

SUPERSEDING TIME TABLE NO. 12 DATED MAY 27, 1934

(See Rules on Back)

SPECIAL INSTRUCTIONS

1. Joint operation over the tracks of the Champaign Branch of the Wabash Railway Company between I. C. Junction and State Street and the Havana District of the Illinois Central Railroad Company between State Street and Staley Conn. will be governed by the Transportation Rules of the Wabash Railway Company dated June 1, 1922, and of the Illinois Central Railroad Company dated July 1, 1928, respectively.
2. Between I. C. Jct. and Staley Conn., second class and inferior trains and yard engines may run ahead of overdue first class trains but will keep advised of and avoid delay thereto. Extra trains may run without train orders. Classification signals to remain displayed.
3. Between Neil Street and Staley Conn. **All train and yard movements** will be governed by Color Light Automatic signals, in connection with Advance Indicator Signals.
4. There are three blocks for opposing movements—
 - (1) Between Neil St. and Elm Siding (east end).
 - (2) Between Elm Siding (east end) and Bonner Siding.
 - (3) Between Bonner Siding and Staley Conn.
5. The **Color Light Signals** are of the two position type (green and red). **Advance Indicators** are placed 500 feet beyond each home signal with exception of Neil St., where the advance indicator is located below arms of train order semaphore at Wab. Station, and they will light up showing a **Lunar White Light** when there is no opposing movement.
Red Lights on the color light automatic home signals indicate block is occupied.
Green Lights on these home signals indicate block is clear and **authorize movement to the next block** providing the lunar white signal lights up after train passes home signal. Failure of this signal to light up must be regarded as a **Stop Indication** and trains will immediately back up to clear home signal. North or eastward trains then finding home signal clear will proceed and failing to receive the advance indicator light the second time, will proceed at restricted speed to next signal. South or westward trains will protect or take siding awaiting arrival of opposing movement.
6. In event of block signal failure, the movement of Illinois Terminal and Illinois Central trains will be supervised by the Chief Train Dispatcher at Clinton, who can be reached by phone from booths at Staley Conn., Bonner, Elm, and Hickory St., or in case of failure of means of communication trains may proceed only when preceded by a flagman to the next signal displaying a proceed indication.
7. When trains meet at Bonner Siding or at (east end) Elm Siding, westbound trains will take siding.
8. Switch signal indicators are installed at (west end) Elm Siding, Ice Plant track, Nelson Culvert track and Coal Spur. The indicator at west end of Elm Siding is equipped with a time release. Trains wishing to occupy main track at this point, must before fouling main or opening switch, turn knob of time release, if indicator lights up, switch should be opened immediately and before indicator is restored to normal position. At the three other points, press button on indicator before fouling or opening switch and if same lights up, switch should be opened immediately.
9. Spring switches are in service at Neil St. and at Staley Conn. and are normally lined for Illinois Terminal connection.
Neil St. switch to be lined and reset by north or eastward trains (except those using connection), there being no indication except position of the switch target, showing green for Conn. and red for straight track.
Staley Conn. switch to be lined and reset by southward Illinois Central trains. The position of this switch is indicated to southward trains by signal 853. Green above red for straight track, red above green for Illinois Terminal and when both lights show red, the switch is out of order or misplaced.
Reverse movement must not be made while any portion of train is standing on spring switches until switch is lined by hand and properly secured.
10. In Wabash Yards an indicator green light between State and Randolph Sts. lights up when main track between Elm Siding and Neil St. is unoccupied and is for information of yard engines only.
11. Wabash Yard limits extend I. C. Jct. to State St. and Illinois Central yard limits State St. to Bonner Siding two miles north of Staley Conn., and within these limits **all trains, motor cars and engines will run at restricted speed, prepared to stop unless the main track is seen or known to be clear.**
12. Speed restrictions except where lower speed is required—

	Miles per Hour
All trains	Market St. crossing 5
	Other Street crossings Wabash Yard 15
	Spring switch at Neil St. 15
	Spring switch at Staley Conn. 25
Passenger Trains	Between I. C. Jct. and State St. 15
	Between State St. and Staley Conn. 40
Freight Trains Including Work and Mixed	Between I. C. Jct. and State St. 15
	Between State St. and Staley Conn. 25

W. ATWILL,
Vice-Pres. & Genl. Mgr. I. C.

J. W. HEVON,
Genl. Supt. I. C.

G. H. SIDO,
Genl. Mgr. Wab.

A. P. TITUS,
President & Gen. Mgr. I. T.

L. B. MARTIN,
Genl. Supt. I. T.