

Peoria and Eastern Ry.

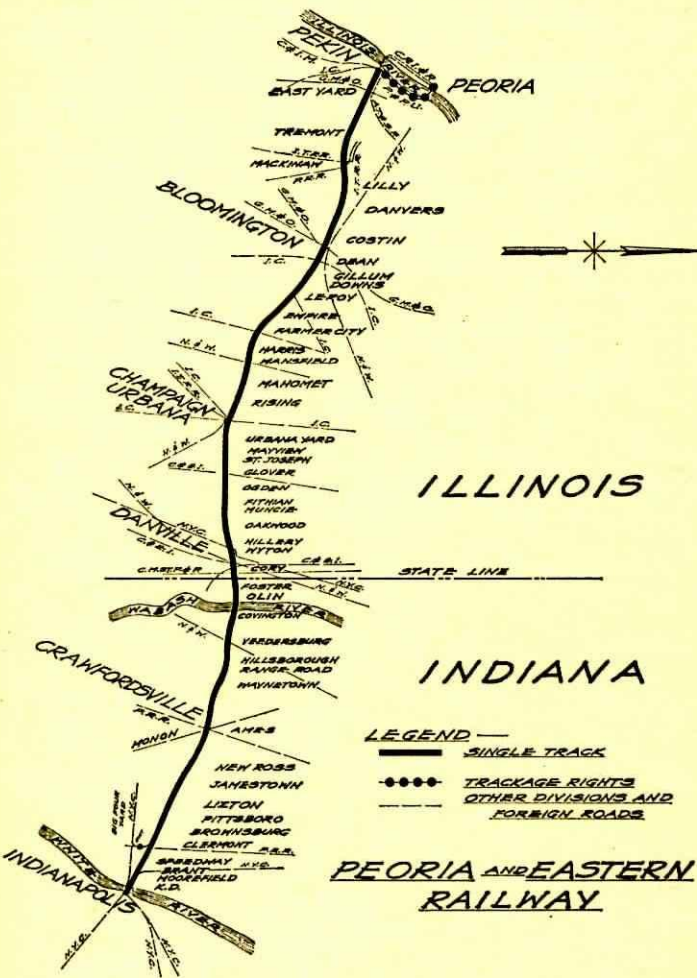
(Operated by N.Y.C.R.R. Co.)

Time-Table No. 10

FOR EMPLOYEES ONLY

EFFECTIVE

1:01 A.M., Central Standard Time
Sunday, April 24, 1966



W. A. SPRUNK
General Manager

MAKE SAFETY YOUR POLICY



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

COMPANY SURGEONS

Wm. H. Norman, Chief Surgeon, Indianapolis
Hume-Mansur Bldg.,

Phones: Office 634-2443; Res. 255-4037

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 547-6057, Wm. H. Norman, phone 255-4037

Indianapolis

W. J. FITZGERALD, 1105 Prospect St.
Phones—Office 631-8730; Res. 636-8202

C. D. WILLIAMS, 2422 Station St.
Phones—Office 547-5283; Res. 255-3976

Pittsboro

M. O. SCAMAHORN, Main & Meridian St.
Phones—Office 852-2477; Res. 4-892-3535

Danville

J. W. MOORE, 715 West Fairchild St.
Phones—Office 446-1060; Res. 442-2370

Urbana

W. L. VEIRS, 702 West Elm St.
Phones—Office 367-4253; Res. 367-4155

Bloomington

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

Pekin

R. K. TAUBERT }
J. I. WEIMER } 610 Park Ave.
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 632-6451; Res. 251-4359

H. D. ALDRICH, 201 Hume-Mansur Bldg.
Phones—Office 639-1361; Res. 251-4320

Danville

S. G. BALDWIN, 139 North Vermilion St.,
Phones—Office 446-0703; Res. 427-4231

SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number relate to or modify a rule or portion of a rule of the Rules of the Operating Department or Supplement No. 1 of the Rules of the Operating Department with corresponding letter or number unless otherwise specified.

A. GENERAL.

Supplement No 1 of Rules of the Operating Department is in effect October 25, 1964, and contains revisions and modifications of Rules of the Operating Department and new rules adopted after October 28, 1956.

REVISED RULES: B-2, G, H, L-1, K-1, M, 3b, 11, 11-a, 11-b, 15, 18, 19, 26, 33, 34, S-90, 91a, 92, S-93, D-93a, 99, 101a, 103a, 109, D-152, 206a, 210, 211, 211a, 223, 281D, 305a, 512, 513, 514, 616a, 701, 703, 715, 877, 920, 927, 933, 938.

MODIFIED RULES: Definitions, 12, 14, 16, 104, 293, 295, 300, 317, 342.

NEW RULES: L-2, 0, 11c, 296, 296a, 296B, 750, 751, 752, 753, 754, 755, 756, 921, 939, Train Order Form Z, Additional Signal Aspects and Indications, Siding and Yard Switch Targets, Siding Derail Targets, Temporary Speed Boards.

RULES DELETED: 33a, 100, 940, 942.

A-1.

The title General Manager will be used instead of Superintendent.

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.

Illinois. At railroad crossings and junctions at grade, not interlocked, or when approaching a swing or drawbridge, in use as such, all trains shall be brought to a full stop before reaching the same and within 800 feet therefrom, and shall not proceed over crossing or swing or drawbridge, until the engineman or other person in charge of the engine attached to the train, has

positively ascertained that the way is clear and that the train can safely resume its course.

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.

DEFECTIVE CARS.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

K-1. DISCHARGE OF DUTY.

The use of televisions or radios other than those furnished for Railroad Operation is prohibited.

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.

4. SUBDIVISIONS.

Indianapolis to Urbana Yard.
Urbana Yard to Pekin.

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.

21. OMISSION OF WHITE SIGNALS.

Display of white signals will be omitted.

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.

93. YARD LIMITS.

Ames—Donn
Cory—Hillery Yard
Urbana Yard—Champaign
Dean—Costin
East Yard—Pekin

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.

98. RAILROAD CROSSING 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.
Veversburg	N. & W.	Interlocking.
Cory 2 miles east	C. M. St. P. & P.	Auto. Interlocking.
Cory	C. & E. I.	Interlocking.
Cory 0.5 mile west	N. & W.	Interlocking.
Cory 0.5 mile west	C. & E. I.	Interlocking.
Wyton	N. Y. C.	Interlocking.
Glover	C. & E. I.	Interlocking.
Champaign	I. C.	Interlocking.
Mansfield	N. & W.	Auto. Interlocking.
Farmer City	I. C.	Interlocking.
Dean	I. C.	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 N. & W. and C. & E. I. R. R. crossings, trains or engines receiving Stop signal will report to signalman at North Yard 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—N. & W. Crossing.

Mackinaw—0.7 miles east, Penna. Crossing.

103. PUBLIC CROSSINGS AT GRADE AUTOMATIC FLASHING LIGHT SIGNALS 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, 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.

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

"X" sign will be used where Close Clearance prohibits the use of "End of Circuit" sign.

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

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

104. LINING MAIN TRACK SWITCHES.

Ames—Eastward trains entering eastward siding: Proceed hand signal by the Operator will indicate that switch has been lined for siding. Trainmen will close switch.

Westward trains leaving eastward siding: Trainmen will open switch. Operator will close switch.

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
Ames	
Main track switch east end of eastward 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.

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.

Ames	95	Rising	40
*Range Road	40	Farmer City	71
Covington	34	Dean	42
Wyton	221	Costin	20
Glover	120	East Yard	40

*Cars may be spotted at west end.

109. **BULLETIN BOARDS AND BOOKS.**

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.

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.**

The usual abbreviations for the names of the months and stations may be used.

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

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

Eastboard 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.

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.

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.

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

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	} will be used.
	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
Champaign, Prospect Street	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.

663. INTERLOCKING.

Trains or engines must not pass an interlocking signal indicating "Stop" until a member of the train or engine crew is fully informed of the situation. After stopping, movement may then be made on hand signal or permission of the signalman at restricted speed, examining the route and operating switches by hand if required.

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, Mackinac (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.

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.

752. RADIO STATIONS AT FIXED LOCATIONS.

Ames	Veedersburg	Wyton
Glover	Urbana Yard	Farmer City
Dean	Pekin Freight	

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 steam connectors securely connected to adjacent cars or secured by use of wire to assure proper clearance above rail except steam connector on rear of rear car may be secured by use of chain support without use of wire.

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.

927. ENGINEMAN

After making inspection, they will then record date and time on the MP-341 card in cab and prepare regular Work Report Form MP-193.

They must not take out types of engines or engines equipped with devices with which they are not familiar without obtaining from proper official such instructions as will enable them properly and safely to operate same.

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 passenger-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.

To minimize the possibility of jack-knifing when trains are backing up or locomotives are used in pusher service the following restrictions should be observed.

When necessary to back up or push a train consisting of more than fifty (50) cars and there are any Road Switch Units in the locomotive consist, the engineman will be governed by the following:

MAXIMUM AMPERAGE RATING WITH—

3 Units working	800 Amps.
4 Units working	600 Amps.
5 Units working	500 Amps.
6 Units or more working	400 Amps.

NOTE: With all Road Freight or Road Passenger Units in the consist or a combination of such Units and Road Switch Units series 8020 to 8044 inc., 6100 to 6149 inc., 2500 to 2559 inc., the above amperage restrictions may be disregarded.

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 Rotaire 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 at least 8 seconds before reaching the crossing 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 fusees or other open flames, lights, or fires when it can be avoided. When so stopped and engine cannot be promptly moved, the fusee 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.

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.

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
Fithian	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—South of Inter-State pit office and scale house on empty storage tracks, located 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.....50

*Nos. 1000 to 5104, 6600 to 6903, operating backward.....30

*Nos. 1000 to 2476, 3300 to 5103

6600 to 6903, operating backward by night over public crossings15

Nos. 575 to 957, 8047 to 8048

8092 to 9767 light or with cabooses, limited to maximum track speed but not to exceed.....45

(May be operated at maximum of 50 MPH when coupled as a trailing unit with freight units or when handled 'dead in train')

*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, may be operated at a maximum speed of 50 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.

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
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, except SRGX Nos. 300, 101, 102, 103, 104, 105, 106, 107, 108, 109, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 100, 302, 304, 306, 308 and 309	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
Passenger, mail, express or dead head equipment trains	to Pekin 50
Freight trains	50
*Flexi-Van 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 flat cars carrying trailers in piggy-back service, with or without passenger equipment 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 movements over spring switch, east end of eastward siding	20
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
Veedersburg, through city limits.....	30
Cory, between home signals.....	20
Danville Junction to Wyton, westward trains	15
Wyton to Danville Junction, eastward trains	30
Wyton, eastward freight trains exceeding 4200 tons passing signal 872, 1 mile west of Wyton.....	45
Hillery Yard Office, Batestown road crossing.....	30
Hillery Yard, Spring Switch at westend, Eastward Trains..	20
Vermilion River Viaduct 207.....	40
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, between home signals eastward trains.....	20
Bloomington, I.T. track	15
Bloomington, between Gridley Street and Euclid Ave.....	25
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

W. A. SPRUNK, General Manager

D. A. LARSON, Train Master

W. L. STURM, Chief Dispatcher

J. J. PROFFITT

L. E. HARTLINE

O. E. TINDALL

H. C. CARTER

Train Dispatchers

R. J. PARSONS, Master Mechanic

R. C. IMBLER, General Foreman

R. E. TOMLIN, Signal Supervisor

E. E. COGDILL, Communication Supervisor

T. S. HUTZLER, Division Engineer

P. E. GULLETT, Track Supervisor

C. R. GARDNER, B & B Supervisor

INDIANAPOLIS TO PEKIN—WEST

Miles from Indpls.	STATIONS			
4.8	Indianapolis			
	Speedway			
	Big 4 Yard (EST)			
	Clermont (EST)			
9.2	Clermont (CST)			
14.0	Brownsburg			
17.9	Pittsboro			
27.7	Jamestown			
32.8	New Ross			
43.0	Ames			
43.8	Crawfordsville			
44.4	Donn			
54.0	Waynetown			
58.1	Range Road			
59.3	Hillsborough			
64.7	Veedersburg			
72.1	Covington			
76.5	Foster			
83.9	Cory			
85.3	Danville			
86.0	Wyton			
88.0	Hillery Yard			
93.2	Oakwood			
97.1	Muncie			
98.4	Fithian			
102.7	Ogden			
105.8	Glover			
107.3	St. Joseph			
110.7	Mayview			
115.8	Urbana Yard			
115.8	Urbana Yard			
118.2	Champaign			
123.4	Rising			
128.0	Mahomet			
133.7	Mansfield			
138.4	Harris			
141.4	Farmer City			
150.6	LeRoy			
157.1	Downs			
164.4	Dean			
166.8	Bloomington			
167.3	Costin			
176.5	Danvers			
186.3	Mackinaw			
193.4	Tremont			
201.4	East Yard			
202.5	Pekin			
	Peoria			

PEKIN TO INDIANAPOLIS—EAST

Miles from Pekin	STATIONS			
	Peoria			
1.1	Pekin			
9.1	East Yard			
16.2	Tremont			
26.0	Mackinaw			
	Danvers			
35.2	Costin			
35.7	Bloomington			
38.1	Dean			
45.4	Downs			
51.9	LeRoy			
61.1	Farmer City			
64.1	Harris			
68.8	Mansfield			
74.5	Mahomet			
79.1	Rising			
84.3	Champaign			
86.7	Urbana Yard			
86.7	Urbana Yard			
91.8	Mayview			
95.2	St. Joseph			
96.7	Glover			
99.8	Ogden			
104.1	Fithian			
105.4	Muncie			
109.3	Oakwood			
114.5	Hillery Yard			
116.5	Wyton			
117.2	Danville			
118.6	Cory			
126.0	Foster			
130.4	Covington			
137.8	Veedersburg			
143.2	Hillsborough			
144.4	Range Road			
148.5	Waynetown			
158.1	Donn			
158.7	Crawfordsville			
159.5	Ames			
169.7	New Ross			
174.8	Jamestown			
184.6	Pittsboro			
188.5	Brownsburg			
193.3	Clermont (CST)			
	Clermont (EST)			
	Big 4 Yard (EST)			
197.7	Speedway			
202.5	Indianapolis			

MBS

MBS

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

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

STATIONS, OFFICE CALLS AND OFFICE HOURS

INDIANAPOLIS TO PEKIN

STATIONS		Miles from Indianapolis	Office Calls	• Train Order Office	• Manual Block Sta.
Indianapolis					
I. J. Open day & night	Int.	1.1	IJ	* 221-C	
K. D. Open day & night	Int.	1.8	KD	* 221-C	
Moorefield		2.1			
Brant		3.5			
Speedway		4.8			
Indiana Girls School		7.4			
M.Y. (Big 4 Yard) Open day & night	Int.		MY	* 221-C	*
Hunt (PRR)					
Clermont (PRR)					
Clermont		9.2			
Brownsburg		14.0			
Pittsboro		17.9			
Lizton		22.3			
Jamestown		27.7			
New Ross		32.8			
Ames Open day & night	Int.	43.0	CF	* 221-C	*
Crawfordsville		43.8			
Donn		44.4			
Waynetown		54.0			
Range Road		58.1			
Hillsborough		59.3			

STATIONS, OFFICE CALLS AND OFFICE HOURS

INDIANAPOLIS TO PEKIN

STATIONS		Miles from Indianapolis	Office Calls	• Train Order Office	• Manual Block Sta.
Veedersburg Open day & night	Int.	64.7	VG	* 221-C	*
Covington		72.1			
Olin		74.3			
Foster		76.5			
Cory		83.9			
Danville		85.3			
Wyton Open day & night	Int.	86.0	WG	* 221-C	*
Hillery Yard		88.0			
Oakwood		93.2			
Muncie		97.1			
Fithian		98.4			
DeLong		100.1			
Rumpler		101.0			
Ogden		102.7			
Glover Open day & night	Int.	105.8	GZ	* 221-C	*
St. Joseph		107.3			
Fulls		110.0			
Mayview		110.7			
Urbana Yard Open 6:30 AM to 10:30 PM		115.8	UR	* 221-C	*
Champaign Randolph St.		118.3			
Champaign Prospect St.		119.0			

STATIONS, OFFICE CALLS AND OFFICE HOURS

INDIANAPOLIS TO PEKIN

STATIONS	Miles from Indianapolis	Office Calls	* Train Order Office	* Manual Block Sta.
Rising	123.4			
Mahomet	128.0			
Mansfield Auto Int.	133.7			
Harris	138.4			
Farmer City Int. Open day & night	141.4	SU	* 221-C	*
Watkins	144.0			
Wickes	145.3			
Empire	146.3			
LeRoy	150.6			
Downs	157.1			
Gillum	158.8			
Dean Int. Open day & night	164.4	KG	* 221-C	*
Bloomington Int. Open day & night	166.8	BN	* 221-C	*
Costin	167.3			
Deere	170.2			
Twin Grove	170.6			
Danvers	176.5			
Mackinaw Auto Int.	186.3			
Tremont	193.4			
Maurer	196.8			
East Yard Int. Open day & night	201.4	YD	* 221-C	*
Pekin Int.	202.5			

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