

C.—Movement from Nickel Plate Main, or via East Peoria Lead will be governed by switchtender.

1. Third Main will be used for movement of trains and engines between Illinois River Bridge and East Peoria. Movement will be governed by signal indication, or authority of Dispatcher.

(a) Permission must be obtained from dispatcher for movement via Third Main from "A" Yard to Wesley Junction.

(b) Trains and engines moving from "B" Yard to Peoria will use Wesley 11 and Nickel Plate Main.

D.—Movement through electrically-controlled interlocking between P.&P.U. Westward main track and C.&N.W. Yard in accordance with instructions contained inside the door of push-button box located opposite switches at entrance to plant.

305.—When the dwarf signal displays proceed indication, it is not necessary that Eastward trains call dispatcher for route to move from Sanger Street to Illinois River Bridge Interlocking.

Otherwise, trains or engines must not foul track 19-91 or the Wye track without first calling dispatcher, and will then be governed by signal indications.

529.—Speed Restrictions:

Speeds shown are maximum authorized between points named, but do not modify any rule or special instructions which may require lower speed.

LOCATION	Passenger Trains Handling Freight Cars			
	Passenger Trains	Freight Cars	Freight Trains	All Trains
MILES PER HOUR				
Between Pekin and Wesley	55	35	35	

Lower Speeds:

Between Wesley and Bridge Junction 20

Between Bridge Junction and Peoria Union Station 10

Between Bridge Junction and end of track, 800 feet west of switch of Wolschlag's track 2 20

Pekin Interlocking Plant 15

Between Pekin Tower and C&IM-IC Junction 10

Between Wesley Junction and Silver Street 20

Between Silver Street and P&PU Junction 10

Over railroad crossings at grade not protected by interlocking; and through cross-overs at south end of 91 Yard between Krause Avenue and Darst Street; between Southward Main and C.B.&Q. at Bridge Junction; and through twin switches near switch-tender's shanty south end of "A" Yard, East Peoria 10

Through all other Main Track crossovers and turnouts 15

P. P. U. #14

706.—Bulletin Boards:

Conductors' Room, Peoria Union Station.

Bridge Junction Yard Office.

Roundhouse Office.

East Peoria Yard Office.

Locker Room, Caterpillar Plant.

Joint Agent's Office, Pekin.

C.&N.W. Yard Office.

708.—Sufficient hand brakes must be set on cars on descending grade to prevent their rolling out.

Crews of trains departing from East Peoria must not release hand brakes until cars are coupled together and road engine on train.

718-(a).—In case of personal injury to employees or others, personal injury report Form G-109 must be promptly made in duplicate by each member of crew as well as each witness; separate report to be rendered for injury to each person.

(b) In case of accident at highway crossing, conductor or crossing flagman must obtain license number of all automobiles whose occupants can give information concerning accident and where possible obtain names and addresses of witnesses.

(c) Chief Surgeon, Dr. R. M. Sutton, office 102 North Street, Telephone 5-5231; Residence Phone 3-5054, should be called in all cases of personal injury. If unable to locate Dr. Sutton, call Surgeon's Exchange, 4-4155.

Dr. James Weimer, Local Surgeon, Pekin; Office 28-32 So. Fourth St., Phone 1642; Residence Phone 1001. If unable to locate, call Pekin Physicians Exchange, 740.

Dr. Phillip R. McGrath, Company Oculist, Office 842 Jefferson Building, Phone 3-8543, should be consulted in case of injury to eye. If unable to locate, call Chief Surgeon for instructions.

726.—Under no circumstances must Diesel locomotives be moved through water four (4) inches or more above rail.

OFFICERS

E. J. BROUSSEAU, Superintendent

S. J. KEELER, Assistant Superintendent

H. R. HOOSTE, Trainmaster

L. R. TILLY, Trainmaster

F. MUELLER, Transportation Inspector

C. H. WEAKLEY, Chief Dispatcher

J. P. MACKOWAY, Dispatcher

A. V. FULTON, Dispatcher

A. D. THOMAS, Dispatcher

H. D. WYTCHERLEY, Dispatcher

H. F. MARSH, Dispatcher

PEORIA AND PEKIN UNION RAILWAY CO.

Time Table No. 14

Taking Effect

At 12:01 A.M. Central Standard Time

Sunday, Sept. 26, 1954

Superseding Time Table

No. 13

For the Government and Information of Employes only

G. J. Willingham,

President and General Manager

E. J. Brosseau,

Superintendent

SCHEDULE OF PASSENGER TRAINS

Read Down		STATIONS	Read Up	
Southward First Class Daily NYC No. 12	Miles		Miles	Northward First Class Daily NYC No. 11
P.M. 2.05	0.0	UNION DEPOT	9.2	P.M. 1.10
		0.2		
2.07	0.2	C.B.&Q. CROSSING	9.0	1.07
		1.0		
2.12	1.2	BRIDGE JUNCTION	8.0	1.00
		1.2		
2.19	2.4	WESLEY JUNCTION	6.8	12.56
		0.4		
2.20	2.8	WESLEY	6.4	12.55
		2.4		
2.25	5.2	GROVE	4.0	12.51
		3.6		
2.30	8.8	PEKIN TOWER	0.4	12.45
		0.4		
	9.2	ILLINOIS CENTRAL JUNCTION	0.0	
P.M.				P.M.

Read Down Read Up

The time shown above is for information only

SPECIAL INSTRUCTIONS

L.—Employees must inform themselves as to the location of structures or obstructions where clearances are close.

3.—Standard Clocks:
Bridge Jct. Yard Office;
Dispatcher's Office, B. J. Tower;
Roundhouse Office.

19.—Pa-NKP RR trains will display yellow and red markers.

83.—Train Register:
Peoria Union Station.
East Peoria Yard Office.

(a) Passenger Conductors will register at Conductor's Room, Peoria Union Station.

(b) Conductors of freight trains will register arrival and departure and number of loads and empties at East Peoria.

(c) Conductors of freight trains leaving East Peoria or Peoria will advise train Dispatchers by telephone the Engine Number, name of Conductors and Engineers, number of loads and empties. (Cabooses to be counted as one load.)

93.—All tracks of this Company are within yard limits excepting double tracks between Mile Post 3.7, south of Wesley and 7.6, North of Pekin.

(a) Between Bridge Junction and end of track 800 feet west of the West switch of Wolschlag's track 2, trains and engines will move in accordance with instructions of Yardmaster.

98. (a)—Railroad crossings at grade not protected by interlocking:

- C.B.&Q. Crossing, North of Persimmon Street.
- I.T.R. Crossing near P.&P.U. Junction, East Peoria.
- C.R.I.&P. Crossing, Iowa Junction.
- NKP Crossing of track 8 and 11, south end of "A" yard.

All trains and engines must come to a full stop within 800 feet of each of these crossings in accordance with the

terms of the laws of Illinois, and must not proceed until the way is known to be safe and clear.

- (b) Switchtenders:
Bridge Junction.
South end of "A" Yard.

Trains and engines moving through this territory will be governed by signal of switchtenders only when they know the way is clear and switches lined for their movement.

109.—Spring switches:

Spring switch from Wesley 8 to Main track with points trailing southward, normal indication for main track movements.

On Water Street north of State Street with points trailing northward.

Westward main track to C.&N.W. Yard west of Darst Street, points trailing Eastward.

These switches may be trailed through but reverse movements must not be made against points until they have been entirely cleared and sufficient time elapsed to permit them to return to normal position.

110.—Railroad crossings at grade protected by gate arms are located at:

P.&P.U. Crossing east of Roundhouse, Peoria.

Peoria Terminal Company Crossing, Old Keystone Lead, Acme.

Peoria Terminal Company crossing at Allied Mill Plant No. 1.

Peoria Terminal Company Crossing C.&N.W. Yard lead West of Darst Street.

(a) Trains and engines will approach these crossings and may proceed at slow speed without stopping, when the crossing is known to be clear and gates properly set against opposing movements.

D-151.—Centralized Traffic Control system extends from south end of Illinois River Bridge interlocking to Pekin interlocking.

(a) Double track extends between Peoria Union Station and Wesley Junction, Wesley and Pekin Tower and between Bridge Junction and Iowa Junction.

Trains and engines moving within these districts will move with or against the current of traffic in the following manner:

1. Between Union Station and Bridge Junction subject to hand signals of Switchtenders or instructions from Yardmasters.
2. Between Bridge Junction and Illinois River Bridge subject to hand signals of Switchtenders, instructions from Yardmasters or indications displayed by interlocking signals.
3. Over Illinois River Bridge, including the lift, by interlocking signals placed at either end of the bridge.
4. Between the South end of Illinois River Bridge and end of double track at Pekin Tower, by signal indications or as provided in rules.
5. Southward movements from Wesley Junction, Wesley 8, or 11, will be governed by signals located about 500 feet north of Wesley highway crossing.
6. Southward movements to Ice House track will be governed by signal indications at North Pekin.

(b) Southward trains departing via G.M.&O. Main track at Grove will be governed by indications displayed by signals 511 or 521.

2. Northward trains entering P.&P.U. tracks from G.M.&O. at Grove will be governed by indications displayed by signal No. 532.

S-151-A.—Single tracks extends from C.&I.M.-I.C. Junction, Peoria, to Pekin Tower, from Wesley to Wesley Junction; and from Wesley Junction to P.&P.U. Junction, East Peoria. Trains moving on single track within these districts will do so in the following manner:

1. Southward trains from Pekin Tower to Peoria & Eastern and Sante Fe connection will proceed on indications displayed by home signals just north of Pekin Tower.
2. Southward trains from Pekin Tower to C.&I.M.-I.C. Junction will proceed on indications displayed by home signals just North of Pekin Tower, and be governed by dwarf signal located between Sabella Street and the Junction switch. If this dwarf signal displays proper proceed indication, it is not necessary that southward trains stop before fouling Junction switch.
3. Northward trains entering route at C.&I.M.-I.C. Junction will call towerman at Pekin Tower on telephone and get permission to proceed before fouling the Junction switch, and will be governed by indication displayed by dwarf signal on C.&I.M. or I.C. tracks, south of Junction switch.
4. The switch at C.&I.M.-I.C. Junction is equipped with dual control mechanism and in case of signal failure, or in emergency, this dual control switch will be operated in accordance with rules.
5. Northward trains from Peoria and Eastern and Santa Fe connections will be governed by indications displayed by home signal at Pekin interlocking and Signal No. 828 opposite Pekin Tower.
6. Movement between Pekin interlocking and Farm Yard, Peoria, is via tracks of the Peoria & Eastern Railway Company, and subject to rules and instructions of that company.

B.—Movement over Nickel Plate Main track between Washington St. and south end of "A" Yard is controlled by manual block under jurisdiction of train dispatcher.

1. There must be an absolute block on passenger, freight trains or cuts; but two or more engines moving in same direction may occupy this block at the same time.
2. Eastward movement from Wesley Junction to P&PU Junction will be governed by signals at Wesley Junction, Switchtender at South end of "A" Yard, and by block signal east of Washington Street; or instructions of dispatcher or yardmaster.
3. Westward movements from P&PU Junction to South End of "A" Yard will be governed by signals displayed at P&PU Junction, hand signal of operator at Washington St., or instructions of yardmaster or dispatcher.
4. Engines moving over this track must dim headlights in accordance with Transportation Rule 18 so they will not blind enginemen on locomotives which may be following them.
5. All engines arriving in "B" Yard with freight trains from the South, unless otherwise instructed by yardmaster or by operator at Washington Street, will use Nickel Plate Main in movement from Washington Street to Wesley Junction instead of returning through the yard.
6. Pipe-connected switch from lead at North end of tracks B-1 to 8 inclusive will be handled by operator at Washington Street.

Engines moving from B-1 to 8 inclusive must receive proceed signal from operator and know that route is properly lined before fouling Nickel Plate Main.