	51,231	4745	4510	4270	4035	3795	3560	3320	3085
941-993	50,844	4710	4475	4240	4005	3770	3530	3295	3060
941-993	39,180	3625	3445	3265	3080	2900	2720	2540	2355

NEWTON TO PALESTINE (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	3660	3475	3295	3110	2930	2745	2560	2380
1501-2016	54,158	3010	2855	2710	2555	2410	2255	2105	1955
1501-2016	51,231	2850	2710	2565	2425	2280	2140	1995	1855
941-993	50,844	2825	2685	2545	2400	2260	2120	1980	1835
941-993	39,180	2175	2065	1955	1880	1740	1630	1525	1415

Ruling Grade (Northward) Newton to Willow Hill.

INDIANAPOLIS DISTRICT

INDIANAPOLIS TO PALESTINE (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 4							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	2340	2225	2105	1990	1870	1755	1640	1520
1501-2016	54,158	1925	1830	1730	1635	1540	1445	1345	1250
1501-2016	51,231	1820	1730	1640	1545	1455	1365	1275	1185
941-993	50,844	1810	1720	1630	1540	1450	1360	1265	1175
941-993	39,180	1390	1320	1250	1180	1115	1045	975	905

Ruling Grade (Southward)—Trevlac to Unionville—Double Sullivan.

BLOOMINGTON TO INDIANAPOLIS (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 12							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	4945	4700	4450	4205	3955	3710	3460	3215
1501-2016	54,158	4065	3860	3660	3455	3255	3045	2845	2640
1501-2016	51,231	3845	3655	3460	3270	3075	2885	2690	2500
941-993	50,844	3820	3630	3440	3245	3055	2865	2675	2485
941-993	39,180	2940	2795	2645	2500	2350	2205	2060	1910

Ruling Grade (Northward)—Morgantown to Anita—Double Doubling Track Grade.

PALESTINE TO BLOOMINGTON (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 10							
		100%	95%	90%	85%	80%	75%	70%	65%
1200-1499	65,868	4015	3815	3615	3415	3210	3010	2810	2610
1501-2016	54,158	3300	3135	2970	2805	2640	2475	2310	2145
1501-2016	51,231	3110	2955	2800	2645	2490	2335	2175	2020
941-993	50,844	3100	2945	2790	2635	2480	2325	2170	2015
941-993	39,180	2385	2265	2145	2025	1910	1790	1670	1550

Ruling Grade (Northward) Merom to New Lebanon.

BLOOMINGTON DISTRICT

KANKAKEE TO BLOOMINGTON (Southward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 7							
		100%	95%	90%	85%	80%	75%	70%	65%
651-785	33,113	2020	1920	1820	1715	1615	1515	1415	1315
541-594	30,222	1805	1715	1625	1535	1445	1355	1265	1175
401-501	23,299	1400	1330	1260	1190	1120	1050	980	910

BLOOMINGTON TO KANKAKEE (Northward)

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 8							
		100%	95%	90%	85%	80%	75%	70%	65%
651-785	33,113	2390	2270	2150	2030	1910	1790	1675	1555
541-594	30,222	2105	2000	1895	1790	1685	1580	1475	1370
401-501	23,299	1655	1570	1490	1405	1325	1240	1160	1075

PONTIAC DISTRICT

KEMPTON TO MINONK—Southward

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 8							
		100%	95%	90%	85%	80%	75%	70%	65%
651-785	33,113	2340	2225	2105	1990	1870	1755	1640	1520
541-594	30,222	2090	1985	1880	1775	1670	1565	1465	1360
401-501	23,299	1620	1540	1460	1375	1295	1275	1135	1055

MINONK TO KEMPTON—Northward

Class of Locomotive	Lbs. Tractive Force	Rating in Tons—Adjustment Factor 7							
		100%	95%	90%	85%	80%	75%	70%	65%
651-785	33,113	1930	1835	1735	1640	1545	1445	1350	1255
541-594	30,222	1720	1635	1550	1460	1375	1290	1205	1120
401-501	23,299	1335	1270	1200	1135	1070	1000	935	865