

**THERE IS ALWAYS  
TIME FOR COURTESY**



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**Make  
SAFETY  
Your  
POLICY**

# **Peoria and Eastern Ry.**

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

## **Time-Table No. 1**

**FOR EMPLOYEES ONLY**

**EFFECTIVE**

**12:01 A.M., Central Standard Time**

**Sunday, April 28, 1957**

**T. W. ENGLISH**  
*General Manager*

# COMPANY SURGEONS

Wm. H. Norman, Chief Surgeon, Indianapolis

Hume-Mansur Bldg., Phones: Office ME 4-2443; Res. BR 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 2-2031 or the following in order named: Mr. I. I. Iliff, phone ME 2-5205, Dr. Wm. H. Norman, phone BR 4037

## Bloomington

F. W. BRIAN, 310 Unity Bldg.  
Phones—Office 3-8067, Res. 8-1855

## Brightwood (Indianapolis)

C. D. WILLIAMS, 2405 Station St.  
Phones—Office LI 7-3131; Res. CL 5-3976

## Crawfordsville

H. C. WALLACE, 411 Tinsley Ave.,  
Phones—Office 1351; Res. 754

## Danville

H. F. HOOKER, 101 West North St.  
Phones—Office 2700; Res. 190

M. L. HOLE, 6 North Vermilion St.,  
Phones—Office 399; Res. 1470

J. W. MOORE, 715 West Fairchild Ave., (Grant  
Street Entrance)  
Phones—Office 1060; Res. 2370  
(If no answer Phone 844)

## Indianapolis

J. J. BRIGGS, 2304 College Ave.  
Phones—Office WA 5-0588; Res. WA 3-4795  
Hours—Week Days  
11:00 A.M. to 12:00 Noon  
3:00 P.M. to 4:00 P.M.

### Evenings

7:00 P.M. to 8:00 P.M.  
(Monday, Wednesday and Friday only)

## Pekin

R. K. TAUBERT } 28 South Fourth St.  
J. I. WEIMER }  
Phone—Office 6-3124  
R. K. Taubert—Res. phone 6-8164  
J. I. Weimer—Res. phone 6-0782

## Peoria

R. M. SUTTON, 102 North St.  
Phones—Office 5-5231; Res. 3-5054

## Urbana

L. T. GREGORY, 110 South Race St.  
Phones—Office 7-1354; Res. 7-2018  
(If no answer Phone 2100)  
W. L. VEIRS, 129 West Elm St.  
Phones—Office 7-4253; Res. 7-4155  
(If no answer Phone 2100)

# OCULISTS

## Danville

H. E. BALDWIN, 139 North Vermilion St.,  
Phones—Office Main 139; Res. Main 567

## Indianapolis

W. B. MATTHEW, Hume-Mansur Bldg.  
Phones—Office ME 2-6451; Res. WA 5-8610

H. D. ALDRICH, Hume-Mansur Bldg.  
Phones—Office ME 5-8727; Res. CL 1-4320

# SPECIAL INSTRUCTIONS

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

## A1. OTHER RAILROADS.

Indianapolis Union rules govern between Washington and S. College Ave. on the east and West St. on the west, and on the Belt R. R.

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.

## B2. LAWS AND REGULATIONS.

Train and engine service employees, after they have been on duty 14 hours must notify the Chief Dispatcher if they do not expect to finish the trip within 16 hours, and proceed unless or until directed otherwise.

Employees must know when called for service that they are available for duty 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 a railroad crossing or drawbridge.

## M. SAFETY

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

### 1. STANDARD TIME.

Central Standard Time is in use.

### 3. STANDARD CLOCKS.

Brightwood .....	Engine house.
Shelby St. ....	Telegraph office.
Indianapolis .....	Telegraph office.
Ames .....	Telegraph office.
Hillery .....	Yard office.
Urbana Yard .....	Telegraph office.
Center St. (Bloomington) .....	Yard office.
Pekin .....	Freight House.
Peoria .....	Engine house.

### 4. SUBDIVISIONS.

Indianapolis to Urbana Yard. Urbana Yard to Pekin.

### 6. LETTERS AND SIGNS.

"A"—Arrive "L"—Leave

### 13. EMERGENCY SIGNALS

Emergency horn signals are in use at BX, IJ, Belt Jct., Indianapolis and Ames Interlocker.

### 72. SUPERIORITY OF TRAINS.

Eastward trains are superior to trains of the same class in the opposite direction unless otherwise specified.

### 83. TRAIN REGISTERS.

Indianapolis .....	Telegraph office.
Brant .....	Telegraph office.
Urbana Yard .....	Telegraph office.
East Yard .....	Telegraph office.

Urbana Yard—First class trains will be registered by operator if signals are not and have not been displayed.

Brant—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.

### 83d. CLEARING OF TRAINS.

Indianapolis Union Station—First Class trains must receive Clearance Form A.

Brant, Westward second class and extra trains must receive Clearance Form A.

Urbana Yard, All trains must receive Clearance Form A.

East Yard, Eastward second class and extra trains must receive Clearance Form A.

Pekin—During open office hours first class trains must receive Clearance Form A.

Westward trains or engines leaving siding at Ames, and East Yard will secure permission from signalman to leave siding and will protect movements on main track in same direction as per rule 99.

When the following stations are open, trains or engines leaving sidings will secure permission from signalman to leave siding and must receive Clearance Form A.

Covington ..... Eastward and Westward.  
Tremont ..... Westward.

## 93. YARD LIMITS.

Indianapolis Terminal	Urbana Yard—Champaign
Ames—Donn	Dean—Costin
Danville—Hillery Yard	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 and I.T. track 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.

## S-93, D-93. FLAGGING WITHIN YARD LIMITS

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

## MAIN TRACK SWITCH TENDERS.

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.

Ice House Crossover Hill, train and engines must not pass or foul switches until signaled by switch tender.

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

May be made; (a) between KD and Brant under supervision of signalman at KD, and only when authorized by Special Clearance Form Z, which must not be delivered until control of the block has been secured. (b) Eastwood and signal 2761 under supervision of the signalman at Eastwood on Message Authority of the Superintendent of the Ohio Division.

## 98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
IJ .....	Yard Track	Interlocking.
KD .....	Belt	Interlocking.
Ames .....	Penna.	Interlocking.
Ames .....	Monon	Interlocking.
Veedersburg .....	N. Y. C. & St. L.	Interlocking.
2 miles east of Cory .....	C. M. St. P. & P.	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.
Urbana South team track .....	Wabash	None.
Champaign .....	I. O.	Interlocking.
Mansfield .....	Wabash	Interlocking.
Farmer City .....	I. O.	Interlocking.
Dean .....	I. O.	Interlocking.
Bloomington .....	G. M. & O. (Main Line)	Semaphore.
Bloomington .....	G. M. & O. (Jacksonville Branch)	Semaphore.
Bloomington Wye .....	N. Y. C. & St. L.	None.
0.7 mile east of Mackinaw .....	Penna.	Interlocking.
East Yard .....	G. M. & O.	Interlocking.
Pekin .....	P. & P. U.	Interlocking.

At Wabash and C. & E. I. R. R. crossings, 0.5 mile west of Cory, 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.

Penna crossing 0.7 mile east of Mackinaw, if signal does not indicate proceed, trainman will unlock box located at crossing and be governed by instructions posted therein.

## 103. 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 the leading car, in addition to a white light will display a lighted fusee.

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

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## 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 slowly past sign located adjacent to track and approximately fifty feet from crossing 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.)

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 slowly past sign and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating.)

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

### 104e. SPRING SWITCHES.

Location	Normal Position
7th Street—Danville	For Siding
Hillery Yard	
Main track switch west end of yard	For main track
Urbana Yard	
Main track switch east end of yard	For the yard
Dean	
Main track switch east end of siding	For main track

### 105. SIDINGS.

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

Veedersburg siding extends from interlocking tower to 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 45-ft. cars.

Pittsboro	52
Ames	95
Range Road	74
Veedersburg	83
Covington	34
Foster	50
Cory	71
Wyton	221
Fithian	90
Glover	132
Rising	74
Farmer City	74
Dean	72
Costin	53
Lilly	64
Tremont	69
East Yard	82

### 109. BULLETIN BOARDS AND BOOKS.

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

Brightwood	{ Yard office. Engine house.
Shelby St.	{ Telegraph office. Engine house.
Indianapolis	{ Telegraph office. East Yard-Hill yard office.
Ames	Telegraph office.
Hillery	Yard office.
Urbana Yard	Telegraph office.
Center St. (Bloomington)	Yard office.
Pekin	{ Telegraph office. Freight office.
Peoria	{ Hump yard office. Engine house.

### DESIGNATION AND USE OF MAIN TRACKS.

#### Single Track:

Between: Brant and Pekin.

#### D-151.

##### Two Tracks.

Tracks are numbered from the North and will be used as follows:

- No. 1, Westward
- No. 2, Eastward

Between: South College Ave. (Indianapolis) and Beech Grove, Washington St. (Indianapolis) and Eastwood, West St. (Indianapolis) and Brant.

### 208. TRAIN ORDERS.

Train orders restricting the superiority of a train, if addressed to it at a station where its superiority is restricted, must be on Form 31, except at its initial station or other stations where it is required to receive Clearance Form A.

### 223. ABBREVIATIONS.

Automatic Block Signal System	ABS
Manual Block Signal System	MBS
Traffic Control System	TCS

### 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. Train order and block station, Pekin, will be open on Sundays for the blocking of first class trains only.

Track	Between	Assigned Direction	Operation
Single	Brant and Speedway	None	Rules 550 to 562 inclusive
Single	Speedway and Pekin	None	{ Rules 251 to 254 inclusive Rules 300 to 373 inclusive
No. 2	S. College Ave. (Indianapolis), and Beech Grove	Eastward	Rules 251-254, incl.
No. 1	Beech Grove and S. College Ave. (Indianapolis)	Westward	Rules 251-254, incl.
No. 2	Brant and West St. (Indianapolis)	Eastward	Rules 251-254, incl.
No. 1	West St. (Indianapolis) and Brant	Westward	Rules 251-254, incl.
No. 2	Washington St. (Indianapolis) and Mass. Ave.	Eastward	Rules 251-254, incl.
No. 2	Mass. Ave. and Belt Junction	None	Rules 550-562, incl.
No. 1	Belt Junction and Washington St.	Westward	Rules 251-254, incl.
No. 2	Belt Junction and Eastwood	None	Rules 550-562, incl.
No. 1	Eastwood and Belt Junction	None	Rules 550-562, incl.

(under supervision of signalman at Eastwood)

## SPECIAL SIGNAL ASPECTS AND INDICATIONS

FIG 22.D  
RULE 281INDICATION—Proceed  
NAME—Clear**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.

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.

Between Cory and Wyton, Eastyard 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 Point
Speedway	Brant
Ames, East end of siding	Ames
Donn.	Ames
Cory, east end of siding	Cory
Champaign, Prospect Street	Urbana Yard
Rising	Mahomet, and Mansfield when Mahomet is closed.
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 controlling signalman of intended moves, and must report to controlling 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.

Manual Block Signal System Rule will not govern movements against Current of Traffic between: South College Ave. (Indianapolis) and Beech Grove. Washington St. (Indianapolis) and Eastwood. West St. (Indianapolis) and Brant.

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."

513. Second paragraph of Rule 513 is modified as follows: Between Eastwood and Washington St., Beech Grove and

Brant; at bolt locked switches after operating the bolt lock, trainmen must wait three minutes before operating switch. At non bolt locked switches trainmen will operate the switch and wait three minutes at the switch before making engine or train movement, unless it is known the movement of approaching train will not be affected.

**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.

**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.

**824. MAKE-UP OF PASSENGER 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.

**AIR BRAKES:**

When failure renders the brakes on both train and engine inoperative, the train may proceed with extreme care to the first siding where it will await relief engine.

If the failure involves the brakes on the train or a part of the train, leaving the brakes on the engine operative, the train may be moved with extreme care at a speed at which the train may be stopped short of any obstruction, with the available braking power. Weather and other conditions must be such as to insure the safety of the movement. If a relief engine is necessary, it must be provided at the first possible point.

If the conditions are not extremely favorable, the train must take siding until relief engine is provided.

Passenger Equipment cars handled in Passenger, Mail, Baggage, Express, Milk and Dead Head Equipment Trains, shall not exceed 40 cars when train contains not more than 5 cars over 60 ft. in length. Trains containing more than 5 cars over 60 ft. in length shall not exceed 30 cars.

When Passenger Equipment cars are handled in freight trains, the total of all cars in train shall not exceed 100 cars. All Passenger Equipment Cars shall be handled at head end of train, with not to exceed 20 such cars in one train.

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

Passenger brake equipment handled in Passenger, Mail, Baggage, Express, Milk and Dead Head Equipment trains of over 30 cars shall be conditioned for DIRECT RELEASE on all cars beyond the 20th head car.

Passenger brake equipment handled in freight trains must be conditioned for DIRECT RELEASE and water raising system air supply must be cut out.

**DIESELS.**

A. 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.

**B. Air Brakes.**

Diesel road locomotives must have the Controlled Emergency feature of 24-RL brake equipment set in Passenger

(Continued Next Page)



(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.

#### C. 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.

#### MOVEMENT OF DEAD ENGINES IN TRAIN:

Rules for the operation and supervision of air brake and train air signal govern.

#### SPEED RESTRICTIONS.

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

##### General (unless otherwise restricted)

##### Engines:

Nos. 506 to 513 with traction motor pin engaged.....	25
Nos. 506 to 513 with traction motor pin removed.....	45
Nos. 526 to 957 .....	45
Nos. 1000 to 9820, light or with caboose.....	50
Nos. 1000 to 5104, 6600 to 6903, running backward.....	30
Nos. 1000 to 5104, 6600 to 6903, running backward by night over public crossings.....	15
Nos. 6200 to 6215, 6220 to 6236, 8100 to 8113, 8400 to 8411, 8500 to 8667, 9100 to 9137, 9300 to 9328, 9800 to 9820..	60
Engines not equipped with automatic train stop device or running backward where wayside equipment is not provided on both sides of track, if an emergency requires such operation in Automatic Train Stop territory.....	30
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 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 .....

Switches and crossovers not interlocked, when diverging.. 15

##### Division (Unless Otherwise Restricted)

	Indianapolis to Pekin
Passenger, mail and express trains .....	65
Freight trains .....	50
Trains handling steam wrecking trains.....	40
Trains handling steam wrecking cranes on curves....	30

##### Local (unless otherwise restricted)

Indianapolis within City Limits over street crossings at grade .....	40
Between Moorefield and Brant on running track.....	20
Speedway, over street crossings Lyndhurst Dr., Winton Ave., 16th St., Poleo St. & Olin Ave.....	30
Clermont, County Line Crossing.....	40
Jamestown, through city limits.....	35

Ames, westward freight trains passing signal 431, 1 mile East of Ames.....	45
Crawfordsville, through city limits.....	25
Eastward freight trains passing signal 452, 1 mile west of Donn .....	45
On curves between Mile Post 46-28 and 48-25 west of Donn.	40
On curve at Mile Post 50-30.....	50
Veedsburg, through city limits.....	30
Between Mile Posts 72-15 west of Covington and 76 east of Foster .....	50
C. M. St. P. & P. Crossing, eastward distant signal, eastward passenger trains.....	50
freight trains.....	35
Cory, between home signals.....	20
Between Jackson St. and Logan Ave. Danville.....	30
Wyton, eastward freight trains exceeding 4200 tons passing signal 872, 1 mile west of Wyton.....	45
Between Spring Switch and Hillery Yard, on I.T. track...	15
Batestown road crossing, Hillery Yard Office.....	30
West End Hillery Yard, Spring Switch, Eastward Trains..	20
Vermillion River Viaduct 207.....	40
Between Mile Posts 96-14 and 96-19 through middle curve east of Muncie.....	50
Urbana Yard, Spring Switch, East End of Yard.....	20
Urbana Yard Telegraph Office.....	20
Urbana, University Avenue Crossing.....	25
Champaign, I.C. interlocking between home signals.....	20
On curves between Mile Posts 127-12 and 128 east of Mahomet .....	50
On curve between Mile Posts 162-20 and 162-36, east of Dean .....	50
Dean, Spring switch east end of siding westward trains...	20
Dean, between home signals eastward trains.....	20
Bloomington, I.T. track .....	15
Bloomington, between Gridley Street and Euclid Ave....	25
Between Mile Posts 177-8 and 177-32 through reverse curves west of Danvers.....	50
On curves between Mile Posts 190 and 191 west of Mackinaw .....	40
On curves between Mile Posts 199-30 and 200-20 east of East yard .....	45
Westward freight trains passing signal 2001 at East Yard..	35
East Yard, eastward trains between home signals.....	20
East Yard, eastward freight trains passing eastward distant signal.....	15
Pekin, P. & P. U. Ry. connection.....	15

#### ENGINE AND CAR RESTRICTIONS.

Engines and cars 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.

##### Location

Girls School—Power Plant  
Olin—Interstate Pit empty track south of clearance point.  
Cory—In Hyster Plant Building.  
LeRoy—I. C. Connection beyond clearance point.  
Pekin—Over American Distilling Co. Elevator Scale and curve north of scale.

#### 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 Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

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.

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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 authorized and made according to Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

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."

Brake valve handle must be removed and valves and cocks adjusted as follows:

Valves and Cocks: on cars X-8015 and X-8016	Position
Brake pipe cutout cock under both brake valves...	Closed
3-way cutout cocks in pipe to application valve which are connected by levers.....	Closed
Cutout cock in supplementary reservoir branch pipe .....	Closed
Cock in brake cylinder pipe to safety valve.....	Open
Drain cock in auxiliary reservoir.....	Closed
All other reservoir drain cocks including control air reservoir .....	Open

#### HELPER ENGINES.

A helper engine must not couple onto either head or rear of train it is to help, until such train is stopped. Helper engines must not push trains beyond the summit of the grade. If helper engine is to continue in the same direction in automatic block territory, it may proceed complying with the Automatic Block Signal System Rules, and in Manual Block Signal System territory it may proceed prepared to stop short of train ahead or obstruction to the next block station, where the block rules must be complied with.

#### 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.

#### 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
West of Wyton	Jones Overhead	Main and Siding
Fithian	Signal Lines	House Track
Urbana Yard	Signal Lines	Horn Track
Mackinaw		
P. R. R. Crossing	Signal Lines	Main

**T. W. ENGLISH**  
General Manager

**D. A. LARSON**  
Train Master-Road Foreman

**D. F. GANT**  
Chief Dispatcher

**F. A. DANAHY**  
TRAIN MASTER

#### Train Dispatchers

**F. J. PARSLEY**  
**C. E. DYE**  
**W. M. CLEMMER**

**O. E. TINDALL**  
**H. R. ELKINS**  
**D. W. JAMES**

## BRANT TO PEKIN—WEST

	Miles from Indianapolis	STATIONS	FIRST CLASS		SECOND CLASS							
			11		95	99						
			CORN BELT SPECIAL		PE-5 FREIGHT	PE-9 FREIGHT						
			Daily		Daily	Daily						
			AM		PM	AM						
		Belt Jct.....			10.30	8.30						
		Hill.....			12.30	9.00						
		Indianapolis.....	7.00									
ABS	1.1	IJ.....										
	1.8	KD.....										
TCS	3.5	Brant.....	7.08		1.05 <sup>90</sup>	9.45						
	4.8	Speedway.....										
	14.0	Brownsburg.....	7.20			10.05						
	17.9	Pittsboro.....										
	27.7	Jamestown.....	7.33			10.25						
	32.8	New Ross.....	7.38			10.32						
	43.0	Ames.....	7.50		2.30	11.00						
	43.8	Crawfordsville.....	s 8.03									
	54.0	Waynetown.....	s 8.15			11.20						
	58.1	Range Road.....										
	59.3	Hillsborough.....	s 8.21			11.28						
	64.7	Veedersburg.....	s 8.30		3.10	11.38						
	72.1	Covington.....	s 8.40			11.48						
	76.5	Foster.....										
	83.9	Cory.....	8.53		3.50	12.10 <sup>94</sup>						
	85.3	Danville.....	s 9.10									
	86.0	Wyton.....	9.12		4.00	12.20						
	88.0	Hillery Yard.....	B.									
	93.2	Oakwood.....	s 9.22			1.50						
	97.1	Muncie.....	f 9.26									
	98.4	Fithian.....	s 9.30		6.00	2.00						
MBS	102.7	Ogden.....	s 9.36			2.07						
	105.8	Glover.....	9.40		6.15	2.12						
	107.3	St. Joseph.....	s 9.43									
	110.7	Mayview.....	f 9.47									
	115.8	Urbana Yard....A	9.54		6.35	2.35						
	115.8	Urbana Yard....L	9.55		11.10	7.45						
	118.2	Champaign.....	s10.20									
	123.4	Rising.....	10.26		11.30	8.20 <sup>90</sup>						
	128.0	Mahomet.....	s10.32		11.37							
	133.7	Mansfield.....	s10.38		11.45	8.35						
	138.4	Harris.....	f10.43									
	141.4	Farmer City.....	s10.48		11.55	8.47						
	150.6	LeRoy.....	s11.00		12.08							
	157.1	Downs.....	f11.08		12.18							
	164.4	Dean.....	11.17		12.45	9.20						
	166.8	Bloomington.....	s11.37									
	167.3	Costin.....	11.38		12.55	9.35						
	176.5	Danvers.....	s11.50		1.13							
	182.4	Lilly.....										
	186.3	Mackinaw.....	s12.02		1.28							
	193.4	Tremont.....	s12.12		1.43 <sup>12</sup>							
	201.4	East Yard.....	12.22		2.10	10.45						
	202.5	Pekin.....	12.30		2.20	11.00						
			PM									
		Peoria.....			4.30 <sup>PM</sup>	1.00 <sup>AM</sup>						

Time Shown at Belt Jct., Hill and Peoria is for information only.

CONDITIONAL STOP—(B) No. 11 at Hillary Yard on signal to discharge company mail.



# PEKIN TO BRANT—EAST

7

Miles from Pekin	STATIONS	FIRST CLASS			SECOND CLASS							
		12			94	90						
		CORN BELT SPECIAL			PENY-4 FREIGHT	PE-10 FREIGHT						
		Daily			Daily	Daily						
.....	Peoria.....				AM 5.30	PM 5.30						
.....	Pekin.....	PM 1.30			5.45	5.45						
1.1	East Yard.....	1.33			6.05	6.05						
9.1	Tremont.....	s 1.43 <sup>95</sup>				6.23						
16.2	Mackinaw.....	s 1.54				6.35						
20.1	Lilly.....											
26.0	Danvers.....	s 2.06				6.55						
35.2	Costin.....	2.15			7.10	7.08						
35.7	Bloomington.....	s 2.25										
38.1	Dean.....	2.30			7.18	7.15						
45.4	Downs.....	s 2.38										
51.9	LeRoy.....	s 2.46			7.40							
61.1	Farmer City.....	s 2.56			7.53	7.55						
64.1	Harris.....	f 3.00										
68.8	Mansfield.....	s 3.05			8.03	8.06						
74.5	Mahomet.....	s 3.12			8.12							
79.1	Rising.....	3.18			8.18	8.20 <sup>99</sup>						
84.3	Champaign.....	s 3.35										
86.7	Urbana Yard....A	3.40			8.40	8.40						
86.7	Urbana Yard....L	3.45			9.55	9.10						
91.8	Mayview.....	f 3.50										
95.2	St. Joseph.....	f 3.55										
96.7	Glover.....	3.57			10.10	9.25						
99.8	Ogden.....	f 4.01			10.15							
104.1	Fithian.....	f 4.06			10.23	9.38						
105.4	Muncie.....	f 4.10										
109.3	Oakwood.....	f 4.13			10.30							
114.5	Hillery Yard.....											
116.5	Wyton.....	4.23			12.00	10.35						
117.2	Danville.....	s 4.35										
118.6	Cory.....	4.40			12.10 <sup>99</sup>	10.43						
126.0	Foster.....											
130.4	Covington.....	s 4.55			12.30							
137.8	Veedersburg.....	s 5.05			12.45	11.20						
143.2	Hillsborough.....	f 5.12			12.55							
144.4	Range Road.....											
148.5	Waynetown.....	f 5.18			1.03							
158.7	Crawfordsville....	s 5.33										
159.5	Ames.....	5.35			1.23	12.01						
169.7	New Ross.....	5.47			1.38							
174.8	Jamestown.....	5.53			1.45							
184.6	Pittsboro.....											
188.5	Brownsburg.....	6.08			2.05							
TCS	197.7 Speedway.....											
ABS	199.0 Brant.....	6.22			2.25	1.05 <sup>95</sup>						
	200.7 KD.....											
	201.4 IJ.....											
202.5	Indianapolis.....	PM 6.30										
	Hill.....				4.30	3.15						
	Belt Jct.....				5.00	3.45						
					PM	AM						

Time shown at Peoria, Hill and Belt Jct. 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 Open day and night		UN	*			Glover Open day and night	105.8	GZ	*	*	
I. J. Open day and night	1.1	IJ				St. Joseph	107.3	SJ			
K. D. Open day and night	1.8	KD				Mayview	110.7				
Moorefield	2.1					Urbana Yard Open day and night	115.8	UR	*	*	
Brant Open day and night	3.5	MF	*			Champaign	118.2				
Speedway	4.8			*		Champaign Prospect St.					
Indiana Girls School	7.4					Rising Control from Mahomet, and Mansfield when Mahomet is closed	123.4				
Clermont	9.6					Mahomet Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	128.0	MA	*	*	
Brownsburg Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	14.0	R	*	*		Mansfield Open day and night	133.7	MJ	*	*	
Pittsboro	17.9					Harris	138.4				
Lizton	22.3					Farmer City Open day and night	141.4	SU	*	*	
Jamestown Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	27.7	JN	*	*		Watkins	144.0				
New Ross Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	32.8	KI	*	*		Empire	146.3				
Ames Open day and night	43.0	CF	*	*		LeRoy Open 7:45 AM to 4:45 PM daily ex. Sun.	150.6	DR	*	*	
Crawfordsville	43.8					Downs Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	157.1	DW	*	*	
Donn	44.4					Gillum	158.8				
Waynetown Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	54.0	WA	*	*		Dean Open day and night	164.4	KG	*	*	
Range Road	58.1					Center St. (Bloomington) Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	165.9	BF			
Hillsborough Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	59.3	SB	*	*		Bloomington Open day and night	166.8	BN	*	*	
Veedersburg Open day and night	64.7	VG	*	*		Costin	167.3				
Covington Open 7:00 AM to 4:00 PM daily ex. on Sun.	72.1	CH	*	*		Twin Grove	170.6				
Olin	74.3					Danvers Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	176.5	V	*	*	
Foster	76.5					Lilly	182.4				
Cory Open day and night	83.9	DH	*	*		Mackinaw Open 8:00 AM to 5:00 PM daily ex. Sun.	186.3	MN	*	*	
Danville	85.3					Tremont Open 8:00 AM to 5:00 PM daily ex. Sun.	193.4	Q	*	*	
Wyton Open day and night	86.0	WG	*	*		East Yard Open day and night	201.4	YD	*	*	
Hillery Yard	88.0					Pekin Open 6:30 AM to 10:30 PM daily	202.5	WN	*	*	
Oakwood Open 7:00 AM to 3:00 PM daily ex. Sat. and Sun.	93.2	OW	*	*							
Muncie	97.1										
Fithian Open 8:00 AM to 5:00 PM Mon. thru Friday 8:00 AM to 4:00 PM Sat., closed Sun.	98.4	FN	*	*							
Ogden Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	102.7	OG	*	*							

# WATER STATIONS

## For Cooling Systems

Station	Location
Ames . . . . .	Car Inspector's office.
Veedersburg . . . . .	Interlocking Tower.
Hillery Yard . . . . .	Bunk Room (hose in sand house).
Farmer City . . . . .	Interlocking Tower.
Center Street (Bloomington). . . . .	Bunk Room (hose in supply house east of Bunk Room).
Mackinaw . . . . .	Station when open.
Pekin . . . . .	Roundhouse

## For Steam Generator

Station	Location
Crawfordsville . . . . .	West end of station platform.
Danville . . . . .	East and west end of station platform.

# 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

