

THERE IS ALWAYS TIME FOR COURTESY



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MAKE SAFETY YOUR POLICY



DON'T COUPLE OVER 4 M.P.H.

Peoria and Eastern Ry.

(Operated by N.Y.C.R.R. Co.)

Time-Table No. 8

FOR EMPLOYEES ONLY

EFFECTIVE

1:01 A.M., Central Standard Time

Sunday, April 28, 1963

J. D. KING
General Manager

COMPANY SURGEONS

Wm. H. Norman, Chief Surgeon, Indianapolis

Hume-Mansur Bldg., Phones: Office ME 4-2443; Res. CL 5-4037

Regular office hours of Chief Surgeon are 8:00 A.M. to 5:00 P.M. week days. In case of emergency after office hours, Sundays and holidays, call Service Bureau, phone ME 9-3466 or the following in order named: R. V. Curtis, phone LI 7-6057, Wm. H. Norman, phone CL 5-4037

Indianapolis

W. J. FITZGERALD, 1105 Prospect St.
Phones—Office ME 1-8730; Res. ME 6-8202
C. D. WILLIAMS, 2422 Station St.
Phones—Office LI 7-5283; Res. CL 5-3976

Danville

J. W. MOORE, 715 West Fairchild St.
Phones—Office HI 6-1060; Res. HI 2-2370

Bloomington

D. M. JENKINS—310 Unity Bldg.
Phones—Office 823-8067; Res. 823-7465

Urbana

L. T. GREGORY, 110 South Race St.
Phones—Office 367-1354; Res. 367-2018
W. L. VEIRS, 129 West Elm St.
Phones—Office 367-4253; Res. 367-4155

Pekin

R. K. TAUBERT }
J. I. WEIMER } 28 South Fourth St.
Phone—Office 346-3124
R. K. Taubert—Res. phone 346-8164
J. I. Weimer—Res. phone 346-0782

Peoria

R. M. SUTTON, 1002 N. North St.
Phones—Office 685-5231; Res. 688-3833

OCULISTS

Indianapolis

W. B. MATTHEW, 518 Hume-Mansur Bldg.
Phones—Office ME 2-6451; Res. CL 1-4359
H. D. ALDRICH, 201 Hume-Mansur Bldg.
Phones—Office ME 9-1361; Res. CL 1-4320

Danville

H. E. BALDWIN, 139 North Vermilion St.
Phones—Office HI 2-0139; Res. HI 2-0567

SPEED TABLE

NOTE.—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

SPECIAL INSTRUCTIONS

Special Instructions prefixed by letter or number modify Rules of the Operating Department with corresponding letter or number, unless otherwise specified.

A. GENERAL.

The title General Manager will be used instead of Superintendent.

A-1. OTHER RAILROADS.

Indianapolis Terminal time-table governs between: Union Station and AN (MP 12.2, Illinois Division). Union Station and Clermont (MP 9.2). MY (Big 4 Yard) and Hunt. P.R.R. rules and time-table govern between Hunt and Clermont.

Illinois Division time-table governs on Illinois Division tracks between Jackson Street, Danville and Wyton and between Lyons and Wyton.

P. & P.U. rules and time-table govern between Pekin and Peoria.

B-2. LAWS AND REGULATIONS.

When train or engine employees have been on duty 14 hours, they must notify the Chief Dispatcher promptly.

Employees must know when called for service that they are available under the Hours of Service Regulations, and if in any doubt, bring it to the attention of the proper official.

Indiana. Railroad crossings not protected by Interlocking Signals, trains or engines must come to a full stop not less than 40 feet nor more than 500 feet from railroad crossings before entering upon or crossing such other track, until the way is known to be clear.

G. ALCOHOLIC BEVERAGES, INTOXICANTS OR NARCOTICS.

The use of alcoholic beverages, intoxicants or narcotics by employes subject to duty, or their possession or use while on duty, is prohibited.

K-1. DISCHARGE OF DUTY.

Fighting while on duty or on company property is prohibited. While on duty, books, magazines or papers other than company instructions must not be read. The use of radios other than those furnished for Railroad Operation is prohibited.

L-1. UNAUTHORIZED REMOVAL OF MATERIAL.

The unauthorized possession of, removal or disposal of any material from railroad property or property served by the railroad is prohibited.

L-2. MIS-USE OF COMPANY PROPERTY.

Abuse, misuse, defacing of or deliberate damage to, or destruction of company property, tools or equipment is forbidden.

M. SAFETY.

Employees must provide themselves with the Book of Safety Rules and be governed by the Rules contained therein.

Employees are prohibited from riding or walking on the roof of any moving car unless car is equipped with roof running board.

Except as their duties require, employes are prohibited from standing, walking or riding on the top of any car or to pass from one moving car to another and extreme care must be exercised while so doing.

REPEATING INSTRUCTIONS.

All verbal instructions affecting train movements or involving equipment or track conditions must be repeated back by the employee receiving them.

DIVISION.

Branch. That portion of a division or subdivision designated by timetable.

1. STANDARD TIME.

Central Standard Time is in use.

3. STANDARD CLOCKS.

Ames Telegraph office.
Hillery Yard office.
Urbana Yard Telegraph office.
Bloomington Freight House.
Pekin Freight House.
Peoria Engine house.

3b. COMPARING WATCHES.

When practicable, conductors and enginemen must compare watches with each other before commencing each day's work. Other engine and train employes must compare watches with the conductor or engineman as soon as practicable.

4. SUBDIVISIONS.

Indianapolis to Urbana Yard.
Urbana Yard to Pekin.

6. LETTERS AND SIGNS.

"A"—Arrive "L"—Leave

11c. FUSEES.

Where no form of block signal system is in effect, a train or engine moving on a main track finding an unattended fusee burning on or near its track must stop and not proceed until fusee has burned out.

12. HAND, FLAG AND LAMP SIGNALS.

Engine, while handling wrecking crane engaged in wrecking operations, must not be moved until given proper hand signal with green flag or green light.

Unless otherwise provided, main track switch tenders will use green signals for main track movements and yellow signals for crossover or diverging movements and must use red signals when necessary to stop a train or engine.

13. EMERGENCY SIGNALS AT INTERLOCKINGS AND OTHER POINTS.

Emergency horn signals are in use at Ames.

14. ENGINE WHISTLE SIGNALS.

Whistle Posts.
W Rule 14 (l) whistle signal to be sounded at whistle post.
W/ MX Rule 14 (l) whistle signal to be sounded at whistle post for multiple crossings and prolonged or repeated until last crossing is reached.
W/ R Rule 14 (l) whistle signal not to be sounded except in emergency at locations listed in Rule 31.
The whistle must be sounded at whistle posts and where required by rule or law.

In sounding whistle signal 14 (l) the forward facing horn must be used. The rear facing horn will be used alone in sounding this signal only when the forward facing horn is inoperative.

15. TORPEDOES.

After exploding a torpedo or torpedoes, train or engine will proceed, reducing speed and preparing to stop short of train ahead or obstruction. After proceeding for a distance of one mile from the place where torpedo was exploded train may resume normal speed if track is seen to be clear.

18. YARD ENGINES.

Yard engines will display dimmed headlight on each end, by day and by night, except that at night headlight may be extinguished on that end of engine which is coupled to a high solid end car. When headlight is not provided or is inoperative, a white light must be displayed. Yard engines will not display markers.

19. MARKERS.

Engines occupying the main track with cars must display a red flag by day and a red light by night on the rear of the rear car.

Note: Reflectorized markers on each side of rear car or a circular reflectorized disc mounted in the center of the rear car of a train may be used in lieu of marker lamps.

33. COMMUNICATION OF SIGNALS.

All members of engine and train crews must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine. The aspects of signals must be clearly seen before the indication is communicated.

34. FLAGMAN'S SIGNALS.

The following signals will be used by flagmen:
Day Signals: A red flag
Torpedoes
Fusees
Night Signals: A white light
Torpedoes
Fusees

83. TRAIN REGISTERS.

Urbana YardTelegraph office.
East YardTelegraph office.

MY—Trains will be registered by operator if signals are not and have not been displayed.

East Yard—Trains will be registered by operator if signals are not and have not been displayed.

83c. Urbana Yard—Register Check Form C will not be used.

83d. CLEARING OF TRAINS.

MY, Trains must receive Clearance Form A.

Urbana Yard, All trains must receive Clearance Form A.

East Yard, Eastward trains must receive Clearance Form A.

92. LEAVING STATION.

A train must not leave a station in advance of its scheduled leaving time.

NOTE: Where Rule 550 is in effect, or on two or more tracks where Rule 251 is in effect, a train may run in advance of its scheduled leaving time, except at a station where it is scheduled to receive traffic and not otherwise specified in the timetable.

93. YARD LIMITS.

Ames—DonnDean—Costin
Cory—Hillery YardEast Yard—Pekin
Urbana Yard—Champaign

Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

Between Hillery yard office and Wyton Interlocking tower, movements on siding may be made only by permission of the signalman at Wyton. This does not pertain to engines using siding when switching at Hillery yard, or engines going to or from the engine track.

D-93. YARD LIMITS.

Within yard limits protection against following movements by all trains and engines, is required.

S-93. PROTECTION OF TRAIN WITHIN YARD LIMITS.

Note: Where automatic block signal system rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

Within yard limits, protection against following movements by all trains and engines, is required.

D-93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

Movements against the current of traffic within yard limits, must be made prepared to stop short of train or obstruction.

98. RAILROAD CROSSINGS AT GRADE.

NOTE: Railroad crossings at grade not protected by interlocking signals are shown under rule 297.

Location	Railroad	Signals
Ames	Penna.	Interlocking.
Ames	Monon	Interlocking.
Veederburg	N. Y. C. & St. L.	Interlocking.
Cory 2 miles east	C. M. St. P. & P.	Auto. Interlocking.
Cory	C. & E. I.	Interlocking.
Cory 0.5 mile west	Wabash	Interlocking.
Cory 0.5 mile west	C. & E. I.	Interlocking.
Wyton	N. Y. C.	Interlocking.
Glover	C. & E. I.	Interlocking.
Champaign	I. O.	Interlocking.
Mansfield	Wabash	Auto. Interlocking.
Farmer City	I. O.	Interlocking.
Dean	I. O.	Interlocking.
Bloomington	G. M. & O. (Main Line)	Semaphore.
Bloomington	G. M. & O. (Jacksonville Branch)	Semaphore.
Mackinaw 0.7 mile east	Penna.	Auto. Interlocking.
East Yard	G. M. & O.	Interlocking.
Pekin	P. & P. U.	Interlocking.

Cory—0.5 mile west, at Wabash and C. & E. I. R. R. crossings, trains or engines receiving Stop signal will report to signalman at Cory for instructions. If necessary to pass Stop signal they must receive hand signal from trainman located at crossings. Such signal must not be given unless route is clear and it is known that there are no trains approaching on the other roads.

At locations listed below, if signal does not indicate proceed, trainman will unlock box located at crossing and be governed by instructions posted therein.

Cory—2.0 miles east, C. M. St. P. & P. Crossing.

Mansfield—Wabash Crossing.

Mackinaw—0.7 miles east, Penna. Crossing.

99. PROTECTION OF TRAIN.

When a train stops under circumstances in which it may be overtaken by another train, the flagmen must go back immediately with flagman's signals a sufficient distance to insure full protection. When conditions require he will display lighted fuses and when necessary, in addition, place two torpedoes. When recalled and safety to the train will permit, he may return. When conditions require, he will leave the torpedoes and a lighted fuse.

The front of the train must be protected in the same way when necessary by another member of the crew.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fuses must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

Conductors and enginemen are responsible for the protection of their trains.

NOTE: When trains are operating under Automatic Block Signal System Rules, the requirements of Rule 99, in so far as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed.

101a. PROTECTION AGAINST RETURN MOVEMENTS.

When a portion of a train is left on the main track, it must be protected against the return movement. At night, or when weather conditions require, torpedoes must be used and, in addition, a white light must be displayed on the front of the head car. This does not relieve the engineman from using necessary caution to avoid accident in returning.

103. PUBLIC CROSSINGS AT GRADE.

Where automatic highway crossing protection is in service and it is known to be functioning properly for the movement, protection by a member of the crew is not required.

Where highway control boxes are provided, pushbuttons must be operated in accordance with instructions posted in control box.

Automatic Flashing Light Signal with or without Gates:

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit," trains and engines operating on such tracks must proceed past sign located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway until gates are in horizontal position. Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing lights not operating), trains or engines must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.

Crawfordsville—Trains or engines using running track will approach Mill & Sheridan Streets prepared to stop.

Danville—Engines when switching over Section St., member of crew must protect crossing.

104a. NORMAL POSITION OF SWITCHES.

Clermont—Normal position of wye switch to P&E-P R R connection track is for connection track.

Urbana—Normal position of main track switch at east end of yard is for yard track.

104e. SPRING SWITCHES.

Location	Normal Position
Veederburg	
Main track switch west end of siding	For main track
Hillery Yard	
Main track switch west end of yard	For main track

105. SIDINGS.

Unless otherwise provided, trains using sidings will pull in at first switch.

Veederburg siding extends from interlocking tower to spring switch at west end of siding.

Wyton siding extends from interlocking tower to spring switch at west end of Hillery Yard.

Urbana Yard siding extends from east end to crossover at west end of Urbana Yard.

Sidings. Capacity based on 44-ft. cars.

Pittsboro	52	Glover	132
Ames	95	Rising	74
Range Road	74	Farmer City	74
Veederburg	83	Dean	72
Covington	34	Costin	53
*Foster	50	Tremont	69
Cory	71	East Yard	82
Wyton	221		

* Cars may be spotted at elevator.

109. BULLETIN BOARDS AND BOOKS.

Notices over 12 months old will be removed and re-issued if still in effect.

Bulletin orders posted in books must be signed for by train and yard service employees.

Ames	Telegraph office.
Hillery	{ Yard office.
	{ Engine house.
Urbana Yard	Telegraph office.
Bloomington	Freight house.
Pekin	{ Engine house.
	{ Freight house.
Peoria	{ Hump yard office.
	{ Engine house.

DESIGNATION AND USE OF MAIN TRACKS.**Single Track:**

Between: Clermont and Pekin.

201. TRAIN ORDERS.

Train orders will be issued by authority and over the signature of the Chief Dispatcher.

206a. MOVEMENT BY TRAIN ORDERS.

When an engine consists of more than one unit the number of the leading unit or the numbers of both the leading and rear units may be used to identify the train.

221. TRAIN ORDER SIGNALS.

Rules 221 (A), 221 (B), and 221 (C) will apply at offices as listed under "Station Office Calls and Office Hours."

223. ABBREVIATIONS.

Automatic Block Signal System	ABS
Manual Block Signal System	MBS
Traffic Control System	TCS
Telephone Pole	TP
Controlled Point	CP

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Westbound trains carrying passengers may accept permissive block indication at east end of sidings at Ames and Cory. This does not authorize signalmen to admit a train carrying passengers to the block unless it is clear.

Eastbound trains carrying passengers may accept permissive block indication at Donn. This does not authorize signalman to admit a train carrying passengers to the block unless it is clear.

During the hours train order and block station, Pekin, is closed, movements of second class and extra trains between Pekin and East Yard will be handled by signalmen at Pekin Tower and East Yard.

Track	Between	Assigned Direction	Operation
Single	Clermont and Pekin	None	{ Rules 251-254, incl. { Rules 300-373, incl.

MOVEMENT OF TRAINS BY TIMETABLE AND TRAIN ORDER ONLY.

NOTE: Movement of passenger trains will be made under Manual Block Signal System Rules and passenger trains will be required to receive Clearance Form A at open train order offices which will be considered as Manual Block Stations for movement of such trains.

Track	Between	Assigned Direction	Operation
Single	Clermont and Pekin	None	Time Table * Train Order *

SPECIAL SIGNAL ASPECTS AND INDICATIONS.

INDICATION—Proceed
NAME—Clear

FIG 22D RULE 281

Eastward trains finding approach signal to P.R.R. located in vicinity of MP 10-5 at Clermont displaying Rule 285 or Rule 291 must call operator at MY before blocking highway crossing.

281d. Proceed at limited speed preparing to stop at next signal. Further reduction to medium speed must be made before accepting a more favorable indication.

STOP SIGNS.

At signs reading "STOP" trains and engines, after making a stop, will proceed in accordance with instructions contained in the time-table under other rules, Bulletin Orders or instructions posted at the location.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Railroad	Signal
Bloomington Wye	N.Y.C. & St.L.	None

300. MANUAL BLOCK SIGNAL SYSTEM.

A signalman may admit a train other than a passenger train to a block, that is wholly or partly within yard limits, under a clear block indication when it is known that the block is not occupied by a passenger train, or not occupied by a train other than a passenger train outside of yard limits.

Indications of manual block signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

305a. INTERLOCKING SIGNALS USED AS MANUAL BLOCK SIGNALS.

Interlocking signals which serve also as Manual Block signals will display Manual Block indication on top arm or light. When other than top indication is used to display a "Proceed" indication, Clearance Form A, Clearance Forms A and B, or Clearance Form A and a train order will be used to indicate the condition of the block, except as follows:

Location	Direction	Arm or Light
Wyton	Eastward	Middle
	Westward	Lower

Between Cory and Wyton, East Yard and Pekin, before clearing any train, engine or yard cut to move in either direction, Signalman must confer with Train Dispatcher and then obtain permission from Signalman at objective point. Trains will run by block signals whose indications will supersede time table superiority and will take the place of train orders.

Manual Block Signals are remotely controlled as follows:

Location	Control Station
Ames, East end of siding	Ames
Donn	Ames
Hillery, 6500 feet west	Wyton
Cory, east end of siding	Cory
Champaign, Prospect Street	Urbana Yard
Rising	Urbana Yard
Farmer City, 6500 feet east	Farmer City
Costin, west end of siding	Bloomington
East Yard, east end of siding	East Yard

Trains must not pass these signals without entire train or to do switching without first notifying the control signalman of intended moves, and must report to control signalman as soon as such moves have been completed.

362—365b. PASSING STOP INDICATION.

At stations where it is necessary for a train to pass train order and block signal to enter siding, STOP indication must not be passed without receiving Clearance Form A, and in addition, if block is not clear, Clearance Form B, and the movement protected as prescribed by Rule 99, or hand signal is received from trainman of opposing train holding main track. When STOP indication is displayed, a train must not pass clearance point of siding until authorized to proceed.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Unless otherwise provided Manual Block Signal System Rules will govern movements against the current of traffic.

Where automatic block signal is used in non-automatic block territory, it will indicate condition of track between that signal and the next signal in advance, or a sign reading: "End Automatic Block."

Where automatic block does not terminate at a signal, a sign reading: "End Automatic Block" will mark the location.

512. TRAIN DELAYED IN BLOCK.

If it can be seen or known that track is clear to next signal and that such next signal displays a proceed indication, train having been delayed may proceed in accordance with the indication received at the last signal passed before delay occurred.

513. ENTERING OR CROSSING MAIN TRACK.

At bolt-locked switches, not electrically locked, after operating the bolt lock, trainmen must wait five minutes before operating the switch. At non-bolt-locked switches, not electrically locked, trainmen will operate the switch and wait five minutes before making train or engine movement. If it is known that the movement of an approaching train will not be affected it will not be necessary to wait five minutes.

514. ENTERING BLOCK BETWEEN SIGNALS.

A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal in advance unless it can be seen or known that the track is clear to next signal in advance and such signal displays a proceed indication.

663a. REMOTE CONTROL SWITCHES AND SIGNALS.

At location where remote controlled switches may be operated by hand in an emergency additional instructions are posted in the phone booth at the location.

663b. AUTOMATIC INTERLOCKING.

Cory (2 miles east), Mansfield, Mackinaw (0.7 mile east)

After train has passed approach signal, permitting it to proceed and is delayed in the block, it must proceed at restricted speed, expecting to find the home signal in stop position.

Provisions of Rule 663b will govern, if home signal fails to display a proceed indication after reaching a point 300 feet in rear of signal.

701. OBSERVANCE OF PASSING TRAINS.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employees must give "Proceed" Signal.

TRAIN INSPECTION SIGNALS.

Aspect	Indication
1—Steady lunar light and letter D or H.	No defect detected.
2—Flashing lunar white light and letter D or H.	Defect detected. Stop, inspect train and call train dispatcher or signalman from nearest point of communication.
3—Absence of illuminated indication.	Stop at first point of communication and call train dispatcher or signalman.

703. MAKE UP OF FREIGHT TRAINS.

Trains containing cars equipped with "K" type brake equipment, limited to 50 cars.

Defective cars carded "Rear End Only" must not be placed forward of 15 cars from caboose. So far as possible, inspectors must apply these cards to cars requiring such movement prior to train being made up in the yard.

Jet Engine Snow Blowers, when moving dead in train, must be placed in train next ahead of caboose. The unit may be headed in either direction.

Loader and melter units to be coupled and moved in train with loader unit trailing.

Cars equipped with steam train line must have the steam connectors securely connected to adjacent cars. If an adjacent car is not equipped, the steam heat connector should be secured by use of chain support to assure proper clearance above rail.

705. LEAVING CARS ON SIDE TRACKS.

When placing cars for loading or unloading, they must, when practicable, not be left standing nearer than fifty (50) feet to any street or road crossing, and not nearer than one hundred (100) feet when placed in storage.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

715. GAMBLING.

Gambling on company property by employees is forbidden.

RAILROAD RADIO.

General and Operating Rules

750. Definition: A Railroad Radio Communication system is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, between fixed points and/or between employees provided with portable radio equipment.

A. All employees except those specifically authorized to do so are prohibited from making any technical adjustments to a railroad radio set. Employees so authorized must carry their FCC operator license or verification card when on duty. When a radio set is not operating properly the use of such set shall be discontinued and the fact reported as soon as practicable.

B. No employee shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language, via radio.

C. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

D. Before transmitting, any employee operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

E. A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public and shall contain as complete information thereon as possible.

F. All employees shall give absolute priority to communications from another station in distress and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

G. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

H. If communications from another radio station interfere with the proper use of the radio, the fact will be promptly reported with information as to location, time and identity of station if possible.

I. Internationally, the word "MAYDAY" indicates a distress message, the word "PAN", an urgent message and the word "SECURITY", a safety message. Railroad employees may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employees hearing such messages must report them immediately through authorized channels to the designated railroad official in addition to taking such appropriate action to relieve the distress as may be possible.

J. Radio installations may be used in exactly the same manner as wire communications during a period of emergency in which normal communication facilities are disrupted as a result of hurricanes, floods, earthquakes or similar disaster for movement of trains.

K. The emergency use of these stations shall be discontinued as soon as substantial normal communications facilities become available.

751. Where radio equipment is provided it will be used in train or yard service as prescribed by these rules.

752. Radio stations at fixed locations will be listed in the timetable.

753. Radio communication will be used to supplement but will not, unless otherwise provided, dispense with the use or ob-

servance of other signals whenever and wherever they may be required. Such use will include:

1. Conditions affecting the safety of movements.
2. Air brake tests.
3. Train inspection.
4. Advice from rear end to head end to start movement.
5. Advice to engineman when flagman has returned.
6. Conversation between conductor and engineman relative to:

(a) The fulfillment of train orders and/or instructions in their possession;

(b) Reporting when train is into clear.

7. Reporting clear of block in Manual Block Signal System territory.

8. Operations such as switching, doubling and picking up or setting off cars.

When so used, specific instructions must be given, for example:

"Engine 5701 back up 5 car lengths"

In case of radio failures, or if radio contact is interrupted, radio directed movement must be stopped at once. Further movement must not be made until communication is made by words, radio contact restored, or proper hand signal has been received.

9. Any condition not specifically covered above affecting the movement of a train or yard engine.

10. Emergency train orders. Train or engine must be stopped while receiving such orders.

754. Employees in other than yard service, transmitting or receiving communications by radio must state name, occupation and location before commencing conversation. In yard service prefacing identification is not required but instructions transmitted must include identity of the receiver. Employees must insure being in communication with proper persons and must not take action until certain that all conversation has been heard, understood, finished and acknowledged.

Three key words enable the radio user to exchange information clearly and concisely. They are defined and explained below:

OVER—This word at the end of a transmission tells the listener that the radio channel is being released and "turned over" to the receiving end for a reply.

ROGER—This word means message received and understood.

OUT—This word means end of transmission—no reply expected.

The following is an example of radio operating procedure: **ORIGINATING CALL**

"Train SV-1 Engine 6115, Engineer Brown, calling rear end. Over."

REPLY

"Train SV-1, Engine 6115, Conductor Smith answering Brown. Over."

MESSAGE

"Brown to Smith. Home signals all red. Over."

REPLY

"Smith to Brown. Roger Out."

755. When engines, cabooses and/or other equipment are equipped with radio, the radio will, unless otherwise provided, be kept on proper frequency with volume control set sufficiently high to hear all calls whenever such engines, cabooses and/or other equipment are in active road or yard service.

756. Employees using radio equipment will exercise care to prevent damage to or loss of such equipment.

824. MAKE UP OF PASSENGER, MAIL, EXPRESS, OR DEAD HEAD EQUIPMENT TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator, and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Cars equipped with steam train line must have the steam connectors securely connected to adjacent cars. If an adjacent car is not equipped, the steam heat connector should be secured by use of chain support to assure proper clearance above rail.

Heating, Lighting and Ventilation of Cars.

Trainmen must, when outside temperature is less than twenty (20) degrees above zero, regularly at fifteen (15) minute intervals, open rear steam heat valve wide and fully blow line free of condensate.

921. FREIGHT BRAKEMEN.

The proper place for the forward brakeman while train is in motion is in the leading unit of the engine.

Hand Brake Test.

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC Car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly car must proceed at restricted speed to the nearest point at which repairs can be made.

Rail Diesel Cars, Class RDC.

Trains or engines must not be permitted to follow single unit RDC cars into block between open stations in ABS territory or between controlled signals in TCS territory.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the interlocking has been completed.

Air Brakes.

Passenger trains and trains containing more than 20 passengers carrying type cars must not exceed 30 cars.

Mail, Express and Baggage Equipment Trains must not exceed 40 cars.

When Passenger Train Equipment Cars are handled with Freight Equipment Cars in freight trains exceeding 40 cars total, such Passenger Train Equipment Cars shall be handled forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in the train shall not exceed: (a) 150 cars when handling one (1) to five (5) Passenger Equipment Cars; or (b) 100 cars when handling more than five (5) Passenger Equipment Cars.

NOTE: Passenger Train Equipment Cars having Type AB-1-B brakes may be handled in freight trains without restriction.

In trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on cars beyond the 20th head car. In freight trains of over 40 cars all cars must be conditioned for DIRECT RELEASE and the air supply to water raising systems shall be cut out.

Flexi-Van trains must have brake pipe feed valve adjusted to 90 pounds.

DIESEL EQUIPMENT.

A. Movement of Diesel Units.

1. Road Freight and Road Switch Type Units.

Road Freight Type and Road Switch Type units may be operated, coupled together, with a maximum of twelve (12), including those hauling train and those in tow. The total number of units hauling train may not exceed seven (7).

The Units being towed may be either dead or on idle.

2. Yard Switch Type Units.

Only one yard switch type unit, dead or on idle, whether hauling or being towed, may be placed on rear of locomotive consist and on head end of train. Additional switch type units should be placed in train in accordance with Air Brake Rule 1612.

3. Backing Trains With Road Switch and Yard Switch Type Units Hauling Or In Tow.

Sufficient lead units must be isolated, and power of not more than three (3) rear hauling units used against the train.

B. Leaving Diesel Locomotive Unattended (Engines Running).

- * (1) Apply independent brake full on.
- (2) Place automatic brake valve in running position.
- (3) Place throttle in idle, selector handles in "OFF" and remove reverser handle.
- (4) Pull out generator field switch or, if equipped, place generator field circuit breaker in "OFF". (Leave all other

switches and circuit breakers in running position if desired.)

- (5) Apply hand brakes.
- (6) If on grade, chain or block wheels.
- (7) All electric control jumpers must be properly connected between units.

*Note: Locomotives conditioned for towing, or movement dead in train or to be picked up by switching crews, may be left with independent brake in running (released) position.

C. Air Brakes.

Diesel road locomotives must have the Controlled Emergency feature of 24-RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train. Locomotives operating light, in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

Rotair Valve operating "A" unit set in "Pass" position.
Controlled Emergency Cock "B" unit set in "Pass" position.

Rotair Valve trailing "A" unit set in "Pass Lap" position.

D. Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade throttle should be moved back to Run 3 and kept in that position until all locomotive units have passed over the crossing.

E. Diesels Stopping Over Open Flames.

Diesel engines must not be stopped over burning fuses or other open flames, lights, or fires when it can be avoided. When so stopped and engine cannot be promptly moved, the fuse or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current Instructions for the Lubrication and Care of Journal Boxes govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductors must make prompt report to General Manager and car foremen of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

COOLING COMPOUND.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

RAIL DETECTOR CARS AND CLEARANCE CAR X-8016.

Cars Operating Under Own Power:

Cars must be brought to full stop before movement is made on to turn tables.

Train or engines must not be permitted to follow such cars into block between open signal stations in ABS territory or between controlled signals in TCS territory.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until Manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

At interlockings, remote controlled locations, and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

In Automatic Train Stop Territory, if car is not equipped with Automatic Train Stop Device, movements will be made in accordance with Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations, and in TCS territory between remote interlockings, both in advance and in rear of car.

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

When Towing Cars in Train.

During freezing weather if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with anti-freeze solution, must be drained.

Rail detector cars other than NYC must not be handled in freight or passenger trains.

NYC cars X-8015 and X-8016 may be handled on rear end of passenger trains, (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car.

Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material."

AUTOMATIC TRAIN STOP.

Enginemen must be qualified on rules for the operation of automatic train stop.

Engines equipped with Automatic Train Stop Device operating in territories not equipped with wayside train stop control equipment must have train stop equipment cut in and operative, with MG sets running, on lead unit of all locomotive consists. Note: See Indianapolis Terminal time-table for rules and instructions, as well as working limits of ATS.

WATER STATIONS

For Cooling Systems:

Station	Location
Ames	Bunk Room (hose in agent's office)
Veedersburg	Interlocking Tower
Hillery Yard	Bunk Room (hose in sand house)
Farmer City	Interlocking Tower
Bloomington	Bunk Room (hose in supply house)
Pekin	Enginehouse

OVERHEAD CLEARANCES.

Employees are warned of close overhead clearances at the following locations and must not go on top of boxcars, engines, or other high equipment while movements are being made under these wires, bridges, or structures:

Location	Description	Tracks
Olin-Interstate Pit	Overhead	Run around
Pithian	Signal Lines	House Track
Urbana Yard	Signal Lines	Horn Track
Mackinaw		
P. R. R. Crossing	Signal Lines	Main

ENGINE AND CAR RESTRICTIONS.

Engines must not be operated as shown below:

On Industrial Sidings with sharp curvature and not shown below, care must be used in operating.

Cars weighing over 315,000 lbs. cannot be operated without permission from General Manager.

Load limit on cars handled through retarders—maximum 120 tons.

Location

Girls School—Power Plant

Olin—Interstate Pit empty storage tracks south of State Route 136.

LeRoy—I. C. Connection beyond clearance point.

Pekin—Over American Distilling Co. Elevator Scale and curve north of scale.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to entire train.

General

(Unless Otherwise Restricted)

Engines: (All Inclusive)

Nos. X509, X510 with traction motor pinon engaged.....	25
Nos. X509, X510 with traction motor pinon removed.....	45
Nos. 1000 to 8357, light or with cabooses, limited to maximum track speed but not to exceed.....	60
*Nos. 1000 to 5104	
6600 to 6903, operating backward.....	30
*Nos. 1000 to 5104	
6600 to 6903, operating backward by night over public crossings.....	15
Nos. 574 to 957.....	45
1000 to 3372.....	65
3702 to 3709.....	65
3803 to 3821.....	65
5001 to 5003.....	65
5006 to 5017.....	65
5101 to 5104.....	65
5600 to 6075.....	65
6100 to 6236.....	60
6600 to 6903.....	65
Nos. 7000 to 7012.....	65
7100 to 7118.....	65
7300 to 7301.....	65
8000 to 8034.....	65
8100 to 8113.....	60
8200 to 8357.....	65
8400 to 9630.....	45
9631 to 9646.....	65
9800 to 9820.....	45

*An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.

Note: All 45 MPH NYC engines, except units X509 and X510, 567 to 573 inclusive and 800 to 810 inclusive, may be operated at a maximum speed of 60 MPH when coupled as a trailing unit with other units or when handled dead in train.

Diesel engines operating through water..... 3

NOTE: Diesel engines must not be operated through water more than 3 inches above top of rail.

Clearance car X-8016, under own power or being towed.... 55

Rail detector cars, under own power or being towed..... 40

Trains handling cars equipped with K type brakes..... 40

Snow plows and flangers..... 35

Circus trains with freight equipped cars..... 30

Freight trains with pusher engines..... 30

Trains with snow loader and snow melter units not in service..... 30

(Loader and melter units to be coupled and moved in train with loader unit trailing)

Trains with loaded ore cars less than 25 feet in length.... 30

Work trains with cranes moving on own wheels..... 30

Revenue trains with cranes moving on own wheels..... 25

Trains handling Speno Ballaster Equipment..... 30

Trains with scale test cars or Jordan Spreader..... 25

Trains with dead engines not having all side or main rods..... 20

At night over facing point hand operated switches, when operating against the current of traffic in Automatic

Block Signal System territory where switch lights are not in use..... 15

Switches and crossovers not interlocked, when diverging, unless otherwise authorized..... 15

Division

(Unless Otherwise Restricted)

Indianapolis to Pekin

Passenger, mail, express or dead

head equipment trains..... 65

*Flexi-Van trains..... 65

Freight trains..... 50

Trains handling steam wrecking trains..... 40

Trains handling steam wrecking cranes on curves.... 30

*A Flexi-Van train is a freight train consisting only of Flexi-Van equipment and/or multi-level automobile carrying cars and freight cabooses.

Local

(Unless Otherwise Restricted)

Between Brant and Clermont..... 25

Speedway, over street crossings Lyndhurst Dr., Winton Ave., 16th St., Polco St. & Olin Ave..... 15

Clermont, P.R.R. connection..... 30

Clermont, County Line Crossing..... 40

Jamestown, through city limits..... 35

Ames, westward freight trains passing westward approach signal, 1 mile East of Ames..... 45

Crawfordsville, through city limits..... 25

Donn, 1 mile west, eastward freight trains passing signal 452..... 45

Donn, west of, on curves between Mile Post 46-28 and 48-25.. 40

Mile Post 50-30, on curve..... 50

Veedersburg, through city limits..... 30

Veedersburg, eastward trains over Spring Switch, west end of siding..... 30

Between Mile Posts 72-15 west of Covington and 76 east of Foster..... 50

Cory, between home signals..... 20

Danville, between Jackson St. and Logan Ave..... 30

Danville Junction to Wyton, westward trains..... 15

Wyton, eastward freight trains exceeding 4200 tons passing signal 872, 1 mile west of Wyton..... 45

Hillery Yard Office, Bates town road crossing..... 30

Hillery Yard, Spring Switch at westend, Eastward Trains.. 20

Vermilion River Viaduct 207..... 40

Muncie, east of, between Mile Posts 96-14 and 96-19 through middle curve..... 50

Urbana Yard Telegraph Office..... 20

Urbana, University Avenue Crossing..... 25

Champaign, I.C. interlocking between home signals..... 20

Mahomet, east of, on curves between Mile Posts 127-12 and 128..... 40

Dean, east of, on curve between Mile Posts 162-20 and 162-36..... 50

Dean, between home signals eastward trains..... 20

Bloomington, I.T. track..... 15

Bloomington, between Gridley Street and Euclid Ave..... 25

Danvers, west of, between Mile Posts 177-8 and 177-32 through reverse curves..... 50

Mackinaw, 0.7 east, within interlocking limits PRR Crossing..... 40

Mackinaw, west of, on curves between Mile Posts 190 and 191..... 40

East Yard, east of, on curves between Mile Posts 199-30 and 200-20..... 45

East Yard, westward freight trains passing signal 2001... 35

East Yard, eastward trains between home signals..... 20

East Yard, eastward freight trains passing eastward approach signal..... 15

Pekin, P. & P. U. Ry. connection..... 15

J. D. KING, General Manager

D. A. LARSON, Train Master

C. E. DYE, Chief Dispatcher

W. M. CLEMMER
O. E. TINDALL
D. W. JAMES

F. L. CHAMBERS
J. E. MAY
J. A. SLAVENS

Train Dispatchers

R. J. PARSONS, Master Mechanic
H. C. McFARLAND, General Foreman
R. E. TOMLIN, Signal Supervisor
E. E. COGILL, Communication Supervisor

J. J. CONNORS, Division Engineer
R. J. KLUEH, Division Engineer of Track
P. E. GULLETT, Track Supervisor
C. R. GARDNER, B & B Supervisor

INDIANAPOLIS TO PEKIN—WEST

PEKIN TO INDIANAPOLIS—EAST

Miles from Indianapolis	STATIONS	SECOND CLASS		Miles from Pekin	STATIONS	SECOND CLASS	
		95	99			94	90
		PE-5 FREIGHT	PE-9 FREIGHT			PE-4 FREIGHT	PE-2 FREIGHT
		Daily	Daily			Daily	Daily
4.8	Indianapolis Speedway	AM	AM	.....	Peoria	7.30	5.30
.....	Big 4 Yard (EST)	12.15	11.30	.....	Pekin	7.50	5.45
.....	Clermont (EST)	12.30	11.45	1.1	East Yard	8.00	5.55
9.2	Clermont (CST)	PM 11.30	AM 10.45	9.1	Tremont		
14.0	Brownsburg		11.05	16.2	Mackinaw		
17.9	Pittsboro			26.0	Danvers		
27.7	Jamestown		11.25	35.2	Costin	9.05	6.58
32.8	New Ross		11.32	35.7	Bloomington		
43.0	Ames	12.30 ⁹⁰	11.55	38.1	Dean	9.10	7.15
43.8	Crawfordsville			45.4	Downs		
44.4	Donn	12.40	12.05	51.9	LeRoy	9.32	
54.0	Waynetown		12.25	61.1	Farmer City	9.45	7.45
58.1	Range Road			64.1	Harris		
59.3	Hillsborough			68.8	Mansfield		
64.7	Veedersburg	1.17	12.45	74.5	Mahomet		
72.1	Covington		12.55	79.1	Rising	10.10	8.15
76.5	Foster			84.3	Champaign		
83.9	Cory	1.42	1.20	86.7	Urbana Yard...A	10.30	8.30
85.3	Danville			86.7	Urbana Yard...L	11.30	9.30
86.0	Wyton	1.52	1.30 ⁹⁴	91.8	Mayview		
88.0	Hillery Yard			95.2	St. Joseph		
93.2	Oakwood			96.7	Glover	11.48	9.45
97.1	Muncie			99.8	Ogden		
98.4	Fithian			104.1	Fithian		
102.7	Ogden			105.4	Muncie		
105.8	Glover	3.45	3.13	109.3	Oakwood		
107.3	St. Joseph			114.5	Hillery Yard		
110.7	Mayview			116.5	Wyton	1.30 ⁹⁹	10.55
115.8	Urbana Yard...A	6.30	4.00	117.2	Danville		
115.8	Urbana Yard...L	10.30	10.30	118.6	Cory	1.40	11.05
118.2	Champaign			126.0	Foster		
123.4	Rising	10.50	10.50	130.4	Covington	2.01	
128.0	Mahomet			137.8	Veedersburg	2.15	11.40
133.7	Mansfield			143.2	Hillsborough		
138.4	Harris			144.4	Range Road		
141.4	Farmer City	11.15	11.45	148.5	Waynetown	2.35	
150.6	LeRoy			158.1	Donn	2.55	12.20
157.1	Downs			158.7	Crawfordsville		
164.4	Dean	11.55	12.25	159.5	Ames	3.30	12.30 ⁹⁵
166.8	Bloomington			169.7	New Ross	3.50	
167.3	Costin	12.15	12.45	174.8	Jamestown	3.57	
176.5	Danvers			184.6	Pittsboro		
186.3	Mackinaw			188.5	Brownsburg	4.20	
193.4	Tremont			193.3	Clermont (CST)	6.15	2.45
201.4	East Yard	1.10	1.35	.....	Clermont (EST)	7.15	3.45
202.5	Pekin	1.20	1.45	.....	Big 4 Yard (EST)	7.30	4.00
	Peoria	3.00	3.30	197.7	Speedway		
		PM	AM	202.5	Indianapolis		

On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.

Time shown at Big 4 Yard and Peoria is for information only.

STATIONS, OFFICE CALLS AND OFFICE HOURS

INDIANAPOLIS TO PEKIN

STATIONS	Miles from Indianapolis	Office Calls	Train Order Office	Manual Block Sta.	Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Indianapolis	Office Calls	Train Order Office	Manual Block Sta.	Manual Block Sta. for movement against Current of Traffic
Indianapolis						Muncie	97.1				
I. J. Open continuously	1.1	IJ	* 221-C			Fithian	98.4				
K. D. Open continuously	1.8	KD	* 221-C			DeLong	100.1				
Moorefield	2.1					Rumpler	101.0				
Brant	3.5					Ogden	102.7				
Speedway	4.8					Glover Open continuously	105.8	GZ	* 221-C	*	
Indiana Girls School	7.4					St. Joseph	107.3				
M.Y. (Big 4 Yard) Open continuously		MY	* 221-C	*		Fulls	110.0				
Hunt (PRR)						Mayview	110.7				
Clermont (PRR)						Urbana Yard Open 7:00 AM to 3:00 PM 7:00 PM to 3:00 AM	115.8	UR	* 221-C	*	
Clermont	9.2					Champaign Randolph St.	118.3				
Brownsburg	14.0					Champaign Prospect St.	119.0				
Pittsboro	17.9					Rising	123.4				
Lizton	22.3					Mahomet	128.0				
Jamestown	27.7					Mansfield	133.7				
New Ross	32.8					Harris	138.4				
Ames Open continuously	43.0	CF	* 221-C	*		Farmer City Open continuously	141.4	SU	* 221-C	*	
Crawfordsville	43.8					Watkins	144.0				
Donn	44.4					Wickes	145.3				
Waynetown	54.0					Empire	146.3				
Range Road	58.1					LeRoy	150.6				
Hillsborough	59.3					Downs	157.1				
Veedersburg Open continuously	64.7	VG	* 221-C	*		Gillum	158.8				
Covington	72.1					Dean Open continuously	164.4	KG	* 221-C	*	
Olin	74.3					Bloomington Open continuously	166.8	BN	* 221-C	*	
Foster	76.5					Costin	167.3				
Cory Open continuously	83.9	DH	* 221-C	*		Deere	170.2				
Danville	85.3					Twin Grove	170.6				
Wyton Open continuously	86.0	WG	* 221-C	*		Danvers	176.5				
Hillery Yard	88.0					Mackinaw	186.3				
Oakwood	93.2					Tremont	193.4				
						Maurer	196.8				
						East Yard Open continuously	201.4	YD	* 221-C	*	
						Pekin	202.5				

