

ILLINOIS CENTRAL RAILROAD COMPANY WABASH RAILROAD COMPANY ILLINOIS TERMINAL RAILROAD COMPANY

Champaign Terminal Joint Time Table No. 40

Governing the movement of all trains between
MAIN STREET URBANA AND STALEY CONNECTION
TAKING EFFECT AT 12:01 A. M. SUNDAY, MARCH 4, 1956

SUPERSEDING TIME TABLE NO. 39 DATED SEPTEMBER 25, 1955

SOUTH OR WESTWARD

Time Table No. 40 March 4, 1956	FIRST CLASS						SECOND CLASS			
							I. T. 303	I. C. 693	WAB.	
							Local Freight	Local Freight	Local Freight	
							Daily	Daily Ex. Sunday	Daily Ex. Sat.	
STATIONS										
MAIN ST., URBANA							5.36 AM			
URBANA							5.37			
WASHINGTON ST.							5.41			
I. C. JCT.							5.44			
CHAMPAIGN							5.46			
ELM STREET							5.56			
BONNER SIDING							6.01			
STALEY CONNECTION							6.06 AM			

NORTH OR EASTWARD

Time Table No. 40 March 4, 1956	FIRST CLASS						SECOND CLASS			
							I. T. 306	WAB.	I. C. 694	
							Local Freight	Local Freight	Local Freight	
							Daily	Daily Ex. Sat.	Daily Ex. Sunday	
STATIONS										
MAIN ST., URBANA							3.10 AM			
URBANA							3.05			
WASHINGTON ST.							2.58			
I. C. JCT.							2.55			
CHAMPAIGN							2.51			
ELM STREET							2.47			
BONNER SIDING							2.43			
STALEY CONNECTION							2.33 AM			

O. H. ZIMMERMAN,
Gen. Mgr. I. C.

F. L. DENNIS,
Vice-President I. T.

W. E. McOWAN
Gen. Supt. I. T.

W. A. JOHNSTON,
Supt. I. C.
Champaign

W. E. JOHNSON,
Trainmaster I. C.
Champaign

J. N. SAILOR,
Supt. Wabash
Decatur

M. W. HOLLENBECK,
Trainmaster Wabash
Decatur

D. B. HILL,
Trainmaster I. T.
Springfield

(See Rules on Back)

SPECIAL INSTRUCTIONS

M. The Illinois Terminal Railroad operates trains over Illinois Central track between Staley Connection and Champaign. In this territory overhead wires make it unsafe to ride on top of cars and employees are prohibited from doing so. Trainmen and engineers are cautioned that there are structures along side tracks and elsewhere which do not provide clearance for a man on top or side of cars and they must familiarize themselves with location of such structures.

1. Joint operation over tracks of Champaign Branch, Wabash Railroad Company between Main Street, Urbana and State Street, Champaign and Havana District of Illinois Central Railroad Company between State Street and Staley Connection will be governed by Color Light Automatic Signals in connection with Advance Indicator signals.

Between Staley Connection and Champaign, 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.

Second Class and inferior trains and engines may run ahead of over-due first class trains but will keep advised of and avoid delay thereto. Extra trains may run without train orders. Classification signals to remain displayed.

2. There are five blocks for opposing movement—

- (1) Between Main Street Urbana and Washington St. Siding (east end) Champaign.
- (2) Between Washington St. siding (east end) and Neil Street.
- (3) Between Randolph Street and Elm Street (east end).
- (4) Between Elm Street (east end) and Staley Connection.

All trains must stop for P. & E. Railroad crossing into Gas plant track Champaign and for P. & E. Railroad crossing just west of Urbana station. Stop board for westward trains located at the east end Urbana station platform is on the south or left side of track other stop boards are on north or right side of track.

3. The Color Light Signals are two indication type. (Red Stop—Green Proceed)

The entering signal at Randolph Street is of the dwarf type.

Advance indicator signals are placed 500 to 1000 feet in advance of entering signals.

Between Staley Connection and Randolph St. Advance indicator signals will light up showing Lunar White Light when there is no opposing movement.

Between Neil and Washington Streets the semaphore signals governing movement through interlocking plant at Illinois Central crossing will be used as advance indicator signals and must not be passed except as hereinafter provided. Entering signals for this block are not connected to operate as distant signals for the interlocker.

Between Washington and Main Streets Advance indicator signals are Color Light type similar to the entering signals and will show Green if there is no opposing movement.

4. Red Light on Color Light entering signal indicates block is occupied and Green Light on Color Light entering signal indicates block is clear and authorizes movement to next block providing the Lunar White Advance indicator Signal lights up after train passes entering signal or if the Advance indicator signals located between Washington and Main Streets displays proceed (Green) indication.

Failure of Advance Lunar White indicator signal to light up or failure of color Light Advance indicator signal to display proceed (Green) indication is a Stop-indication and north or eastward trains will back up immediately to clear entering signal then if entering signal displays proceed indication and failing to receive proceed advance indicator signal the Second Time train will continue at restricted speed to next signal. South or westward trains receiving proceed indication on entering signal but failing to receive proceed indication on advance indicator signal will back up immediately to clear entering signal wait One Minute then if entering signal displays proceed indication train will proceed and failing to receive advance indicator signal the Second Time, train will proceed only when preceded by flagman to next signal displaying proceed indication.

In event of entering signal failure trains will proceed only when preceded by flagman to next signal displaying proceed indication, notifying the Illinois Terminal train dispatcher from phone nearest signal involved before entering the block and in event of failure of means of communication reporting the fact as soon as possible to train dispatcher.

Telephones are located at Staley Connection, Elm Street, Hickory, Illinois Central Jct., Washington St., and Main Street Urbana.

The one arm two position Westward home signal and the top arm of the two arm eastward home signal which govern movement over Illinois Central R. R. crossing are used jointly as Advance indicator signals and when Stop-indication is displayed signal must not be passed except on hand signal from leverman from the point of derail nearest the approaching train so there can be no misunderstanding as to the movement desired. Under such conditions trains in either direction proceed only when preceded by flagman to next signal displaying proceed indication.

Trains entering joint track at Illinois Central Jct Champaign will be governed by signal indication displayed by dwarf signal and when proceed indication is displayed same authorizes movement through block to east end of double track at Neil Street.

(5) When trains meet at Elm Siding (east end) westward trains will take siding.

Trains using siding at Washington St. when ready to leave west end of this track must ascertain that no westward train has passed entering signal located near east end of this track and then must receive proceed indication on westward home signal at interlocking plant before opening switch or fouling main track. The proceed indication on home signal then indicates track as far as Neil St. is unoccupied.

6. Switch indicator lights are installed at (west end) Elm Siding, Ice Plant track, Nelson culvert track and coal spur. The indicator at west end Elm Siding is equipped with a time release, trains wishing to occupy main track at this point, must before fouling main track 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.

7. Switch indicator lights are installed on poles north of the tracks, one being located between Urbana Station and Main Street, one between Neil Street and I. C. Interlocking home signal, the other between State and Randolph Streets and are for information of trains that enter the main track at the various switches in these sections. If the main track is unoccupied, the indicators will be lighted and indicate (Green) under this condition trains may open switch and occupy main track. If signal fails to show Green, Main track must not be occupied until sufficient time has elapsed for train to approach. If, after waiting sufficient time, train does not arrive, main track may then be occupied only under flag protection.

8. The line between Neil and Randolph Streets will be operated as double track, is not controlled by signal indication and trains will take the right hand track. North or eastward trains will approach spring switch at west end of double track (Randolph Street) prepared to find it set against normal operation. Trains operating on the double track will stop back of the fouling points if the entering signals at Neil and Randolph Streets do not display proceed indication.

9. Spring switches are in service at Main Street, Urbana, each end of double track at Champaign and Staley Connection. The spring switches at each end of double track will be lined for double track operation, there being no indication except position of switch target.

Wabash eastward trains using spring switch at Main Street, Urbana, will hand throw, reset and secure it in normal position.

Staley Connection spring 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.

Illinois Terminal westward trains approach junction at Main Street, Urbana, under control prepared to stop if necessary and Wabash westward trains must stop at this junction and be governed by indication displayed by entering signal at this location, proceeding only after knowing there is no conflicting movement from Illinois Terminal.

Reverse movement must not be made nor slack taken while any portion of train is standing on spring switches until switch is lined by hand and properly secured.

10. Wabash yard limits extend Main Street, Urbana, to State Street, Champaign and Illinois Central yard limits State Street to Bonner Siding two miles north of Staley Connection 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.

Speed restrictions except where lower speed is required—

Miles Per Hour

All trains	{	University Ave., Urbana, Market and Fifth Streets, Champaign.....	10
		Other Street crossings Wabash yards.....	15
		Spring switches double track Champaign and Main Street, Urbana.....	10
		Spring switch Staley Connection.....	25
Passenger trains	{	Between Main St., Urbana and Staley Connection except as shown above.....	40
Freight trains	{	Between Main St., Urbana and Staley Connection except as shown above.....	25