

Illinois Central System

SPRINGFIELD PEORIA MATTOON NEW HARMONY DISTRICTS (SPRINGFIELD DIVISION)

TIME TABLE No.

25

Taking Effect at 12:01 a. m.,
SUNDAY, JULY 11, 1943,
Superseding Time Table No. 24
Dated December 19, 1942.

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

F. R. MAYS, Vice President and General Manager.

C. J. FITZPATRICK, Superintendent.

DIVISION OFFICERS

C. J. FITZPATRICK	Superintendent	Clinton
E. H. HALLMANN	Train Master	Clinton
A. H. GANONG	Train Master	Mattoon
V. M. PIRTLE	Traveling Engineer	Clinton
A. C. FREIGO	Chief Train Dispatcher	Clinton
H. S. MACON	Asst. Chief Train Dispatcher	Clinton
M. W. STORM	Dispatcher	Clinton
A. N. SCHAFER	Dispatcher	Clinton
P. G. EVANS	Dispatcher	Clinton
E. L. SMITH	Dispatcher	Clinton
O. C. HARWOOD	Dispatcher	Clinton
A. L. VALLOW	Dispatcher	Clinton
J. L. FLEMING	Dispatcher	Clinton
H. O. WILLIAMSON	Dispatcher	Clinton
J. L. SIMCOX	Dispatcher	Clinton
J. W. JEREW	Dispatcher	Clinton

SPEED TABLE

This is not for authorized speed,
but for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
48	75	80	45
52	70	90	40
55	65	103	35
60	60	120	30
65	55	144	25
72	50	180	20

SPRINGFIELD DISTRICT—Southward

Siding, Standing Room, Cars with Engine	Mile Posts	Time Table No. 25 Taking Effect JULY 11, 1943		FIRST CLASS			SECOND CLASS				
				17	19	51		67	61	63	65
				The Night Diamond	The Daylight	The Green Diamond		Dispatch CS 7	District Dispatch	District Dispatch	Dispatch CS 5
		STATIONS									
		CHICAGO		L 11 55PM	L 10 45AM	L 5 00PM					
				Daily	Daily	Daily		Daily	Daily	Daily	Daily
148.5	C	CLINTON	L 3 38AM	L 1 44PM	L 7 15PM		L 2 00AM	L 6 25AM	L 7 30PM	L 11 05PM	
149.6		WEST JUNCTION	3 41	1 47	7 17		2 05	6 30	7 35	11 10	
152.0		SALT CREEK	3 44	1 50	7 20		2 10	6 35	7 45	11 15	
95 156.7	O	KENNEY	3 50	1 55	7 24		2 16	6 45	7 55	11 21	
86 162.7	D	CHESNUT	3 56	2 01	7 29		2 24	7 00 ⁶²	8 05	11 29	
98 169.0	O	MT. PULASKI	4 04	2 07	7 34		2 33	7 15	8 20	11 45 ⁶⁸	
86 173.2	D	LAKE FORK	4 10	2 11	7 40		2 39	7 25	8 30	11 52	
103 179.8	D	BUFFALO HART	4 16	2 18	7 45		2 56 ¹⁸	7 35	8 45	11 59	
184.2		BAROLAY	4 21	2 24 ²⁰	7 49		3 15	7 50	8 55	12 06AM	
190.8	C	STARNES	4 28	2 31	7 54		3 25	8 05	9 10	12 16	
90 192.2	O	EAST GRAND AVE	4 30	2 33	7 56		3 30	8 15	9 15	12 20	
193.2	O	SPRINGFIELD	4 50	2 40	8 05						
192.2	O	EAST GRAND AVE	5 02	2 47	8 10		3 40	9 00 ⁶⁸	9 20	12 20	
87 198.5	D	TORONTO	5 12 ⁶²	2 55	8 18		3 52	9 15	9 40 ⁶⁸	12 32	
104 204.8	D	GLENARM	5 19	3 02	8 23		4 00	9 25	9 58	12 40	
207.8	O	OLMO	5 22	3 05	8 25		4 04	9 30	10 05	12 44	
87 208.9	D	DIVERNON	5 24	3 07	8 27		4 06	9 35	10 08	12 46	
86 214.2		THOMASVILLE	5 30	3 12	8 31		4 18 ⁶²	9 45	10 16	12 53	
217.5	D	FARMERSVILLE	5 34	3 15	8 34		4 25	9 50	10 21	12 58	
86 221.9	D	WAGGONER	5 39	3 20	8 38		4 33	10 21 ⁵⁰	10 30	1 06	
97 228.8		SHOP CREEK	5 46	3 27 ⁶⁴	8 44 ⁶⁸		4 45	10 40	10 40	1 34 ¹⁸	
233.3	O	NORTH LITCHFIELD	5 51	3 31	8 48		4 55	10 50	10 50	1 44	
94 235.9	D	LITCHFIELD	5 55	3 36	8 51		5 00	11 05	10 55	1 50	
84 244.0	C	MOUNT OLIVE	6 06	3 45	8 58		5 15	11 25	11 20	2 00	
117 249.6		BINNEY	6 13	3 51	9 04		5 25	11 40	11 30	2 09	
100 256.7	O	ALHAMBRA	6 22	3 59	9 11		5 35	11 55	11 45	2 25 ⁶²	
87 264.0	D	MARINE	6 32 ⁶⁸	4 07	9 17		5 45	12 10PM	11 59	2 38	
79 272.6	C	MONT	6 42	4 16	9 25		6 02 ⁶⁸	12 35 ²⁰	12 15AM	2 50	
87 276.0		GLEN CARBON	6 47	4 20	9 29		6 07	1 02 ⁶⁴	12 34 ¹⁸	2 55	
276.3	O	GLEN CARBON JCT	A 6 48AM	A 4 21PM	A 9 30PM		A 6 09AM	A 1 05PM	A 12 36AM	A 2 56AM	
		Be Governed by L. & M. Time Table									
286.8	O	MADISON	L 7 04AM	L 4 35PM	L 9 41PM		L 6 30AM	L 1 22PM	L 1 30AM	L 3 15AM	
		Be Governed by Time Table of I. T. and T. R. R. A.									
289.8		RELAY DEPOT	7 28	4 51	9 52						
290.5	O	EAST ST. LOUIS	7 39	5 00			A 7 15AM	A 2 10PM	A 2 15AM	A 4 00AM	
293.0	O	WASHINGTON AVE	7 50AM	5 15PM	10 10PM						
293.0	O	ST. LOUIS	7 50AM	5 15PM	10 10PM						

m—Receive or discharge revenue passengers to or from Chicago and St. Louis.

n—Stop on signal to receive or discharge revenue passengers destined to or from regular stops.

e—Stop daily except Sunday. Stop Sunday on signal to receive or discharge revenue passengers destined to or from regular stops.

SPRINGFIELD DISTRICT—Northward

3

Siding, Standing Room, Cars with Engine	Miles from St. Louis	Time Table No. 25 Taking Effect JULY 11, 1943		FIRST CLASS			SECOND CLASS				
				18	50	20		62	68	64	66
				The Night Diamond	The Green Diamond	The Daylight		District Dispatch	District Dispatch	Dispatch S C 4	Dispatch S C 6
293.0		CHICAGO	A	7 30AM	A 2 05PM	A 6 05PM					
144.5	O	CLINTON	A	3 45AM	A 11 37AM	A 3 09PM		A 7 30AM	A 11 15AM	A 7 10PM	A 1 00AM
143.4		WEST JUNCTION		3 38	11 35	3 04		7 25	11 10	7 00	12 50
141.0		SALT CREEK		3 32	11 33	3 01		7 18	11 05	6 45	12 35
95 136.3	O	KENNEY		3 25	11 29	2 56		7 10	10 55	6 30	12 20
86 130.3	D	CHESTNUT		3 17	11 24	2 50		7 00 ⁶¹	10 45	6 15	12 05AM
93 124.0	O	MT. PULASKI	n	3 09	11 19	2 44		6 45	10 30	6 00	11 45 ⁶⁵
86 119.8	D	LAKE FORK		3 04	11 15	2 39		6 30	10 15	5 50	11 15
103 113.2	D	BUFFALO HART		2 56 ⁶⁷	11 10	2 33		6 20	10 00	5 40	11 00
108.8		BAROLAY		2 50	11 06	2 28 ¹⁹		6 10	9 50	5 30	10 50
102.7	O	STARNE		2 43	11 01	2 22		5 55	9 35	5 15	10 35
90 100.8	O	EAST GRAND AVE.		2 41	10 59	2 20		5 50	9 30	5 10	10 30
101.8	O	SPRINGFIELD	s	2 35	10 55	2 15					
100.8	O	EAST GRAND AVE.		2 16	10 48	2 01		5 30	9 00 ⁶¹	4 50	9 55
87 94.5	D	TORONTO		2 08	10 40	1 54		5 12 ¹⁷	8 45	4 35	9 40 ⁶³
104 88.2	D	GLENARM		2 01	10 35	1 48		4 47	8 35	4 20	9 28
85.7	O	OIMIC		1 58	10 33	1 46		4 40	8 31	4 14	9 24
87 84.1	D	DIVERNON	m	1 56	10 32	1 44		4 35	8 28	4 10	9 21
86 78.8		THOMASVILLE		1 50	10 28	1 39		4 18 ⁶⁷	8 20	4 00	9 14
75.5	D	FARMERSVILLE		1 46	10 25	1 36		4 10	8 14	3 53	9 08
86 71.1	D	WAGGONER		1 41	10 21 ⁶¹	1 32		4 02	8 05	3 45	9 00
97 64.2		SHOP CREEK		1 34 ⁶⁵	10 15	1 25		3 50	7 55	3 27 ¹⁹	8 44 ⁶¹
59.7	C	NORTH LITCHFIELD		1 28	10 11	1 20		3 35	7 45	3 00	8 12
94 57.1	D	LITCHFIELD	m	1 24	10 08	1 16		3 30	7 40	2 55	8 05
84 49.0	C	MOUNT OLIVE		1 15	10 01	1 08		3 05	7 25	2 40	7 50
117 43.4		BINNEY		1 07	9 56	1 01		2 40	7 10	2 15	7 25
100 36.3	O	ALHAMBRA		12 59	9 49	12 52		2 25 ⁶⁵	6 55	2 00	7 10
87 29.0	D	MARINE		12 50	9 42	12 44		2 05	6 32 ¹⁷	1 45	6 55
79 20.4	C	MONT		12 40	9 35	12 35 ⁶¹		1 40	6 02 ⁶⁷	1 30	6 35
87 17.0		GLEN CARBON		12 34 ⁶³	9 31	12 30		1 02	5 38	1 02 ⁶¹	6 22
16.7	O	GLEN CARBON JCT.	L	12 33AM	L 9 30AM	L 12 29PM		L 1 00AM	L 5 35AM	L 1 00PM	L 6 20PM
		Be Governed by L. & M. Time Table		Daily	Daily	Daily		Daily	Daily	Daily	Daily
6.7	C	MADISON	A	12 20AM	A 9 20AM	A 12 16PM		A 12 40AM	A 5 10AM	A 12 40PM	A 6 00PM
		Be Governed by Time Table of I. T. and T. R. R. A.									
3.2		RELAY DEPOT	s	12 03AM	s 9 10	s 12 01PM					
		EAST ST. LOUIS						L 12 01AM	L 4 30AM	L 12 01PM	L 5 15PM
		WASHINGTON AVE.				s 11 53					
		ST. LOUIS	L	11 45PM	L 8 55AM	L 11 45AM					

m—Receive or discharge revenue passengers to or from Chicago and St. Louis.

n—Stop on signal to receive or discharge revenue passengers destined to or from regular stops.

Southward—PEORIA DISTRICT—Northward

SECOND CLASS				Siding, Standing Room, Cars with Engine.	Mile Posts	Time Table No. 25		Miles from Mattoon	SECOND CLASS			
275	293	243	291			Taking Effect JULY 11, 1943			276	292	244	294
Freight	Freight	Penna Lines 908	Freight			STATIONS			Freight	Freight	Penna Lines 909	Freight
						PEORIA 2.8		119.2				
L 10 10PM	L 4 55PM		L 6 25AM		2.8	WESLEY		116.4	A 10 10AM	A 1 05PM		A 12 45AM
Daily	Daily	Except Sunday	Except Sunday			Be Governed by Rules and Time Table of P. & P. U.						
L 10 25PM	L 5 10PM		L 6 40AM		9.2	6.4 I. C. JUNCTION		110.0	A 9 55AM	A 12 45PM		A 12 30AM
10 27	5 12		6 42	47	9.3	0.1 D.....PEKIN		109.9	9 50	12 40		12 25
10 40	5 25		6 56	61	14.5	5.2.....SOUTH PEKIN		104.7	9 30	12 20		12 05AM
					20.6	6.1 D.....GREEN VALLEY		98.6				
10 55	5 40		7 10	55	21.3	0.7.....HERGET		97.9	9 16	12 03PM		11 51
						3.0.....HORTON		94.9	9 10	11 58		11 45
11 01	5 46		7 16	60	24.3	1.9 C.....DELAVAN		93.0	9 03	11 53		11 38
11 06	5 51		7 22		26.2	5.9 D.....EMDEN		87.1	8 50	11 42		11 25 ²⁷⁵
11 25 ²⁹⁴	6 03		7 33	57	32.1	4.1 D.....HARTSBURG		83.0	8 40	11 35		11 15
11 36	6 11		7 40	51	36.2	8.0 C.....LINCOLN		75.0	8 25	11 20		11 00
11 52	6 27		7 55	78	44.2	1.6.....PEORIA DIST. JOT.		74.0				
					45.2	3.8.....CHESTERTVALE		70.2	8 10 ²⁹¹	11 00		10 45
12 02AM	6 37		8 10 ²⁷⁶	60	49.0	6.4 C.....MT. PULASKI		63.8	7 50	10 45		10 30
12 15	6 50		8 25	62	55.4	7.0 D.....LATHAM		56.8	6 55	10 15		9 55
12 50	7 25		8 50	61	62.4	5.9 D...WARRENSBURG		50.9	6 40	10 00		9 40
1 05	7 40		9 05	62	68.3	3.5 D...BEARSDALE		47.4	6 25	9 45		9 25
1 17	7 52		9 20		71.8	4.8.....NORTH JOT			6 15	9 35 ²⁹¹		9 15
1 25	8 00		9 35 ²⁹²	61	71.8	0.4 C.....DECATUR		42.6				
					76.6	1.1.....SOUTH JCT.		42.2	6 00	9 10		9 00
1 40	8 15		9 50		77.0	1.0.....DECATUR JOT		41.1	5 40	8 30	A 10 00AM	8 40
2 05	8 40	L 6 15PM	10 10		78.1	3.5.....TURPIN		40.1	5 30	8 25		8 30
2 10	8 45		10 15		79.1	2.6.....MT. ZION		36.6	5 25	8 20	9 55	8 25
2 15	8 50	6 19	10 20		82.6	1.6 C...HERVEY CITY		34.0			f 9 48	
		f 6 24			85.2	4.0 D...DALTON CITY		32.4			s 9 44	
		s 6 30			86.8	5.8 D...BETHANY		28.4	5 08	8 05	L 9 40AM	8 08
2 35	9 10	A 6 35PM	10 40	89	90.8	7.3 D...SULLIVAN		22.6	5 01	7 55		8 01
2 43	9 18		10 50		96.6	5.7 D...ALLENVILLE			4 50	7 40		7 50
2 55	9 30		11 05	45	103.9	3.8.....COLES		15.3				
3 10	9 45		11 25	56	109.6	5.8 C...MATTOON		9.6	4 35	7 20		7 35
3 22	9 57		11 36		113.4			5.8	4 22	7 00		7 22
3 30	10 05		11 43	79	119.2			0.0	4 15	6 50		7 15
A 3 50AM	A 10 25PM		A 12 05PM						L 4 00 AM	L 6 30AM		L 7 00PM
									Daily	Except Sunday	Except Sunday	Daily

Southward—MATTOON DISTRICT—Northward

5

SECOND CLASS				Siding, Standing Room, Cars with Engine	Mile Posts	Time Table No. 25 Taking Effect JULY 11, 1943	Miles from Evansville	SECOND CLASS			
	273	295	296					274			
	Freight	Freight	Freight					Freight			
STATIONS											
		Daily	Except Sunday								
		L 8 00PM	L 8 00AM		119.2	C..... MATTOON	127.4	A 2 30PM	A 1 10AM		
		8 15	8 20	44	125.6	D..... LERNA	121.0	2 10	12 50		
		8 30	8 35	44	133.2	 BRADBURY	113.4	1 50	12 35		
			8 45		136.9	D..... TOLEDO	109.9				
		8 45	8 55	38	139.9	 NORVEIL	106.7	1 30	12 20		
			9 05		142.2	D..... GREENUP	104.4				
		8 52	9 10	51	143.5	 DEES	103.1	1 15	12 10AM		
		9 05	9 20	44	148.3	 HIDALGO	98.3	1 05	11 59		
					151.9	D..... ROSE HILL	94.7				
		9 20	9 40	44	155.4	 FALMOUTH	91.2	12 50	11 45		
		9 35	10 00	47	160.1	C..... NEWTON	86.5	12 40	11 35		
		9 45	10 15	47	164.9	 BOOS	81.7	12 20	11 20		
		9 56	10 30	40	170.5	 WEST LIBERTY	76.1	12 05PM	11 05		
			10 35		171.9	D..... DUNDAS	74.7				
		10 12	10 55	59	178.9	C..... OLNEY	67.7	11 45	10 45		
		10 30 274	11 20 296	44	185.4	 CALHOUN	61.2	11 20 295	10 30 273		
		10 50	11 55	54	194.9	D.... WEST SALEM	51.7	10 35	10 05		
			12 10PM		200.1	D..... BONE GAP	46.5	10 20			
		11 10	12 25	86	205.1	D..... BROWNS	41.5	10 05	9 45		
					212.5	C..... GRAYS	34.1				
		11 30	12 45	54	213.5	D.... GRAYVILLE	33.1	9 45	9 30		
		11 45	1 00	42	220.0	D..... GRIFFIN	26.6	9 30	9 15		
		11 58	1 15		225.5	... STEWARTSVILLE	21.1	9 16			
		12 05AM	1 23	44	228.5	D.... POSEYVILLE	18.1	9 10	8 58		
		12 20	1 40	44	235.0	 MARTIN	11.6	8 58	8 46		
		12 35	1 50	48	239.1	 WILCOX	7.5	8 50	8 38		
		12 50	2 05		244.5	C..... HARWOOD	2.1	8 35	8 25		
					245.8	... DEVON ST. JCT.	0.8				
		A 1 10AM	A 2 30PM		246.6	 EVANSVILLE	0.0	L 8 00AM	L 8 00PM		
								Except Sunday	Daily		

NEW HARMONY DISTRICT

				Mile Posts	Time Table No. 25 Taking Effect JULY 11, 1943 STATIONS		Miles from Stewartsville				
.....	.....	.....	.....	231.7	D.. NEW HARMONY	.....	6 2	.....	.....	.....	.....
.....	.....	.....	.....	228.8	 ROGERS	.....	3 3	.....	.....	.....	.....
.....	.....	.....	.....	225.5	... STEWARTSVILLE	.....		.....	.....	.....	.....

SPECIAL INSTRUCTIONS—(Continued on page 7)

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars and they must familiarize themselves with location of such structures.

3. Standard Clocks:

Decatur—Telegraph office	Clinton—Dispatcher's office
East Grand Ave.—Yard office	Clinton—Engine house
East St. Louis—Telegraph office	Clinton—Macon Street
East St. Louis—Engine house	Mattoon—Yard office
Clinton—Telegraph office	Mattoon—Engine house
	Evansville—Yard office

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

Kenney:

For siding — o

Mt. Pulaski:

For stock track..... — o

For southwest wye connection..... — o —

Litchfield:

For siding—northward — o

For C. C. C. and St. L. wye..... — — —

For C.B.&Q. wye { From main o o o
 { From siding o o o o

Alhambra:

For N.Y.C.&St.L. wye o o o

19. Pennsylvania R. R. trains will display yellow and red markers.

21-(a). Pennsylvania R. R. extra trains will not display white flags between Hervey City and North Junction.

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

83. Train Registers:

Clinton—Telegraph office	Pekin—Freight house
Kenney	Decatur—Telegraph office
East Grand Ave.—Yard office	Mattoon—Yard office
Glen Carbon Jct.	Harwood—Interlocking station
East St. Louis—Telegraph office	

Northward Havana Dist. trains and engines must obtain permission from operator at Clinton before entering Springfield Dist. main track at West Jet.

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.

83(a).

Trains must obtain a clearance before leaving Decatur.

Trains using T.R.R.A. tracks Madison to St. Louis must obtain clearance card Form "A" before leaving Madison.

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

Northward trains may leave Evansville without a clearance but must obtain a clearance before leaving Harwood.

Southward trains may leave I. C. Junction without a clearance but must obtain a clearance before leaving Pekin.

83(b). Following trains may register by form 905 at:

Glen Carbon Jct. and East Grand Ave.: Trains 18, 20, and 50.

Kenney: Northward trains; southward trains when informed by train dispatcher that all overdue superior trains have arrived or left.

Glen Carbon Junction: Trains when informed by train dispatcher that all overdue superior trains have arrived or left.

East Grand Avenue: Trains, except those originating or terminating at East Grand Avenue, when informed by train dispatcher that all overdue superior trains have arrived or left.

Decatur: Trains, except those originating or terminating at Decatur, when informed by train dispatcher that all overdue superior trains have arrived or left.

Harwood Interlocking Station, all trains.

85. Trains must avoid delay to Pennsylvania R. R. trains Nos. 243 and 244 between Decatur and Hervey City.

Havana Dist. trains and engines must keep advised of the movement of Springfield Dist. first class trains and avoid delay thereto.

93. Yards:

Clinton (Clinton yard limits extend from East Jct. to West Jct. and to Havana District Jct.)	Sullivan
Mt. Pulaski (Peoria Dist.)	Mattoon
East Grand Ave.	Newton
East St. Louis	Olney
Pekin	Browns
Lincoln	New Harmony (New Harmony yard limits extend to Stewartsville.)
Decatur (Decatur yard limits extend from North Jct. to South Jct.)	Evansville (Evansville yard limits extend to Harwood.)

Havana Dist. trains will use Clinton Dist. main track between Havana Dist. Jct. and Clinton passenger station and Springfield Dist. main tracks between Clinton and West Jct.

97. Between Clinton and Kenney extra trains may be run without train orders.

98. Trains and engines must stop at junctions, railroad crossings and drawbridges as follows:

North Junction, Clinton, Peoria and Decatur Dist.....	Junction
Decatur, Wabash R. R.....	Crossing
Sullivan, C. & E. I. R. R.....	Crossing
Mattoon, Champaign Dist.....	Junction
Lerna, N. K. P. R. R.....	Crossing
Browns, Southern R. R.....	Crossing
Poseyville, C. & E. I. R. R.....	Crossing
Evansville, Devon Street Junction, C. & E. I. Belt R. R.	Crossing and Junction
Evansville, L. & N. Junction, L. & N. R. R.....	Junction

Springfield and Havana Dist. trains and engines must approach Illinois Terminal System crossing, Monroe Street, Clinton, prepared to stop, unless the crossing is seen or known to be clear.

When necessary to open draw on bridge B-215-7, two miles south of Grayville, it will be done under flag protection, which rules are posted at each end of bridge.

98(a). 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 miles per hour until engine or leading car passes over crossing. Otherwise trains must stop for this crossing.

Normal position crossing gate at intersection of Clinton and Springfield District main tracks at Clinton is for Springfield District. Trains may proceed over this crossing at restricted speed not to exceed fifteen miles per hour, without stopping, when they have a clear gate indication.

Normal position of crossing gate at intersection of Peoria and Havana Districts at Peoria Dist. Jct. is for Peoria District. Peoria District trains will not be required to stop unless gate shows stop indication. Maximum permissible speed over this crossing for Peoria District trains will be ten miles per hour for engine or leading car. Havana District trains must stop and ascertain that way is clear before proceeding over crossing.

Normal position of crossing gate at intersection of C. & I. M. main track and I. C. R. R. River track at Pekin, is for C. & I. M. Gate must be lined and locked in normal position at all times except when crossing is in actual use for movements over river track.

101. Speed Restrictions, except where lower speed is required.—Continued.

Territory or Location	Miles per Hour										Diesel engines with passenger trains	Passenger trains with passenger engines	Pass. trains with 2500 class engines & Pass. engines light or with caboose	Passenger trains with 2030 class or improved mikado engines	Passenger trains with other freight engines	Dispatch freight, with passenger, improved mikado or 2500 class engines	Other freight trains	Lima and central type engines	Eight wheel locomotive cranes	Derricks	Engines without trucks and engines backing up with or without cars
	75	70	70	55	45	50	45	40	30	25											
Between Clinton and Mont.....	75	70	70	55	45	50	45	40	30	25											
Between Mont and Glen Carbon.....	50	50	50	50	45	50	45	40	30	25											
Between Pekin and Mattoon.....	..	50	50	35	35	35	35	25	30	25											
Between Mattoon and Evansville.....	..	40	40	35	35	35	35	..	30	20											
New Harmony District.....	..	10	10	10	10	10	10	..	10	10											
Crossover, junction and siding switches unless board at switch authorizes higher speed.....	15	15	15	15	15	15	15	15	15	15											
101(b) LOWER SPEEDS																					
Springfield District																					
R. R. crossing Clinton—Springfield District.....	15	15	15	15	15	15	15	15	15	15											
R. R. crossing Clinton—Illinois Terminal.....	10	10	10	10	10	10	10	10	10	10											
Curve Mile 149.16 West Clinton	50	40	40	40	40	40	40	40	40	30											
Curve Mile 151.96 northward, end of double track.....	75	65	65	55	45	50	45	40	30	25											
Curve Mile 151.96 southward, end of double track.....	25	25	25	25	25	25	25	25	25	25											
Curve Mile 155.00 Salt Creek	70	60	60	55	45	50	45	40	30	25											
Curve Mile 155.45 Salt Creek	70	60	60	55	45	50	45	40	30	25											
Curve Mile 175.63 Lake Fork	70	60	60	55	45	50	45	40	30	25											
Mile 184.40 northward, end of double track—Barclay—spring switch.....	30	25	25	25	25	25	25	25	25	25											
Mile 184.40 southward, end of double track—Barclay—spring switch.....	50	50	50	50	45	50	45	40	30	25											
Curve Mile 192.08 E. Grand Avenue, yard office.....	30	25	25	25	25	25	25	25	25	25											
Curve Mile 192.20 St. Louis wye—Springfield.....	15	5	5	5	5	5	5	5	5	5											
Curve Mile 192.91-193.10 Adams St.—Springfield.....	50	50	50	50	45	50	45	40	30	25											
Curve Mile 193.57-193.67 Adams St.—Springfield.....	60	50	50	50	45	40	40	40	30	25											
Curve Mile 199.60 Cotton Hill	60	60	60	55	45	40	40	40	30	25											
Curve Mile 233.30 Wabash R. R. crossing North Litchfield.....	30	25	25	25	25	15	15	15	15	15											
Curve Mile 234.48 North Litchfield	60	50	50	50	45	50	45	40	30	25											
Curve Mile 235.20 Litchfield	50	40	40	40	40	40	40	40	30	25											
Curve Mile 235.50 Litchfield	20	20	20	20	20	20	20	20	20	20											
Curve Mile 236.10 Litchfield	20	20	20	20	20	20	20	20	20	20											
Curve Mile 236.84 C. B. & Q. R. R. crossing South Litchfield.....	70	50	50	50	45	50	45	40	30	25											
Curve Mile 243.48 Mt. Olive	70	60	60	45	45	50	45	40	30	25											
Curve Mile 244.80 L. & M. R. R. crossing Mt. Olive.....	40	25	25	25	25	25	25	25	25	25											
Curve Mile 254.54 north of Alhambra tower.....	70	60	60	55	45	50	45	40	30	25											
Curve Mile 254.64 north of Alhambra tower.....	70	60	60	55	45	50	45	40	30	25											
Curve Mile 255.56 north of Alhambra tower.....	70	50	50	50	45	50	45	40	30	25											
Curve Mile 255.68 north of Alhambra tower.....	70	50	50	50	45	50	45	40	30	25											
Curve Mile 256.10 N. K. P. R. R. Crossing Alhambra.....	30	15	15	15	15	15	15	15	15	15											
Curve Mile 261.56 north of Marine curve.....	75	65	65	55	45	50	45	40	30	25											
Curve Mile 263.74 Marine curve	50	45	45	45	45	45	45	40	30	25											
Curve Mile 265.72 south of Marine.....	70	60	60	55	45	50	45	40	30	25											
Curve Mile 268.00	70	60	60	55	45	40	40	40	30	25											
Curve Mile 268.38 } Silver Creek curves north of Kuhns	70	60	60	55	45	40	40	40	30	25											
Curve Mile 268.72 }	70	60	60	55	45	40	40	40	30	25											
Curve Mile 276.22-276.34 Glen Carbon Jct.....	15	10	10	10	10	10	10	10	10	10											
Peoria District																					
Pekin—River track.....	..	10	10	10	10	10	10	10	10	10											
Curve Mile 26—Delavan station.....	..	20	20	20	20	20	20	20	20	20											
R. R. crossing—Alton R. R.—Herget.....	..	20	20	20	20	20	20	20	20	20											
Mt. Pulaski—Southwest wye and hill track.....	..	5	5	5	5	5	5	5	5	5											
Lincoln—Asylum track	..	5	5	5	5	5	5	5	5	5											
Delavan—Farmers' elevator track.....	..	5	5	5	5	5	5	5	5	5											
Sullivan—Mill track curve.....	..	5	5	5	5	5	5	5	5	5											
Trailing point and diverging route movement through spring switches.....	..	25	25	25	25	25	25	25	25	25											
Mattoon District																					
Curves between Mile B137 and B148 }	..	30	30	30	30	30	30	..	25	20											
Curves between Mile B157 and B159 }	..	5	5	5	5	5	5	..	5	5											
Curves between Mile B213 and B216 }	..	10	10	10	10	10	10	..	10	10											
Olney West wye.....	..	25	25	25	25	25	25	..	25	20											
Over Bridge B-215-7 steel portion.....	..	5	5	5	5	5	5	..	5	5											
Over Bridge B-221-4.....	..	30	30	30	30	30	30	..	30	20											
Poseyville C. & E. I. wye.....	..	5	5	5	5	5	5	..	5	5											
Curves between Mile B238 and B241.....	..	5	5	5	5	5	5	..	5	5											
New Harmony river and mill tracks.....	..	5	5	5	5	5	5	..	5	5											
C. C. C. & St. L. wye Evansville.....	..	5	5	5	5	5	5	..	5	5											

(Continued on page 9)

101(b). Lower Speeds—(Continued from page 8)

When fifty percent of cars in a train are loaded tank cars, speed of train must not exceed forty miles per hour.

When freight cars, not equipped with passenger trucks, are handled in passenger trains, maximum speed of dispatch trains for class of engine handling the train must not be exceeded.

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

Location	Class of Engine
SPRINGFIELD DIST.	
Kenney.....Wye track	1-51 2400-2459 2500-2555, 2600-2619, 2700-3025
Springfield.....Wabash connection	
Litchfield.....Old and new grocery tracks and C.C.C. and St. L. connection	
Marine.....Mill track	
Alhambra.....Elevator track	
Mt. Pulaski.....Southwest wye.....	2500-2555, 2600-2619
Litchfield.....Beyond derails C.C.C. and St. L. wye }	Heavier than 700
Mt. Olive.....Mill track beyond south door of electric light plant }	
Mt. Olive.....200 feet from end of mill track.....	All engines

PEORIA DIST.

Delavan.....Farmers' elevator track beyond 50 feet back of frog }	Heavier than 2100
Emden.....coal track.....	All engines

MATTOON DIST.

* Bridge B215-7 & B221-4 }	1-51, 2400-2459, 1135-1199, 2100-2140, 2500-2555, 2600-2619, 4700-3025, and 8000-8049
----------------------------	--

* Engines heavier than 700-class must not be doubleheaded over Bridge B-215-7.

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

Evansville Industrial tracks	700 and heavier restricted beyond 80 feet from clearance point.
------------------------------	--

NEW HARMONY DIST.....Heavier than 1200

104. Normal Position of Switches:

East Grand Ave. Yard Office.....	For northward trains.
Hervey City	For Illinois Central R. R.
Mattoon	For Champaign District.
Stewartsville	For Mattoon District.

D-151. Two tracks.

Between Clinton and Salt Creek.
Between Barclay and East Grand Ave. yard office.
Between North Jct. and South Jct., Decatur.

109. Bulletin Boards.

Clinton	{ Passenger station Peoria—Engine house Engine house Pekin—Freight house Macon Street Decatur.. { Passenger station Yard office } East Grand Ave. { Engine house Hervey City—Telegraph office Telegraph office Mattoon.. { Yard office Engine house } St. Louis Union Station Harwood—Yard office Evansville—Engine house Evansville—Yard office
---------------	--

295. Northward trains finding signal D-1576 located at south end Kenney siding displaying Stop and Proceed indication and Take Siding indicator displaying white light with letter "S" will enter south end Kenney siding.

Southward trains finding signal D-1561 located one-half mile north of Pennsylvania Railroad Crossing at Kenney displaying approach indication and Take Siding indicator displaying white light with letter "S", route is clear for southward train movement from signal D-1561 through interlocking into north end of Kenney siding.

At Mt. Pulaski when northward home signal displays Stop-indication, with lunar white marker displayed below home signal, indicates switch is lined for wye. After stopping, trains may enter wye at restricted speed.

505. Automatic block system territory extends from Clinton to Glen Carbon Junction and from North Junction to Hervey City.

525. Between Clinton and Kenney, and South Jct. and Decatur Jct., block signals govern the use of the blocks, without requiring the use of train orders, and unless otherwise provided, their indications supersede time table superiority, but do not dispense with the use or observance of other signals whenever and wherever they may be required.

535. Spring switches:

Location	Normal Position
Barclay—	
End of double track	For southward main track.
Glen Carbon—North siding switch	For main track.
South Junction	For northward main track.

672. Automatic interlocked railroad crossings:

Location	Railroad	Speed until engine or leading car over crossing
Herget	Alton	20 m.p.h.

1201. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

1203. When southward C & I M trains are given meet order with northward Illinois Central trains at Cimic, southward C & I M trains will head around short wye to clear.

ADJUSTED TONNAGE RULES AND RATINGS

11

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. Doubleheading: Doubleheaders 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. Doubleheaders 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 Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the Superintendent of Transportation.

Factor		6	5	6	6	10	10	10	9
		East St. Louis to Clinton Ruling Grade—Kenney to Clinton Double Mont Grade, Single train Over Mont Grade, 70% of rating	Clinton to East St. Louis Ruling Grade—Marine to Mont	Mattoon to Mt. Pulaski Ruling Grade—Start from Railroad Crossing at Sullivan	Mt. Pulaski to Peoria Ruling Grade—Mt. Pulaski to Chestervale	Mt. Pulaski to Mattoon Ruling Grade—Heman to Warrensburg	Peoria to Mt. Pulaski Ruling Grade—Pekin to South Pekin	Mattoon to Evansville Ruling Grade—Armstrong to Wilcox	Evansville to Mattoon Ruling Grade—Greenup to Norveil Helper—Harwood to Wilcox
Engines	Tractive Force	100 PER CENT TONNAGE RATING							
2700-3025.....	90418	7845	9185	.....	.....	.....	.....	.....	.....
2700-3025.....	84390	7320	8575	.....	.....	.....	.....	.....	.....
2600-2619.....	83160	7215	8450	.....	.....	.....	.....	.....	.....
2500-2555.....	78107	6775	7935	.....	.....	.....	.....	.....	.....
2100-2140.....	78765	6835	8005	6130	6455	4035	6455	.....	.....
2100-2140.....	73239	6355	7440	5700	6000	3750	6000	.....	.....
908- 909.....	73500	6375	7470	5720	6020	3765	6020	4500	5270
1200-1499.....	69743	6050	7085	5430	5715	3570	5715	4250	5000
1500-1999.....	57344	4975	5825	4465	4700	2935	4700	3495	4110
1500-1999.....	54245	4705	5510	4220	4445	2775	4445	3305	3890
2030-2099.....	51547	4470	5235	4010	4225	2640	4225	3140	3695