

# Peoria and Eastern Ry.

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

## Time-Table No. 98

FOR EMPLOYEES ONLY

EFFECTIVE

8:01 A. M., Central Standard Time

Sunday, April 28, 1946

### CONTENTS

	Pages
Surgeons and Oculists.....	Inside Front Cover
Special Instructions.....	1, 2, 3, 4
Indianapolis to Urbana Yard.....	6
Urbana Yard to Indianapolis.....	7
Urbana Yard to Pekin.....	8
Pekin to Urbana Yard.....	9
Indianapolis Terminal Special Instructions .....	10
Stations, Office Calls, Signals and Telephones.....	11, 12, 13, 14, 15
Signal Aspects, Indication and Rules....	16
Speed Table.....	Inside Back Cover
Map .....	Outside Back Cover

K. F. EMMANUEL  
General Manager

## COMPANY SURGEONS

L. A. Ensminger, Chief Surgeon, Indianapolis  
Hume-Mansur Bldg., Phones: Office LI 2443; Res. LI 2245

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 MA 2031 or the following in order named: Mr. I. I. Duff, phone MA 5205, Dr. L. A. Ensminger, phone LI 2245

### Indianapolis

J. J. BRIGGS,  
Office, 502 K of P Bldg., Phone FR 3911  
WM. H. NORMAN }  
D. L. COLGLAZIER } Hume-Mansur Bldg.  
Phone, Office LI 2443

### Crawfordsville

G. A. COLLETT,  
Office, 227 East Main St., Phone 1600  
Residence, Phone 2034

### Danville

H. F. HOOKER,  
Office, 1511 North Vermilion Street  
Phone, 866

JEAN W. MOORE,  
Office, 305 Baum Bldg., Phone 1200  
Residence, 110 Davidson Drive, Phone 2370

MELVIN L. HOLE  
Office, 403 Daniel Bldg., Phone, 399  
Residence, 1414 Franklin St., Phone 1470

### Urbana

LEWIS T. GREGORY,  
Office, 110 South Race St., Phone 7-1354  
Residence, Phone 7-2018

WILLARD L. VEIRS,  
Office, 129 West Elm St., Phone 7-4253  
Residence, Phone 7-4155

### Bloomington

FRED W. BRIAN,  
Office, Unity Bldg., Phone 2686-0  
Residence, Phone 8185-5

JOS. K. P. HAWKS,  
Residence, Phone 8169-0

### Tremont

JOHN A. BUSK,  
Office, Phone 851  
Residence, Phone 850

### Pekin

W. A. BALCKE,  
Office, 28 & 32 South Fourth St., Phone 642  
Residence, Phone 642

## OCULISTS

### Indianapolis

W. F. HUGHES,  
Office, Hume-Mansur Bldg.,  
Phone RI 4474 and RI 4475 10 a.m. to 12:30 p.m.  
Residence, Phone WA 1406

CARL B. SPUTH, SR. } 224 N. Meridian St.  
CARL B. SPUTH, JR. } Rooms 301-307  
Phone, Office LI 1409

### Danville

H. E. BALDWIN,  
Office, Adams Bldg., Phone Main 139  
Residence, Phone Main 567

# SPECIAL INSTRUCTIONS

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

## 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 govern between Eastwood and East Washington Street; between Beech Grove and Noble Street; and between West Street and Brant.

C.C.C. & St.L. time-table govern on C.C.C. & St. L. tracks between Jackson Street, Danville and Wyton and between Lyons and Wyton.

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

## B. 3. LAWS AND REGULATIONS.

Train and engine service employes, 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.

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.

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 steam railroad crossing or drawbridge.

Within yard limits from thirty minutes before sunset to thirty minutes after sunrise, a red light must be displayed on rear of last car of all cuts occupying running track.

## M. SAFETY.

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

Engines will not be coaled while passenger trains or engine or caboose of freight trains are passing on adjacent track.

Trainmen in performance of their duties are not required to pass over the tops of container cars.

## 1. STANDARD TIME.

Central Standard Time is in use.

2A. The watch of each employe subject to inspection must be presented to a designated Inspector between the 16th and 26th of each calendar month.

3-3A. Conductors in road service not having access to a standard clock must compare watches with their enginemen before departing.

Conductors or enginemen in yard service, not having access to a standard clock, must compare watches with each other before commencing each day's work, and must compare watches with other members of their crew as soon as practicable.

## 3. Standard Clocks.

Brightwood .....	} Yard office. Engine house.
Shelby St. ....	
Indianapolis ..	} Telegraph office.
Ames .....	
Hilliary .....	} Yard office.
Urbana Yard .....	
Bloomington .....	} Telegraph office.
Pekin .....	
Peoria .....	} Engine house. Union Station.

## 5. STATIONS—ADDITIONAL TO STATION COLUMN.

I J.....	1.0 mile west of Indianapolis.
Indiana Girls' School.....	2.8 miles west of Speedway.
Donn. ....	0.6 miles west of Crawfordsville.
Kern .....	2.1 miles east of Foster.
Rumpler .....	1.7 miles east of Ogdan.
Watkins .....	2.6 miles west of Farmer City.

Twin Grove .....	3.3 miles west of Costin.
Pekin Tower .....	300 feet west of Pekin.

## 6. LETTERS AND SIGNS.

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

## 14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(1) --- 0 ---	Approaching public crossings at grade. To be prolonged or repeated until engine passes crossing.

## 72. SUPERIORITY OF TRAINS.

Eastward or northward trains are superior to trains of the same class in the opposite direction.

## 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.

## 83d. CLEARING OF TRAINS.

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.

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

Cory, Westward trains or engines leaving siding will move under Proceed indication of Interlocking Signal and Stop indication of Train Order signal and must receive Clearance Form A.

During hours LeRoy and Tremont are open stations Eastward trains or engines leaving siding at LeRoy and Westward trains or engines leaving siding at Tremont will secure permission from signalman to leave siding and will move under Stop indication of Train Order signal and must receive Clearance Form A.

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.

Brownsburg .....	Westward.
Jamestown .....	Eastward.
New Ross .....	Eastward.
Waynetown .....	Eastward.
Covington .....	Eastward and Westward.
Mayview .....	Eastward.
Mahomet .....	Eastward.
Mackinaw .....	Eastward and Westward.

## 93. YARD LIMITS.

Indianapolis Terminal
Ames—Crawfordsville
Danville
Urbana-Champaign
Bloomington
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.

Within yard limits the main track may be used, protecting against first and second class trains.

All other trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Note.—Yard limits will be indicated by yard limit boards. Between Hilliary yard office and Wyton interlocking tower, movements on siding may be made only by permission of the signalman at Wyton.

(Continued on Page 2)

(Continued from Page 1)

98. RAILROAD CROSSINGS AT GRADE.

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

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. A signal indicating stop may be passed only on hand signal from trainman standing at crossing, such signal must not be given unless the route is clear and it is known that there are no trains approaching on the other road.

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.

104. SWITCHES

When trainmen or yardmen request permission to enter the main track or cross from one main to another, or request to make any other main track move, only a qualified conductor or engineer must make such request to the signalman or dispatcher. Signalmen must enter upon their block records, name of conductor or engineer who is given such permission.

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 coal dock west end of Hilliary Yard.

Urbana Yard siding extends from east end of Urbana Yard to east end of Y. M. C. A. crossover.

Dean siding extends from first switch west of interlocking tower to first switch east of Bloomington passenger station.

Sidings. Capacity based on 44-ft. cars Indianapolis to Pekin.

	Westward	Eastward	Westward and Eastward
Clermont			50
Brownsburg			61
Pittsboro			56
Lizton			22
Jamestown			63
New Ross			87
Ames			101
Tile Siding			61
Waynetown			53
Range Road			86
Veedersburg			79
Palmerton			74
Covington			86
Foster			54
Cory			75
Wyton			85
Bronson			95
Fithian			116
Ogden			41
Glover			135
Mayview			41
Champaign			12
Rising			79
Mansfield			77
Farmer City			75
LeRoy			75
Gillum			79
Dean			135
Costin			55
Moon			69

Lilly	68
Tremont	73
Leslie	33
East Yard	89
Pekin	27

109. BULLETIN BOARDS AND BOOKS.

Brightwood	{ Yard office. Engine house.
Shelby St.	{ Telegraph office. Engine House.
Indianapolis	{ Telegraph office.
Ames	{ Telegraph office.
Hilliary	{ Yard office. Telegraph office.
Urbana Yard	{ Engine House.
Bloomington	{ Telegraph office. Freight house.
Pekin	{ Telegraph office. Engine house.
Peoria	{ Hump yard office. Engine house. Union Station.

DESIGNATION AND USE OF MAIN TRACKS.

Single track between:

Brant and Pekin.

D-151

Two Tracks.

Between: West Street, 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.

221(A). TRAIN ORDER SIGNALS.

The "wig-wagging" of train order signal and its immediate return to normal position, will indicate train or engine may proceed and pass signal, 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 authorized. This does not authorize holding the main track on the time of a superior train, except as may be provided in rules or special instructions.

221(C).

Rule 221 (C) will govern at following interlocking stations:

- Wyton
- Mansfield
- Farmer City

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules S-231 to S-234 inclusive govern.

Between: Brant and Speedway.  
Cory and Wyton.  
East Yard and Pekin.

Rules S-241 to S-244 inclusive govern.

Between: Speedway and Cory.  
Wyton and East Yard.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Indication.
0.5 mile west of Cory	Target	Horizontal P. & E.
Wabash		Diagonal Wabash and C. & E. I.
C. & E. I.		Vertical C. & E. I. to Westville Branch.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use;  
Between Brant and Pekin.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains. Ten minutes must elapse before displaying permissive indication or issuing Clearance Form B for following movements except between Cory and Wyton and between East Yard and Pekin.

(Continued on Page 3)

(Continued from Page 2)

Indications of Manual Block signals will convey to extra trains, information as to the condition of that portion of the block that is not within yard limits. Extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

A proceed indication displayed on home signal at a closed block or interlocking station will not supersede or modify the block signal indication or instructions received at last open block station.

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

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	Alton Crossing
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.

At remote controlled Manual Block signal, signalman may accept office indication that train has passed signal, Rule 319 modified accordingly.

**362-365b PASSING STOP INDICATION**

Glover, and Dean, eastward trains finding Home interlocking signal in stop position will stop back of clearance of east end of siding. Westward trains taking siding at above stations will clear the time of eastward trains at such stations as per rules S87, S88 and S89 and will receive Clearance Forms A and B to enter siding. Dean, westward trains finding Home interlocking signal in stop position will stop back of clearance of west end of Storage tracks. Eastward trains and yard engines taking siding in Storage tracks will clear time of westward trains as per Rules S87, S88, and S89 and will receive Clearance forms A and B to enter Storage tracks. East Yard, westward trains finding Home interlocking signal in stop position will stop back of clearance of west end of siding. Eastward trains and yard engines taking siding will receive Clearance forms A and B to enter siding.

**373 BLOCK STATIONS.**

Block stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

**505. AUTOMATIC BLOCK SYSTEM.**

Where an automatic block signal is used in Manual Block territory, it will indicate the condition of track only between the automatic signal and the next signal in advance or a sign reading: "End Auto. Block."

**606. INTERLOCKING SIGNALS.**

Home interlocking (or dwarf) signals at Veedersburg, Wyton, Mansfield and Farmer City will be used also as Manual Block Signals.

**701. OBSERVANCE OF PASSING TRAINS.**

When trains are passing, signalman, operator or leverman, whenever practicable, must observe from station platform, or ground, the general condition of the train. At night white light will be used for all clear signal, red light for other signals.

**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.

**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.

Trains containing more than 5 cars 60 feet or over in length, limited to 30 cars.

Trains containing not more than 5 cars 60 feet or over in length, limited to 40 cars.

**932. 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.

**SIGNAL ASPECTS, INDICATIONS and RULES.**

Special signal aspects, signal indications and signal rules will be found in the back of the time-table.

**SPEED RESTRICTIONS.**

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

**General**

(unless otherwise restricted)

Through diversion track of main track turnouts and through crossovers.....	15
Through yard turn outs.....	10
Express trains handling freight equipment.....	50
Trains handling freight or passenger equipment with cast iron wheels .....	50
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 .....	40
Engines equipped with trailers running backward .....	30
Engines not equipped with trailers running backward..	20
Trains handling scale test cars or Jordan Spreaders....	25
Handling steam wrecking cranes .....	30
Work trains with locomotive cranes .....	30
Revenue freight trains with cranes moving on own wheels..	25
Freight engines handling passenger trains .....	50
Rail Detector Car X8015, under own power or on rear of passenger train .....	40
Rail Detector Car X8015 must not be handled on freight trains.	
Between Brant and Pekin, passenger trains .....	65
Between Brant and Pekin, freight trains.....	50
Between Brant and Pekin, doublehead freight trains....	45

**Local**

(unless otherwise restricted)

Brant, crossover from eastward to westward main track..	20
Brant, C. C. C. & St. L. connection.....	35
Jamestown, through city limits .....	35
Ames, westward trains exceeding 2100 tons passing westward distant signal.....	40
Crawfordsville, through city limits.....	25
Eastward freight trains exceeding 4200 tons passing signal 452, 1 mile west of Donn.....	45
On curves between Mile Posts 46 and 49 west of Crawfordsville .....	40
Veedersburg, through city limits .....	15
Between Mile Posts 72 and 74.6, east and west of Covington .....	45
On curves between Mile Posts 75 and 76 east of Foster ..	30
C. M. St. P. & P. Crossing, eastward distant signal, eastward passenger trains .....	50
freight trains .....	30

(Continued on Page 4)

**SPECIAL INSTRUCTIONS** (Continued from page 3)

Cory, between home signals.....	20
Between Cory and Wyton, prepared to stop short of train or obstruction.....	
Wyton, main track turnout.....	35
Wyton, C. C. C. & St. L. connection.....	30
Wyton, eastward freight trains exceeding 4200 tons passing eastward distant signal.....	45
Vermilion River Viaduct 207.....	40
Bronson, westward freight trains exceeding 6500 tons passing westward distant signal.....	45
Between Mile Posts 96.35 and 96.48 through middle curve 1.4 mile west of Bronson.....	45
Glover, westward freight trains exceeding 6500 tons passing westward distant signal.....	45
Eastward freight trains exceeding 6500 tons passing eastward distant signal.....	45
Urbana Yard Telegraph Office.....	20
Urbana, University Avenue Crossing.....	15
Champaign, I.C. interlocking between home signals.....	20
On curves between Mile Posts 127 and 128 east of Mahomet.....	40
Mahomet, road crossings.....	25
Dean, between home signals eastward trains.....	20
From east switch at siding Dean to passenger station Bloomington.....	40
Between Mile Posts 177.2 and 177.8 through reverse curves 0.9 mile west of Danvers.....	45
Penna. Crossing 0.7 mile east of Mackinaw.....	35
Mackinaw, eastward freight trains exceeding 2100 tons passing eastward distant signal.....	30
Trains under 2100 tons passing eastward distant signal..	35
Mackinaw, Train No. 43 passing Station.....	30
On curves between Mile Posts 190 and 192 west of Menert..	40
On curves between Mile Posts 199 and 201 west of Leslie..	40
Westward freight trains under 2100 tons passing westward distant signal at East Yard.....	40
Westward freight trains exceeding 2100 tons passing westward distant signal at East Yard.....	35
East Yard, eastward trains between home signals.....	20
East Yard, eastward freight trains exceeding 2100 tons passing eastward distant signal.....	15
Between East Yard and Pekin prepared to stop short of train or obstruction.....	
Pekin, P. & P. U. Ry. connection.....	10

**ENGINE AND CAR RESTRICTIONS.****H-5 Engines must not be operated:**

Indianapolis	Capitol Avenue Yards,
	North track Polar Ice Co., Belmont Avenue
	Moorefield Yard, east end track No. 13
	National Malleable Iron Wks., Concord St.
Crawfordsville	Cities Service Co., John Street.
Kern Pit	Neal Gravel Co., empty track south of plant.
Empire	Elevator track east of elevator.
LeRoy	I. C. connection beyond clearance point.
Bloomington	Last 200 ft. Walsh Stone track.
Alton Crossing	Gas house track.

**L-1 Engines must not be operated:**

Indianapolis	Capitol Avenue Yards,
	North track Polar Ice Co., Belmont Avenue,
	Moorefield Yard, east end track No. 13
	National Malleable Iron Wks., Concord St.

**L. C. TYLER,**  
Train Master,

**A. W. CLEMMER**  
Asst. Train Master,

**G. W. SAUNDERS,**  
Chief Dispatcher,

**R. C. STOLTZ**  
**C. R. PHILLIPS**  
**R. E. MATSON**  
**D. F. GANT**

Train Dispatchers.

Speedway—Tracks in Prest-O-Lite Plant.  
Crawfordsville—Cities Service Co., John Street.

**Kern Pit** { Neal Gravel Co., empty track south of plant.  
East track three car lengths beyond clearance point.

**Hilliary**—Western Brick Co., tracks.

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

**Champaign**—No. 4 freight house track.

**Empire**—Elevator track east of elevator.

**LeRoy**—I. C. connection beyond clearance point.

**LeRoy**—Bloomington Canning Co., track to exceed four miles per hour.

**Bloomington**—Last 200 ft. Walsh Stone track.

**Alton Crossing**—Gas house track.

**All Engines must not be operated:**

**Ames**—Unloading pit at Coal Dock

**Hilliary**—Unloading pit at Coal Dock.

**Urbana Yard**—Unloading pit at Coal dock, and Power Plant track east of west end of Car Department rest-room.

**Champaign**—Unloading pit on south Evans 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.

**RERAILING FROGS.**

Enginemen will be held responsible for knowing that rerailling frogs and chains are replaced properly on engines after having been used.

**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 Rules, and in manual block 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.

**HAND BRAKE TEST.**

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power 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, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

**WATER STATIONS.**

Brownsburg  
Ames  
Veedersburg  
Hilliary  
Urbana Yard  
Farmer City  
Bloomington  
Lilly  
Pekin

SEALS FIRST CLASS		SEALS SECOND CLASS		STATIONS		MILEAGE	
AMOUNT	DATE	AMOUNT	DATE	STATION	STATION	MILEAGE	MILEAGE
118	11.25	11.25	11.25	Indianapolis	Indianapolis	0	0
147	12.15	12.15	12.15	Indianapolis	Indianapolis	0	0
107	11.25	11.25	11.25	Indianapolis	Indianapolis	0	0
103	10.25	10.25	10.25	Indianapolis	Indianapolis	0	0
102	9.25	9.25	9.25	Indianapolis	Indianapolis	0	0
98	8.25	8.25	8.25	Indianapolis	Indianapolis	0	0
97	7.25	7.25	7.25	Indianapolis	Indianapolis	0	0
96	6.25	6.25	6.25	Indianapolis	Indianapolis	0	0
95	5.25	5.25	5.25	Indianapolis	Indianapolis	0	0
94	4.25	4.25	4.25	Indianapolis	Indianapolis	0	0
93	3.25	3.25	3.25	Indianapolis	Indianapolis	0	0
92	2.25	2.25	2.25	Indianapolis	Indianapolis	0	0
91	1.25	1.25	1.25	Indianapolis	Indianapolis	0	0
90	0.25	0.25	0.25	Indianapolis	Indianapolis	0	0

This notice at left set is for information only.

INDIANAPOLIS TO URBANA YARD—WEST

Miles from Indianapolis	STATIONS	FIRST CLASS		SECOND CLASS					
		43		13		97		95	
		NIGHT EXPRESS		DAY EXPRESS		FE7 FREIGHT		FE5 FREIGHT	
		Daily		Daily Exc. Sun. CENTRAL		Daily STANDAR		Daily TIME	
		AM	AM	AM	PM				
	Belt Jct.....			7.00	5.45				
1.8	Indianapolis .....	12.15	11.10						
2.1	KD .....								
	Moorefield.....								
3.5	Brant .....	12.24 <sup>90</sup>	11.19	8.10	7.30				
4.6	Speedway .....								
9.6	Clermont.....								
14.0	Brownsburg.....	12.37	fc11.31	8.31					
17.9	Pittsboro.....								
22.3	Lizton.....								
27.7	Jamestown .....	12.50	fc11.46	8.50	8.08				
32.8	New Ross.....	12.55	fc11.52	8.58					
37.8	Linnsburg .....								
43.0	Ames .....	1.07	12.03	9.15	8.30				
43.8	Crawfordsville .....	s 1.22	s 12.13						
49.8	Tile Siding .....								
54.0	Waynetown .....	fc 1.35 <sup>44</sup>	s 12.26	9.35	8.49				
58.1	Range Road .....								
59.3	Hillsborough.....		s 12.34	9.42					
64.7	Veedersburg .....	s 1.45	s 12.46	9.50	9.04				
70.2	Palmerton.....								
72.1	Covington .....	s 1.58	s 12.57	10.03					
73.9	Kern Pit.....								
76.5	Foster.....								
83.9	Cory .....	2.12	1.11	10.23	9.36				
85.0	Danville .....	s 2.44	s 1.25						
86.0	Wyton .....	2.46	1.27	10.35	9.45 <sup>90</sup>				
88.0	Hilliary.....								
88.8	West Wyton .....								
93.2	Oakwood.....		fc 1.40	11.45					
94.8	Bronson.....								
97.1	Muncie.....		fc						
98.4	Fithian.....	3.01	fc 1.48 <sup>14</sup>	11.58					
102.7	Ogden.....	f	fc 1.58	12.04					
105.8	Glover.....	3.08	2.03	12.10	10.58				
107.3	St. Joseph.....	fc 3.10	s 2.08						
110.7	Mayview.....	3.14	fc 2.13	12.17					
115.8	Urbana Yard.....	3.20	2.19 <sup>94</sup>	12.30	11.46 <sup>44</sup>				

Time shown at Belt Jct. is for information only.



URBANA YARD TO INDIANAPOLIS—EAST

Miles from Peoria	STATIONS	FIRST CLASS		SECOND CLASS				
		44	14	94	90			
		NIGHT EXPRESS	DAY EXPRESS	PE4 FREIGHT	PE10 FREIGHT			
		Daily	Daily Exe. Sun. CENTRAL	Daily AL	Daily STAND	D	TIME	
		PM	PM	PM	PM			
95.7	Urbana Yard	11.46 <sup>95</sup>	1.22	2.19 <sup>13</sup>	8.45			
100.8	Mayview		fc 1.28	2.26				
104.2	St. Joseph		s 1.33					
105.7	Glover	11.58	1.37	2.33	9.00			
108.8	Ogden	f	fc 1.42	2.39				
113.1	Fithian		fc 1.48 <sup>13</sup>	2.46				
114.4	Muncie		fc					
116.7	Bronson			2.51				
118.3	Oakwood		fc 1.56					
122.7	West Wyton							
123.5	Hilliary							
125.5	Wyton	12.21	2.06	3.30	9.45 <sup>95</sup>			
126.5	Danville	s 12.43	s 2.22					
127.6	Cory	12.48	2.27	3.37	9.52			
135.0	Foster							
137.6	Kern Pit							
139.4	Covington	s 1.03	s 2.42	3.57				
141.3	Palmerton							
146.8	Veedersburg	s 1.17	s 2.58	4.10	10.27			
152.2	Hillsborough		s 3.08	4.19				
153.4	Range Road							
157.5	Waynetown	1.35 <sup>43</sup>	s 3.16	4.30	10.47			
161.7	Tile Siding							
167.7	Crawfordsville	s 2.36	s 3.43					
168.5	Ames	2.40	3.47	4.50	11.07			
173.7	Linnsburg							
178.7	New Ross	2.55	3.59					
183.8	Jamestown	3.01	4.06	5.13	11.31			
189.2	Lizton							
193.6	Pittsboro							
197.5	Brownsburg	3.20	4.20					
201.9	Clermont							
206.9	Speedway							
208.0	Brant	3.33	4.31	5.50	12.24 <sup>43</sup>			
209.4	Moorefield							
209.7	KD							
211.5	Indianapolis	3.45	4.40					
.....	Belt Jct.			7.00	2.30			
		AM	PM	PM	AM			

Time shown at Belt Jct. is for information only.

URBANA YARD TO PEKIN—WEST

Miles from Indianapolis	STATIONS	FIRST CLASS		SECOND CLASS							
		43	13	97	95						
		NIGHT EXPRESS	DAY EXPRESS	FE7 FREIGHT	FE5 FREIGHT						
		Daily	Daily Exc. Sun. CENTR	Daily AL STANDAR	Daily D TIME						
		AM	PM	PM	PM						
115.8	Urbana Yard	3.20	2.19	3.00	11.46 <sup>44</sup>						
116.3	Urbana	s 3.26	s 2.26								
118.2	Champaign	s 3.45	s 2.39	3.10	12.28						
123.4	Rising	3.52	2.47	3.22	12.42						
128.0	Mahomet	fc4.00	s 2.54	3.29	12.49						
133.7	Mansfield	s 4.08	s 3.01	3.38	12.58						
138.4	Harris		fc3.06								
141.4	Farmer City	s 4.21	s 3.15	3.50	1.13						
146.3	Empire										
150.6	LeRoy	fc4.32	s 3.26	4.03	1.26						
157.1	Downs		s 3.35								
158.8	Gillum										
164.4	Dean	4.47	3.45	4.25	1.54						
165.9	Bloomington	s 4.57	s 3.55	4.30	2.02						
166.8	Alton Crossing	s 5.32	fc3.58								
167.3	Costin	5.33	3.59	4.40	2.12						
174.5	Moon										
176.5	Danvers		s 4.10								
179.4	Woodruff										
182.4	Lilly	5.53	fc4.20	5.10	2.50						
186.3	Mackinaw	5.59	s 4.28	5.17	2.59						
188.9	Menert										
193.4	Tremont	s 6.10	s 4.38	5.30	3.16						
196.1	Leslie										
201.4	East Yard	6.25	4.53	5.49 <sup>90</sup>	3.48						
202.5	Pekin	s 6.50	s 5.06	6.01	3.54						
211.5	Peoria	7.15	5.30	7.00	5.30						
		AM	PM	PM	AM						

Time shown at Peoria is for information only.

# PEKIN TO URBANA YARD—EAST

Miles from Peoria	STATIONS	FIRST CLASS		SECOND CLASS				
		14	44	94	90			
		DAY EXPRESS	NIGHT EXPRESS	PE4 FREIGHT	PE10 FREIGHT			
		Daily Ex. Sun.	Daily CENTRAL	Daily STANDARD	Daily TIME			
		AM	PM	AM	PM			
.....	Peoria .....	10.20	8.15	9.00	5.30			
9.0	Pekin .....	s 10.44	s 8.39	9.15	5.43			
10.1	East Yard .....	10.47	8.42	9.21	5.49 <sup>97</sup>			
15.4	Leslie .....							
18.1	Tremont .....	s 10.59	fc 8.54	9.45	6.15			
22.6	Menert .....							
25.2	Mackinaw .....	s 11.09	fc 9.04	9.58	6.28			
29.1	Lilly .....	fc 11.20	fc 9.14	10.10	6.40			
32.1	Woodruff .....							
35.0	Danvers .....	s 11.30		10.19				
37.0	Moon .....							
44.2	Costin .....	11.40	9.33	10.35	7.05			
44.7	Alton Crossing .....	fc 11.41	s 9.48					
45.6	Bloomington .....	s 11.52	s 10.05	10.47	7.12			
47.1	Dean .....	11.56	10.09	10.52	7.17			
52.7	Gillum .....							
54.4	Downs .....	s 12.05						
60.9	LeRoy .....	s 12.15	s 10.26	11.14	7.39			
65.2	Empire .....							
70.1	Farmer City .....	s 12.25	s 10.36	11.26	7.51			
73.1	Harris .....							
77.8	Mansfield .....	s 12.35	s 10.46	11.36	8.01			
83.5	Mahomet .....	s 12.42	fc 10.54	11.44	8.10			
88.1	Rising .....	12.48	11.00	11.50	8.16			
93.3	Champaign .....	s 1.07	s 11.25	12.01	8.26			
95.2	Urbana .....	s 1.19	s 11.38					
95.7	Urbana Yard .....	1.22	11.46 <sup>98</sup>	12.10	8.35			

Time shown at Peoria is for information only.

The following table shows the approximate location of the stations on the Peoria and Urbana Yard East line. The stations are located at the following distances from Peoria: Peoria, 0 miles; Pekin, 9.0 miles; East Yard, 10.1 miles; Leslie, 15.4 miles; Tremont, 18.1 miles; Menert, 22.6 miles; Mackinaw, 25.2 miles; Lilly, 29.1 miles; Woodruff, 32.1 miles; Danvers, 35.0 miles; Moon, 37.0 miles; Costin, 44.2 miles; Alton Crossing, 44.7 miles; Bloomington, 45.6 miles; Dean, 47.1 miles; Gillum, 52.7 miles; Downs, 54.4 miles; LeRoy, 60.9 miles; Empire, 65.2 miles; Farmer City, 70.1 miles; Harris, 73.1 miles; Mansfield, 77.8 miles; Mahomet, 83.5 miles; Rising, 88.1 miles; Champaign, 93.3 miles; Urbana, 95.2 miles; Urbana Yard, 95.7 miles.

## INDIANAPOLIS TERMINAL

### SPECIAL INSTRUCTIONS.

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

#### 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.

While on the main track of the Indianapolis Terminal a trainman must ride on last car of train or cut. The main track must not be blocked when it is possible to avoid doing so, and when blocked full protection must be given.

Trains and engines must expect to find the Beech Grove employes' train receiving or discharging passengers, or about to stop for this purpose on either track, at points between Beech Grove and State St., 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 Hill, Keystone Ave. and State St.

Trains and engines must approach and pass over switches at Bates St. prepared to stop short of train or obstruction.

Between Brant and Speedway signalmen may give permission for trains or engines to occupy the main track. Trains or engines using main track by permission of the signalman will protect against first and second class trains.

#### 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.

At crossovers between icehouse and yard office, Hill, trains and engines must not pass or foul the switches until signalled by switch tender.

#### D93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made between:  
Eastwood and Belt Jet. 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 miles west by permission of signalman at Mt. Jackson, who must obtain authority from the dispatcher before permitting the movement.

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.

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

#### 98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals.
Eastside (2 Crossings)	Belt	Targets.
KD	Belt	Interlocking.
Beech Grove Crossing	Old Main	Target.
Belt Crossing	Belt	Interlocking.
BX	Belt	Interlocking.
DX	Belt	Interlocking.

#### 104. ELECTRICALLY LOCKED SWITCHES.

KD .....Schmid Coal Track

#### 104a. NORMAL POSITION OF SWITCHES.

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

#### 297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Indication
Beech Grove Crossing (Old Main)	Target	Diagonal
Eastside	Normal position for Old Main	Horizontal
	Target	Horizontal
Eastside	Normal position for Belt	Diagonal

Trains using Old Main proceed without stopping.  
Beech Grove lead.  
C. C. C. & St. L. trains proceed.  
Belt trains proceed without stopping.

#### MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Where Rules D-261 to D-264, inclusive, govern, the following will apply:

When a train or engine clears the main track at hand-operated switch, the switch must be immediately closed and locked. Trainman will then report in clear.

When signal indicates STOP (Rule 292) at other than remote control switch, trainman must notify signalman at control station at once and be governed by his instructions. If authorized to proceed under STOP indication, movement must then be made at RESTRICTED speed.

Permission must be obtained from signalman at control station before passing signal indicating STOP (Rule 292) without entire train.

If head end passes a STOP signal and reverse movement is to be made so that train is again in rear of signal, signalman at control station must be notified before such reverse movement is made.

When necessary for a freight train to hold main track to do work, a qualified conductor or engineman must secure permission from signalman at control station. There must be an understanding with signalman as to the working limits and length of time to be used. If additional time is necessary, conductor or engineman must, where the time limit has expired, report to signalman at control station for instructions. When work is completed, or train or engine is clear of main track and switch placed in normal position, signalman at control station must be notified.

Rules S-231 to S-234 inclusive govern.

Between: Brant and Speedway.

Rules D-251 to D-254 inclusive govern.

Between: Beech Grove and Noble St.

West St. and 30th St.

Post and Washington St.

West St. and Mt. Jackson.

Rules D-261 to D-264 inclusive govern.

Between: Beech Grove and Dix

30th St. and Brant; (Westward track).

Mass. Ave. and Belt Jet; (Eastward track)

under supervision of signalman at Mass. Ave.

#### 505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Two Tracks, with the Current of Traffic:

Between: Post and Washington St.

Beech Grove and Noble St.

West St. and Mt. Jackson

West St. and 30th St.

Two Tracks, against the Current of Traffic:

Between: Dix and Beech Grove.

30th St. and Brant; (Westward track).

Mass. Ave. and Belt Jet; (Eastward track).

Manual Block System is in use for movements against the current of traffic:

Between: Post and Belt Jet.

KD and Brant.

**E. M. KELLEY,**  
Superintendent

**F. B. GILL**  
Trainmaster

**L. B. LUTZ,**  
Assistant Superintendent

**L. E. PANGBURN,**  
Trainmaster

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## INDIANAPOLIS TO PEKIN

STATIONS	Office Calls	Miles from Indpls.	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Indianapolis . . . . . Open day and night	C.S. UN				Station . . . . .	N	T.D.-M.-Y.
I. J. . . . . Open day and night	C.S. IJ	1.1	01 INT.	INT	Signal Station . . . . .	S	T.D.-M.-Y.
KD . . . . . Open day and night	C.S. KD	1.8	INT. X	INT X	Signal Station . . . . .	N	T.D.-M.-Y.
Moorefield . . . . .	C.S.	2.1			Maintainers Office—East of Belmont Ave. . . . .	N	Y
	C.S.		21	22	Box on crossing Watchman's Tower—East side Belmont Ave. . . . .	S	Y
	C.S.				Booth—West side of Belmont Ave. . . . .	N	Y
	C.S.				Yard Office . . . . .	N	M-Y
	C.S.				Shanty—West end Moorefield Yard . . . . .	N	Y
	C.S.				Box on post—West side of Michigan St. . . . .	S	Y
Brant . . . . . Open day and night	C.S. MF	3.5	1121-M.B.	1123-M.B. 32	Signal Station . . . . .	N	T.D.-M.- B-Y
			Single Track				
Speedway . . . . .	C.S.	4.6	Westward M.B.	Eastward M.B. 62	Booth at East Speedway switch . . . . .	N	Y
					Booth at Signal . . . . .	N	Y
Mile Post 6.6 . . . . .	C.S.	6.6			Booth . . . . .	N	B
Girls' School . . . . .	C.S.	7.4			Freight House . . . . .	N	B
Clermont . . . . .	C.S. C.S.	9.6			Booth—East end siding . . . . .	S	M-B
					Box on post—West end siding . . . . .	S	M-B
Brownsburg . . . . . Open week days 6:45 A.M. to 3:45 P.M.	C.S. R C.S. C.S.	14.0	M.B.	M.B.	Booth—East end siding . . . . .	N	B
					Booth—West end siding . . . . .	N	B
					Station . . . . .	N	T.D.-M.B.
Pittsboro . . . . .	C.S. C.S.	17.9			Booth—East end siding . . . . .	S	T.D.-M-B
					Box on post—West end siding . . . . .	S	B
Lizton . . . . .	C.S.	22.3			Box on post—West end siding . . . . .	S	T.D.-M-B
Jamestown . . . . . Open week days 8:00 A.M. to 4:00 P.M. Open daily 7:30 P.M. to 3:30 A.M.	C.S. JN C.S. C.S.	27.7	M.B.	M.B.	Station . . . . .	S	T.D.-M-B
					Booth—East end siding . . . . .	S	B
					Box on post—West end siding . . . . .	S	B
New Ross . . . . . Open week days 8:00 A.M. to 5:00 P.M.	C.S. KI C.S. C.S.	32.8	M.B.	M.B.	Station . . . . .	N	T.D.-M-B
					Booth—East end siding . . . . .	N	M-B
					Booth—West end siding . . . . .	N	M-B
Linnsburg . . . . .	C.S.	37.8			Box on post—opposite elevator . . . . .	S	B
Ames . . . . . Open day and night	C.S. CF C.S. C.S. C.S. C.S.	43.0	M.B. INT.-X. M.B. X.	M.B. X M.B. INT.-X.- D.M.B.	Booth—East end—Eastward siding . . . . .	S	B
					Box on pole—East side coal dock . . . . .	S	B
					Signal Station . . . . .	S	T.D.-M-B
					Box on pole—West end short siding . . . . .	S	B

## STATIONS, OFFICE CALLS. SIGNALS AND TELEPHONES

## INDIANAPOLIS TO PEKIN

STATIONS	Office Calls	Miles from Indpls.	SIGNALS		TELEPHONES		
			Westward	Eastward	LOCATION	Side of Track	LINE
			Single Track				
Crawfordsville.....	C.S. C.S. C.S.	43.8			Box on post—West end Plum St..... Freight House..... Station.....	S N N	B M-B T.D.-M-B
Donn.....	C.S.	44.4	M.B.	M.B. 452	Booth—at switch.....	S	B
Mile Post 47.5.....	C.S.	47.5			Box on pole 47-20.....	S	B
Mile Post 48.3.....	C.S.	48.3			Box on pole 48-10.....	S	B
Tile Siding.....	C.S. C.S.	49.8			Office—East end siding..... Box on post—West end siding.....	S S	B B
Waynetown..... Open Midnight to 4:00 P.M. daily except Sundays and closed from 8:00 A.M. Sundays to 8:00 A.M. Mondays	C.S. WA C.S. C.S.	54.0	M.B.	M.B.	Station..... Booth—East end siding..... Box on post—West end siding.....	S S S	T.D.-M.B. M-B B
Range Road.....	C.S. C.S.	58.1			Box on post—East end siding..... Booth—West end siding.....	S S	T.D.-B. B
Hillsborough..... Open week days 8:00 A.M. to 4:00 P.M.	C.S. SB	59.3	M.B.	M.B.	Station.....	N	T.D.-M.-B.
Veedersburg..... Open day and night	C.S. VG C.S. C.S. C.S. C.S.	64.7	D INT.-M.B. X-X M.B.	M.B.- X-X INT.-M.B. D 662	Signal station..... Station..... Box on pole—Main St..... Box on post at Crossover..... Box on pole—West end siding.....	S N S S S	T.D.-M.B. T.D.-M. B B B
Palmerton.....	C.S. C.S.	70.2			Booth—East end siding..... Box on post—West end siding.....	S S	M-B B
Covington..... Open 9:00 A.M. to 5:00 P.M. and 12:01 A.M. to 8:01 A.M. daily except Sundays and open 12:30 A.M. to 2:30 A.M. Sun- days.	C.S. CH	72.1	M.B.	M.B. D 732	Station.....	S	T.D.-M.-B.
Kern Pit.....	C.S.	73.9			Office.....	S	B
Kern.....	C.S.	74.4			Box on post—West end siding.....	S	B
Foster.....	C.S. C.S.	76.5			Box on post—East end siding..... Box on post—West end siding.....	S S	B B
C.M.St.P.& P. Crossing	C.S. C.S.	81.9	D INT.-X	INT.-X D	Box on Westward Home signal..... Box on Eastward Home signal.....	N S	Y Y
Cory..... Open day and night	C.S. DH C.S. C.S. C.S.	83.9	D.M.B. INT.-X M.B.	M.B. X M.B. INT.	Booth—General Electric Switch..... Box on pole—East end siding..... Box on pole—West end siding..... Signal station.....	S N N N	B Y Y T.D.-M- B-Y
0.5 mile west of Cory....		84.4	XX Target	XX Target			
Danville.....	C.S. C.S. C.S. C.S. C.S. C.S.	85.0			Booth—West end Stock Yards..... Booth—West side Hazel St..... Passenger station..... Men's Waiting Room..... Freight office..... Box on pole—West side Robinson St..... Box on pole—Logan Ave.....	N N N N S N N	M.-Y. Y M.-Y. M.-Y. M.-Y. Y Y

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## INDIANAPOLIS TO PEKIN

STATIONS	Office Calls	Miles from Indpls.	SIGNALS		TELEPHONES			
			Westward	Eastward	LOCATION	Side of Track	LINE	
Wyton..... Open day and night	C.S.	WG	86.0	INT.-M.B.	INT.-M.B.	Signal station.....	S	T.D.-M.- B.-Y.
	C.S.					D872	Box on post, West side of Parle St.....	S
Hilliary.....	C.S.		88.0			Box on post at WBCo Track.....	S	Y
	C.S.					Engine watchman's office.....	S	Y
	C.S.					Yard office.....	S	M.-Y.
	C.S.					Inspector's office.....	S	Y
West Wyton.....	C.S.		88.8			Office.....	N	Y.B.
Vermilion River Viaduct.....	C.S.		89.7			West end Viaduct.....	N	T.D.-M.
Oakwood..... Open week days 8:00 A.M. to 4:00 P.M.	C.S.	OW	93.2	M.B.	M.B.	Booth, East end siding.....	N	T.D.-M.
						Station.....	S	T.D.-M.
Bronson.....	C.S.		94.8	D INT.-X.	INT.-X. D	Booth, East end siding.....	N	T.D.-M.
	C.S.					Booth, West end siding.....	N	T.D.-M.
Fithian..... Open week days 8:00 A.M. to 5:00 P.M.	C.S.	FN	98.4			Booth, East end siding.....	N	T.D.-M.
	C.S.					Station.....	S	T.D.-M.
	C.S.					M.B.	M.B.	Booth, West end siding.....
Ogden..... Open week days 6:45 A.M. to 3:45 P.M.	C.S.	OG	102.7	M.B.	M.B.	Station.....	S	T.D.-M.
						Box on Station.....	S	T.D.-M.
Glover..... Open day and night	C.S.	GZ	105.8	D INT. M.B.-X.	M.B. X. INT. D	Signal station.....	S	T.D.-M.
	C.S.					Booth, East end siding.....	N	T.D.-M.
	C.S.					Booth, West end siding.....	S	T.D.-M.
St. Joseph.....	C.S.	SJ	107.3			Station.....	S	T.D.-M.
Mayview..... Open week days 8:00 A.M. to 5:00 P.M.	C.S.	DE	110.7	M.B.	M.B.	Station.....	N	T.D.-M.
	C.S.					Booth, West end siding.....	N	T.D.-M.
Urbana Yard..... Open day and night	C.S.	UR	115.8	M.B.	M.B.	Booth, East end, Yard.....	S	Y
	C.S.					Inspector's Office.....	N	Y
	C.S.					Car Foreman's Office.....	N	Y
	C.S.					Division Office Bldg.....	N	T.D.-M.-Y.
	C.S.					Yard and telegraph office.....	S	T.D.-M.-Y.
	C.S.					Box on pole—West end No. 1 lead.....	S	Y
Urbana.....	C.S.		116.3			Station.....	S	M.-Y.
Champaign.....	C.S.		118.2	INT.-X.	INT.-X.	I. C. Crossing.....	S	T.D.
	C.S.					Station.....	S	T.D.-M.-Y.
Prospect St.....	C.S.			M.B.	M.B. D	Freight House.....	N	Y
	C.S.					Booth—West side State St.....	S	Y
	C.S.					Booth—West of Prospect St.....	S	M
Rising.....	C.S.		123.4	M.B.	M.B.	Booth, East end siding.....	S	T.D.-M.
	C.S.					Booth—middle of siding at signal.....	S	T.D.-M.
	C.S.					Booth, West end siding.....	S	T.D.-M.
Mile Post 127-16.....	C.S.		127-16			Booth.....	S	T.D.-M.
Mahomet..... Open week days 8:00 A.M. to 5:00 P.M.	C.S.	MA	128.0	M.B.	M.B.	Station.....	N	T.D.-M.
	C.S.					Box on post, West end siding.....	S	T.D.-M.

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## INDIANAPOLIS TO PEKIN

STATIONS	Office Calls	Miles from Indpls.	SIGNALS		TELEPHONES				
			Westward	Eastward	LOCATION	Side of Track	LINE		
Mansfield..... Open day and night	C.S.	MJ	133.7	Single Track		Booth—East end siding..... Box on pole—West end siding..... Signal station.....	S S S	T.D.-M. Y T.D.-M-Y	
	C.S.			D	X				
	C.S.			INT.-M.B. X	INT.-M.B. D				
Harris.....	C.S.		138.4			Booth—West of road crossing.....	S	T.D.-M.	
Farmer City..... Open day and night	C.S.	SU	141.4	M.B.	M.B.-	Booth—Water Tank.....	S	Y	
	C.S.			INT.-M.B.	X	Booth—Main Street.....	S	Y	
	C.S.			X	INT.-M.B.	D	Signal station.....	N	T.D.-M-Y
	C.S.						Station.....	S	M-Y
Leroy..... Open week days 6:45 A.M. to 3:45 P.M.	C.S.	DR	150.6	M.B.	M.B.	Booth—East end siding.....	S	T.D.-M.	
	C.S.			M.B.	M.B.	Booth—West end siding.....	S	T.D.-M.	
	C.S.						Booth—West end siding.....	S	T.D.-M.
Downs..... Open week days 8:00 A.M. to 5:00 P.M.	C.S.	DW	157.1	M.B.	M.B.	Station.....	S	T.D.-M.	
Gillum.....	C.S.		158.8			Booth—East end siding.....	S	T.D.-M.	
	C.S.						Booth—West end siding.....	S	T.D.-M.
Dean..... Open day and night	C.S.	KG	164.4	D	X	Booth—East end Storage track.....	N	Y	
	C.S.			INT.-X.	M.B.	Yard office—West end Storage track.....	N	Y	
	C.S.			M.B.	INT.	Signal station.....	S	T.D.-M-Y	
	C.S.					Box on post—East end siding.....	N	Y	
	C.S.					Box on post—West end middle crossover	N	Y	
Bloomington..... Open week days 6:45 A.M. to 3:45 P.M.	C.S.	BF	165.9	M.B.	M.B.	Passenger station.....	N	T.D.-M-Y	
	C.S.					Freight House.....	S	M-Y	
	C.S.			X	X	Pump House.....	S	Y	
Alton Crossing..... Open day and night	C.S.	BN	166.8	M.B.	M.B.	Signal station.....	N	T.D.-M.	
	C.S.			Sema- phore-X.	X	Sema- phore			
Costin.....	C.S.		167.3	M.B.	M.B.	Booth—West end siding.....	S	T.D.-M.	
	C.S.					D1682			
Mile Post 172-10.....	C.S.		172-10			Booth.....	S	T.D.-M.	
Moon.....	C.S.		174.5			Booth—East end siding.....	S	T.D.-M.	
	C.S.						Booth—West end siding.....	S	T.D.-M.
Danvers..... Open week days 6:45 A.M. to 3:45 P.M.	C.S.	V	176.5	M.B.	M.B.	Station.....	N	T.D.-M.	
	C.S.						Box on south side station.....	N	T.D.-M.
Lilly..... Open 3:01 P.M. to 11:01 P.M. daily and 12:01 A.M. to 8:01 A.M. daily except Mondays.	C.S.	AD	182.4	M.B.	M.B.	Station.....	N	T.D.-M.	
	C.S.						Booth—West end siding.....	S	T.D.-M.
Penna. Crossing, 0.7 mile east of Mackinaw	C.S.		185.6	D	INT.-X.	Booth—East side, Penna. Crossing.....	S	T.D.-M.	
Mackinaw..... Open week days 8:00 A.M. to 5:00 P.M.	C.S.	MN	186.3	M.B.	M.B.	Station.....	S	T.D.-M.	
	C.S.						Booth at crossover.....	S	T.D.-M.



## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### INDIANAPOLIS TO PEKIN

STATIONS	Office Calls	Miles from Indpls.	SIGNALS		TELEPHONES *		
			Westward	Eastward	LOCATION	Side of Track	LINE
Mile Post 190-27 .....	C.S.	190-27	Single Track		Box on pole .....	S	T.D.-M.
Tremont .....	C.S.	Q	M.B.	M.B.	Booth—East end siding .....	S	T.D.-M.
Open week days 8:00 A.M. to 5:00 P.M.	C.S.	193.4	M.B.	M.B.	Booth—West end siding .....	S	T.D.-M-Y
	C.S.				Station .....	S	T.D.-M-Y
Leslie .....	C.S.	196.1			Booth—East side road crossing .....	S	T.D.-M.
East Yard .....	C.S.	YD	M.B.D.	M.B.	Booth—East end siding .....	S	T.D.-M.
Open day and night	C.S.	201.4	INT.	M.B.	Booth—Opposite Scale House .....	S	Y
	C.S.		M.B.	INT.-X.	Inspector's Office .....	S	Y
	C.S.		X	D	Yard Office—West end siding .....	S	Y
	C.S.				Signal station .....	N	T.D.-M-Y
Pekin .....	C.S.	WN	INT.-X.	M.B.	Box on pole—East end siding .....	S	Y
Open 6:30 A.M. to 10:30 P.M. Daily	C.S.	202.5		X	Freight House .....	S	M-Y
	C.S.			INT.	Conductors' Room .....	S	M-Y
	C.S.				Station .....	S	T.D.-M-Y
	C.S.				Roundhouse Office .....	S	Y
	C.S.				P. and P. U. Tower .....	N	T.D.-Y

#### ABBREVIATIONS

Communicating station.....	C. S.	Train dispatching.....	T. D.
Signal Station.....	S. S.	Message.....	M
Automatic.....	Number	Block.....	B
Manual Block.....	M.B.	Yard.....	Y
Train order.....	T. O.	North.....	N
Interlocking.....	INT.	South.....	S
R. R. Grade Crossing.....	X	East.....	E
Switch.....	SW	West.....	W
Distant.....	D		

Signal numbers in bold face type indicate reverse traffic signals

# SIGNAL ASPECTS, SIGNAL INDICATIONS & SIGNAL RULES

THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS & SIGNAL RULES ARE IN EFFECT.

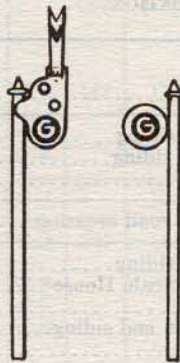


FIG. 48



FIG. 46

RULE 281  
PROCEED

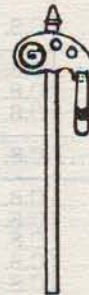


FIG. 152

RULE 289  
PROCEED



FIG. 102



FIG. 104

### RULE 285 A

PROCEED, APPROACHING INTERVENING SWITCHES AT RESTRICTED SPEED, PREPARED TO STOP AT NEXT SIGNAL. TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. REDUCTION TO MEDIUM SPEED MUST COMMENCE BEFORE PASSING SIGNAL AND BE COMPLETED BEFORE ACCEPTING A MORE FAVORABLE INDICATION.

WITH FLASHING  
YELLOW LIGHT

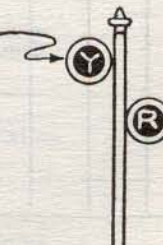


FIG. 90-A  
RULE 285-C

PROCEED, BLOCK CLEAR. PREPARING TO RECEIVE TRAIN ORDER, OTHER THAN FORM 31, AT NEXT BLOCK OFFICE



FIG. 116

RULE 287  
PROCEED. SLOW SPEED  
WITHIN INTERLOCKING  
LIMITS

- 9-15-43 REVISED
- 1-29-45 "
- 3-17-45 "
- 6-14-45 "
- 8-9-45 "

## 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



PEORIA

ILLINOIS

STATE LINE

INDIANA

INDIANAPOLIS