

NEW BOOK OF RULES FOR THE GOVERN-
MENT OF THE OPERATING DEPART-
MENT TAKES EFFECT WITH
THIS TIME-TABLE

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Peoria and Eastern Ry.

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

Time-Table No. 88

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A. M., Central Standard Time

Sunday, Sept. 26, 1937

L. S. ROSE.
General Manager

SURGEONS

Indianapolis

L. A. Ensminger, Chief Surgeon,
Office, 908 Hume Mansur Bldg., Phone LI 2443
Residence, 3201 N. Meridian St., Phone TA 2525
N. C. DAVIDSON,
Office, 30th & Clifton Sts., Phone TA 4610
Residence, 3135 N. Delaware St., Phone HA 2322
GORDON W. BATMAN,
Office, 908 Hume Mansur Bldg., Phone LI 2443
Residence, 320 West 44th St., Phone HU 6727
WILLIAM H. NORMAN,
Office, 908 Hume Mansur Bldg., Phone LI 2443
Residence, 27 West St. Joseph St., Phone RI 0244
J. J. BRIGGS,
Office, 224 North Meridian St., Phone RI 5959
Residence, 1310 North Penna. St., Phone LI 1807
EMMETT B. LAMB,
Office, 908 Hume Mansur Bldg., Phone LI 2443
Residence, 1433 North Penna. St., Phone RI 9765

Crawfordsville

FRED A. DENNIS,
Office, Commerce Bldg., Phone 1630
Residence, 508 West Pike St., Phone 497

Danville

J. W. MOORE,
Office, 514 Temple Bldg., Phone Main 687
Residence, 110 Davidson Drive, Phone Main 2370

Urbana

LEWIS T. GREGORY,
Office, 110 South Race Street, Phone 7-1354
Residence, 1109 Douglas, Phone 7-2018
WILLARD L. VEIRS,
Office, 129 West Elm Street, Phone 7-4253
Residence, 1201 South Race Street, Phone 7-4155

Bloomington

EDSON B. HART,
Office, Griesheim Bldg., Phone 111
Residence, 1314 Fell Avenue, Phone 1609
JOS. K. P. HAWKS,
Office, 219 North Main St., Phone 111
Residence, 1112 Fell Avenue, Phone 795

Tremont

JOHN A. RUSK,
Office Phone 851
Residence Phone 850

Pekin

W. A. BALCKE,
Office, 28 & 32 South Fourth Street, Phone 642-A
Residence, 410 Washington Street, Phone 642-B

Peoria

S. M. MILLER,
Office, 800 Alliance Life Bldg., Phone 5530
Residence, Malvern Lane, Phone 3-1853

OCULISTS

Indianapolis

B. J. Larkin, Consulting Oculist,
Office, 305 Hume Mansur Bldg., Phone LI 1121
Residence, 3103 North Meridian Street, Phone TA 0679
W. F. HUGHES,
Office, 401 Hume Mansur Bldg., Phone LI 4938
Residence, 4025 North Meridian Street, Phone WA 1406
D. A. BARTLEY,
Office, 401 Hume Mansur Bldg., Phone LI 4938
Residence, 4731 North Penna. Street, Phone HU 5471

Danville

H. E. BALDWIN,
Office, 403-5-7 Temple Building, Phone Main 139
Residence, 209 Orchard Avenue, Phone Main 567

SPECIAL INSTRUCTIONS

Special Instructions shown by numbers supplement, modify or supersede the Rules for the Government of the Operating Department.

SAFETY FIRST.

Safe operation and conduct are more important than making schedule time.

A1. OTHER RAILROADS.

Indianapolis Union rules govern between Belt Junction and KD on the Belt Railroad and between East Washington and West Streets.

Indianapolis Terminal rules and time-tables govern between Eastwood and East Washington Street; between Beech Grove and Noble Street; and between West Street and Brant.

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

B3. LAWS AND ORDERS OF COMMISSIONS.

Train and Engine service employes, after having been on duty 14 hours must notify the Chief Dispatcher if they do not expect to finish the trip within 16 hours.

Employes 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.

3. STANDARD CLOCKS.

Belt Jct.	Telegraph office.
Brightwood	Engine house.
Shelby Street	Telegraph office.
Indianapolis	Telegraph office.
Urbana Yard	Yard office.
Bloomington	Telegraph office.
Peoria	{ Engine house. Union Station.

5. ADDITIONAL STATIONS.

Carter	1.4 miles west of Speedway.
Indiana Girls' School	2.8 miles west of Speedway.
Kern	2.1 miles east of Foster.
Missionfield	1.9 miles west of Hilliary.
Rumpler	1.7 miles east of Ogden.
Watkins	2.6 miles west of Farmer City.
Ford Woods	2.4 miles west of LeRoy.
Twin Grove	3.3 miles west of Costin.

6. TRAIN ORDER OR BLOCK STATIONS.

"DN" placed after the name of a station on the time-table indicates train order or block station open continuously.

"D" placed after the name of a station on the time-table indicates open part-time. The hours such stations are open are specified below:—

*Brownsburg	8:00 A.M. to 5:00 P.M.
*Jamestown	8:00 A.M. to 5:00 P.M.
*New Ross	8:00 A.M. to 5:00 P.M.
*Waynetown	8:00 A.M. to 5:00 P.M.
*Hillsborough	8:00 A.M. to 5:00 P.M.
*Covington	8:00 A.M. to 5:00 P.M.
*Oakwood	8:00 A.M. to 5:00 P.M.
*Pithian	8:00 A.M. to 5:00 P.M.
*Ogden	8:00 A.M. to 5:00 P.M.
*Mayview	8:00 A.M. to 5:00 P.M.
*Mahomet	8:00 A.M. to 5:00 P.M.
*LeRoy	8:00 A.M. to 5:00 P.M.
*Downs	8:00 A.M. to 5:00 P.M.
*Bloomington	8:00 A.M. to 5:00 P.M.
*Danvers	8:00 A.M. to 5:00 P.M.
*Mackinaw	8:00 A.M. to 5:00 P.M.
*Tremont	8:00 A.M. to 5:00 P.M.
Pekin	6:30 A.M. to 10:30 P.M.

*Closed Sunday.

72. SUPERIORITY OF TRAINS.

The superior direction of trains is east.

83. TRAIN REGISTERS.

Indianapolis Union Station
Brant
Urbana
East Yard.

83d. CLEARING OF TRAINS.

Clearance Form A—Brant, second class and extras west-bound.

Urbana, all trains.

East Yard, second class and extras east-bound.

When the following stations are open, trains leaving sidings:—

Brownsburg	Westbound.
Jamestown	Eastbound.
New Ross	Eastbound.
Waynetown	Eastbound.
Covington	East and Westbound.
Mayview	Eastbound train using westward siding.
Mahomet	Eastbound.
Alton Crossing	Eastbound.

93. YARD LIMITS.

Within yard limits signalmen may give permission for engines or extras to occupy the main track.

Trains using the main track by permission of the signalman will protect against scheduled trains.

98. RAILROAD GRADE CROSSINGS.

Railroad	Location	Signals
Belt	KD	Target.
P. R. R.	Ames	Interlocking.
C. I. & L.	Ames	Interlocking.
N. Y. C. & St. L.	Veedersburg	Interlocking.
C. A. & S.	Veedersburg	Interlocking.
C. M. St. P. & P.	2 miles east of Cory ..	Interlocking.
C. & E. I.	Cory	Interlocking.
Wabash	0.5 mile west of Cory ..	Target.
C. & E. I.	0.5 mile west of Cory ..	Target.
N. Y. C.	Wyton	Interlocking.
C. & E. I.	Bronson	Interlocking.
C. & E. I.	Glover	Interlocking.
I. C.	Champaign	Interlocking.
Wabash	Mansfield	Interlocking.
I. C.	Farmer City	Interlocking.
I. C.	Dean	Interlocking.
I. T. Co. (Int. Elec.) ..	Bloomington	None.
Alton (Main Line) ...	Alton Crossing	Semaphore.
Alton (Jacksonville Branch)	Alton Crossing	Semaphore.
P. R. R.	0.7 mile east of Mackinaw	Automatic.
Alton	East Yard	Interlocking.
P. & P. U.	Pekin	Interlocking.

98a. INDICATION OF GRADE CROSSING TARGETS.

KD	Horizontal	P. & E.
	Diagonal	Belt.
0.5 mile west of Cory ...	Horizontal	P. & E.
	Diagonal	Wabash.
	Diagonal	C. & E. I.

105. SIDINGS.

Veedersburg	Interlocking plant to west end of siding.
Wyton	Interlocking plant to coal dock west end of Hilliary Yard.
Urbana Yard	East end Urbana Yard to west end No. 1 lead track.
Dean	First switch west of interlocking plant to first switch east of Bloomington passenger station.

109. BULLETIN BOARDS AND BOOKS.

Belt Jct.	Telegraph office.
Brightwood	Engine house.
Shelby St.	Telegraph office.
Indianapolis	Telegraph office.
Ames	Telegraph office.
Hilliary	Yard office.
Urbana Yard	Yard office.
Bloomington	Telegraph office.
Pekin	Telegraph office.
Hump Yard, Peoria	Yard office.
Peoria	{ Engine house. Union Station.

221a. 221c. TRAIN ORDER SIGNALS.

Rule 221a governs position of train order signal.

The train order signal at Wyton governs siding and main track.

The "Wig-Wagging" of train order signal and its immediate return to normal position, will indicate an approaching train or engine may proceed and pass signal at Restricted Speed, prepared to receive train orders and Clearance Forms, but if not received in passing, the train or engine must be stopped immediately and not proceed until properly authorized.

DESIGNATION AND USE OF MAIN TRACKS.

Single track between:

Brant and Pekin.

Two or more tracks between:

West Street, Indianapolis, and Brant.

S231—S234 MOVEMENT OF TRAINS IN OPPOSING AND FOLLOWING MOVEMENT BY BLOCK SIGNALS.

Between: Cory and Wyton

West end No. 1 Lead Track Urbana Yard and Urbana.

East Yard and Pekin.

Rules S231 to S234, inclusive, govern.

305. MANUAL BLOCK SYSTEM.

Brant to Pekin—Passenger trains, Rule 317A.

Trains other than those carrying passengers, Rule 317B. See instruction S231 to S234. Ten minutes must have elapsed before issuing Clearance form B under Rule 317B, except between Cory and Wyton and between East Yard and Pekin.

362. 365b.

At Glover, Farmer City and Dean eastbound trains finding Home interlocking signal in stop position will stop back of clearance of east end of siding. Westbound trains taking siding at above stations will clear the time of Eastbound trains at such stations as per rules S87, S88 and S89 and must receive Clearance Forms A and B to enter siding. At Mansfield and East Yard westbound trains finding Home interlocking signal in stop position will stop back of clearance of west end of siding. Eastbound trains taking siding at above stations will clear the time of Westbound trains at such stations as per rules S87, S88 and S89 and must receive Clearance Forms A and B to enter siding.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to Trains and Engines.

General

(unless otherwise restricted)

Through crossovers and entering or leaving sidings.....	15
Through yard turn outs	10
Express trains handling freight equipment.....	50
Troop trains handling freight or passenger equipment with cast iron wheels	30
Trains handling dead engines with side rods	30
Trains handling dead engines without side rods	20
Engines without engine truck operating under steam or being towed	20
Road engines running light or with caboose	30
Engines equipped with trailers running backward	30
Trains handling scale test cars or Jordan Spreaders	25
Indianapolis { First District	15
{ Second District	15
{ Third District	20
Brant, entering or leaving westward track	20
On curves between Mile Posts 46 and 49 west of Crawfordsville	30
Veedersburg, through city limits	15
On curves between Mile Posts 75 and 76 east of Foster	30
Cory to Wyton, both directions	Restricted Speed
Vermilion River Viaduct 207	30
Urbana Yard Office	20
Urbana, University Avenue crossing	15
On curves between Mile Posts 127 and 128 east of Mahomet.	40
Mahomet, road crossings	25
From I. C. crossing Dean to passenger station Bloomington.	40
Lilly, passenger trains passing coal dock	20

P. R. R. Crossing, 0.7 mile east of Mackinaw	20
On curves between Mile Posts 190 and 192 west of Menert ..	40
On curves between Mile Posts 199 and 201 west of Leslie .	30
East Yard to Pekin, both directions	Restricted Speed
Handling steam cranes	40
Handling steam cranes on curves	30
Between Brant and Pekin, passenger trains	65
Between Brant and Pekin, freight trains	50

ENGINE AND CAR RESTRICTIONS.**H-5 Engines**

Indianapolis { Capitol Avenue Yards,
 { North track Polar Ice Co., Belmont Avenue
 { National Malleable Iron Wks., Concord St.

Crawfordsville—Cities Service Co., John Street.

Kern Pit—Neal Gravel Co., empty track south of plant.

Missionfield—Empty track east of derails.

Empire—Elevator track east of elevator.

Bloomington—No. 2 freight house track. Last 200 ft. Walsh Stone track.

Alton Crossing—Gas house.

Pekin—American Distilling Co. south coal track, south of No. 2 track.

L-1 Engines

Indianapolis { Capitol Avenue Yards,
 { North track Polar Ice Co., Belmont Avenue,
 { National Malleable Iron Wks., Concord St.

Speedway—Tracks in Prest-O-Lite Plant.

Ames { Monon wye west of P. R. R. main track,
 { P. R. R. wye.

Crawfordsville—Cities Service Co., John Street.

Kern Pit—Neal Gravel Co., empty track south of plant and east track three car lengths beyond clearance point.

Hilliary—Western Brick Co. tracks.

Missionfield—Empty track east of derails.

Urbana—Through lap switch to store room track at west end of yard.

Champaign—No. 4 freight house track.

Farmer City—North elevator track.

Empire—Beyond clearance point on elevator track.

LeRoy—S. and S. Coal Co., freight house and Bloomington Canning Co. tracks.

Bloomington—No. 2 freight house track. Last 200 ft. Walsh Stone track.

Alton Crossing—Gas house.

East Yard—Ubben mine tracks.

Pekin—American Distilling Co. coal tracks.

All Engines

Ames—Unloading pit at Coal Dock.

Hilliary—Unloading pit at Coal Dock.

Urbana—Unloading pit at Coal Dock.

Champaign—Unloading pit on south Cleveland elevator track.

Lilly—Unloading pit at Coal Dock.

Cars

Ames—Box cars must not be placed on coal dock track within 50 feet of east side of coal dock.

AIR BRAKES.

When a 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 be side tracked until relief engine is provided.

HAND BRAKE TEST.

A running test of hand brakes must be made on a rail motor car upon leaving initial terminal when operating as a single unit as soon as speed permits, enginemen to shut off power and signal for brakes. The conductor or member of train crew will then apply hand brake to determine if same is oper-

ating properly. In case hand brake does not operate properly, proceed with caution to the nearest point at which repairs can be made.

STOPPING TRAINS FROM REAR.

When necessary to make an emergency application of the brakes from rear of train on account of derailed car, connections dragging, broken truck, etc., conductor's valve must be opened quickly. In case other than extreme emergency:

Trains of less than 75 cars running at a speed of 15 miles per hour or less: Open valve slowly, consuming 90 seconds.

Trains of less than 75 cars running at a speed of more than 15 miles per hour: Open valve slowly, consuming 60 seconds.

Trains of 75 cars or more running at a speed of 15 miles per hour or less: Open valve slowly, consuming 2 minutes and 20 seconds.

Trains of 75 cars or more running at a speed of more than 15 miles per hour: Open valve slowly, consuming 80 seconds.

In each case valve must not be closed until train has come to a full stop.

L. C. TYLER,

Train Master,

Urbana Yard, Ills.

J. F. HALLININ,

Chief Dispatcher,

Indianapolis, Ind.

INDIANAPOLIS TO URBANA YARD—WEST

Miles from Indianapolis	STATIONS	FIRST CLASS			SECOND CLASS							
		43	13			97	95					
		NIGHT EXPRESS	DAY EXPRESS			THROUGH FREIGHT	KD1 FREIGHT					
		Daily	Daily CENTR	AL STANDAR	D TIME	Daily	Daily					
		AM	AM			AM	PM					
.....	Belt Jct. DN	.....	.....	.....	.....	5.30	5.45	.....	.....	.....	.....	.....
.....	Indianapolis DN	12.15	11.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.8	KD DN	12.20	11.35	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.1	Moorefield .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.5	Brant DN	12.24 ⁹⁰	11.40	.....	.....	6.25	7.30	.....	.....	.....	.....	.....
4.6	Speedway .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.6	Clermont	12.32	.....	.....	.....	6.39	7.44	.....	.....	.....	.....	.....
14.0	Brownsburg D	12.37	fc11.53	.....	.....	6.45	7.50	.....	.....	.....	.....	.....
17.9	Pittsboro	12.41	fc11.57	.....	.....	6.50	7.55	.....	.....	.....	.....	.....
22.3	Lizton	12.45	fc12.02	.....	.....	6.56	8.01	.....	.....	.....	.....	.....
27.7	Jamestown D	12.50	fc12.08	.....	.....	7.03	8.08	.....	.....	.....	.....	.....
32.8	New Ross D	12.55	fc12.14	.....	.....	7.10	8.15	.....	.....	.....	.....	.....
37.8	Linnsburg .....	.....	fc12.19	.....	.....	.....	.....	.....	.....	.....	.....	.....
43.0	Ames DN	1.07	12.25	.....	.....	7.25	8.30	.....	.....	.....	.....	.....
43.8	Crawfordsville s	1.22	s 12.35 ¹⁴	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.8	Tile Siding	1.30	.....	.....	.....	7.38	8.43	.....	.....	.....	.....	.....
54.0	Waynetown D	fc 1.35	fc 1.00	.....	.....	7.45	8.49	.....	.....	.....	.....	.....
58.1	Range Road .....	.....	.....	.....	.....	7.50	8.54	.....	.....	.....	.....	.....
59.3	Hillsborough D	.....	fc 1.07	.....	.....	.....	.....	.....	.....	.....	.....	.....
64.7	Veedersburg DN	s 1.45 ⁴⁴	s 1.19	.....	.....	8.00	9.04	.....	.....	.....	.....	.....
70.2	Palmerton .....	.....	.....	.....	.....	8.10	9.14	.....	.....	.....	.....	.....
72.1	Covington D	s 1.58	fc 1.30	.....	.....	8.13	9.17	.....	.....	.....	.....	.....
73.9	Kern Pit .....	.....	fc 1.37	.....	.....	8.22	9.26	.....	.....	.....	.....	.....
76.5	Foster	2.05	1.45	.....	.....	8.32	9.36	.....	.....	.....	.....	.....
83.9	Cory DN	2.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.0	Danville s	2.44	s 1.58	.....	.....	8.36	9.40	.....	.....	.....	.....	.....
86.0	Wyton DN	2.46	2.01	.....	.....	11.23 ¹⁴	9.45 ⁹⁰	.....	.....	.....	.....	.....
88.7	Hilliary .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
93.2	Oakwood D	.....	fc 2.11	.....	.....	.....	.....	.....	.....	.....	.....	.....
94.8	Bronson	2.57	.....	.....	.....	11.45	10.40	.....	.....	.....	.....	.....
97.1	Muncie .....	.....	fc 2.14	.....	.....	.....	.....	.....	.....	.....	.....	.....
98.4	Fithian D	3.01	fc 2.16	.....	.....	11.53	10.48	.....	.....	.....	.....	.....
102.7	Ogden D	.....	fc 2.21	.....	.....	12.00	.....	.....	.....	.....	.....	.....
105.8	Glover DN	3.08	2.26	.....	.....	12.05	10.58	.....	.....	.....	.....	.....
107.3	St. Joseph fc	3.10	fc 2.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
110.7	Mayview D	3.14	fc 2.35	.....	.....	12.12	11.08	.....	.....	.....	.....	.....
115.8	Urbana Yard	3.20	2.42 ⁹⁴	.....	.....	12.25	12.07 ⁴⁴	.....	.....	.....	.....	.....
		AM	PM			PM	AM					

Conditional Stops

- F On signal to pick up or discharge revenue passengers.
C On signal to pick up or discharge parcel post or newspapers.

URBANA YARD TO INDIANAPOLIS—EAST

5

Miles from Peoria	STATIONS	FIRST CLASS				SECOND CLASS										
		44		14		94		90								
		NIGHT EXPRESS		DAY EXPRESS				NT6 FREIGHT								
		Daily		Daily CENTRAL		Daily TIME		Daily								
		AM	PM	AM	PM	PM	PM	PM								
95.7	Urbana Yard	12.07 ⁹⁵	10.40			2.42 ¹³	8.45									
100.8	Mayview.....D	12.14	fc10.47			3.02	8.53									
104.2	St. Joseph.....		fc10.52													
105.7	Glover.....DN	12.20	10.55			3.09	9.00									
108.8	Ogden.....D		fc11.00													
113.1	Fithian.....D	12.28	fc11.06			3.18	9.09									
114.4	Muncie															
116.7	Bronson.....	12.31				3.23	9.14									
118.3	Oakwood.....D		fc11.13													
122.8	Hilliary															
125.5	Wyton.....DN	12.43	11.23 ⁹⁷			4.00	9.45 ⁹⁵									
126.5	Danville	s12.59	s 11.32			4.03	9.48									
127.6	Cory.....DN	1.04	11.36			4.07	9.52									
135.0	Foster	1.13	fc11.43			4.17	10.02									
137.6	Kern Pit															
139.4	Covington.....D	s 1.23	fc11.51			4.27	10.12									
141.3	Palmerton.....					4.31	10.16									
146.8	Veedersburg.....DN	s 1.45 ⁴³	s 12.05			4.40	10.27									
152.2	Hillsborough.....D		fc12.13													
153.4	Range Road.....					4.54	10.41									
157.5	Waynetown.....D	1.59	fc12.20			5.00	10.47									
161.7	Tile Siding	2.05				5.05	10.52									
167.7	Crawfordsville	s 2.36	s 12.35 ¹³													
168.5	Ames.....DN	2.40	12.37			5.20	11.07									
173.7	Linnsburg.....															
178.7	New Ross.....D	2.55	12.50			5.36	11.23									
183.8	Jamestown.....D	3.01	12.57			5.44	11.31									
189.2	Lizton	3.08				5.52	11.39									
193.6	Pittsboro.....	3.14				6.00	11.47									
197.5	Brownsburg.....D	3.20	1.12			6.07	11.54									
201.9	Clermont.....	3.26				6.15	12.02									
206.9	Speedway															
208.0	Brant.....DN	3.33	1.25			6.25	12.24 ⁴³									
209.4	Moorefield.....															
209.7	KD.....DN	3.37	1.29													
211.5	Indianapolis.....DN	3.45	1.35													
.....	Belt Jct.....DN					8.45	2.30									
		AM	PM			PM	AM									

Conditional Stops

F On signal to pick up or discharge revenue passengers.

C On signal to pick up or discharge parcel post or newspapers.

URBANA YARD TO PEORIA—WEST

Miles from Indianapolis	STATIONS	FIRST CLASS		SECOND CLASS							
		43	13			95	97				
		NIGHT EXPRESS	DAY EXPRESS			KD1 FREIGHT	THROUGH FREIGHT				
		Daily	Daily	CENTRAL STANDARD TIME		Daily	Daily				
		AM	PM			AM	PM				
115.8	Urbana Yard.....	3.20	2.42 ⁹⁴			12.07 ⁴⁴	12.35				
116.3	Urbana.....DN	s 3.26	s 2.48								
118.2	Champaign.....	s 3.45	s 2.59			12.28	12.43				
123.4	Rising.....	3.52	3.07			12.42	12.55				
128.0	Mahomet.....D	fc4.00	fc3.13			12.49	1.02				
133.7	Mansfield.....DN	s 4.08	fc3.20			12.58	1.12				
138.4	Harris.....		fc3.24								
141.4	Farmer City.....DN	s 4.21	fc3.31			1.13	1.31				
146.3	Empire.....										
150.6	LeRoy.....D	fc4.32	fc3.41			1.26	1.50 ⁹⁴				
157.1	Downs.....D		fc3.49								
158.8	Gillum.....					1.39	2.05				
164.4	Dean.....DN	4.47	3.59			1.54	2.15				
165.9	Bloomington.....D	s 4.57	s 4.05			2.02	2.25				
166.8	Alton Crossing.....DN	s 5.32	s 4.15								
167.3	Costin.....	5.33	4.16			2.12	2.33				
174.5	Moon.....					2.29	2.50				
176.5	Danvers.....D		fc4.28								
179.4	Woodruff.....										
182.4	Lilly.....	5.49	fc4.35			2.49	3.10				
186.3	Mackinaw.....D	5.54	fc4.41			2.59	3.20				
188.9	Menert.....					3.04	3.25				
193.4	Tremont.....D	fc6.05	fc4.51			3.16	3.37				
196.1	Leslie.....					3.23	3.44				
201.4	East Yard.....DN	6.20	5.01			3.48	4.10				
202.5	Pekin.....D	s 6.40	s 5.07			3.54	4.20				
211.5	Peoria.....DN	7.00	5.25			5.00	4.45				
		AM	PM			AM	PM				

Conditional Stops

F On signal to pick up or discharge revenue passengers.

C On signal to pick up or discharge parcel post or newspapers.

PEORIA TO URBANA YARD—EAST

7

Miles from Peoria	STATIONS	FIRST CLASS		SECOND CLASS							
		14	44		94	90					
		DAY EXPRESS	NIGHT EXPRESS		NT4 FREIGHT	NT6 FREIGHT					
		Daily	Daily CENTRAL	STANDARD TIME	Daily	Daily					
		AM	PM		AM	PM					
.....	Peoria.....DN	8.00	8.30		11.30	5.30					
9.0	Pekin.....D	s 8.21	s 8.48		11.50	5.43					
10.1	East Yard.....DN	8.25	8.57		11.56	5.49					
15.4	Leslie.....				12.06	6.10					
18.1	Tremont.....D	fc 8.36	fc 9.10		12.11	6.15					
22.6	Menert.....				12.19	6.23					
25.2	Mackinaw.....D	fc 8.46	fc 9.21		12.25	6.28					
29.1	Lilly.....	fc 8.52	fc 9.31		12.40	6.43					
32.1	Woodruff.....										
35.0	Danvers.....D	fc 9.03			12.51						
37.0	Moon.....				12.55	6.57					
44.2	Costin.....	9.13	9.50		1.03	7.05					
44.7	Alton Crossing.....DN	s 9.20	s 10.05								
45.6	Bloomington.....D	s 9.27	s 10.19		1.10	7.12					
47.1	Dean.....DN	9.30	10.23		1.15	7.17					
52.7	Gillum.....				1.35	7.27					
54.4	Downs.....D	fc 9.39			1.40						
60.9	Leroy.....D	fc 9.48	s 10.41		1.50 ⁹⁷	7.39					
65.2	Empire.....										
70.1	Farmer City.....DN	fc 9.58	s 10.53		2.00	7.51					
73.1	Harris.....										
77.8	Mansfield.....DN	fc 10.08	s 11.06		2.10	8.01					
83.5	Mahomet.....D	fc 10.16	fc 11.14		2.18	8.10					
88.1	Rising.....	10.22	11.20		2.27	8.16					
93.3	Champaign.....	s 10.31	s 11.45		2.35	8.26					
95.2	Urbana.....DN	s 10.39	s 11.58								
95.7	Urbana Yard.....	10.40	12.07 ⁹⁵		2.42 ¹³	8.35					
		AM	AM		PM	PM					

Conditional Stops

- F On signal to pick up or discharge revenue passengers.
- C On signal to pick up or discharge parcel post or newspapers.

INDIANAPOLIS TERMINAL

MAIN TRACK SWITCHTENDERS.

Unless otherwise provided, main track switchtenders 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.

At crossovers between ice-house and yard office Hill, trains and engines must approach switches at Restricted Speed and be governed by signal from switchtender.

93. YARD LIMITS.

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 Beech Grove and KD and between Eastwood and Mt. Jackson, movements will be made irrespective of class, with the current of traffic and at Restricted Speed.

Trains and engines must expect to find the Beech Grove employees' train receiving or discharging passengers or about to stop for this purpose on either track at points between Beech Grove and State Street and when so found must come to a stop and then proceed at Slow Speed after giving warning signals. This train makes regular stops at Sherman Drive, Ice-house crossover, Keystone Ave. and State Street.

While on the main track a trainman must ride on last car of cut.

Leads or parallel tracks must not be fouled until switch is properly lined.

D93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made between:

Eastwood and Belt Jct. on signal indication under supervision of signalman at Eastwood.

IJ and Mt. Jackson on signal indication under supervision of signalman at BX.

Mt. Jackson and crossover 1.4 mile west, by permission of signalman at Mt. Jackson, who must obtain authority from the dispatcher before permitting the movement.

Movements between KD and Brant will be supervised by signalman at KD, whose instructions must be obeyed by signalman at Brant. Movements may be made against the current of traffic when so authorized by Special Clearance Form Z and must be at Restricted Speed unless the main track is seen or known to be clear. Signalman at Brant must not issue this form except by authority of signalman at KD, who must not authorize such movement until control of block has been secured.

All movements against the current of traffic within yard limits must be made at Restricted Speed.

98. RAILROAD GRADE CROSSINGS.

Ft. Benj. Harrison.....	Gate	Indiana (Elec.)
Eastside (2 targets) ..	{ Horizontal	C. C. C. & St. L.
	{ Diagonal	I. U.
KD	{ Horizontal	C. C. C. & St. L.
	{ Diagonal	I. U.

103. PUBLIC GRADE CROSSINGS.

At night, or at times when visibility is poor, cars will not be pushed over unprotected road crossings at grade at a speed to exceed five miles an hour. Trainman riding the leading car, in addition to white light, will display a lighted fusee.

When pushing cars, trains must move prepared to stop short of any obstruction.

104a. SWITCHES.

Normal position of switch leading from main track to I. U. Ry. wye at Eastside is for the wye.

D251—D254 MOVEMENT OF TRAINS WITH CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Between: KD and Brant. Rules D251 to D254, inclusive, govern.

305. MANUAL BLOCK SYSTEM.

Between—KD and Brant.

Rule 318A governs movement of passenger trains.

Rule 318B governs movement of freight trains.

Between KD and Brant when it is not practicable to obtain clear block, signalman at KD may display Permissive-Signal or may instruct signalman at Brant to display Permissive-Signal to indicate block is occupied and that movement must be made at Restricted Speed.

505. AUTOMATIC BLOCK SYSTEM.

The Automatic Block System will be used for movements with the current of traffic:

Between—Ft. Benj. Harrison and Mass. Ave.

Washington St. and Mass. Ave., eastward track.

Beech Grove and Noble Street.

West Street and Mt. Jackson.

The Manual Block System will be used for movements against the current of traffic:

Between—Ft. Benj. Harrison and Belt Jct.

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	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

PEORIA AND EASTERN RAILWAY

