

ILLINOIS CENTRAL RAILROAD COMPANY

Attached memorandum of meeting held October 27, 1947
in Superintendent's office at Champaign to discuss extra travel account
Illinois-Michigan homecoming game at Champaign November 1, 1947, sent
to the following:

E. D. Holcomb	(5)	Superintendent	Champaign
J. S. Buswell	(5)	Train Master	Kankakee
A. Gorman	(10)	" "	Champaign
E. C. Slingman	(5)	Chief Train Dispatcher	"
W. L. Jones	(8)	Master Mechanic	"
C. Damiano	(5)	Traveling Engineer	"
W. R. Gillam	(5)	Division Engineer	"
R. O. Ringland	(1)	Supervisor of Signals	"
O. A. Stewart	(5)	Supervisor of Track	"
J. L. Ambrose	(3)	Supervisor, Water Service	"
W. R. Burke	(3)	Supervisor, B&B	"
C. L. Phelps	(5)	Division Electrical Foreman	"
J. G. Saathoff	(5)	Car Foreman	"
C. E. Granger	(5)	General Yard Master	"
W. J. Annin	(1)	Storekeeper	"
P. A. McDaniel	(5)	Special Agent	"
H. C. Knapp	(3)	CP&TA	"
J. F. McCarthy	(3)	Freight Agent	"
T. J. Toreson	(3)	Chief Clerk to Train Master	"

MEETING HELD AT CHAMPAIGN, ILLINOIS, OCTOBER 27, 1947, TO DISCUSS
ILLINOIS-MICHIGAN FOOTBALL TRAVEL NOVEMBER 1, 1947.

PRESENT

Mr. E. D. Holcomb	Mr. C. E. Granger
Mr. A. Gorman	Mr. J. G. Saathoff
Mr. W. L. Jones	Mr. C. L. Phelps
Mr. E. C. Slingman	Mr. W. J. Annin
Mr. W. R. Gillam	

Trains lined up - subject to change:

Total 137 cars

MICHIGAN CENTRAL SPECIAL: 13 cars.

Lv. Kensington	5:15 AM
Ar. Champaign Pass. Sta.	8:00 AM
Ar. Stadium Drive	8:15 AM (Park on Track 3 - Stadium Drive)

MICHIGAN CENTRAL SPECIAL: 12 cars.

(Same schedule as above).

(Park on Track 4 - Stadium Drive).

WHITE TRAIN: 14 cars.

Lv. Chicago	8:10 AM
Ar. Champaign Pass. Sta.	10:40 AM
Ar. Stadium Drive	10:55 AM (Unload at northward main, Stadium) (Drive and then dispose of train.)

BLUE TRAIN: 14 cars.

Lv. Chicago	8:40 AM
Ar. Champaign Pass. Sta.	11:10 AM
Ar. Stadium Drive	11:25 AM (Park on No. 2 track south of) (Stadium Drive.)

EVANSVILLE TRAIN: 7 cars.

Lv. Evansville	6:00 AM
Ar. Stadium Drive	11:30 AM (Park south end of No. 2 track) (north of Hessel Blvd.)

GREEN TRAIN: 19 cars.

Lv. Chicago	8:50 AM
Ar. Champaign Pass. Sta.	11:20 AM
Ar. Stadium Drive	11:35 AM (Unload on southward main, Stadium) (Drive. Will be parked on south-) (ward main and watered on main) (track at Stadium.)

ORANGE TRAIN: 14 cars.

Lv. Chicago	9:05 AM
Ar. Champaign Pass. Sta.	11:35 AM
Ar. Stadium Drive	11:50 AM (Will be doubled into tracks 3 and 4) (east side Stadium Drive and parked) (there.)

Has Office Car 6, Mr. Duggan and Mr. Hessel - turn for return trip.

RED TRAIN: 14 cars.
 Lv. Chicago 9:35 AM
 Ar. Champaign Pass. Sta. 12:05 PM
 Ar. Stadium Drive 12:20 PM (Park on Track No. 1, Stadium Drive).

Has Office Car 7, Mr. Barr and party. Turn car for return trip.

MICHIGAN CENTRAL SPECIAL: 12 cars.
 Lv. Kensington 10:00 AM
 Ar. Champaign Pass. Sta. 12:30 PM
 Ar. Stadium Drive 12:45 PM (Unload on northward main track,)
 (Stadium Drive; then to be disposed)
 (of and watered and iced at Cham-)
 (paign passenger station.)

LUKER TRAIN: (ARRIVE VIA HAVANA DISTRICT): 16 cars.
 Lv. St. Louis 7:45 AM
 (No stop at Champaign Station)
 Ar. Stadium Drive 12:45 PM (Park on north end of track 2,)
 (Stadium Drive.)

DEPARTURE - CHAMPAIGN

Trains parked at Stadium Drive will leave from the tracks on which they are parked.

RED TRAIN:
 Lv. Stadium Drive 4:20 PM
 Lv. Champaign Passenger Station 4:35 PM
 (Will have Office Car 7)

WHITE TRAIN:
 Lv. Stadium Drive 4:30 PM
 Lv. Champaign Passenger Station 4:45 PM

BLUE TRAIN:
 Lv. Stadium Drive 4:40 PM
 Lv. Champaign Passenger Station 4:55 PM

LUKER SPECIAL: (ST. LOUIS TRAIN):
 Lv. Stadium Drive 4:45 PM
 Lv. Champaign Passenger Station Does not stop.

GREEN TRAIN:
 Lv. Stadium Drive 4:50 PM
 Lv. Champaign Passenger Station 5:05 PM

CRANGE TRAIN:
 Lv. Stadium Drive 5:00 PM
 Lv. Champaign Passenger Station 5:15 PM
 (Will have Office Car 6)

MICHIGAN CENTRAL SPECIAL:
 Lv. Stadium Drive 5:10 PM
 Lv. Champaign Passenger Station 5:25 PM

SECOND MICHIGAN CENTRAL SPL.:
 Lv. Stadium Drive 5:20 PM
 Lv. Champaign Passenger Station 5:35 PM

EVANSVILLE SPECIAL:

Lv. Stadium Drive 6:00 PM
This train does not come to Champaign Passenger Station.

THIRD MICHIGAN CENTRAL SPECIAL: (WOLVERINE PARTY):

Lv. Champaign Passenger Station 11:59 PM

POWER:

Chief Dispatcher Slingman will check up on power available at once, and see how we stand.

RELIEF ENGINES:

Master Mechanic Jones will have passenger engine under steam at Kankakee. If this is not possible, he will at least have a 2000-class engine with steam heat.

Chief Dispatcher Slingman will list a 2600-class engine out of Markham or Champaign to be at Gilman by 8 a. m. and hold for protection of passenger trains, both directions.

After trains arrive Champaign, engines should be turned and held in readiness with crews available.

LISTING OF FREIGHT TRAINS:

Do not list tonnage trains between hours shown;

Markham	-	3:00 AM to 10:00 AM
Champaign North	-	1:00 PM to 6:00 PM
Champaign South	-	9:00 AM to 6:00 PM
Centralia North	-	2:00 AM to 11:00 AM
Bluford North	-	2:00 AM to 11:00 AM
Havana District Local arrive not later than 3:00 PM.		
Set back Kankakee-Gilman Local to 10:30 AM.		
Set back Gilman-Champaign Local to 10:00 AM.		

WATERING CARS:

Division Engineer Gillam will extend water line between tracks 3 and 4 to John Street.

It will be necessary to water and ice all trains at Stadium Drive except Michigan Central Special due out of Champaign passenger station at 11:59 PM, which will be watered at passenger station.

Master Mechanic Jones will arrange sufficient force, ice, etc. to properly handle.

It will be necessary to bring the Blue Train from south of Stadium Drive and water it at Stadium Drive.

After the Red Train is watered, it will be necessary to pull this train out and place the Blue Train for water on No. 1 track.

FOLLOWING OFFICERS WILL RIDE TRAINS CHICAGO TO CHAMPAIGN AND RETURN:

Train Master Buswell
Track Supervisor W. S. Williams
Track Supervisor John Brosnahan.
Traveling Engineer Damiano,

who will report to Train Master Buswell at 12th Street, Chicago, and he will instruct what trains to ride. The general idea is to have a man on the first train and then on every other train. On arrival at Champaign, Train Master Buswell should direct these men what trains to ride and they should get in touch with him here.

SLOW FLAGS:

Keep slow flags down until these trains pass - southward.

ENGINES ON TRAINS:

Engines should be on trains one hour before departure time.

Carmen should be available to cut off engines at points where trains terminate.

TOWERS:

Have signal maintainers on duty at all towers during rush hours of this movement.

SWITCH TENDERS:

Place one switch tender at Green Street, Champaign, and one at Springfield Avenue, Champaign, 10:15 AM to 6:15 PM.

SPECIAL AGENTS:

Mr. McDaniel will arrange for sufficient force and have them assist in directing traffic at Stadium Drive.

FACILITIES AT STADIUM DRIVE:

Mr. Phelps will arrange proper lighting.
Signs should be provided directing travel to the Stadium.

INFORMATION BOOTH:

Will be placed at Stadium Drive with sign "INFORMATION," and directing to Stadium.

PLACING OF PERSONNEL:

T. J. Toreson - Switch tender's shanty, Springfield Avenue.
W. R. Burke - Information Booth.
J. F. McCarthy - South end of platform.
C. E. Granger - Springfield Avenue and Green Street.
Passenger Traffic Men and Special Agents will direct travel at Stadium.
R. O. Ringland and O. A. Stewart will assist Mr. Gorman, and report to him.
J. S. Buswell - at north end passenger station platform for departing trains.

NOTICE TO TRAINS:

Notify all trains to run carefully between Champaign passenger station and St. Mary's Cemetery, looking out for people on or crossing tracks.

TRAIN NO. 30, SUNDAY, NOVEMBER 2:

The matter should be considered and arrangements made to run a first train No. 30 for overflow travel Sunday night unless something develops to the contrary, and it should have a diner and club car.