

DIVISION OFFICERS

E. D. HOLCOMB..... Superintendent..... Champaign
A. GORMAN..... Train Master..... Champaign
F. A. FITZPATRICK..... Train Master..... Kankakee
H. F. WILSON..... Train Master..... Palestine
C. DAMIANO..... Traveling Engineer..... Champaign
C. C. CANNON..... Traveling Engineer..... Champaign
R. K. OSTERDOCK..... Asst. Trainmaster..... Kankakee
E. C. SLINGMAN..... Chief Train Dispatcher..... Champaign
W. H. DAVIS..... Asst. Chief Train Dispatcher..... Champaign
H. H. WEATHERFORD..... Dispatcher..... Champaign
L. L. BOSLEY..... Dispatcher..... Champaign
O. A. KNIGHT..... Dispatcher..... Champaign
C. V. WHITESITT..... Dispatcher..... Champaign
C. A. PERRY..... Dispatcher..... Champaign
J. S. BUSWELL..... Dispatcher..... Champaign
I. P. TURNER..... Dispatcher..... Champaign
E. H. WERTH..... Dispatcher..... Champaign
W. E. RAUCKMAN..... Dispatcher..... Champaign
S. F. ALLEN..... Dispatcher..... Champaign
G. C. CROSS..... Dispatcher..... Champaign
W. B. WEIPERT..... Dispatcher..... Champaign
R. E. JONES..... Dispatcher..... Champaign
W. C. CLAYTOR..... Dispatcher..... Champaign
K. F. IDLEMAN..... Dispatcher..... Champaign
O. D. CAMPBELL..... Dispatcher..... Champaign
C. S. CONDON..... Dispatcher..... Champaign

SPEED TABLE

This is not for authorized speed but for information only.

Seconds per Mile	Mile per Hour	Seconds per Miles	Miles per Hour
36	100	65	55
38	95	72	50
40	90	80	45
43	85	90	40
45	80	103	35
48	75	120	30
52	70	144	25
55	65	180	20
60	60		

Illinois

Illinois Central Railroad

CHICAGO CHAMPAIGN DISTRICTS (ILLINOIS DIVISION)

TIME TABLE No.

63

Taking Effect at 12:01 a. m.,

SUNDAY, APRIL 30, 1950

Superseding Time Table No. 62

Dated Jan. 15, 1950

FOR THE GOVERNMENT OF EMPLOYEES ONLY

C. F. DUGGAN, Vice President
S. F. LYNCH, General Manager
C. J. FITZPATRICK, General Superintendent Transportation
R. L. TOOKER, Superintendent Transportation
E. D. HOLCOMB, Superintendent

CHICAGO DISTRICT—Southward (Continued on Page 3)

Siding Standing Room Cars with Engine	Mile Posts	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	FIRST CLASS (Continued on Page 3)								
			27	17	25	37	1	53	11	31	19
			N Y C 410 Royal Palm	The Night Diamond	Southern Express	N Y C 414 Indianapolis Mail & Express	The City of New Orleans	The City of Miami	N Y C 416 Cincinnati Special	Local Passenger	The Daylight
		O.....CHICAGO.....	L 11 45PM	L 11 50PM	L 12 20AM	L 7 15AM	L 8 00AM	L 8 10AM	L 9 35AM	L 10 00AM	L 11 00AM
			Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
	29.3	C..... ^{29.3} RIGHTON.....	L 12 25AM	L 12 35AM	L 1 00AM	L 7 50AM	L 8 29AM	L 8 42AM	L 10 10AM	L ^f 11 00AM	L 11 30AM
	34.2	C..... ^{4.9} MONEE.....								s 11 06	
	40.5	.....^{6.3} PEOTONE.....								s 11 14	
103	46.7	C..... ^{6.2} MANTENO.....							c 10 25	s 11 22	
	50.8	.....^{4.1} INDIAN OAKS.....									
	54.2	.....^{3.4} BRADLEY.....								s 11 32	
	55.3	C..... ^{1.1} KANKAKEE JCT.....	A 12 58AM			A 8 23AM			A 10 35AM		
135	55.9	.....^{.6} KANKAKEE.....		s 1 00	s 1 32		s 8 50	j 9 01		s 11 45	s 11 48
131	60.3	C..... ^{4.4} OTTO.....									
	64.3	.....^{4.0} CHEBANSE.....								s 11 59	
	69.1	.....^{4.8} CLIFTON.....								s 12 05PM	
123	73.1	C..... ^{4.0} ASHKUM.....								s 12 11	
	77.4	.....^{4.3} DANFORTH.....								s 12 17	
513	81.1	C..... ^{3.7} GILMAN.....		As 1 30AM	s 2 16		9 08	9 20		s 12 30	A 12 09PM
	84.7	D..... ^{3.6} ONARGA.....			2 21					s 12 40	
	87.6	.....^{2.9} DEL REY.....								12 44	
100	93.1	D..... ^{5.5} BUCKLEY.....			2 30		9 16	9 28		s 12 52	
	98.3	D..... ^{5.2} LODA.....			2 35		9 20	9 32		s 12 59	
150	102.8	C..... ^{4.5} PAXTON.....			s 2 45		9 23	9 35		s 1 08	
80	108.3	D..... ^{5.5} LUDLOW.....			2 53		9 27	9 39		s 1 17	
105	113.8	C..... ^{5.5} RANTOUL.....			s 3 08		s 9 31	9 43		s 1 32	
	118.7	D..... ^{4.9} THOMASBORO.....			3 14		9 34	9 46		s 1 39	
	122.6	.....^{3.9} LEVERETT.....			3 19		9 37	9 49		f 1 45	
	124.1	.....^{1.5} LEVERETT JCT.....			3 21		9 39	9 51		1 50	
	127.8	C..... ^{3.7} CHAMPAIGN.....			A 3 40AM		A 9 45AM	A 9 56AM		A 2 00PM	

c—Stop on Sunday and holidays to discharge revenue passengers from Chicago.

j—Stop on flag to receive revenue passengers for Jackson, Tenn. and scheduled stops beyond.

CHICAGO DISTRICT—Southward (Continued on Page 4)

Siding, Standing Room, Cars with Engines

Mile Posts	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	FIRST CLASS (Continued on Page 4)								
		39	9	33		5	21	3	15	41
		N Y C 406 Carolina Special	The Seminole	N Y C 4 James Whit- comb Riley		The Panama Limited	The Green Diamond	The Louisiane	N Y C 438 Cincinnati Night Express	N Y C 440 Royal Palm
	C.....CHICAGO.....	L 1 00PM	L 4 00PM	L 4 30PM		L 5 00PM	L 5 15PM	L 6 30PM	L 9 20PM	L 11 00PM
		Daily	Daily	Daily		Daily	Daily	Daily	Daily Except Saturday	Saturday Only
29.3	C..... ^{29.3} RIGHTON.....	L 1 35PM	L 4 35PM	L 5 03PM		L 5 29PM	L 5 45PM	L 7 10PM	L 10 04PM	L 11 35PM
34.2	C..... ^{4.9} MONEE.....									
40.5	C..... ^{6.3} PEOTONE.....									
103	C..... ^{6.2} MANTENO.....									
	.....^{4.1} INDIAN OAKS.....									
	.....^{3.4} BRADLEY.....									
55.3	C..... ^{1.1} KANKAKEE JCT.....	A 2 03PM		A 5 28PM					A 10 33PM	A 12 13AM
135	.....^{.6} KANKAKEE.....		s 4 55			b 5 48	s 6 05	s 7 40		
131	C..... ^{4.4} OTTO.....									
	.....^{4.0} CHEBANSE.....									
	.....^{4.8} CLIFTON.....									
123	C..... ^{4.0} ASHKUM.....									
	.....^{4.3} DANFORTH.....									
513	C..... ^{3.7} GILMAN.....		5 17			6 08	A s 6 25PM	8 05		
		VIA N. Y. C. R. R.		VIA N. Y. C. R. R.					VIA N. Y. C. R. R.	VIA N. Y. C. R. R.
	D..... ^{3.6} ONARGA.....		c 5 21					8 10		
	.....^{2.9} DEL REY.....									
100	D..... ^{5.5} BUCKLEY.....		5 28			6 17		8 18		
	.....^{5.2} LODA.....		5 33			6 21		8 23		
150	C..... ^{4.5} PAXTON.....		d 5 37			6 24		8 27		
80	D..... ^{5.5} LUDLOW.....		5 44			6 28		8 32		
105	C..... ^{5.5} RANTOUL.....		s 5 50			6 32		s 8 42		
	.....^{4.9} THOMASBORO.....		5 55			6 35		8 50		
	.....^{3.9} LEVERETT.....		5 59			6 38		8 55		
	.....^{1.5} LEVERETT JOT.....		6 01			6 40		8 58		
	C..... ^{3.7} CHAMPAIGN.....		A 6 12PM			A 6 45PM		A 9 10PM		

b—Stop on flag to receive revenue passengers destined Memphis and scheduled stops beyond.

c—Stop to discharge revenue passengers from Chicago and Kankakee.

d—Stop to discharge revenue passengers from Chicago, and on flag to receive revenue passengers for scheduled stops beyond.

CHICAGO DISTRICT—Southward (Continued on Page 5)

Mile Posts	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	SECOND CLASS (Continued on Page 5)								
		71	87	63		91	73	65	77	69
		Dispatch C N 1	Cairo Dispatch	Dispatch C S 3		N Y C Dispatch C D S	Dispatch C N 3	Dispatch C S 5	Southeastern Merchandise S E 1	Southern Merchandise M S 1
	C..... CHICAGO 21.9 MARKHAM	L 12 30AM	L 5 30AM	L 9 00AM		L 1 30PM	L 3 00PM	L 7 20PM	L 8 20PM	L 8 30PM
		Daily	Daily	Daily		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
29.3	C..... 7.4 RICHTON 4.9	L 1 00AM	L 6 15AM	L 9 30AM		L 2 00PM	L 3 30PM	L 7 50PM	L 8 35PM	L 8 45PM
34.2	C..... 6.3 MONEE 6.3									
40.5	..... 6.2 PEOTONE									
103	46.7 C..... 4.1 MANTENO									
50.8	..... 3.4 INDIAN OAKS									
54.2	..... 1.1 BRADLEY									
55.3	C..... KANKAKEE JCT.....					A 2 50PM				
135	55.9 4.4 KANKAKEE									
131	60.3 C..... OTTO									
64.3	..... 4.0 CHEBANSE									
69.1	..... 4.0 CLIFTON									
123	73.1 C..... 4.0 ASHKUM									
77.4	..... 4.3 DANFORTH									
513	81.1 C..... 3.7 GILMAN	3 00	9 30	A 11 10AM			5 10	A 9 30PM	9 40	9 50
84.7	D..... 3.6 ONARGA									
87.6	..... 2.9 DEL REY									
100	93.1 D..... 5.5 BUCKLEY									
98.3	D..... 5.2 LODA									
150	102.8 C..... 4.5 PAXTON									
80	108.3 D..... 5.5 LUDLOW									
105	113.8 C..... 5.5 RANTOUL									
118.7	D..... 4.9 THOMASBORO									
122.6	..... 3.9 LEVERETT									
124.1	..... 1.5 LEVERETT JCT									
127.8	C..... 3.7 CHAMPAIGN	A 4 30AM	A 1 30PM				A 7 00PM		A 10 35PM	A 10 45PM

CHICAGO DISTRICT—Southward (Concluded)

Sliding-standings-room Cars with Engines	Mile Posts	TIME TABLE		SECOND CLASS																
		No. 63 Taking Effect April 30, 1950		93	67	75														
		STATIONS		N Y C Dispatch S Y 2	Dispatch C S 7	Dispatch C B 9														
		C.....	CHICAGO																	
	21.9		21.9 MARKHAM	L 9 05PM	L 10 00PM	L 10 30PM														
				Daily	Daily	Daily														
	29.3	C.....	7.4 RICHTON	L 9 35PM	L 10 30PM	L 11 00PM														
	34.2	C.....	4.9 MONEE																	
	40.5	C.....	6.3 PEOTONE																	
103	46.7	C.....	6.2 MANTENO																	
	50.8		4.1 INDIAN OAKS																	
	54.2		3.4 BRADLEY																	
	55.3	C.....	1.1 KANKAKEE JCT	A 10 15PM																
135	55.9		6 KANKAKEE																	
131	60.3	C.....	4.4 OTTO																	
	64.3		4.0 CHEBANSE																	
	69.1		4.8 CLIFTON																	
123	73.1	C.....	4.0 ASHKUM																	
	77.4		4.3 DANFORTH																	
513	81.1	C.....	3.7 GILMAN		A 11 50PM	12 20AM														
	84.7	D.....	3.6 ONARGA																	
	87.6		2.9 DEL REY																	
100	93.1	D.....	5.5 BUCKLEY																	
	98.3	D.....	5.2 LODA																	
150	102.8	C.....	4.5 PAXTON																	
80	108.3	D.....	5.5 LUDLOW																	
105	113.8	C.....	5.5 RANTOUL																	
	118.7	D.....	4.9 THOMASBORO																	
	122.6		3.9 LEVERETT																	
	124.1		1.5 LEVERETT JCT																	
	127.8	C.....	3.7 CHAMPAIGN			A 1 20AM														

1—Time table for Chicago District—Southward (Concluded)
 2—Chicago District—Southward (Concluded)
 3—Chicago District—Southward (Concluded)
 4—Chicago District—Southward (Concluded)
 5—Chicago District—Southward (Concluded)

CHICAGO DISTRICT—Northward (Continued on Page 7)

Siding Standing Room, Cars with Engine	Miles from Champaign	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	FIRST CLASS (Continued on Page 7)								
			26	12	28	18	4	6	10	34	22
			Northern Express	N Y C 443 Chicago Night Express	N Y C 437 Royal Palm	The Night Diamond	The Louisiane	The Panama Limited	The Seminole	N Y C 3 James Whit- comb Riley	The Green Diamond
127.8	C.....	CHICAGO.....	A 4 30AM	A 5 30AM	A 6 45AM	A 7 00AM	A 8 15AM	A 8 45AM	A 11 30AM	A 12 55PM	A 2 10PM
		CHICAGO TERMINAL DISTRICT									
98.5	C.....	29.3 RICHTON.....	A 3 40AM	A 4 43AM	A 6 02AM	A 6 15AM	A 7 35AM	A 8 13AM	A 10 50AM	A 12 18PM	A 1 32PM
93.6	C.....	4.9 MONEE.....									
87.3		6.3 PEOTONE.....									
47	C.....	6.2 MANTENO.....	c 3 09								
77.0		4.1 INDIAN OAKS.....									
73.6		3.4 BRADLEY.....									
72.5	C.....	1.1 KANKAKEE JOT.....		L 4 17AM	L 5 32AM					L 11 52AM	
158		6 KANKAKEE.....	s 2 55			s 5 40	s 6 50	b 7 32	s 10 15		s 1 08
87.5	C.....	4.4 OTTO.....									
63.5		4.0 CHEBANSE.....									
58.7		4.8 CLIFTON.....									
120	C.....	4.0 ASHKUM.....									
50.4		4.3 DANFORTH.....									
504	C.....	3.7 GILMAN.....	s 2 12			Lk 5 07AM	6 07	7 17	9 40		L 12 44PM
43.1	D.....	3.6 ONARGA.....	s 2 02				e 6 02	7 14	9 37		
40.2		2.9 DEL REY.....									
100	D.....	5.5 BUCKLEY.....	1 52				5 53	7 08	9 30		
29.5	D.....	5.2 LODA.....	1 47				5 48	7 04	9 25		
119	C.....	4.5 PAXTON.....	s 1 41				e 5 41	7 01	9 21		
80	D.....	5.5 LUDLOW.....	1 33				5 34	6 57	9 16		
105	C.....	5.5 RANTOUL.....	s 1 26				s 5 28	6 51	s 9 11		
9.1	D.....	4.9 THOMASBORO.....	1 17				5 21	6 47	9 05		
5.2		3.9 LEVERETT.....									
3.7		1.5 LEVERETT JOT.....	1 11				5 15	6 42	8 59		
	C.....	3.7 CHAMPAIGN.....	L 1 05AM				L 5 10AM	L 6 38AM	L 8 55AM		
			Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily

b—Stop to discharge revenue passengers from Memphis and scheduled stops beyond.

c—Stop to discharge revenue passengers.

e—Stops on flag to receive revenue passengers for Chicago.

k—Stops on flag to receive revenue passengers destined to scheduled stops also stops to discharge revenue passengers from scheduled stops.

CHICAGO DISTRICT—Northward (Continued on Page 8)

Siding, Standing Room,
Cars with Engines

Miles from Champaign	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	FIRST CLASS							
		16	36	32		38	20	52	2
		N Y C 415 Chicago Special	N Y C 419 White City Special	Local Passenger		N Y C 405 The Sycamore	The Daylight	The City of Miami	The City of New Orleans
127.8	C.....CHICAGO.....	A 2 50PM	A 6 00PM	A 8 00PM		A 8 35PM	A 10 10PM	A 10 45PM	A 11 55PM
	CHICAGO TERMINAL DISTRICT								
98.5	C..... ^{29.3} RICHTON.....	A 2 07PM	A 5 19PM	A 7 10PM		A 7 55PM	A 9 32PM	A 10 10PM	A 11 20PM
93.6	C..... ^{4.9} MONEE.....			s 7 00					
87.3	C..... ^{6.3} PEOTONE.....			s 6 51					
47	C..... ^{6.2} MANTENO.....		<i>d</i> 4 52	s 6 43					
77.0	.....^{4.1} INDIAN OAKS.....								
73.6	.....^{3.4} BRADLEY.....								
72.5	C..... ^{1.1} KANKAKEE JCT.....	L 1 37PM	L 4 42PM			L 7 27PM			
158	71.9 C..... ⁶ KANKAKEE.....			s 6 25			s 9 08	<i>j</i> 9 43	s 10 55
67.5	C..... ^{4.4} OTTO.....								
63.5	.....^{4.0} CHEBANSE.....			s 6 09					
58.7	.....^{4.8} CLIFTON.....			s 6 02					
120	54.7 C..... ^{4.0} ASHKUM.....			s 5 55					
50.4	.....^{4.3} DANFORTH.....								
504	46.7 C..... ^{3.7} GILMAN.....			s 5 45			L 8 44PM	9 18	10 34
43.1	D..... ^{3.6} ONARGA.....			s 5 37				9 15	
40.2	.....^{2.9} DEL REY.....								
100	34.7 D..... ^{5.5} BUCKLEY.....			s 5 27				9 08	10 25
29.5	D..... ^{5.2} LODA.....			5 21				9 04	10 21
119	25.0 C..... ^{4.5} PAXTON.....			s 5 16				9 00	10 18
80	19.5 D..... ^{5.5} LUDLOW.....			5 09				8 56	10 14
105	14.0 C..... ^{5.5} RANTOUL.....			s 5 03				8 52	10 10
9.1	D..... ^{4.9} THOMASBORO.....			4 56				8 48	10 06
5.2	.....^{3.9} LEVERETT.....								
3.7	.....^{1.5} LEVERETT JCT.....			4 50				8 43	10 01
	C..... ^{3.7} CHAMPAIGN.....			L 4 45PM				L 8 39PM	L 9 57PM
		Daily	Daily	Daily		Daily	Daily	Daily	Daily

d—Stop on Sunday only.
j—Stop to discharge revenue passengers from Jackson, Tenn. and
 scheduled stops beyond.

CHICAGO DISTRICT—Southward (Gilman Line)

9

Siding, Standing Room, Cars with Engines	Mile Posts	TIME TABLE No. 63 Taking Effect April 30, 1950	FIRST CLASS				SECOND CLASS					
			STATIONS				17	19	21	63	65	67
			The Night Diamond	The Daylight	The Green Diamond	Dispatch C S 3	Dispatch C S 5	Dispatch C S 7				
	C	CHICAGO	L 11 50PM	L 11 00AM	L 5 15PM							
21.9		MARKHAM				L 9 00AM	L 7 20PM	L 10 00PM				
			Daily	Daily	Daily	Daily	Daily	Daily				
81.1	C	GILMAN	Ls 1 30AM	L 12 09PM	Ls 6 25PM	L 11 10AM	L 9 35PM	L 12 10AM				
86.4		RIDGEVILLE	1 37	12 14	6 30	11 20	9 45	12 18				
140 90.1	D	THAWVILLE	n 1 41	12 17	6 33	11 40	9 50	12 23				
63 95.6	D	ROBERTS	n 1 48	12 21	6 37	11 53	9 57	12 31				
140 100.2	D	MELVIN	n 1 54	12 25 22	6 40	11 59	10 03	12 37				
81 106.0		GUTHRIE	2 00	12 30 63	6 44	(12 10) (12 30) PM 22	10 10	12 45				
140 110.0	C	GIBSON CITY	s 2 11	s 12 35	s 6 48 62	12 40	10 17	12 53				
81 115.7		HARPSTER	2 21	12 41	6 53	12 50	10 24	1 03				
142 119.2		MC NULTA	2 24	12 44	6 56	12 54	10 40	1 08				
121.8	D	BELLEFLOWER	2 27	12 46	6 58	12 58	10 50	1 13				
123.2		LAURETTE										
125.7		KUMLER										
81 127.4		WEEDMAN	2 32	12 50	7 02	1 08	10 59	1 23				
140 130.6	C	FARMER CITY	s 2 43	12 53	n 7 06	1 15	11 05	1 28				
81 135.0	D	PARNELL	2 49	12 57	7 11	1 22	11 12	1 34				
136.6		FULLERTON										
140 139.2	D	DE WITT	2 54	1 01	7 15	1 28	11 19	1 42				
143.7	D	BIRKBECK	2 59	1 06	7 19	1 35	11 27	1 50				
147.4		EAST JCT	3 03	1 09	7 22	A 1 40PM	A 11 40PM	A 2 05AM				
148.5	C	CLINTON	A 3 10AM	A 1 13PM	A 7 28PM							

n—Stop on flag to receive revenue passengers for Springfield or St. Louis, stop to discharge revenue passengers from Chicago.

CHICAGO DISTRICT—Northward (Gilman Line)

Siding Standing Room, Cars with Engine	Miles from Clinton	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	FIRST CLASS			SECOND CLASS		
			18	22	20	64	66	62
			The Night Diamond	The Green Diamond	The Daylight	Dispatch S C 4	Dispatch S C 6	Dispatch S C 2
148.5	C	CHICAGO	A 7 00AM	A 2 10PM	A 10 10PM			
126.6		MARKHAM				A 10 30AM	A 8 00PM	A 11 00PM
67.4	C	GILMAN	Ak 5 07AM	A 12 44PM	A 8 44PM	A 8 10AM	A 3 59PM	A 7 30PM
62.1		RIDGEVILLE	4 59	12 37	8 37	8 01	3 44	7 23
140 58.4	D	THAWVILLE	n 4 55	12 34	8 34	7 56	3 40	7 19
63 52.9	D	ROBERTS	n 4 49	12 30	8 30	7 49	3 34	7 13
140 48.3	D	MELVIN	n 4 44	12 25	8 26	7 43	3 28	7 08
81 42.5		GUTHRIE	4 36	12 20	8 21	7 36	3 20	6 58
140 38.5	C	GIBSON CITY	s 4 30	s 12 16	s 8 16	7 28	3 10	6 48
81 32.8		HARPSTER	4 22	12 11	8 11	7 20	3 00	6 20
142 29.3		MC NULTA	4 18	12 08	8 08	7 15	2 54	6 15
26.7	D	BELLEFLOWER	4 16	12 06	8 06	7 07	2 50	6 11
25.3		LAURETTE						
22.8		KUMLER						
81 21.1		WEEDMAN	4 11	12 02PM	8 02	6 57	2 40	6 02
140 17.9	C	FARMER CITY	s 4 07	11 59	n 7 59	6 52	2 34	5 58
81 13.5	D	PARNELL	4 00	11 56	7 56	6 45	2 26	5 52
140 11.9	D	FULLERTON	3 55	11 53	7 53	6 38	2 18	5 46
4.8	D	BIRKBECK	3 50	11 49	7 49	6 31	2 10	5 40
1.1		EAST JCT.	3 46	11 46	7 46	L 6 25AM	L 2 00PM	L 5 30PM
	C	CLINTON	L 3 43AM	L 11 44AM	L 7 44PM			
			Daily	Daily	Daily	Daily	Daily	Daily

k—Stops on flag to receive revenue passengers destined to scheduled stops also stops to discharge revenue passengers from scheduled stops.

n—Stop on flag to receive revenue passengers for Chicago also stop to discharge revenue passengers from St. Louis.

CHAMPAIGN DISTRICT—Southward (Continued on Page 12)

Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	FIRST CLASS						
			25	1	53	9	5	3	
			Southern Express	The City of New Orleans	The City of Miami	The Seminole	The Panama Limited	The Louisiana	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily
	127.8	C.....CHAMPAIGN.....	L 4 00AM	L 9 50AM	L 10 04AM	L 6 22PM	L 6 48PM	L 9 30PM	
	132.2	D.....SAVOY..... 4.4	d 4 06	9 55	10 09	6 28	6 54	9 36	
111	137.1	C.....TOLONO..... 4.9	s 4 22	9 59	10 13	6 34	6 58	9 42	
	141.9	D.....PESOTUM..... 4.8	d 4 28	10 02	10 16	6 38	7 02	9 47	
	145.6	HAYES..... 3.7							
106	149.8	C.....TUSCOLA..... 4.2	s 4 45	10 08	10 22	e 6 45	7 08	c 9 54	
	154.1	GALTON..... 4.3	d 4 50			6 49	7 12	10 00	
133	157.9	D.....ARCOLA..... 3.8	s 4 55	10 13	10 27	e 6 52	7 15	10 05	
	163.6	D.....HUMBOLDT..... 5.7	d 5 00	10 17	10 31	6 57	7 20	10 11	
	167.5	DORANS..... 3.9	5 04	10 20	10 34	7 00	7 23	10 15	
	172.4	C.....MATTOON..... 4.9	s 5 10 5 40	s 10 26	y 10 39	s 7 12	b 7 28	s 10 35	
	179.3	AETNA..... 6.9	5 48			7 20	7 36	10 43	
101	184.3	C.....NEOGA..... 5.0	f 5 55	10 35	10 48	7 24	7 40	10 48	
	191.2	SIGEL..... 6.9	f 6 03	10 40	10 53	7 30	7 45	10 55	
	199.2	C.....EFFINGHAM..... 8.0	s 6 10 6 50	s 10 49	y 11 00	s 7 42	b 7 52	s 11 30	
275	201.8	EFFINGHAM YARD..... 2.6				7 55 s	7 55 g		
	205.7	WATSON..... 3.9	f 7 05		11 05	8 02	7 59	11 45	
	211.5	MASON..... 5.8	f 7 13	10 59	11 10	8 07	8 04	11 51	
	214.6	C.....EDGEWOOD..... 3.1	f 7 18	11 02	11 13	8 11	8 07	11 55	
	218.5	LACLEDE..... 3.9	f 7 23			8 15	8 10	11 59	
	223.1	D.....FARINA..... 4.6	f 7 29	11 09	11 20	8 20	8 14	12 04AM	
110	228.9	C.....KINMUNDY..... 5.8	f 7 37	11 14	11 25	8 25	8 19	12 10	
	233.6	D.....ALMA..... 4.7	f 7 44	11 18	11 29	8 30	8 23	12 15	
	239.0	TONTI..... 5.4	7 50			8 35		12 21	
90	244.2	C.....ODIN..... 5.2	s 8 05	11 27	11 39	8 42	8 32	12 28	
	250.0	BRANCH JCT..... 5.8	A 8 14AM	A 11 32AM	A 11 46AM	A 8 50PM	A 8 38PM	A 12 34AM	
		CENTRALIA DISTRICT							
	252.4	C.....CENTRALIA..... 2.4	A 8 20AM	A 11 36AM	A 11 52AM	A 8 55PM	A 8 42PM	A 12 40AM	

b—Stop to discharge revenue passengers from Chicago and on flag to receive revenue passengers for Memphis and scheduled stops beyond.

c—Regular stop Saturday to unload newspapers.

d—Stop on Sundays and holidays to discharge U. S. Mail and papers.

e—Stop to discharge revenue passengers from Chicago.

y—Stop on flag to receive revenue passengers for Jackson, Tenn. and scheduled stops beyond.

Where No. 25 is shown as flag stop this train will stop on Sundays to discharge U. S. Mail and papers.

CHAMPAIGN DISTRICT—Southward (Concluded)

Siding, Standing Room, Cars with Engine	Mile Posts	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	SECOND CLASS							
			75	71	87		73	77	69	
			Dispatch C B 9	Dispatch C N 1	Cairo Dispatch		Dispatch C N 3	Southeastern Merchandise S E 1	Southern Merchandise M S 1	
		Daily	Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday		
127.8	C	CHAMPAIGN	L 1 30AM	L 5 00AM	L 3 30PM		L 7 30PM	L 10 45PM	L 10 55PM	
132.2	D	SAVOY								
111 137.1	C	TOLONO								
141.9	D	PESOTUM								
145.6		HAYES								
106 149.8	C	TUSCOLA								
154.1		GALTON								
133 157.9	D	ARCOLA								
163.6	D	HUMBOLDT								
167.5		DORANS								
172.4	C	MATTOON	2 45	6 30	5 30					
179.3		AETNA								
101 184.3	C	NEOGA								
191.2		SIGEL								
275 199.2	C	EFFINGHAM	3 25	8 30	8 00					
205.7		WATSON								
211.5		MASON								
214.6	C	EDGEWOOD	4 00	10 00			10 00		1 00AM	
218.5		LAOLEDE								
223.1	D	FARINA	VIA BLUFORD	VIA BLUFORD			VIA BLUFORD		VIA BLUFORD	
110 228.9	C	KINMUNDY								
233.6	D	ALMA								
239.0		TONTI								
90 244.2	C	ODIN								
250.0		BRANCH JOT			A 11 00PM			A 1 40AM		
CENTRALIA DISTRICT										
252.4	C	CENTRALIA			A 11 30PM			A 1 55AM		
108 7.0		CRUSE	4 12	10 14			10 12		1 12	
108 15.2		BETHEL	4 22	10 30			10 22		1 22	
140 19.3	C	GREENDALE	4 27	10 38			10 27		1 27	
108 25.1		COENISH	4 34	10 50			10 34		1 34	
140 32.7		STRATTON	4 44	11 06			10 44		1 44	
41.6	C	BLUFORD	A 5 45AM	A 11 50AM			A 11 30PM		A 2 25AM	

CHAMPAIGN DISTRICT—Northward (Continued on Page 14)

Siding, Standing Room, Cars with Engine	Miles from Centralia	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	FIRST CLASS						
			4	6	10		52	26	2
			The Louisiana	The Panama Limited	The Seminole		The City of Miami	Northern Express	The City of New Orleans
124.6	C	CHAMPAIGN	A 4 58AM	A 6 33AM	A 8 50AM		A 8 34PM	A 12 25AM	A 9 52PM
120.2	D	SAVOY	4 47	6 26	8 39		8 24	12 19	9 44
86 115.3	C	TOLONO	4 42	6 22	8 34		8 20	s 12 13AM	9 40
125 110.5	D	PESOTUM	4 37	6 18	8 29		8 16	11 47	9 36
106.8		HAYES							
106 102.6	C	TUSCOLA	b 4 29	6 11	8 22		8 08	s 11 37	9 30
102 98.3		GALTON	4 24	6 07	8 18		8 04	11 27	
94.5	D	ARCOLA	e 4 20	6 03	8 14		8 00	s 11 21	9 24
88.8	D	HUMBOLDT	4 14	5 58	8 08		7 55	s 11 13	9 20
84.9		DORANS	4 11	5 55	8 05		7 51	11 05	
135 80.0	C	MATTOON	s 4 05	s 5 51	s 7 59		w 7 45	s 10 59	s 9 13
107 73.1		AETNA	3 52	5 43	7 47		7 38	10 16	9 06
101 68.1	C	NEOGA	3 48	5 39	7 43		7 33	v 10 11	9 02
61.2		SIGEL	3 42	5 33	7 37		7 28	v 10 03	8 56
272 53.2	C	EFFINGHAM	s 3 33	b 5 26	s 7 28		w 7 21	s 9 53	s 8 49
46.7		WATSON	3 16	5 19	7 11		7 15	v 9 04	8 39
40.9		MASON	3 11	5 14	7 06			v 8 58	
37.8	C	EDGEWOOD	3 08	5 11	7 03		7 09	s 8 52	8 33
33.9		LACLEDE	3 05		7 00			v 8 41	
29.3	D	FARINA	3 01	5 04	6 56		7 04	v 8 35	8 28
110 23.5	C	KINMUNDY	2 56	4 59	6 51		7 00	s 8 12 2	8 24 26
18.8	D	ALMA	2 52	4 55	6 47		6 56	v 7 59	8 20
13.4		TONIT	2 47	4 50	6 42			7 52	
86 8.2	C	ODIN	2 42	4 45	6 37		6 49	s 7 45	8 11
2.4		BRANCH JCT	L 2 35AM	L 4 40AM	L 6 30AM		L 6 44PM	L 7 35PM	L 8 06PM
			Daily	Daily	Daily		Daily	Daily	Daily
	C	CENTRALIA	L 2 30AM	L 4 35AM	L 6 25AM		L 6 40PM	L 7 30PM	L 8 02PM

b—Stop to discharge revenue passengers from Memphis and scheduled stops beyond and on flag to receive revenue passengers for Chicago.

e—Stop on flag to receive revenue passengers for Chicago.

v—Regular stop on Sundays to receive or discharge revenue passengers and pick up U. S. Mail. Stop on flag other days.

w—Stops to discharge revenue passengers from Jackson, Tenn. and scheduled stops beyond.

CHAMPAIGN DISTRICT—Northward (Concluded)

Siding	Standing Room Cars with Engine	Miles from Centralia	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	SECOND CLASS					
				74	78	72	76		
				Dispatch N C 4	Dispatch B C 2	Dispatch N C 2	Dispatch B C 4		
124.6	C	.....	CHAMPAIGN.....	A 6 30AM	A 9 00AM	A 3 30PM	A 7 15PM		
120.2	D	.....	SAVOY..... 4.4						
86 115.3	C	.....	TOLONO..... 4.9						
125 110.5	D	.....	PESOTUM..... 4.8						
106.8		.....	HAYES..... 3.7						
106 102.6	C	.....	TUSCOLA..... 4.2						
102 98.3		.....	GALTON..... 4.3						
94.5	D	.....	ARCOLA..... 3.8						
88.8	D	.....	HUMBOLDT..... 5.7						
84.9		.....	DORANS..... 3.9						
135 80.0	C	.....	MATTOON..... 4.9	3 45	7 20	1 30PM	6 00		
107 73.1		.....	AETNA..... 6.9						
101 68.1	C	.....	NEOGA..... 5.0						
61.2		.....	SIGEL..... 6.9						
272 53.2	C	.....	EFFINGHAM..... 8.0	1 40	6 20	11 45	5 00		
46.7		.....	WATSON..... 6.5						
40.9		.....	MASON..... 5.8						
37.8	C	.....	EDGEWOOD..... 3.1	L 1 00AM	L 5 30AM	L 11 00AM	4 20		
33.9		.....	LACLEDE..... 3.9						
29.3	D	.....	FARINA..... 4.6	VIA BLUFORD	VIA BLUFORD	VIA BLUFORD			
110 23.5	C	.....	KINMUNDY..... 5.8						
18.8	D	.....	ALMA..... 4.7						
13.4		.....	TONTI..... 5.4						
86 8.2	C	.....	ODIN..... 5.2				L 3 15PM		
2.4		.....	BRANCH JCT..... 5.8						
				Daily	Daily	Daily	Daily		
	C	.....	CENTRALIA..... 2.4				L 2 45PM		
108 34.6		.....	CRUSE..... 7.0						
108 26.4		.....	BETHEL..... 8.2						
140 22.3	C	.....	GREENDALE..... 4.1						
108 16.5		.....	CORNISH..... 5.8						
140 8.9		.....	STRATTON..... 7.6						
	C	.....	BLUFORD..... 8.9						

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

8. Standard Clocks:

Kankakee: Engine house, yard office, KX tower.
 Gilman: Agents office.
 Champaign: Telegraph office, yard office, engine house.
 Mattoon: Yard office, engine house.
 Effingham: Interlocker tower.
 Centralia: Ticket office, yard office, engine house.
 Clinton: Yard office, telegraph office, engine house.
 Blufford: Yard office

10. (g). Maintenance of Way Department slow flags will be placed a minimum distance of one and one-half miles from point where reduced speed is required.

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

Kankakee Junction		Gilman	
For east yard	— o	For southward	
For west yard	— — —	main	— —
East yard to		For Gilman line	
No. 3 track	o o o	main	— o
East yard to N.Y.C.		For northward	
wye	o o o o	main	o —
For No. 1 main		For east sidings	o — o
track	o —	For west lead	— — —
For No. 3 main		For south	
track	o o o —	wye	— — o
Champaign,			
Southward Main			— —
Northward Main			— —
Southward freight lead			— — —
Northward freight lead			— — — —
Inbound engine lead			— o —
Outbound engine lead to engine track			— o —
To Havana District			o o o o o
From Havana District to coach yard			o o o o o
From Havana District to southward main			o o o
Effingham,			
Northward main from east siding			— o
Northward main to southward main			— o —
Southward main to northward main			— o —
For east siding			— o
For west siding			— — — —
For Pennsylvania RR wye			o o o o o
Edgewood,			
Edgewood line to northward main			— —
Southward main to Edgewood line			— — o

Following whistle signals will be used to indicate trains will stop for water.

Monee: — — } Stop at Peotone.
 Manteno: — — }
 Otto: — — } Stop at Kankakee Hospital.
 Ashkum: — — } Stop at Gilman.

19. Between Chicago and Kankakee Junction, N.Y.C. passenger trains will display yellow and red markers.

20. Trains ordered to display signals to or from Branch Junction will display same signals to or from Centralia.

21. Edgewood line freight trains between Edgewood and Effingham may display same classification flags and lights as they display on Edgewood line.

21. (a). Between Richton and Branch Jct. white flags and white lights will be omitted on all extra trains except passenger extras. (See exception rule 21)

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

83. Train Registers:

Kankakee Junction	Edgewood
Otto	Centralia telegraph office
Gilman agent's office	Centralia yard office
Champaign yard office	Bluford yard office
Champaign telegraph office	Clinton telegraph office
Effingham yard office	Clinton north yard office

Unless otherwise designated southward freight trains will run as extra trains between Richton and Champaign.

Kankakee Junction is a register station for Bloomington District trains and Chicago District local freight trains only. Otto is a register station for Bloomington District trains only. Gilman is a register station for trains between Gilman and Clinton and trains originating and terminating at Gilman. Champaign telegraph office is a register station for first-class trains and trains originating and terminating at passenger station. Champaign yard 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. Effingham yard office is a register station for Effingham District trains.

Edgewood is a register station for Edgewood Line trains only.

Following trains may register by form 905 at:
 Gilman—Trains between Gilman and Clinton, except trains originating and terminating at Gilman.
 Otto—All Bloomington District trains.
 Champaign—All first-class trains.
 Edgewood—All Edgewood line trains

83. (a). Southward trains may leave Richton without a clearance, but first class trains and passenger extras must obtain clearance at "X" office Chicago.

N.Y.C. passenger trains may leave Kankakee Junction without a clearance, but must obtain a clearance before leaving N.Y.C. passenger station Kankakee.

All Southward trains enroute to Gilman line must obtain clearance before leaving Gilman.

Second class and inferior trains departing Clinton will obtain clearance at "CO" office Clinton.

Northward trains from Edgewood line may leave Edgewood without a clearance, if train order signal indicates proceed.

Trains may leave Branch Junction without a clearance but must obtain a clearance before leaving Centralia.

83. (b). At Gilman the train dispatcher may inform trains going to Gilman line, except those originating at Gilman, by train order form V whether all overdue superior trains have arrived or left.

Before occupying crossover located between Gilman line main track and T P & W main track at Gilman, flag protection must be afforded eastward T P & 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 T P & W dispatcher for I C RR trains or engines to use crossover before unlocking switches to crossover. Crossover switches are electrically locked.

Clear train order signal at Gilman for southward trains enroute Champaign indicates that all overdue southward superior trains have left. Operator must not display this indication unless authorized by train dispatcher.

At Otto the train dispatcher may inform trains going to Bloomington District, by train order form V whether all overdue superior trains have arrived or left.

Lunar white indicator located on northward home signal mast on Edgewood Line at Edgewood, interlocking when displayed indicates that all overdue northward superior trains have left. Operators must not display this indication unless authorized by the train dispatcher.

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86. Train No. 9 must clear time of train No. 5 not less than 5 minutes. Train No. 26 must clear time of train No. 2 not less than 10 minutes. Second-class and inferior trains between Champaign and Branch Junction must clear time of first-class trains or trains of superior right in the same direction not less than fifteen minutes. Between Richton and Champaign and between Gilman and Clinton, second-class and extra trains will clear the time of trains Nos. 1, 2, 5, 6, 19, 20, 21, 22, 52, and 53 not less than ten minutes.

93. Yard Limits:

Richton on tracks 3 and 4.	Centralia
Kankakee	Champaign
Otto (Bloomington District only)	Bluford
Gilman	Gibson City
Rantoul	Mattoon
	Clinton
	Effingham (Extend 1500 feet South of Effingham Yard).

On N.Y.C. tracks between Court Street and Kankakee Junction following will govern:

Movement must be made at reduced speed. A trainman must ride on last car of train or yard cut. If the main track is blocked for any reason full protection must be given in accordance with rule 99. Before clearing any train, yard cut or engine moving in either direction between Kankakee Junction and Kankakee the signalman at N.Y.C. passenger station or the signalman at Kankakee Junction must obtain permission from signalman at objective point and must know that route is clear before authorizing movement. Opposing movement must not be permitted.

Signal indication will govern movement of southward through trains. Other trains, yard cuts and engines will secure permission before beginning such movement. Engines and yard cuts will use middle track between Rosewood Avenue and Dearborn Avenue unless otherwise authorized. Trainmen or yardmen must report when clear of the main track, and must not again enter the main track without permission.

97. Between Richton and Branch Jct. extra trains may run without train orders.

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

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

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

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

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

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

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

99 - 102. Enginemen operating engines equipped with oscillating emergency red headlight will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling an adjacent track, engineman must immediately display the emergency red headlight.

Engineman on approaching train on adjacent track must immediately stop and will not proceed until it has been ascertained that track is unobstructed and safe.

This rule is in effect at all hours. The use of the emergency red headlight does not in any way relieve enginemen and trainmen from complying with the requirements of rules 99 and 102.

INSTRUCTIONS GOVERNING OPERATION AND USE OF MARS REAR END OSCILLATING RED LIGHT

Use of the rear end oscillating red light does not in any way relieve train and enginemen from complying with rules 99 and 102.

Light is installed in the roof above rear door of observation cars in streamlined trains.

A selector switch and detailed instructions concerning operation of light are located in electric locker inside of car.

A pilot light marked "Mars Light," located in door of electric locker, is provided to indicate whenever the Mars Light is operating.

When selector switch is in the "On Auto" position light operates automatically when speed is below approximately 18 miles per hour or train is stopped.

Conductors and trainmen on trains equipped with the Mars Light must become familiar with its operation and use and comply with the following instructions:

Selector switch in control box shall be placed in the "On Auto" position at all times — day and night — except as outlined in last paragraph, conditions "A", "B", "C", and "D", or in case of failure of axle generator, or automatic control, in which case selector switch shall be used to manually turn light "on" and "off."

Before departure from originating station it is the duty of flagman to see that light functions when selector switch is in automatic and manual positions. He must know, upon departure from originating station, or any intermediate station, where position of control of selector switch might have been changed, that selector switch is set for automatic control.

If automatic control feature, or axle generator, fails light will burn continuously regardless of speed. In such event light must be operated manually with selector switch.

While pilot light, when lit, indicates light is burning, flagman must make frequent inspections to determine if light is burning and functioning properly.

If both Mars Light and pilot light fail to burn, fuses must be checked.

Mars Lights use a 250 watt 32 volt locomotive headlight bulb. Spare bulb will be carried in rack in electric locker. A burned out bulb must be reported by the conductor to next servicing point where bulb can be replaced.

In multiple track territory, when Mars light is displayed on a preceding train, engineman on a following train on same track, observing the light, must stop a safe distance before light is reached. Engineman on a following train, on an adjacent track, must reduce speed and be prepared to stop before passing the light. If it is seen the route ahead is unobstructed and safe, train may then pass.

Mars Light must be extinguished under the following conditions: (A) While train is standing in the clear at originating or terminating stations. (B) While switching is being performed from rear of train. (C) While train is clear of main track on siding and until a train to be met or passed has gone; after which light must again be placed in operation before entering main track. (D) When cars equipped with this light are not the rear cars.

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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	Stream-lined passenger trains Nos. 1, 2, 5, 6, 19, 20, 21, 22, 52 and 53, except when handling cars with friction bearing journals, diesel engines	Passenger and express trains with friction bearing journals, lights or with cabooses, passenger or diesel engines	Passenger and express trains with 2500 or 2600 class engines or running light or with cabooses	Passenger and express trains with 2030, 2100 class or improved mikado type engines or running light or with cabooses	Dispatch trains with passenger, 2030, 2100, 2500, 2600 or improved mikado type engines	Tonnage and other freight trains	Mikado type engines not equipped with stokers	Derricks and eight wheel locomotive cranes	Engines without trucks and engines backing up with or without cars	Miles per Hour											
										100	79	60	60	60	50	45	30	25			
Between Richton and Champaign-----	100	79	60	60	60	50	45	30	25												
Between Gilman and Clinton-----	100	79	60	60	60	50	45	30	25												
Between Champaign and Branch Jct.-----	100	80	60	60	60	50	45	30	25												
Between Edgewood and Bluford-----	50	50	50	50	45	45	45	30	25												
Diverging routes through crossovers, junctions and siding switches:																					
Through turnouts at spring switches unless otherwise authorized--	25	25	25	25	25	25	25	25	25												
On straight track at spring switches when springing points-----	40	40	40	40	40	40	40	40	30	25											
Monee—Crossovers between main tracks and turnout to No. 3 track.	No. 20 Cross overs and turnouts	40	40	40	40	40	40	40	30	25											
Otto—Crossovers between No. 1 and No. 2 tracks and turnout from No. 2 to No. 3 track.																					
Gilman—First crossover north of station No. 1 to No. 2 track.																					
Peotone—Crossover No. 3 to No. 2 track.	No. 18 Cross overs and turnouts	30	30	30	30	30	30	30	30	25											
Manteno—Crossovers, except extreme north and south crossovers between tracks 1 and 2, and crossover south end west siding.																					
Indian Oaks—Crossover No. 2 to No. 1 track.																					
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 siding.																					
Chebanse—Crossovers.																					
Clifton—Crossover.																					
Ashkum—Crossovers, except extreme south crossover track 2 to 1 and Crossover south end west siding.																					
Gilman—Second crossover north of coal chute No. 2 to No. 1 track, crossover south of T P & W RR crossing No. 2 to No. 1 track.	No. 15 Cross overs and turnouts	25	25	25	25	25	25	25	25	25											
Edgewood—Crossovers and main track turnouts to Edgewood Line.																					
Otto—South end siding.																					
Ashkum—North end east and west sidings.																					
Gilman—South end west lead to No. 1 track. Crossover No. 2 track to east siding.																					
Leverett Jct.—Crossover and turnouts.																					
Champaign—Crossovers between Springfield Ave. and Logan St.																					
Effingham—Crossover east siding to northward main south of coal chute. North switch east siding.																					
Gibson City—Siding switches.	15	15	15	15	15	15	15	15	15	15											
Farmer City—Siding switches.																					
Through crossovers and turnouts other locations-----																					

(Continued on Page 18)

Territory or Location	Stream-lined passenger trains Nos. 1, 2, 5, 6, 19, 20, 21, 22, 52 and 53, except when handling cars with friction bearing journals, diesel engines	Passenger and express trains with friction bearing journals, lights or with cabooses, passenger or diesel engines	Passenger and express trains with 2500 or 2600 class engines or running light or with cabooses	Passenger and express trains with 2030, 2100 class or improved mikado type engines or running light or with cabooses	Passenger Extras Dispatch trains with passenger, 2030, 2100, 2500, 2600 or improved mikado type engines	Tonnage and other freight trains	Mikado type engines not equipped with stokers	Derricks and eight wheel locomotive cranes	Engines without trucks and engines backing up with or without cars	Miles per Hour									
101-(b). Lower Speeds																			
Chicago District:																			
Kankakee, within Yard Limits	--	--	--	--	20	20	20	20	20	20	20								
Kankakee Junction, around N.Y.C. wye	15	15	15	15	15	15	15	15	15	15	15								
Kankakee, between river bridge and K & S crossing, tracks Nos. 1, 2, 3	25	25	25	25	20	20	20	20	20	20	20								
Curve, Mile 56.5—six hundred feet south of Kankakee river bridge tracks Nos. 1, 2, 3	90	--	--	--	--	--	--	--	--	--	--								
Curve, Mile 79.0—one and one-half mile south of Danforth tracks 1 and 2	90	--	--	--	20	20	20	20	20	20	20								
Gilman, within Yard Limits	15	15	15	15	15	15	15	15	15	15	15								
Gilman, through crossover to and from Gilman line, around wye and over T. P. W. railroad crossing on Gilman line on Tracks No's. 1 and 2 from first Crossover north of Coal Chute at Gilman to a point 1000 feet South	70	70	60	--	--	--	--	--	--	--	--								
Buckley } Ludlow } Curves at both ends intermediate siding north- Rantoul } ward main track	90	--	--	--	--	--	--	--	--	--	--								
Curve, Mile 81.5—one-half mile south of Gilman on Gilman line	60	60	60	--	--	--	--	--	--	--	--								
Curve, Mile 88.5—two miles south of Ridgeville	90	--	--	--	--	--	--	--	--	--	--								
Curve, Mile 95.6—Roberts	90	--	--	--	20	20	20	20	20	20	20								
Gibson City, within Yard Limits	--	--	--	--	--	--	--	--	--	--	--								
Gibson City, between extreme north public crossing and interlocking	50	40	40	40	--	--	--	--	--	--	--								
Curve, Mile 130.2—Farmer City	90	--	--	--	--	--	--	--	--	--	--								
Curve, Mile 133.1—two and one-half miles south of Farmer City	90	--	--	--	--	--	--	--	--	--	--								
Curve, Mile 139.5—DeWitt	90	--	--	--	--	--	--	--	--	--	--								
Curves, between DeWitt and Birkbeck, miles 141 to 143	60	60	60	--	--	--	--	--	--	--	--								
Curve, Mile 143.7—Birkbeck	75	75	--	--	--	--	--	--	--	--	--								
Curve, Mile 147.08 and 147.14 north of Clinton	90	--	--	--	--	--	--	--	--	--	--								
Curve, Mile 147.5, 147.7 and 148 north of Clinton	60	60	60	--	--	--	--	--	--	--	--								
Champaign District:																			
Champaign, within Yard Limits	--	--	--	--	20	20	20	20	20	20	20								
Champaign, lead between "A" yard and northward main track at Leverett Junction	15	15	15	15	15	15	15	15	15	15	15								
Between mile post 130 and Springfield Ave., Champaign, northward main track	60	60	60	60	20	20	20	20	20	20	20								
Tolono, N. E. Wabash connection	10	10	10	10	10	10	10	10	10	10	10								
Tuscola, curves both ends intermediate siding southward main track	90	--	--	--	--	--	--	--	--	--	--								
Tuscola, B & O wye	5	5	5	5	5	5	5	5	5	5	5								
Mattoon, through subway	40	30	30	30	20	20	20	20	20	20	20								
Mattoon, within Yard Limits	--	--	--	--	20	20	20	20	20	20	20								
Mattoon, New York Central crossing (Karl Tower) until engine or leading car has passed over crossing	20	20	20	20	20	20	20	20	20	20	20								
Neoga, curves both ends intermediate siding southward main track	90	--	--	--	--	--	--	--	--	--	--								
Effingham, within Yard Limits	--	--	--	--	20	20	20	20	20	20	20								
Between M. P. 197 and M. P. 201 on Southward Main Track	25	25	25	25	25	25	25	25	25	25	25								
Between M. P. 201 and M. P. 199 on Northward Main Track	25	25	25	25	25	25	25	25	25	25	25								
Branch Junction } Passenger	40	40	40	40	40	40	40	40	40	40	40								
Branch Junction } Freight	--	--	--	--	--	--	35	35	30	--	25								

(Continued on Page 19)

101b. (Continued from Page 18)

Trains designated will not exceed speeds indicated at following stations to dispatch U. S. Mail:

Manteno	} Train No. 4 daily except Sunday-----	30 M. P. H.
Peotone		
Monee		
Onarga—Train No. 25-----		25 M. P. H.
Del Rey—Train No. 31-----		10 M. P. H.
Tolono—Train No. 2-----		20 M. P. H.
Neoga—Train No. 25-----		40 M. P. H.
Farina—Train No. 25-----		40 M. P. H.
Farmer City—Train No. 22-----		50 M. P. H.

When 50% of cars in train are loaded tank cars, speed of train must not exceed forty miles per hour.

Trains handling short wheel base ore cars, loaded or empty must not exceed a speed of 25 miles per hour.

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

Engines designated below must not be operated over the following locations

Location	Class of Engines
Rantoul—Rantoul District-----	} 2300-2310, 2400-2459 2500-2555, 2600-2619
Chanute Field—All tracks-----	
Champaign—Havana Dist. wye-----	
Tolono—House track and northeast elevator track-----	
Tuscola—C&EI wye-----	
Arcola—Penn. wye-----	
Edgewood—B&O wye-----	
Kinmundy—Stub track-----	
Roberts—Stub track 30 feet beyond frog-----	
Gibson City—Noble switch-----		All engines

104. Normal position of switches:

Rantoul-----	For Chicago District
Mattoon-----	For Champaign District
Effingham-----	For Champaign District

Electrically locked hand throw switches:

Location	Switches	Controlled by
Monee	Track 4 to house track	Signalman, Monee
Peotone	Main track crossovers	Signalman, Monee
Manteno	Track three to State Hospital	Signalman, Manteno
Indian Oaks	Main track crossovers	Signalman, Manteno
Bradley	Main track crossovers	Signalman, Kankakee
Kankakee	Main track crossovers	Signalman, Kankakee
	Main track crossover extreme south end yard	Signalman, Otto
Chebanse	All main track	Signalman, Otto
Clifton	All main track	Signalman, Ashkum
Ashkum	South end of west track	Signalman, Ashkum
Danforth	All main track	Signalman, Ashkum
Gilman	All main track switches north of interlocking (except spring switches) and crossover Gilman line to TPW Wye and interchange track.	Signalman, Gilman
Rantoul	Northward main to Chanute Field	Operator, Rantoul
Gibson City	South end of storage track	Signalman, Gibson City

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

109. Bulletin Boards:

Chicago:	{ Conductor's room, Central Station, engine house 27th St.
Markham:	Yard office, engine house, Homewood yard office.
Kankakee:	Yard office, engine house.
Gilman:	Passenger station, engine house.
Champaign:	Caller's office, yard office, engine house.
Mattoon:	Yard office, engine house.
Effingham:	Yard office.
Centralia:	Yard office, engine house, passenger station.
Bluford:	Yard office, engine house.
Clinton:	Telegraph office, engine house, north yard office

D-151. Two Tracks:

Between Gilman and Branch Junction.
Between Edgewood and 6630 feet south on Edgewood line.

Two or more Tracks:

Between Otto and Gilman:

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

Between Monee and Otto:

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

Between Richton and Monee:

No.	Location	Use
1	West	southward passenger trains
2	Second	northward passenger trains
3	Third	southward freight trains
4	East	northward freight trains

221. When train order signal displays stop indication at Monee and/or 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.

251. Between Richton and Monee on tracks one, two, three, and four and between Monee and Otto on tracks one and three, block signal indications supersede timetable superiority for following movements without requiring the use of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

261. Between Monee and Otto on track two and between Otto and Gilman on tracks one and two block signal indications supersede timetable superiority for opposing and following movements without requiring the use of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required.

283. Monee }
Otto { When home signals display Medium-Clear indications, trains may move through interlocking limits at speed of 40-miles per hour, except through extreme north crossover tracks 2 to 3 at Otto 30-miles per hour.

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, not exceeding fifteen miles per hour, to the first available point of communication, where report must be made to the chief train dispatcher.

(C). Train will then proceed in accordance with instructions of chief train dispatcher and at a speed considered safe, taking weather conditions into consideration. Train will approach all home signals at interlocking plants prepared to stop, also approach all facing point switches prepared to stop unless the way is seen to be clear. Chief train dispatcher will notify all trains concerned by train order. He will issue order providing that the train without automatic train stop protection will be protected by holding such train at open train order offices until preceding train has cleared next open train order office ahead. Under conditions not here provided for, chief train dispatcher will issue order that train without automatic train stop protection may proceed to a definite point at restricted speed not exceeding fifteen miles per hour.

(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 chief train dispatcher from first available point of communication, and chief train dispatcher will issue order providing that train with pneumatic device cut out and engine electrical device remaining cut in will be protected by holding such train at open train order offices until preceding train has cleared next open train order office ahead. Under conditions not here provided for, chief train dispatcher will issue order that train without automatic train stop protection may proceed to a definite point at restricted speed not exceeding fifteen miles per hour.

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

290-a. Three indication dwarf signals located as follows:

Location	Indication
Manteno	Switch house track to No. 1 track;
Neoga	North end east siding.
Light	Indication
Red	Stop
Yellow	Proceed, switch lined to main track
Red	Yellow
Yellow	Proceed, switch not lined to main track

295.

Gibson City—Take siding indicator located on northward stop signal mast south end of siding. When white letter "S" is displayed trainmen must line electrically locked hand throw switch for movement to storage track. After switch is lined white "S" will be extinguished and home signal will display Red Light over Yellow Light (Rule 290) for movement to storage track.

Southward dwarf signal with leave siding indicator governing movement from storage to main track over electrically locked hand throw switch is located 320 feet north of switch. When white letter "S" is displayed trainmen may operate switch and be governed by rules 290 and 292.

505. Automatic train stop territory on southward main extends Springfield Ave., Champaign M. P. 128.09 to Branch Jct. M. P. 250.12 on northward main M. P. 251.21 south of Branch Jct. to Springfield Ave., Champaign M. P. 128.09 on northward track Edgewood Line from home signal to 200 feet north of approach signal U-1-4.

Automatic block system territory extends from Richton to Springfield Ave., Champaign, M. P. 128.09, and from Gilman to Clinton.

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

535. Spring switches:

Location	Normal Positions
Gilman—North switch east siding,	For northward main track.
South end cross-over south of coal chute	For southward main track.
Paxton—North switch east siding,	For northward main track.
South switch west siding.	For southward main track.
Thawville siding—both ends*	For main track.
Melvin siding—both ends*	For main track.
McNulta siding—both ends*	For main track.
DeWitt siding—both ends*	For main track.
Leverette Jct.—North switch,	
north end outbound lead	For northward main track.
Champaign—South switch engine leads, Bradley Ave.	For inbound lead.
Mattoon—North switch, north siding	For northward main track.
Mattoon—South switch west switching lead (key operated time release)	For southward main track.
Neoga—North switch, east siding (key operated time release)	For northward main track.
Effingham Yard—South switch, west siding (key operated time release)	For southward main track.

When stop and proceed signals at spring switches are equipped with lunar white marker, to indicate the position of switch points, if the block signal indicates stop and lunar white marker is displayed, trains and engines may pass the signal without stopping, proceeding under provision of Rule 509-(a).

If the block signal indicates stop and the lunar white marker is not displayed, stop must be made and switch examined before proceeding.

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. After approximately three minutes has elapsed, the signal should display proceed restricting indication. If signal continues to display stop indication, movement to main track must be governed by Transportation Department Rule 509.

Following spring switches are protected by reflector sign located 5000 feet in advance of facing point switch and trains must approach prepared to stop unless signal at switch indicates proceed.

Edgewood—South switch, double track Edgewood line*	For northward main track.
Cruse siding—both ends	For main track.
Bethel siding—both ends	For main track.
Greendale siding—both ends	For main track.
Cornish siding—both ends	For main track.
Stratton siding—both ends	For main track.
Bluford—North switch, north end outbound lead	For main track.

* Lunar white marker.

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707. Trains handling loaded ore cars with short wheel base must carry 90 pound train line pressure.

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

1202. Maximum depth of water, over top of lower rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

- Diesel engines 4 inches
- Passenger cars 9 inches
- Freight cars 25 inches

When trains are operated through water, a maximum speed of 5 miles per hour must not be exceeded. If authority is given to operate air conditioned passenger cars through a greater depth than 9 inches, proper inspections should be made to ascertain if the apparatus requires to be cleaned and dried.

1203. At Gilman—That portion of siding east of northward main track south of T P & W crossing is a storage track. Derrail has been placed at south end of track. No. 2 east siding is used as a storage track, trains or engines using these tracks be governed accordingly expecting to find them occupied.

1204. At Gilman—Indicator located north end of west siding displays white lights with numerals. White light indicates track not occupied, no light indicates track occupied. Top light governs No. 1 siding, middle light No. 2 siding, and lower light No. 3 siding.

1205. Double track on Edgewood Line at Edgewood has clearance capacity for engine, caboose and 137 cars.

(Continued on Page 22)

Station	Direction	Equipment	Weight	Capacity
0010	East	Engine	10000	10000
0015	East	Caboose	15000	15000
0020	East	137 Cars	137000	137000
0025	East	Engine	10000	10000
0030	East	Caboose	15000	15000
0035	East	137 Cars	137000	137000
0040	East	Engine	10000	10000
0045	East	Caboose	15000	15000
0050	East	137 Cars	137000	137000
0055	East	Engine	10000	10000
0100	East	Caboose	15000	15000
0105	East	137 Cars	137000	137000
0110	East	Engine	10000	10000
0115	East	Caboose	15000	15000
0120	East	137 Cars	137000	137000
0125	East	Engine	10000	10000
0130	East	Caboose	15000	15000
0135	East	137 Cars	137000	137000
0140	East	Engine	10000	10000
0145	East	Caboose	15000	15000
0150	East	137 Cars	137000	137000
0155	East	Engine	10000	10000
0200	East	Caboose	15000	15000
0205	East	137 Cars	137000	137000
0210	East	Engine	10000	10000
0215	East	Caboose	15000	15000
0220	East	137 Cars	137000	137000
0225	East	Engine	10000	10000
0230	East	Caboose	15000	15000
0235	East	137 Cars	137000	137000
0240	East	Engine	10000	10000
0245	East	Caboose	15000	15000
0250	East	137 Cars	137000	137000

ADJUSTED TONNAGE RULES AND RATINGS

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

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

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

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

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

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

5. 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 ton-

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

	Factor	11	15	5	12
		Chicago to Centralla- Bluford	Bluford- Centralla to Chicago	Gilman to Clinton	Clinton to Gilman
Engines	Tractive Force	100 Per Cent Tonnage Rating			
2600-2619	83000	8225	11325	6815	8100
2500-2555	83500	8240	11345	6825	8115
2500-2555	78000	7725	10635	6400	7610
2400-2459	66000	6515	8965	5395	6415
2400-2459	62000	6115	8420	5065	6025
2400-2459	60500	5980	8235	4955	5895
2300-2310	74000	7335	7930	6085	7225
2100-2140	79000	7825	10775	6485	7710
2100-2140	90000	8915	12275	7385	8780
2030-2099	51000	5100	7020	4225	5020
1600-1628	54000	5340	7355	4425	5260
1700-1745	57000	5670	7810	4700	5585
1200-1499	69500	6900	9495	5715	6795
1135-1199	48500	4800	6605	3975	4725
1135-1199	43000	4260	5865	3530	4195