

70

Peoria and Eastern Railway

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



Time-Table No. 11

FOR EMPLOYEES ONLY



Effective 3:01 A.M., Central Standard Time

Sunday, April 30, 1967

The time shown in this time table reflect the Standard times established by the Uniform Time Act of 1966.



General Manager —

D. B. INGOLD

Chief Dispatcher —

J. J. PROFFITT

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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 639-3466 or the following in order named: R. V. Curtis, phone 547-6057, Wm. H. Norman, phone 255-4037.

Bloomington	D. M. Jenkins, 310 Unity Bldg.	Office 823-8067 Res. 823-7465
Danville	J. W. Moore, 715 West Fairchild St.	Office 446-1060 Res. 442-2370
Indianapolis	W. J. Fitzgerald, 1105 Prospect St.	Office 631-8730 Res. 636-8202
	C. D. Williams, 2422 Station St.	Office 547-5283 Res. 255-3976
Pekin	R. K. Taubert, 610 Park Ave.	Office 346-3124 Res. 346-8164
	J. I. Weimer, 610 Park Ave.	Office 346-3124 Res. 346-0782
Peoria	R. M. Sutton, 1002 N. North St.	Office 685-5231 Res. 688-3833
Pittsboro	M. O. Seamahorn, Main & Meridian St.	Office 852-2477 Res. 4-892-3535
Urbana	W. L. Veirs, 702 West Elm St.	Office 367-4253 Res. 344-4155

OCULISTS

Danville	S. G. Baldwin, 139 North Vermilion St.	Office 466-0708 Res. 427-5632
Indianapolis	W. B. Matthew, 518 Hume-Mansur Bldg.	Office 632-6451 Res. 251-4359
	H. D. Aldrich, 201 Hume-Mansur Bldg.	Office 639-1361 Res. 251-4320

LOCATION OF HOSPITALS

Location	Name and Address	Telephone No.
Bloomington, Ill.	Brokaw Hospital Franklin Ave., Normal, Ill.	829-7625
Champaign, Ill.	Burnham City Hospital 311 E. Stoughton St.	359-1651
Crawfordsville, Ind.	Union Culver Hospital 306 Binford St.	362-2800
Danville, Ill.	Saint Elizabeth's Hospital 600 Sager St.	442-6300
Indianapolis, Ind.	Methodist Hospital 1604 N. Capitol Ave.	924-6411
	Saint Francis Hospital N. 17 Ave., Beech Grove	787-3311
	Saint Vincent Hospital 120 West Fall Creek Pkwy.	926-3301
	Winona Memorial Hospital 3202 North Meridian	924-3392
Pekin, Ill.	Pekin Public Hospital 1317 Park Ave.	346-1151
Urbana, Ill.	Carle Hospital 602 West University	337-3311
	Mercy Hospital 1400 W. Park	337-2233

TRAIN DISPATCHERS

Location of Train Dispatchers:

Indianapolis

Main Line. Indianapolis to Pekin

NOTE—Applies on Pages 4 and 5

- X indicates in service continuously
 P indicates in service part time
 O indicates automatic interlocking
 R indicates remote controlled from
 C indicates Rule 221C in effect
 M indicates M B for movements against the current of traffic

MAIN LINE INDIANAPOLIS TO URBANA YARD

Interlocking	Train Order Office	Miles From Indianapolis	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Note	Sidings Based On 50 ft. Cars
			INDIANAPOLIS (EST)....I.U.Ry.		
X	X-M	1.1	I. J.	Indpls. Term.	
X	X-C-M	1.8	K. D. (Belt R.R.)		
		2.1	MOOREFIELD		
		3.5	BRANT		
		4.8	SPEEDWAY		
		7.4	INDIANA GIRLS SCHOOL		
		9.2	CLERMONT .....(EST)		
X	X-C		M. Y. (B/4 Yard) (EST)....Indpls. Term.		
			HUNT	P.R.R.	
			CLERMONT .....(EST)		
		9.2	CLERMONT .....(CST).....		
		14.0	BROWNSBURG		
		17.9	PITTSBORO		
		22.3	LIZTON		
		27.7	JAMESTOWN		
		32.8	NEW ROSS		
X	X-C	43.0	AMES (P.R.R.) (Monon)		83
		43.8	CRAWFORDSVILLE		
		44.4	DONN		
		54.0	WAYNETOWN		
		58.1	RANGE ROAD		33
		59.3	HILLSBOROUGH		
X	X-C	64.7	VEEDERSBURG (N.&W.)		
		72.1	COVINGTON		29
		74.3	OLIN		
		76.5	FOSTER		
		79.9	STATE LINE (Ind.-Ill.)		
X-O		82.0	WALZ (C.M.ST.P.&P.)		1
X		84.0	CORY (C.&E.I.) R-North Yard.....		2
X		84.6	DANVILLE JCT. (C.&E.I.) (N.&W.) R-North Yard		2
		85.3	DANVILLE		
X	X-C	86.0	WYTON (NYC)		195
		88.0	HILLERY YARD		
		93.2	OAKWOOD		
		97.1	MUNCIE		
		98.4	FITHIAN		
		100.1	DELONG		
		102.7	OGDEN		
X	X-C	105.8	GLOVER (C.&E.I.)		
		107.3	ST. JOSEPH		
		110.0	FULLS		
	P	115.8	URBANA YARD		92

MAIN LINE URBANA YARD TO PEORIA

Interlocking	Train Order Office	Miles From Indianapolis	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Note	Sidings Based On 50 ft. Cars
	P	115.8	URBANA YARD		92
		116.2	URBANA		
X		117.9	CHAMPAIGN (I.C.)		
		118.3	CHAMPAIGN (Randolph St.)		
		119.0	CHAMPAIGN (Prospect St.)		
		123.4	RISING		33
		128.0	MAHOMET		
X-O		133.7	MANSFIELD (N.&W.).....		1
		138.4	HARRIS		
X	X-C	141.1	FARMER CITY (I.C.)		62
		144.0	WATKINS		
		145.3	WICKES		
		146.3	EMPIRE		
		150.6	LEROY		
		157.1	DOWNS		
		158.8	GILLUM		
X	X-C	164.4	DEAN (I.C.)		36
	X-C	166.8	BLOOMINGTON		
		167.3	COSTIN		17
		170.2	DERRE		
		176.5	DANVERS		
X-O		185.6	MACKINAW CROSSING (P.R.R.)..		1
		186.3	MACKINAW		
		188.4	McGRATH		
		192.3	TAZWELL		
		193.4	TREMONT		
		196.8	MAURER		
X	X-C	201.4	EAST YARD (G.M.&O.)		33
X		202.5	PEKIN (P.&P.U.)		
			PEORIA .....P.&P.U.Ry.		

The direction from Indianapolis to Peoria is westward.

Note 1: If signal does not indicate proceed, trainman will unlock box located at crossing and be governed by instructions posted therein.

Note 2: If signal does not indicate proceed, trainman will report through the operator at Wyton to the C.&E.I. operator at North Yard for instructions. If necessary to pass Stop Signal you must receive hand signal from trainman located at crossings. This signal must not be given unless route is clear and it is known that there are no trains approaching on the other railroads.

Train Order Office in service part time, as follows:

Station	Hours in service
Urbana Yard	6:00 A.M. to 2:00 P.M. Daily. 6:00 P.M. to 2:00 A.M. Daily.

INDIANAPOLIS TO PEORIA — WEST

STATIONS MAIN LINE			
INDIANAPOLIS	(EST) (I.U.Ry.)		
I. J.	} (Indianapolis Terminal)		
K. D.			
MOOREFIELD			
BRANT			
SPEEDWAY			
INDIANA GIRLS SCHOOL			
CLERMONT	(EST)		
BIG 4 YARD	(EST) (Indianapolis Terminal)		
HUNT	} (P.R.R.)		
CLERMONT		(EST)	
CLERMONT	(CST)		
BROWNSBURG			
PITTSBORO			
JAMESTOWN			
NEW ROSS			
AMES			
CRAWFORDSVILLE			
DONN			
WAYNETOWN			
RANGE ROAD			
HILLSBOROUGH			
VEEDERSBURG			
COVINGTON			
FOSTER			
CORY			
DANVILLE			
WYTON			
HILLERY YARD			
OAKWOOD			
MUNCIE			
FITHIAN			
OGDEN			
GLOVER			
ST. JOSEPH			
URBANA YARD			
URBANA YARD			
URBANA			
CHAMPAIGN			
RISING			
MAHOMET			
MANSFIELD			
HARRIS			
FARMER CITY			
LEROY			
DOWNES			
DEAN			
BLOOMINGTON			
COSTIN			
DANVERS			
MACKINAW			
TREMONT			
EAST YARD			
PEKIN			
PEORIA	(P.&P.U.)		

PEORIA TO INDIANAPOLIS — EAST

STATIONS MAIN LINE			
PEORIA	(P.&P.U.)		
PEKIN			
EAST YARD			
TREMONT			
MACKINAW			
DANVERS			
COSTIN			
BLOOMINGTON			
DEAN			
DOWNES			
LEROY			
FARMER CITY			
HARRIS			
MANSFIELD			
MAHOMET			
RISING			
CHAMPAIGN			
URBANA			
URBANA YARD			
URBANA YARD			
ST. JOSEPH			
GLOVER			
OGDEN			
FITHIAN			
MUNCIE			
OAKWOOD			
HILLERY YARD			
WYTON			
DANVILLE			
CORY			
FOSTER			
COVINGTON			
VEEDERSBURG			
HILLSBOROUGH			
RANGE ROAD			
WAYNETOWN			
DONN			
CRAWFORDSVILLE			
AMES			
NEW ROSS			
JAMESTOWN			
PITTSBORO			
BROWNSBURG			
CLERMONT	(CST)		
CLERMONT	(EST) } (P.R.R.)		
HUNT			
BIG 4 YARD	(EST) (Indianapolis Terminal)		
CLERMONT	(EST)		
INDIANA GIRLS SCHOOL	} (Indianapolis Terminal)		
SPEEDWAY			
BRANT			
MOOREFIELD			
K. D.			
I. J.			
INDIANAPOLIS	(EST) (I.U.Ry.)		

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, 505.

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

Between

Indianapolis Union	Union Station Indpls. and West St. Indpls.
Indianapolis Terminal (Division)	West St. Indpls. and AN (MP 12.2 Ill. Divn.). West St. Indpls. and Clermont (MP 9.2). MY (Big 4 Yard) and Hunt.
P. R. R.	Hunt and Clermont.
Illinois Division (On Ill. Divn. Tracks)	Wyton and Jackson Street, Danville. Wyton and Lyons.
P. & P. U.	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 television or radios other than those furnished for Railroad Operation is prohibited.

1. STANDARD TIME.

Central Standard Time is in use.

4. SUBDIVISIONS.

Indianapolis to Urbana Yard.
Urbana Yard to Peoria.

12. HAND, FLAG AND LAMP SIGNALS.

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.

21. OMISSION OF WHITE SIGNALS.

Display of white signals will be omitted.

MOVEMENT OF TRAINS BY TIME TABLE AND TRAIN ORDER ONLY.

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

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.

72. SUPERIORITY OF TRAINS.

On single track eastward trains are superior by direction to trains of the same class in the opposite direction.

83d. CLEARING OF TRAINS.

Trains will not leave the following stations without Clearance Form A.

MY (Big 4 Yard) Westward trains.

Urbana Yard Eastward and Westward trains.

East Yard Eastward trains.

Operator at Wyton must obtain authority from Train Dispatcher before clearing any train, engine or yard cut.

93. Yard Limits indicated by yard limit boards as follows:

Location	Between	And	Note
Crawfordsville	MP 41.8	MP 45.5	
Danville	MP 82.1	MP 90.2	1 & 2
Urbana	MP 114.7	MP 119.8	
Bloomington	MP 163.5	MP 168.0	
East Yard— Pekin	MP 200.0	MP 202.5	3

Note 1: Between Hillery Yard and Cory, engines or yard cuts must obtain permission from Operator at Wyton to move in either direction.

Note 2: Between Hillery Yard office and Wyton, movements on siding may be made only by permission of the Operator at Wyton. This does not pertain to engines using siding when switching at Hillery yard, or engines going to or from the engine track.

Note 3: Between East Yard and Pekin, movements will be made under supervision of Operator at East Yard. Operator at Pekin must obtain permission from Operator at East Yard to permit eastward movements at Pekin.

COLUMN TABLE FOR RULE 103—PUBLIC CROSSINGS AT GRADE

X—indicates method of operation

- Column 1—Switching movements must be protected by a member of crew over the crossing.
 Column 2—Trains or engines moving against the current of traffic must proceed at slow speed over the crossing.
 Column 3—Trainmen must flag trains or engines over crossing.
 Column 4—Trains and engines must stop before moving over crossing.
 Column 5—Trains and engines using other than main tracks will approach crossing prepared to stop.

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, 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.

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

Where close clearance prohibits the use of "End of Circuit" sign, "X" sign will be used, or end of circuit will be identified by insulated joints being painted yellow.

103. PUBLIC CROSSINGS AT GRADE

Location	Crossing	Track	See Column Table						NOTE
			1	2	3	4	5	6	
Crawfordsville	Mill and Sheridan streets	Running track						x	
Danville	Section Street	All	x						

103a. REVERSE MOVEMENT OVER PUBLIC CROSSINGS AT GRADE.

At night or when weather or other conditions obscure the view, cars will not be pushed over unprotected road crossings at grade at a speed to exceed five miles per hour. Trainman riding leading car, in addition to white light, will display lighted fusee.

104. LINING MAIN TRACK SWITCHES.

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

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

104a. Normal Position of Switches at Specified Locations.

Switch Located at	Normal Position is for	NOTE
Clermont—Wye switch to P&E-PRR connection track	Connection track	
Urbana Yard—Main track switch at east end of yard	Yard track	

104e. SPRING SWITCHES

Switch Located at	Normal Position is for	NOTE
Hillery Yard—main track switch at west end of yard	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.

Range Road—Cars may be spotted at west end.

109. Location of Bulletin Boards and Books
 83. Train Registers
 3. Standard Clocks

Bul. Boards & Books	Train Register	Standard Clock	Location	Other Railroads or Divisions	NOTE
X	X	X	Ames—Train order office		
X	X	X	Hillery—Yard office		
X	X	X	Hillery—Engine house		
X	X	X	Urbana Yard—Train order office	Indpls. Term. Divn. P.&P.U.	
X	X	X	Bloomington—Freight office		
X	X	X	Pekin—Freight office	P.&P.U.	
X	X	X	Pekin—Engine house	P.&P.U.	
X	X	X	Peoria—Engine house		
X	X	X	Peoria—Hump Yard office		

DESIGNATION AND USE OF MAIN TRACKS
 SINGLE TRACK

Between	and	
Clermont	Pekin	

201. TRAIN ORDERS.

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

221. TRAIN ORDER SIGNALS.

Rule 221-A, 221-B, and 221-C will apply at office as listed under "Stations."

223. ABBREVIATIONS.

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

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 10.2 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	Signals, etc., governing movements over crossing		Requirements	NOTE
	Type	Indication or Position		
Bloomington: G.M.&O. (Main line)	Semaphore Semaphore	Horizontal Vertical	Stop Proceed	
G.M.&O. (Jacksonville Branch)	Semaphore Semaphore	Horizontal Vertical	Stop Proceed	
N.&W. (Bloomington Wye)	Stop Sign		Trains and Engines on both railroads will stop before proceeding.	

361. MBS—HAND SIGNALS USED TO CONVEY CONDITION OF BLOCK.

At block stations where but one block signal is provided for a direction, it will govern trains moving only with the current of traffic. For movements against the current of traffic where no fixed signals are provided to convey the indication of the block, Clearance Form A or hand signals will be used.

A train approaching a block station on a track for which there is no fixed block signal must stop and ascertain from the operator the condition of the block ahead unless a signal to proceed is given by the operator with a green or yellow flag by day or a green or yellow light by night.

NOTE: Green flag or light indicates Clear Block (Rule 300)
 Yellow flag or light indicates Permissive Block (Rule 300A)
 Absence of signal indicates Stop signal (Rule 300B)

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 SIGNALS.

Location	Control Station	Tracks and Signals
Ames, east end of siding	Ames	Main Westward
Donn	Ames	Main Eastward
Hillery, 6500 feet west	Wyton	Main Eastward
Champaign, Prospect Street	Urbana Yard	Main Eastward
Farmer City, 6500 feet east	Farmer City	Main Westward
Costin, west end of siding	Bloomington	Main Eastward

663b. AUTOMATIC INTERLOCKING.

Walz, Mansfield, Mackinaw Crossing

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.

Dispatchers Office	Glover
Ames	Urbana Yard
Veedersburg	Farmer City
Wyton	Dean
Hillery Yard Office	Pekin Freight Office

754. RADIO-TRANSMITTING OR RECEIVING COMMUNICATIONS.

Employees transmitting or receiving communications by radio must state name, occupation and location before commencing conversation. They 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.

When using radio "New York Central" must preface all originating calls.

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

"New York Central Train PE-9, engine 5615, Engineer Brown, calling rear end. Over"

REPLY

"Train PE-9, engine 5615, Conductor Smith answering Brown. Over"

MESSAGE

"Brown to Smith. Home signal indicates stop. Over"

REPLY

"Smith to Brown, Roger Out".

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.

927. ENGINEMEN.

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.

SPEED RESTRICTIONS

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

General

(Unless otherwise restricted)

Engines: (All Inclusive)

RS type units when operating as lead unit shall be considered running forward regardless of which end of unit is leading.

Engines

Operating backwards	30
Operating backwards by night over public crossings	15
(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.)	

Nos. 8092 to 9767 light or with cabooses, limited to maximum track speed but not to exceed 45
(May be operated at maximum speed of 49 MPH when coupled as a trailing unit with freight units or when handled 'dead in train')

Nos. 1009 to 7608 light or with cabooses, limited to maximum track speed but not to exceed 49

Solid ore, coal, coke, grain trains	40
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
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
Freight trains with pusher engines	30
Trains handling welded rail	40
Trains handling Speno Ballast Cleaning Equipment	30
Revenue trains with cranes moving on own wheels	25
Trains with scale test cars or Jordan Spreader	25
Trains with dead engines not having all side or main rods	20
Switches and crossovers not interlocked, when diverging unless otherwise authorized	15

Division

(Unless Otherwise Restricted)

Passenger, mail, express or dead head equipment trains	Indianapolis to Pekin 49
Freight trains	49
*Flexi-Van trains	49
Trains handling wrecking cranes	45
Trains handling wrecking cranes on curves ..	25

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
Crawfordsville, through city limits	25
Donn, 1 mile west, eastward freight trains passing signal 452	45
Donn, west of, on curves between Mile Post 46.6 and 48.7	40
Veedersburg, through city limits	30
Cory, between home signals	20
Danville Jct., 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 Bridge	40
Urbana Yard Office	20
Urbana, University Avenue Crossing	25
Champaign, I.C. interlocking between home signals ..	20
Mahomet, on curves between Mile Posts 127.3 and 128	40
Dean, between home signals eastward trains	20
Bloomington, between Gridley Street and Euclid Ave. ..	25
Mackinaw Crossing, within interlocking limits P.R.R. Crossing	40
Mackinaw, on curves between Mile Posts 190 and 191	40
East Yard, on curves between Mile Posts 199.7 and 200.5	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

ENGINES AND CAR RESTRICTIONS:

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

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

Care must be exercised when placing Plate "C", High Cube and Hi-Roof cars on industrial tracks adjacent to platform protected by a canopy.

Flexi-Van cars and other cars over 50'-6" in length must not be operated through No. 6 turnout in diverging route when coupled to other cars.

Indiana Girls School:

Power Plant All Engines.

Olin:

Beyond 120 feet south of Inter-State pit office on empty tracks, located south of State Route 136. } All Engines.

Danville:

Tee-Pak track Multiple Units.

Leroy:

Scales at Jones Elevator All Engines.

Pekin:

American Distilling Co. Elevator Scale and curve north of scale. } All Engines.

RESTRICTIONS FOR WRECKING CRANES

General Restrictions:

Wrecking cranes shall be separated from any heavy equipment, other than motive power, by at least one car weighing not more than 103,000 pounds.

SPECIAL INSTRUCTIONS

GENERAL

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.

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 interlocking, 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 55 cars total and must not contain more than 40 cars of series NYC 7200 to 9099 inclusive.

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.

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.

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 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 at least 8 seconds before reaching the crossing and kept in that position until all locomotive units have passed over the crossing.

E. Diesel 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 fussee or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

F. On EMD Passenger Units only when speed of train drops below 27 miles per hour, the throttle must be returned to idle position before attempting to accelerate the train.

LUBRICATION AND CARE OF JOURNAL BOXES.

New York Central System locomotives and passenger cars with roller bearings are equipped with Hot Box Alarms. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Trainmen, Enginemen and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the overheated roller bearing is located it must be given the usual attention in accordance with prescribed practices.

When a journal equipped with a lubricating pad is found overheating enroute, train must be stopped and examination made. The lubricating pad must be adjusted or replaced with an oil saturated pad in good condition 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, journals 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.

Conductor must make prompt report to Transportation Superintendent and car foreman of cars, treated enroute, or set out account overheated journal, stating whether treated by cooling compound of 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, it shall be placed along full length of rising side 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, using Form NYCS RS-74, at time compound is applied.

FATALITIES.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting its position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employee must be left with the body until arrival of the Coroner.

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
Crawfordsville	Wires	New Donnelley plant
Olin-Interstate		
Pit	Overhead	Run around
Fithian	Signal Lines	House Track
Urbana Yard	Signal Lines	Horn Track
Farmer City	Grain spout	Pacific Grain Co.
Mackinaw		Elevator
Crossing	Signal Lines	Main

MAKE SAFETY YOUR POLICY

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
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

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

	TELE-CENTRAL COMPANY TELEPHONES		COMMERCIAL TELEPHONES		
	Dialing from Outside Indpls.	Dialing from Indpls.	Area Code	Ext.	
Chief Dispatcher (6:00 A.M. to 2:00 P.M.)	009-391	391	317	632-8321	391
Chief Dispatcher (2:00 P.M. to 6:00 A.M.)	009-279	279	317	632-2156	...
General Manager ...	009-240	240	317	632-8321	240
Division Engineer ...	009-395	395	317	632-8321	395
B/4 Yd. Trainmaster.	009-766	766	317	241-0039	...
B/4 Yd. Crew Dispatcher	009-738	738	317	241-8325	...
Police Department ..	009-403	403	317	784-8233	...
MY Operator	009-760	760	317	632-8321	760
Ames Operator	972	5572	317	362-3905	...
Veedersburg Operator	971	5571	317	294-4087	...
Wyton Operator	920	5520	217	442-0544	...
Hillery Yard	929	5529	217	442-0079	...
Glover Operator .....	...	...	217	469-2081	...
Urbana Operator ...	928	5528	217	367-4873	...
Urbana Operator ...	009-147	147	217	367-4873	...
Urbana Trainmaster .	938	5538	217	367-2920	...
Urbana Trainmaster .	009-327	327	217	367-2920	...
Urbana Diesel Fore- man and Crew Caller	948	5548	217	367-3226	...
Urbana Diesel Fore- man and Crew Caller	009-146	146	217	367-3226	...
Urbana Track Supervisor	958	5558	217	367-4275	...
Urbana Track Supervisor	009-150	150	217	367-4275	...
Farmer City Operator	927	5527	217	928-3311	...
Dean Operator	936	5536	309	829-8733	...
East Yard Operator .	925	5525	309	346-9619	...
Pekin Agent	933	5533	309	346-0024	...
Peoria Freight Sales.	944	5544	309	674-9127	...
Peoria Freight Sales.	944	5544	309	674-9128	...
Peoria P&PU Dispatcher .....	...	...	309	699-3971	206
Peoria P&PU Dispatcher .....	...	...	309	699-3971	211
Peoria P&PU Dispatcher (Night).	...	...	309	699-4813	...

NOTES

