PEORIA AND PEKIN UNION RAILWAY CO.

Time Table No. 11

Taking Effect

Sunday, April 29, 1951

At 12:01 A.M. Central Standard Time

Superseding Time Table No. 10

For the Government and Information of Employes only

J. T. O'Dea,
President

T. R. Beach,
General Manager

Time Table No. 11 — SCHEDULE OF PASSENGER TRAINS — Effective April 29, 1951

SOUTHWARD — **NORTHWARD**

FIRST CLASS			Miles	STATIONS	Miles	FIRST CLASS		
5 Daily C.B.&Q. 1	3 Daily Ex. Sun. NKP. 22	1 Daily N.Y.C. 12				2 Daily C.B.&Q. 56	4 Daily Ex. Sun. NKP. 21	6 Daily N.Y.C. 11
P.M.	A.M.	A.M.				A.M.	P.M.	P.M.
7.45	7.30	7.00	0.0	UNION DEPOT	9.2	7.15	5.15	7.15
7.47	7.32	7.02	0.2	C.B.&Q. CROSSING	9.0	7.13	5.13	7.13
.....	7.36	7.07	1.0	BRIDGE JUNCTION	8.0	.....	5.07	7.07
.....	7.39	7.10	1.2	WESLEY JUNCTION	6.8	.....	5.03	7.03
.....	7.43	.....	3.8	WASHINGTON ST., EAST PEORIA	.....	.....	4.56	.....
.....	7.45	.....	4.1	P. & P. U. JUNCTION	.....	.....	4.53	.....
.....	.....	7.12	2.8	WESLEY	6.4	.....	.....	7.01
.....	.....	7.16	5.2	GROVE	4.0	.....	.....	6.56
.....	.....	7.22	8.9	PEKIN	0.3	.....	.....	6.50
.....	.....	.....	9.2	ILLINOIS CENTRAL JUNCTION	0.0	.....	.....	.....
P.M.	A.M.	A.M.				A.M.	P.M.	P.M.

READ DOWN — Nickel Plate passenger trains will move via Nickel Plate tracks between Wesley Junction and Washington Street, East Peoria. — READ UP

SPECIAL INSTRUCTIONS

Rule—

1. All tracks of this Company are within yard limits excepting double track between Mile Post 3.7 south of Wesley and 7.6 north of Pekin.

2. From Eaton Street to Pekin the general direction of traffic is North and South. From Bridge Junction to Hollis and from Wesley Junction to P.&P.U. Junction, East Peoria, the general direction of traffic is East and West.

3. Double track extends between Peoria Union Station and Wesley Junction, Wesley and Pekin Tower; and between Bridge Junction and Iowa Junction.

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

   (a) Between Union Station and Bridge Junction subject to hand signals by Switchtenders or instructions from Yardmasters.

   (b) Between Bridge Junction and Illinois River Bridge subject to hand signals by Switchtenders, instructions from Yardmasters or indications displayed by interlocking signals.

   (c) Over Illinois River Bridge, including the lift, by interlocking signals placed at either end of the bridge.

   (d) Between the South end of Illinois River bridge and end of double track at Pekin Tower, by signal indications or as provided in rules.

   (e) Trains moving between Illinois River Bridge and Pekin will be governed by signal indication. The times shown at stations between these points is for information only.

   (f) Southward movement from Wesley 8 or Wesley 11 will be governed by two-position color-light signals placed 600 ft. south of fouling clearance sign of track #8, and 400 ft. south of fouling clearance sign of track #11. The lower signal will show red indication at all times and must not be passed until upper signal shows yellow over the red indication, which will permit entry to Centralized Traffic Control territory at restricted speed. Northward trains must not stop on track circuits of Wesley 8 or 11 when possible to avoid it as this prevents use of adjoining track until circuit is clear.

4. Trains and engines moving on double track will use the right main in direction they are moving unless otherwise provided by special instructions or signal indication.

5. Trains and engines will not foul 19-91 or Wye track without first calling Dispatcher and will then be governed by dwarf signal indications for movement on wye from Sanger Street towards Illinois River Bridge Interlocking.

6. Single track extends from C.&I.M.-I.C. Junction, Pekin, to Pekin Tower, from Wesley to Wesley Junction; and from Wesley Junction to P.&P.U. Junction, East Peoria; also from Iowa Junction to Hollis.

   Trains moving on single track within these districts will do so in the following manner:

   (a) Southward trains from Pekin Tower to Peoria & Eastern and Santa Fe connection will proceed on indications displayed by home signals just north of Pekin Tower.

   (b) 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.

   (c) 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.

   (d) 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.

   (e) 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.

   (f) Trains moving from Wesley Junction to P.&P.U. Junction will be governed by indications displayed by signals at Wesley Junction, East Side of Washington Street, or instructions from Switchtender or Dispatcher. In case of signal failure, trains will move under flag protection and see that switches are properly lined for movement.

   (g) Trains moving from P.&P.U. Junction to South End of "A" Yard will be governed by signals displayed at P.&P.U. Junction, hand signal of operator, Washington Street, or instructions from Yardmasters or dispatchers. Movement from South End of "A" Yard to Wesley Junction will be governed by signal of Switchtender.

   (h) All engines arriving in "B" Yard with freight trains from the South, unless otherwise instructed by yardmaster or operator at Washington Street will use Nickel Plate Main in movement from Washington Street to Wesley Junction instead of returning through yard.

   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 track.

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

   (j) 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.

7. Southward trains departing via G.M.&O. Main track at Grove will be governed by indications displayed by signals 511, 521 or 531.

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

9. Between Bridge Junction and Hollis, trains and engines will move in accordance with instructions of yardmaster.

   (a) Movement through electrically-controlled interlocking between P.&P.U. Westward Main and C.&N.W. Yard in accordance with instructions contained inside door of push-button box located opposite switches at entrance to plant.

10. Movement between Pekin interlocking and Farm Yard, Pekin, is via tracks of the Peoria & Eastern Railway Company and subject to rules and instructions of that company.

11. Railroad crossings at grade not protected by interlocking are located at the following places:
    N.K.P. Crossings of track 8 and 11, South end of "A" Yard.
    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.
    Peoria Terminal Co. Crossing, Acme.

11. (a) All trains and engines must come to a full stop within 300 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.

12. 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.

12. (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.

13. Spring switches are located:
On Water Street north of Walnut Street with points trailing northward;
At junction of Wesley 8 and 11 with points trailing southward.
Westward Main 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.

14. Day and Night Switchtenders are located at:
Bridge Junction
South end of "A" Yard
Union Station between 6:30 A.M. and 10:30 P.M.
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.

15. Bulletin Boards are located at:
Conductors' Room, Peoria Union Station,
P.&S. Yard office,
Switchmen's Room, Bridge Junction,
Roundhouse Office,
East Peoria Yard Office,
Locker Room, Caterpillar Plant,
Joint Agent's Office, Pekin,
C.&N.W. Yard Office.
All trainmen, enginemen, yardmen, switchtenders and others subject to rules will examine bulletin boards daily before starting work.

16. Standard clocks are located at:
Waiting Room, Peoria Union Station
Switchmen's Room, Bridge Junction
Dispatcher's Office
Roundhouse Office.

17. 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 3-1610, should be consulted in case of injury to eye. If unable to locate, call Chief Surgeon for instructions.

18. In case of accident or derailment, regardless of extent of damage, prompt report must be made in duplicate to General Manager by conductor of trains concerned.

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

20. 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.

21. All trains and engines will be subject to the orders of Yardmasters, Dispatchers and Switchtenders.

22. Sufficient hand brakes must be set at south end of cuts left in "A" Yard to prevent their rolling out.

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

24. Passenger conductors will register at Conductor's Room, Peoria Union Station.

25. Conductors of freight trains leaving East Peoria or Peoria will advise Train Dispatcher by telephone the engine number, name of conductor and enginemen, number of loads and empties in train (caboose to be counted as one load).

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

27. The Ball Railroad Time Service—Gen'l Time Inspectors, 58 E. Washington St., Chicago;
C. I. Josephson, Local Time Inspector—Union Station, R. B. Tedford, 2111 S. Adams St., Peoria.
Henry Birkenbusch, Local Time Inspector, 420 Court St., Pekin.

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

SPEED RESTRICTIONS

29. Passenger trains will not exceed a speed of forty-five (45) miles per hour between Pekin and Wesley, nor a speed of twenty (20) miles per hour between Wesley and Bridge Junction.

30. Passenger trains handling freight cars will not exceed a speed of thirty-five (35) miles per hour between Pekin and Wesley.

31. Freight trains or engines will not exceed a speed of thirty-five (35) miles per hour between Pekin and Wesley, nor a speed of twenty (20) miles per hour between Wesley and Bridge Junction.

(a) All trains and engines will restrict speed to fifteen (15) miles per hour between Bridge Junction and Peoria Union Station.

32. All trains and engines will restrict speed to ten (10) miles per hour through Pekin Interlocking Plant and between Pekin Tower and C.&I.M.-I.C. Junction.

33. Trains and engines will not exceed a speed of twenty (20) miles per hour between Wesley Junction and Silver Street, or ten (10) miles per hour between Silver Street, and P.&P.U. Junction, East Peoria.

34. Trains and engines will not exceed a speed of fifteen (15) miles per hour between Bridge Junction and Allied Mill.

35. Trains and engines will restrict speed to ten (10) miles per hour over railroad crossing at grade not protected by interlocking, and through crossovers 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 switchtender's shanty south end of "A" Yard, East Peoria.

36. Trains and engines will restrict speed to fifteen (15) miles per hour through all Main Track crossovers and turnouts.

T. R. BEACH, General Manager
S. J. KEELER, Asst. General Manager
H. R. HOOSTE, Trainmaster
L. R. TILLY, Trainmaster
C. H. WEAKLEY, Chief Train Dispatcher
H. COLSON, Dispatcher
J. MACKOWAY, Dispatcher
A. V. FULTON, Dispatcher
A. D. THOMAS, Extra Dispatcher