SAFETY FIRST

ALWAYS
BE
CAREFUL

LOOK
OBSERVE
THINK

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

LAKE ERIE and WESTERN DISTRICT

PEORIA DIVISION

TIME TABLE

No. 66

Takes Effect Sunday, Jan. 14, 1951

at 12:01 A. M.

Central Standard Time

For the information and Government of Employes only.

The Company reserves the right to vary the running of trains as circumstances may require.

OFFICERS

M. B. PHIPPS, General Superintendent
G. R. BOWMAN, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation

E. B. HUNTER, Superintendent
Assistant Superintendent
R. CLEAR, Trainmaster
W. G. YETMAN, Road Foreman of Engines
W. L. BROWN, Chief Dispatcher
B. O'DONNELL, Master Mechanic
M. B. ALLEN, Division Engineer

PEORIA DIVISION--WESTBOUND

Car Capacity of Sidings	Miles from Frankfort	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS								
					743	737	703	715	21	719	705		
					N. Y. C. 443	N. Y. C. 437	N. Y. C. 3	N. Y. C. 415		N. Y. C. 419	N. Y. C. 405		
					Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily		
.....	0.0	0.5	Frankfort.....L	.....	.....	.....	.....	.....	11.40AM	.....	.....	.....	.....
.....	0.5	3.9	Frankfort Yard.....	DN	.....	.....	.....	.....	11.42	.....	.....	.....	.....
57	4.4	4.7	Deniston.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	11.48	.....	.....	.....	.....
60	9.1	6.0	Mulberry.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s11.54	.....	.....	.....	.....
66	15.1	5.5	Dayton.....B		.....	.....	.....	.....	s12.03PM	.....	.....	.....	.....
136	20.6	3.7	Altamont.....BCW East End TA Double	DN	1.21AM	3.18AM	10.24AM	11.50AM	12.10[22]	2.38PM	5.38PM	.....	.....
.....	24.3	1.8	Lafayette.....BW	DN	s 1.40	s 3.45	s10.32	s12.05PM	s12.25	s 2.53	s 5.53	.....	.....
.....	26.1	2.7	Summit.....B	.....	1.44	3.50	10.34	12.08	12.29	2.56	5.56	.....	.....
67	28.8	4.4	Balls.....B	.....	1.48	3.55	10.37	12.11	12.32	2.59	5.59	.....	.....
58	33.2	3.6	Montmorenci.....B	Exc. Sat. & Sun. 7:00A-4:00P	1.54	4.03	10.41	12.15	s12.37	3.03	6.03	.....	.....
138	36.8	6.1	Otterbein.....B	.....	1.59	4.09	10.44	12.18	s12.43	3.07	6.07	.....	.....
57	42.9	2.1	Templeton.....BW West End TA Double	DN	2.05AM	4.16AM	10.50AM	12.25PM	s12.51	3.13PM	6.13PM	.....	.....
.....	45.0	1.6	Oxford.....	.....	.....	.....	.....	.....	s12.58	.....	.....	.....	.....
65	46.6	3.3	Fargo.....B	.....	.....	.....	.....	.....	1.01	.....	.....	.....	.....
.....	49.9	2.3	Chase.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58	52.2	3.8	Boswell.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s 1.09	.....	.....	.....	.....
.....	56.0	1.1	Talbot.....	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s 1.15	.....	.....	.....	.....
.....	57.1	2.4	Handy.....	DN	.....	.....	.....	.....	1.17	.....	.....	.....	.....
56	59.5	4.1	Ambia.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s 1.20	.....	.....	.....	.....
56	63.6	4.6	Cheneyville.....BW	11:59P-3:59P	.....	.....	.....	.....	s 1.26	.....	.....	.....	.....
52	68.2	6.8	Hoopeston.....B	DN	.....	.....	.....	.....	s 1.31	.....	.....	.....	.....
.....	75.0	2.0	East Lynn.....B	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	s 1.46	.....	.....	.....	.....
.....	77.0	3.0	Hustle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
94	80.0	4.0	Rankin.....BCW	Except Sun. 6:00A-3:00P	.....	.....	.....	.....	s 1.52	.....	.....	.....	.....
.....	84.0	6.5	Clarence.....	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	f 2.02	.....	.....	.....	.....
46	90.5	4.5	Paxton.....B	DN	.....	.....	.....	.....	s 2.10	.....	.....	.....	.....
54	95.0		Perdueville.....B	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	f 2.21PM	.....	.....	.....	.....

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

PEORIA DIVISION--WESTBOUND—Continued

Car Capacity of Sidings	Miles from Frankfort	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS								
					743	737	703	715	21	719	705		
					N. Y. C. 443	N. Y. C. 437	N. Y. C. 3	N. Y. C. 415		N. Y. C. 419	N. Y. C. 405		
					Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily		
..	99.9	4.9	Elliott	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	s 2.28PM	.....	.....	.....	.....
46	105.2	5.3	Gibson City	DN	.....	.....	.....	.....	s 2.35[62]	.....	.....	.....	.....
68	109.2	4.0	Derby.....B	.....	.....	.....	.....	.....	2.41	.....	.....	.....	.....
40	114.5	5.3	Saybrook.....BW	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s 2.48	.....	.....	.....	.....
68	120.6	6.1	Arrowsmith.....B	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	s 2.59	.....	.....	.....	.....
55	125.0	4.4	Ellsworth.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s 3.05	.....	.....	.....	.....
.....	127.5	2.5	Padua	.....	.....	.....	.....	.....	f 3.08	.....	.....	.....	.....
.....	129.8	2.3	Holder	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	f 3.11	.....	.....	.....	.....
70	134.7	4.9	Brokaw.....B	.....	.....	.....	.....	.....	f 3.18	.....	.....	.....	.....
.....	139.1	4.4	Dean.....B	.....	.....	.....	.....	.....	3.23	.....	.....	.....	.....
61	140.5	1.4	Bloomington.....B	Except Sun. 7:00A-4:00P	.....	.....	.....	.....	s 3.26	.....	.....	.....	.....
.....	141.4	0.9	Alton R. R. Jct.....	DN	.....	.....	.....	.....	s 3.46	.....	.....	.....	.....
42	141.8	0.4	West Side	.....	.....	.....	.....	.....	3.47	.....	.....	.....	.....
45	146.1	4.3	Yuton.....BC	.....	.....	.....	.....	.....	3.58	.....	.....	.....	.....
.....	151.2	5.1	Carlock	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	s 4.06	.....	.....	.....	.....
40	155.7	4.5	Congerville.....BW	Exc. Sat. & Sun. 7:30A-4:30P	.....	.....	.....	.....	s 4.13	.....	.....	.....	.....
.....	160.0	4.3	Goodfield	Exc. Sat. & Sun. 7:45A-4:45P	.....	.....	.....	.....	s 4.21	.....	.....	.....	.....
55	162.9	2.9	Deer Creek.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s 4.27	.....	.....	.....	.....
49	168.3	5.4	Crandall.....B	.....	.....	.....	.....	.....	4.35	.....	.....	.....	.....
.....	172.7	4.4	Farmdale Jct.....B	.....	.....	.....	.....	.....	4.42	.....	.....	.....	.....
.....	173.2	0.5	Farmdale	DN	.....	.....	.....	.....	4.43	.....	.....	.....	.....
.....	177.1	3.9	P. & P. U. Jct.....	DN	.....	.....	.....	.....	4.53	.....	.....	.....	.....
.....	177.6	0.5	East Peoria Yd.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	178.7	1.1	Wesley Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	181.1	2.4	Peoria.....A	.....	.....	.....	.....	.....	5.15PM	.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily		
					743	737	703	715	21	719	705		

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

PEORIA DIVISION--WESTBOUND

Car Capacity of Sidings	Miles from Frankfort	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS	
					65	63
					Through Freight	Through Freight
					Daily	Daily
.....	0.0	0.5	Frankfort.....	.....	.....	.....
.....	0.5	3.9	Frankfort Yard L	DN	6.00AM	7.30PM
57	4.4	4.7	Deniston.....B	..... Exc. Sat. & Sun.	6.10	7.45
60	9.1	6.0	Mulberry.....B	7:00A-4:00P Exc. Sat. & Sun.	6.18	7.55
66	15.1	5.5	Dayton.....B	7:00A-4:00P	6.27	8.05
136	20.6	3.7	Altamont.....BCW East End TA Double	DN	6.35	8.15
.....	24.3	1.8	Lafayette.....BW	DN	.....	.....
.....	26.1	2.7	Summit.....B	.....	.....	.....
67	28.8	4.4	Balls.....B	..... Exc. Sat. & Sun.	.....	.....
58	33.2	3.6	Montmorenci.....B	7:00A-4:00P	.....	.....
138	36.8	6.1	Otterbein.....B	.....	.....	.....
57	42.9	2.1	Templeton.....BW West End TA Double	DN	7.25	9.05
.....	45.0	1.6	Oxford.....	.....	7.30	9.09
65	46.6	3.3	Fargo.....B	.....	7.35	9.15
.....	49.9	2.3	Chase.....	..... Exc. Sat. & Sun.	.....	.....
58	52.2	3.8	Boswell.....B	7:00A-4:00P Exc. Sat. & Sun.	7.47	9.26
.....	56.0	1.1	Talbot.....	7:00A-4:00P	7.55	9.34
.....	57.1	2.4	Handy.....	DN Exc. Sat. & Sun.	7.57	9.36
56	59.5	4.1	Ambia.....B	7:00A-4:00P	8.02	9.41
56	63.6	4.6	Cheneyville.....BW	11:59P-3:59P	8.20	10.00
52	68.2	6.8	Hoopeston.....B	DN Exc. Sat. & Sun.	8.45	10.25
.....	75.0	2.0	East Lynn.....B	8:00A-5:00P	9.05	10.45
.....	77.0	3.0	Hustle.....	.....	.....	.....
94	80.0	4.0	Rankin.....BCW	Except Sun. 6:00A-3:00P Exc. Sat. & Sun.	9.35	11.25[66]
.....	84.0	6.5	Clarence.....	8:00A-5:00P	9.43	11.45
46	90.5	4.5	Paxton.....B	DN Exc. Sat. & Sun.	9.57	11.59
54	95.0		Perdueville.....B	8:00A-5:00P	10.02[22] AM	12.10AM

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

PEORIA DIVISION--WESTBOUND—Continued

Car Capacity of Sidings	Miles from Frankfort	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS	
					65	63
					Through Freight	Through Freight
					Daily	Daily
		4.9		Exc. Sat. & Sun.		
.....	99.9		Elliott.....	8:00A-5:00P	10.20AM	12.20AM
		5.3				
46	105.2		Gibson City.....	DN	10.28	12.30
		4.0				
68	109.2		Derby.....B	.....	10.35	12.38
		5.3		Exc. Sat. & Sun.		
40	114.5		Saybrook.....BW	7:00A-4:00P	10.50	12.53
		6.1		Exc. Sat. & Sun.		
68	120.6		Arrowsmith.....B	8:00A-5:00P	11.02	1.08
		4.4				
				Exc. Sat. & Sun.		
55	125.0		Ellsworth .....B	7:00A-4:00P	11.10	1.18
		2.5				
.....	127.5		Padua.....	.....	11.15	1.25
		2.3		Exc. Sat. & Sun.		
.....	129.8		Holder.....	8:00A-5:00P	11.20	1.31
		4.9				
70	134.7		Brokaw.....B	.....	11.30	1.42
		4.4				
.....	139.1		Dean.....B	.....	11.45	1.55
		1.4		Except Sun.		
61	140.5		Bloomington.....B	7:00A-4:00P	11.59	2.20
		0.9				
.....	141.4		Alton R. R. Jct.....	DN	12.30PM	2.25
		0.4				
42	141.8		West Side.....	.....	12.35	2.26
		4.3				
45	146.1		Yuton.....BC	.....	12.52[62]	2.40
		5.1		Exc. Sat. & Sun.		
.....	151.2		Carlock.....	8:00A-5:00P	1.05	2.50
		4.5		Exc. Sat. & Sun.		
40	155.7		Congerville.....BW	7:30A-4:30P	1.13	3.03[68]
		4.3		Exc. Sat. & Sun.		
.....	160.0		Goodfield.....	7:45A-4:45P	1.20	3.15
		2.9		Exc. Sat. & Sun.		
55	162.9		Deer Creek.....B	7:00A-4:00P	1.28	3.25
		5.4				
49	168.3		Crandall.....B	.....	1.40	3.40
		4.4				
.....	172.7		Farmdale Jct.....B	.....	1.55	3.50
		0.5				
.....	173.2		Farmdale.....	DN	1.56	3.51
		3.9				
.....	177.1		P. & P. U. Jct.....	DN	2.10	4.05
		0.5				
.....	177.6		East Peoria Yard...A	.....	2.30PM	4.30AM
		1.1				
.....	178.7		Wesley Jct.....	.....	.....	.....
		2.4				
.....	181.1		Peoria.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....
					Daily	Daily
					65	63

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

PEORIA DIVISION--EASTBOUND

Car Capacity of Sidings	Miles from Peoria	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS								
					738	740	710	714	22	716	706	704	
					N. Y. C. 438	N. Y. C. 440	N. Y. C. 410	N. Y. C. 414		N. Y. C. 416	N. Y. C. 406	N. Y. C. 4	
					Daily Except Saturday	Sunday Only	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	
.....	0.0		Peoria.....L	.....	.....	.....	.....	.....	7.30AM	.....	.....	.....	.....
		2.4											
.....	2.4		Wesley Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.1											
.....	3.5		East Peoria Yard....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.5											
.....	4.0		P. & P. U. Jct.....	DN	.....	.....	.....	.....	7.45	.....	.....	.....	.....
		3.9											
.....	7.9		Farmdale.....	DN	.....	.....	.....	.....	7.51	.....	.....	.....	.....
		0.5											
.....	8.4		Farmdale Jct.....B	.....	.....	.....	.....	.....	7.52	.....	.....	.....	.....
		4.4											
49	12.8		Crandall.....B	.....	.....	.....	.....	.....	7.58	.....	.....	.....	.....
		5.4											
55	18.2		Deer Creek.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s 8.06	.....	.....	.....	.....
		2.9											
.....	21.1		Goodfield.....	Exc. Sat. & Sun. 7:45A-4:45P	.....	.....	.....	.....	s 8.11	.....	.....	.....	.....
		4.3											
40	25.4		Congerville.....BW	Exc. Sat. & Sun. 7:30A-4:30P	.....	.....	.....	.....	s 8.18	.....	.....	.....	.....
		4.5											
.....	29.9		Carlock.....	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	s 8.24	.....	.....	.....	.....
		5.1											
45	35.0		Yuton.....BC	.....	.....	.....	.....	.....	8.32	.....	.....	.....	.....
		4.3											
42	39.3		West Side.....	.....	.....	.....	.....	.....	8.38	.....	.....	.....	.....
		0.4											
.....	39.7		Alton R. R. Jct.....	DN	.....	.....	.....	.....	s 8.42	.....	.....	.....	.....
		0.9		Except Sun.									
61	40.5		Bloomington.....B	7:00A-4:00P	.....	.....	.....	.....	s 8.50	.....	.....	.....	.....
		1.5											
.....	42.0		Dean.....B	.....	.....	.....	.....	.....	8.53	.....	.....	.....	.....
		4.4											
70	46.4		Brokaw.....B	.....	.....	.....	.....	.....	f 8.59	.....	.....	.....	.....
		4.9		Exc. Sat. & Sun.									
.....	51.3		Holder.....	8:00A-5:00P	.....	.....	.....	.....	f 9.05	.....	.....	.....	.....
		2.3											
.....	53.6		Padua.....	.....	.....	.....	.....	.....	f 9.10	.....	.....	.....	.....
		2.5											
55	56.1		Ellsworth.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s 9.15	.....	.....	.....	.....
		4.4											
68	60.5		Arrowsmith.....B	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	s 9.23	.....	.....	.....	.....
		6.1											
40	66.6		Saybrook.....BW	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s 9.31	.....	.....	.....	.....
		5.3											
68	71.9		Derby.....B	.....	.....	.....	.....	.....	9.39	.....	.....	.....	.....
		4.0											
46	75.9		Gibson City.....	DN	.....	.....	.....	.....	s 9.47	.....	.....	.....	.....
		5.3		Exc. Sat. & Sun.									
.....	81.2		Elliott.....	8:00A-5:00P	.....	.....	.....	.....	s 9.55	.....	.....	.....	.....
		4.9		Exc. Sat. & Sun.									
54	86.1		Perdueville.....B	8:00A-5:00P	.....	.....	.....	.....	f10.02 AM 65	.....	.....	.....	.....

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

PEORIA DIVISION--EASTBOUND—Continued

Car Capacity of Sidings	Miles from Peoria	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS								
					738	740	710	714	22	716	706	704	
					N. Y. C. 438	N. Y. C. 440	N. Y. C. 410	N. Y. C. 414		N. Y. C. 416	N. Y. C. 406	N. Y. C. 4	
					Daily Except Saturday	Sunday Only	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	
	90.6	4.5	Paxton.....B	DN	.....	.....	.....	.....	s10.10AM	.....	.....	.....	.....
.....	97.1	6.5	Clarence.....	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	f10.18	.....	.....	.....	.....
94	101.1	4.0	Rankin.....BCW	Except Sun. 6:00A-3:00P	.....	.....	.....	.....	s10.24	.....	.....	.....	.....
.....	104.1	3.0	Hustle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	106.1	2.0	East Lynn.....B	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	s10.32	.....	.....	.....	.....
52	112.9	6.8	Hoopeston.....B	DN	.....	.....	.....	.....	s10.42	.....	.....	.....	.....
56	117.5	4.6	Cheneyville.....BW	11:59P-3:59P	.....	.....	.....	.....	s10.50	.....	.....	.....	.....
56	121.6	4.1	Ambia.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s10.57	.....	.....	.....	.....
...	124.0	2.4	Handy.....	DN	.....	.....	.....	.....	11.00	.....	.....	.....	.....
...	125.1	1.1	Talbot.....	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s11.03	.....	.....	.....	.....
58	128.9	3.8	Boswell.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s11.11	.....	.....	.....	.....
...	131.2	2.3	Chase.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65	134.5	3.3	Fargo.....B	.....	.....	.....	.....	.....	11.18	.....	.....	.....	.....
.....	136.1	1.6	Oxford.....	.....	.....	.....	.....	.....	s11.21	.....	.....	.....	.....
57	138.2	2.1	Templeton.....BW (West End TA Double)	DN	11.45PM	1.41AM	2.11AM	10.01AM	s11.29	12.05PM	3.08PM	6.28PM	.....
.....	144.3	6.1	Otterbein.....B	.....	11.50	1.46	2.16	10.06	s11.38	12.10	3.13	6.33	.....
98	147.9	3.6	Montmorenci.....B	Exc. Sat. & Sun. 7:00A-4:00P	11.53	1.49	2.19	10.09	s11.43	12.13	3.16	6.36	.....
.....	152.3	4.4	Balls.....B	.....	11.57	1.53	2.23	10.13	11.49	12.17	3.20	6.40	.....
.....	155.0	2.7	Summit.....B	.....	12.01AM	1.56	2.26	10.16	11.52	12.20	3.23	6.43	.....
.....	156.8	1.8	Lafayette.....BW	DN	s12.15	s 2.25	s 2.40	s10.46	s12.05PM	s12.30	s 3.35	s 6.50	.....
92	160.5	3.7	Altamont.....BCW (East End TA Double)	DN	12.25AM	2.35AM	2.50AM	10.53AM	12.10[21]	12.37PM	3.43PM	6.56PM	.....
66	166.0	5.5	Dayton.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	s12.21	.....	.....	.....	.....
60	172.0	6.0	Mulberry.....B	Exc. Sat. & Sun. 7:00A-:400P	.....	.....	.....	.....	s12.30	.....	.....	.....	.....
57	176.7	4.7	Deniston.....B	.....	.....	.....	.....	.....	12.36	.....	.....	.....	.....
.....	180.6	3.9	Frankfort Yard.....	DN	.....	.....	.....	.....	12.45	.....	.....	.....	.....
.....	181.1	0.5	Frankfort.....A	.....	.....	.....	.....	.....	12.50PM	.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily Except Saturday	Sunday Only	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	
					738	740	710	714	22	716	706	704	

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

PEORIA DIVISION--EASTBOUND

Car Capacity of Sidings	Miles from Peoria	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS								
					68	62	66						
					Fast Freight	Fast Freight	Fast Freight						
					Daily	Daily	Daily						
.....	0.0		Peoria.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4											
.....	2.4		Wesley Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.1											
.....	3.5		East Peoria Yard...L	.....	2.00AM	11.30AM	7.30PM	.....	.....	.....	.....	.....	.....
		0.5											
.....	4.0		P. & P. U. Jct.....	DN	2.05	11.35	7.35	.....	.....	.....	.....	.....	.....
		3.9											
.....	7.9		Farmdale.....	DN	2.25	11.50	7.55	.....	.....	.....	.....	.....	.....
		0.5											
.....	8.4		Farmdale Jct.....B	.....	2.26	11.51	7.56	.....	.....	.....	.....	.....	.....
		4.4											
49	12.8		Crandall.....B	.....	2.38	12.03PM	8.13	.....	.....	.....	.....	.....	.....
		5.4		Exc. Sat. & Sun.									
55	18.2		Deer Creek.....B	7:00A-4:00P	2.48	12.15	8.26	.....	.....	.....	.....	.....	.....
		2.9		Exc. Sat. & Sun.									
.....	21.1		Goodfield.....	7:45A-4:45P	2.53	12.20	8.31	.....	.....	.....	.....	.....	.....
		4.3		Exc. Sat. & Sun.									
40	25.4		Congerville.....BW	7:30A-4:30P	3.03[63]	12.32	8.45	.....	.....	.....	.....	.....	.....
		4.5		Exc. Sat. & Sun.									
.....	29.9		Carlock.....	8:00A-5:00P	3.11	12.40	8.53	.....	.....	.....	.....	.....	.....
		5.1											
45	35.0		Yuton.....BC	.....	3.22	12.52[65]	9.05	.....	.....	.....	.....	.....	.....
		4.3											
42	39.3		West Side.....	.....	3.31	1.02	9.13	.....	.....	.....	.....	.....	.....
		0.4											
.....	39.7		Alton R. R. Jct.....	DN	3.32	1.03	9.15	.....	.....	.....	.....	.....	.....
		0.9		Except Sun.									
61	40.5		Bloomington.....B	7:00A-4:00P	3.38	1.13	9.21	.....	.....	.....	.....	.....	.....
		1.5											
.....	42.0		Dean.....	.....	3.53	1.30	9.35	.....	.....	.....	.....	.....	.....
		4.4											
70	46.4		Brokaw.....B	.....	4.01	1.39	9.45	.....	.....	.....	.....	.....	.....
		4.9		Exc. Sat. & Sun.									
.....	51.3		Holder.....	8:00A-5:00P	4.08	1.49	9.53	.....	.....	.....	.....	.....	.....
		2.3											
.....	53.6		Padua.....	.....	4.12	1.55	9.58	.....	.....	.....	.....	.....	.....
		2.5											
55	56.1		Ellsworth.....B	Exc. Sat. & Sun. 7:00A-4:00P	4.16	2.05	10.03	.....	.....	.....	.....	.....	.....
		4.4		Exc. Sat. & Sun.									
68	60.5		Arrowsmith.....B	8:00A-5:00P	4.22	2.12	10.10	.....	.....	.....	.....	.....	.....
		6.1		Exc. Sat. & Sun.									
40	66.6		Saybrook.....BW	7:00A-4:00P	4.31	2.21	10.19	.....	.....	.....	.....	.....	.....
		5.3											
68	71.9		Derby.....B	.....	4.39	2.29	10.27	.....	.....	.....	.....	.....	.....
		4.0											
46	75.9		Gibson City.....	DN	4.46	2.35[21]	10.34	.....	.....	.....	.....	.....	.....
		5.3		Exc. Sat. & Sun.									
.....	81.2		Elliott.....	8:00A-5:00P	4.54	2.41	10.42	.....	.....	.....	.....	.....	.....
		4.9		Exc. Sat. & Sun.									
54	86.1		Perdueville.....B	8:00A-5:00P	5.01AM	2.50PM	10.49PM	.....	.....	.....	.....	.....	.....

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W —Water Station.

PEORIA DIVISION--EASTBOUND—Continued

Car Capacity of Sidings	Miles from Peoria	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open.	SECOND CLASS TRAINS									
					68	62	66							
					Fast Freight	Fast Freight	Fast Freight							
					Daily	Daily	Daily							
		4.5												
	90.6	6.5	Paxton.....B	DN	5.08AM	2.59PM	10.57PM							
				Exc. Sat. & Sun.										
.....	97.1	4.0	Clarence.....	8:00A-5:00P	5.17	3.08	11.07							
				Except Sun.										
94	101.1		Rankin.....BCW	6:00A-3:00P	5.23	3.13	11.25[63]							
		3.0												
.....	104.1		Hustle.....	.....	.....	.....	.....							
		2.0		Exc. Sat. & Sun.										
.....	106.1		East Lynn.....B	8:00A-5:00P	5.30	3.20	11.34							
		6.8												
52	112.9		Hoopeston.....B	DN	5.40	3.30	11.47							
		4.6												
56	117.5		Cheneyville.....BW	11:59P-3:59P	5.55	3.40	12.20AM							
		4.1		Exc. Sat. & Sun.										
56	121.6		Ambia.....B	7:00A-4:00P	6.03	3.50	12.35							
		2.4												
.....	124.0		Handy.....	DN	6.07	3.53	12.40							
		1.1		Exc. Sat. & Sun.										
.....	125.1		Talbot.....	7:00A-4:00P	6.09	3.55	12.44							
		3.8		Exc. Sat. & Sun.										
58	128.9		Boswell..... B	7:00A-4:00P	6.17	4.01	12.54							
		2.3												
.....	131.2		Chase.....	.....	.....	.....	.....							
		3.3												
65	134.5		Fargo.....B	.....	6.29	4.10	1.08							
		1.6												
.....	136.1		Oxford.....	.....	6.31	4.12	1.11							
		2.1												
57	138.2		Templeton.....BW West End TA Double	DN	6.35	4.16	1.15							
		6.1												
.....	144.3		Otterbein.....B	.....	.....	.....	.....							
		3.6		Exc. Sat. & Sun.										
98	147.9		Montmorenci.....B	7:00A-4:00P	.....	.....	.....							
		4.4												
.....	152.3		Balls.....B	.....	.....	.....	.....							
		2.7												
.....	155.0		Summit.....B	.....	.....	.....	.....							
		1.8												
.....	156.8		Lafayette.....BW	DN	.....	.....	.....							
		3.7												
92	160.5		Altamont.....BCW East End TA Double	DN	7.18	5.00	2.25							
		5.5												
66	166.0		Dayton.....B	Exc. Sat. & Sun. 7:00A-4:00P	7.33	5.15	2.40							
		6.0												
60	172.0		Mulberry.....B	Exc. Sat. & Sun. 7:00A-4:00P	7.48	5.28	2.53							
		4.7												
57	176.7		Deniston.....B	.....	7.56	5.38	3.01							
		3.9												
.....	180.6		Frankfort Yard.....A	DN	8.15AM	6.00PM	3.30AM							
		0.5												
.....	181.1		Frankfort.....	.....	.....	.....	.....							
.....	.....	...	.....	.....	.....	.....	.....							
					Daily	Daily	Daily							
					68	62	66							

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

SPECIAL INSTRUCTIONS

EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

DOUBLE TRACK BETWEEN ALTAMONT AND TEMPLETON WILL BE DESIGNATED AS "TA DOUBLE".

ALL TRAINS RUN VIA P. & P. U. R. R. BETWEEN P. & P. U. JCT. AND PEORIA. P. & P. U. OPERATING RULES AND TIME TABLE GOVERN MOVEMENTS IN THIS TERRITORY.

BETWEEN FARMDALE AND FARMDALE JCT. ALL TRAINS WILL MOVE ON SIGNAL INDICATION AS PER RULES 261 TO 264 INCLUSIVE. REMOTE CONTROL SWITCH AT FARMDALE JCT. IS CONTROLLED BY OPERATOR AT FARMDALE. TOWERMAN FARMDALE WILL GET PERMISSION FROM TRAIN DISPATCHER BEFORE GIVING ANY TRAIN THE ROUTE AT FARMDALE JCT.

MANUAL BLOCK SYSTEM RULES ARE NOT IN EFFECT.

AUTOMATIC BLOCK SYSTEM RULES ARE IN EFFECT ONLY BETWEEN ALTAMONT AND TEMPLETON. SIGNS WILL DESIGNATE BEGINNING AND ENDING AUTOMATIC BLOCK SYSTEM TERRITORY.

REGULATION IN YARDS

1. GENERAL.

Yard Limits—Frankfort, Lafayette and Bloomington.

2. FRANKFORT YARD.

(a) First track North of Tower at C. I. & L. Crossing is designated Main track between P. R. R. Crossing and L. E. & W. District Switch at West End of Yard.

(b) Ordinance prohibits the sounding of whistle, or the sounding of other engine signals, for any street or alley crossing.

(c) Road engines will receive instructions from Yardmaster at Yard Office, or "WY" Tower designating track to be used between the Engine Track and west end of Frankfort Yard.

(d) Interlocking and Train Order signals at west end of Frankfort Yard is designated "WY" Tower, L. E. & W. District turn out, both ends of No. 1 Crossover are Interlocked. Movements within Interlocking limits governed by Color light dwarf signals. Top arm of Train Order signals governs Westbound C. L. District trains, Lower Arm Westbound L. E. & W. District trains. "WY" train order office is continuous for Westbound trains.

(e) An indicator located west of east switch of eastbound yard track No. 1 Frankfort Yard, governs eastbound L. E. & W. District trains only. Indicator will display one yellow light when eastward home signal located 265 feet east of P. R. R. Crossing displays aspect and indications in accordance with Rules 290, 285 or 281. L. E. & W. District trains, when ready to leave the eastbound yard, will not depart or block the ladder track until indicator light is displayed or home signal displays a proceed indication.

(f) Movements of all trains or engines in Frankfort Yard between the clearance point of the east switch of the westward yard located 330 feet west of the P. R. R. Crossing, and the clearance point of the C. L. District or the L. E. & W. District Main tracks east of the P. R. R. Crossing will be governed by hand signals from the switchtender located at the P. R. R. Crossing.

Eastbound trains or engines will not proceed beyond the clearance point of the east switch of the westward yard until they have received a proceed signal with Yellow Flag by Day or Yellow Light by Night from the switchtender and the switches are properly lined and the route is clear and proper signal is displayed on the P. R. R. Crossing semaphore.

Westbound trains or engines will not proceed beyond the clearance point of the C. L. District or L. E. & W. District Main tracks until they have received a proceed signal with a Green Flag by Day or Green Light by Night from the switchtender and the switches are properly lined and the route is clear and proper signal is displayed on the P. R. R. Crossing semaphore.

3. LAFAYETTE YARD.

(a) Helper and Yard engines will move as extras between Altamont and Balls, with the current of traffic without train orders, displaying proper signals.

(b) Ordinance prohibits the use of whistle within the City limits, except when necessary to prevent accident, and bell must be ringing when engine is moving.

4. BLOOMINGTON YARD.

Ordinance prohibits the use of whistle within the City limits, except when necessary to prevent accident, and bell must be ringing when engine is moving.

5. GENERAL INSTRUCTIONS.

(a) The speed of passenger trains will be reduced at points where orders are to be received so as to make it possible for members of the train crew to receive the orders.

(b) Class S engines coupled together, or coupled to any other class engine, must not be moved into industrial tracks. When switching such tracks the engines must be separated.

(c) Diesel electric locomotives may be operated through water not exceeding depth of 4 inches above top of rail, proceeding at a speed not exceeding 3 miles per hour.

(d) When necessary to use the tracks of a foreign road at Junction points, permission must first be obtained from the agent or operator of such road, and the movement must be protected by flag.

(e) In switching or handling cars or trains, when the view is obstructed, signals must be continuous and distinct, or the engine brought to a stop.

(f) When the switching of repair tracks is completed, the switch must, in all cases, be lined for the ladder, and such will be the normal position of switches connecting repair tracks to the ladder.

(g) When proceed signal has been given to start a freight train and after the entire train is in motion, a final proceed signal shall be given from rear end at the first point at which it will be visible from the head end from either side of the train.

Enginemen and trainmen on engine shall be on the lookout for such signals and be governed accordingly.

(h) Helper engines assisting in the handling of trains or cuts of cars will not start movement of trains or engines until receiving proper signal or they are instructed to do so.

(i) Operators must not open a main track switch until train has come to stop, except at points where proper signals are provided to control the approach and movement of the trains.

(j) On double track train order signals for a track will apply only to trains running with the current of traffic. A train running against the current of traffic must not pass a train order station without receiving Clearance Form A. All trains running against the current of traffic will be notified in the train order of any intermediate closed train order station.

(k) At Hoopeston, the American Can Co., have a hydraulic lift section of track platform on No. 4 track. Green and Red signal lights placed over the door of No. 4 track will indicate position of track platform. When signal light indicates Green, the track platform is down in regular track position and track may be used. When signal light indicates Red, the track platform is raised for use as run-way and track must not be used.

(m) At Altamont, the "blinking" of Train Order Signal (or of Home Signal or restricting Signal used in lieu thereof) and its immediate return to normal position, will indicate an approaching train or engine may proceed and pass signal at reduced speed, prepared to receive Train Orders and Clearance Form A, and if not received, the train or engine must be stopped immediately and not proceed until properly authorized. This does not authorize holding the main track on the time of a superior train, except as may be provided in other rules or special instructions.

(n) At Gibson City, the hours between which train order and block stations are open, Interlocking Tower 4:00 P. M. to 8:00 A. M. daily, Depot 8:00 A. M. to 4:00 P. M. daily except Saturday and Sunday.

(o) Maximum permissible weight limit of cars.....220,000 pounds.

(p) At Altamont, Montmorenci, Boswell, Cheneyville, East Lynn, Gibson City, and Bloomington, flasher light highway warning signals protect movements over highway crossing for both main track and siding.

(q) At Montmorenci, approach starting circuits on main track extends 3500 feet either side of crossing.

Trains or engines which have performed switching or which have been otherwise delayed within the limits of the approach starting circuits, must approach the crossing under full control and must not move over the crossing until gates are known to be down.

6. PERSONAL INJURY ACCIDENTS

(a) It is desired that all statements to the railroad in reference to personal injury accidents shall be as full as possible and all facts stated, whether favorable or unfavorable to the railroad, the injured person or any of the railroad's employees.

(b) Employees who witness or have any knowledge of an accident must not give information concerning the same to any person other than an officer or a claim agent of this Company unless required by law to do so, and persons, other than officers or claim agents of this Company, who seek information concerning any accident should be referred to the Chief Claim Agent of this Company; provided, however, that this rule shall not prevent employees from furnishing, voluntarily, to a person in interest, information as to the facts incident to the injury or death of any employee.

7. STANDARD CLOCKS AND BULLETIN BOARDS, LOCATION.

Frankfort	Dispatcher's Office. Yard Office.
Altamont	*Telegraph Office.
Lafayette	Telegraph Office.
E. Peoria Yard	†Yard Office.
Bridge Jct.	*P. & P. U. Dispatcher's Office.
Peoria	Engineers Room. Union Station.

*Standard Clocks only. †Bulletin Board only.

TRAIN REGISTER BOOKS, LOCATION

Frankfort	Passenger Station.
Frankfort Yard	Yard Office.
Altamont	Telegraph Office.
Lafayette	Telegraph Office.
Templeton	Telegraph Office.
East Peoria	Yard Office.
Peoria	Union Station.

9. REGISTERING AND CLEARING OF TRAINS.

(a) First Class Trains.

Register at
Peoria Union Station and Frankfort Passenger Station.

Leave register slip at
P. & P. U. Jct., Templeton, Lafayette and Altamont

Eastbound trains receive Clearance Form A at
P. & P. U. Jct. and Altamont.

Westbound trains receive Clearance Form A at
Frankfort Dispatcher's Office.

Conductors on first class trains arriving Frankfort Station must immediately call the operator at Frankfort Yard by telephone, furnishing him with necessary information which will enable him to make proper entry in the train register at Yard Office. Operator P.&P.U. Jct. will call Yardmaster at East Peoria Yard by telephone, furnishing him with the necessary information which will enable him to make proper entry in the train register at Yard Office.

N. Y. C. First Class trains will not be required to receive Clearance Form A at Altamont or Templeton, except when train orders, are received.

(b) Second Class and Inferior Trains.

Register at
Frankfort Yard and East Peoria Yard.

Leave register slip at
Altamont, Templeton and "WY" Tower, Frankfort Yard (Eastbound trains only).

Eastbound trains, except N. Y. C. trains, receive Clearance Form A at Altamont.

Westbound trains receive Clearance Form A at "WY" Tower, Frankfort Yard.

N. Y. C. trains starting at Lafayette will register and receive Clearance Form A at Lafayette. P. R. R. trains originating beyond Farmdale will receive Clearance Form A at Farmdale, and register at East Peoria Yard. Trains originating East Peoria Yard register at East Peoria Yard and receive Clearance Form A at P. & P. U. Jct.

10. SPEED RESTRICTIONS.

Location and Conditions	Passenger Trains	Freight Trains
Between Frankfort and Altamont	59	49
S, H-5, H-6, G-44 and G-16 engines	50	
Between Altamont and Summit	60	45
S, H-5, and H-6 engines	55	
G-44 and G-16 engines	50	
Between Summit and Templeton	79	50
S, H-5 and H-6 engines	60	
G-44 and G-16 engines	50	
Between Templeton and P&PU Jct.	59	49
S, H-5, H-6, G-44 and G-16 engines	50	
Engines with side or main rods down or disconnected	.....	20
Engines running light (except switch engines without engine trucks)	.....	40
Switch engines, without engine truck, running light, in road service or handled in trains	.....	20
Road engines, light, or with any number of cars, running backward	25	25
Freight trains handling high hopper cars of coal and other heavy commodities loaded to cubic capacity (top of car or above)	.....	30
Trains handling engines in train in either forward or backward motion, not disconnected	20	20
Except when engine is in forward motion under steam in charge of an engineer as messenger	30	30
Trains handling Steam Derricks account close clearance station platform at Boswell	.....	15
Trains handling steam shovels, locomotive cranes, pile drivers or other similar equipment on their own wheels, load or heavy end must be toward engine	.....	30
Large steam derricks:		
Tangent track	.....	40
Curves	.....	30
Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restriction to apply	.....	.....
When relief train leaves terminal with derrick boom leading, a stop should be made at a convenient point as soon as steam has been gotten up on the derrick and boom swung around to trailing position.		
Snow Plows:		
Not operating flangers	.....	35
Operating flangers	.....	25
Passing Passenger trains on double track	.....	4
Passing station platforms	.....	6
Trains moving scale test cars X-1000 and X-55355 will handle on rear of train and not exceed	.....	30
Lafayette Junction—Eastward and Westward: Crossovers in interlocking	35	35
Altamont and Templeton, main track turnouts through interlocking	35	35
Thru Sidings, Turnouts, and Crossovers from Main Track other than those designated	15	15
Yard Tracks and Yard Turnouts	15	15
Other Turnouts, Crossovers and Outlying Tracks	6	6
Lafayette—between Wabash River Bridge and Smith Street	20	20
Lafayette—between east corporate limits and Smith Street	25	25
Dean, second curve east of, Mile Pole 373	45	45
Mackinaw Dells—reverse curves between Mile Post 391.6 and East end of Bridge 955	50	.....
Between Crandall and Farmdale	50	.....
Where U. S. Mail is dispatched from Nickel Plate trains where trains are not scheduled to stop	30	.....

Speed restrictions apply to entire train, except where otherwise specified. These speeds must be further reduced when, in the judgment of engineer, conditions require it.

11. VILLAGE AND CITY TRAIN SPEED ORDINANCES.

Frankfort	10 miles per hour.
Mulberry (Fickle Road Crossing east of station)	20 miles per hour.

12. OVERHEAD AND SIDE OBSTRUCTIONS.

(a) Employes are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Altamont.....All tracks under coal dock.
Hoopeston.....American Can Co. tracks Nos. 2, 3, 4 and 5.

(b) Employes are warned of close side clearances at the following locations and must not ride on side of cars, engines or other equipment while passing these structures:

Altamont.....Sand House Westbound main.
Lafayette.....Freight House platform.
Loading platform No. 4 shop track.
Boswell.....Platform elevator track.
Hoopeston.....American Can Co. tracks.
Platform new team track.
Rankin.....Freight house platform.
Paxton.....Freight house platform.
Gibson City.....Platform elevator track.
Bloomington.....Freight house platform.

(c) On the routes usually taken by engines in making delivery of cars on tracks of other railroads at various terminals, the clearance of overhead and side structures is particularly called to attention of employes in charge of such engines and trains.

(d) Owing to various changes due to grade elimination, work going on at several of the terminals and constantly changing conditions on these and other routes, there are many overhead obstructions which are not 21 feet from the top of rail to the lowest part of overhead structure and will not clear a man standing on top of cars of various heights.

(e) At various stations there are buildings and platforms that will not clear a man on the side of car. Trainmen and yardmen are notified to be constantly on the alert, and must be governed accordingly in passing such structures.

13. RESTRICTIONS ON SIDE TRACKS.

Engines must not use following tracks:

Lafayette.....Wallace Bros.
Hoopeston.....American Can Company Track No. 5 beyond West end of building.
Paxton.....Farmers Elevator—Beyond Restricted Sign.
Bloomington.....Cudahy track—Beyond Restricted Sign.

14. ILLINOIS COMMERCE COMMISSION—GENERAL ORDER NO. 138.

In addition to warnings by whistle or bell as required by statute, every Railroad train shall give warning by prolonged or repeated whistling when passing or meeting or about to pass or meet a train at or in the immediate vicinity of a grade crossing under such circumstances that the second train shall obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

15. SPECIAL INSTRUCTIONS GOVERNING OPERATION OF BLOCK SYSTEM BETWEEN FRANKFORT AND ALTAMONT AND BETWEEN TEMPLETON AND P. & P. U. JCT.

Operators will block passenger trains a block station apart, and freight trains five minutes apart.

Should fog or storm prevent a clear view for one-half mile, operator will block all freight trains fifteen minutes apart, unless otherwise directed by train dispatcher.

A passenger train will be permitted to follow a freight train in block under stop signal, when authorized by train order and clearance Form A.

A freight train will be permitted to follow a freight train in block when authorized by clearance Form A.

Clearance Form A will show trains ahead in block. If block is occupied, trains will proceed prepared to stop short of train ahead.

16. LOCATION OF DUAL CONTROL SWITCHES.

Farmdale Jct.
Altamont, West end Eastward siding.

17. RAILROAD GRADE CROSSINGS AND JUNCTIONS.

LOCATION	ROAD	SIGNALS	POSITION	INDICATION
Wesley Jct.	P. & P. U.	None		
P. & P. U. Jct.	P. & P. U.	Dwarf		
East Peoria	T. P. & W.	Automatic Interlocking		
Crandall	A. T. & S. F.	Automatic Interlocking		
425 ft. west of Alton R.R.Jct.	N. Y. C. (S. Track)	None		
Alton R. R. Jct.	Alton (St. Louis Div.) Alton (Kansas Cy. Div.)	Semaphore		Lower arm governs N. K. P. Trains.
Bloomington, Madison St.	Ill. Term.	None		
Dean	I. C.	Interlocking		
Gibson City	I. C., Wabash	Interlocking		
Hoopeston	C. & E. I.	Interlocking		
Cheneyville	C. M. St. P. & P.	Interlocking		
Handy	N. Y. C.	Interlocking		
Lafayette	C. I. & L., Wabash	Interlocking		
Frankfort	C. I. & L.	Semaphore	Vertical	Proceed
Frankfort	Penna. Co.	Semaphore		Lower arm governs L.E.& W. District Trains

All trains or engines must come to a full stop before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet or more than 800 feet from such crossing (except in Indiana, when stop will be made not less than 40 feet nor more than 500 feet), and will not proceed over such crossing until proper signal is displayed and route is clear.

When a stop is made for a railroad crossing not protected by signals, and route is clear, before proceeding, signal 14 (b) must be sounded.

All engines of trains in direction specified, will not exceed a speed of 30 miles per hour passing approach signals to the following interlockings when they display aspect and indication. RULES A 285 or 285.

Handy.....East and westbound trains.
Lafayette Jct.....Westbound trains only.

All trains and engines in direction specified, will approach home signals at interlockings listed below, under full control prepared to stop, and will not proceed unless home signals indicate proceed, and then at a speed not exceeding 20 miles per hour between home signals:

East Peoria.....East and westbound trains and engines.
Farmdale.....Eastbound trains and engines only.
Farmdale Jct.....Eastbound trains and engines only.
Crandall.....East and westbound trains and engines.
Dean.....Westbound trains and engines only.
Hoopeston.....Westbound trains and engines only.

AUTOMATIC INTERLOCKING

East Peoria—T. P. & W. Interlocking.

Trains or engine arriving at this point and finding home signal indicating STOP and crossing unoccupied will be governed by the following:

A member of the crew must proceed to the crossing on foot and ascertain that no T. P. & W. trains are approaching the crossing. If no T. P. & W. trains are approaching closely, N. K. P. signal can be cleared by inserting N. K. P. switch key in receptacle marked "Nickel Plate R. R.", located on instrument case, turning it clockwise as far as it will go, holding it there approximately one second, then turning key back and removing it. After approximately one minute and 50 seconds N. K. P. signal will clear, providing all track circuits ahead of the signal are unoccupied and there are no broken rails or other causes.

If Nickel Plate signals fail to clear after key circuit controller has been used, movement over crossing may be made under flag protection after it has been ascertained that T. P. & W. signals indicate STOP.

Crandall—A. T. & S. F. Interlocking.

Home signals will clear automatically when train occupies the approach track circuits within approximately 3,000 feet of the home signal, providing home signals on A. T. & S. F. are displaying STOP and no train is occupying crossing.

Signals govern movements over the crossing only, and do not protect switches.

Trains or engines arriving at Crandall, and finding home signal indicating STOP a member of the train crew must proceed to the crossing on foot and be governed by the following:

(a) If no cause is ascertained, trainman will throw handle of the emergency switch to "Off" position and go and observe home signals on A. T. & S. F. If home signals on A. T. & S. F. indicate STOP, NKP trains may use crossing without flag protection. If home signals on A. T. & S. F. do not indicate STOP, NKP trains may use crossing under full flag protection. Handle of emergency switch must be restored to "ON" position after engine has passed home signal governing train.

(b) If it is ascertained that a train on A. T. & S. F., outside of home signal limits, is holding the crossing and not moving toward crossing, NKP train may use crossing under same conditions as provided in paragraph (a).

(c) Trains being flagged over crossing must not accept a signal other than STOP except from a member of their own crew.

(d) A train which has left a portion of its train outside of home signal limits and moves over the crossing with portion of the train, and clears home signal limits, and desires to make reverse movement, will do so under same conditions as a train which has received a STOP signal.

Eastbound Trains. Approximately five minutes after home signal has cleared for an eastbound Nickel Plate train, this home signal will automatically change to STOP if an A. T. & S. F. train approaches unless NKP train has proceeded to within 90 ft. of the home signal. After the A. T. & S. F. train has passed over the interlocking, the NKP home signal may again be cleared by occupying the short track section within 90 feet of the eastward home signal.

18. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

Frankfort Yard:

West end of westbound Yard Track No. 2 leading to L. E. & W. District Main Track. West Switch to westbound Yard Track No. 1.

Switches are equipped with electric switch lamps.

Spring switches normally lined for Main Track.

When the electric switch lamp displays "Green", the switches are properly lined and locked and trains may proceed in accordance with the rules.

When the electric switch lamp displays "Red":

(a) Westbound trains on Main track may proceed over the switches.

(b) Westbound trains on Yard tracks must not move through the switches, until switch has been reversed by hand.

(c) Eastbound trains must stop and not proceed over switch until switch points have been examined, and known to fit properly and switch is lined for route to be used.

All westbound trains or engines on Main track or Yard track, will approach spring switches expecting to find trains or engines using the spring switch.

East Switch of Eastbound Yard Track No. 1.

When electric switch lamp displays "Green", switch may be in normal or in reverse position.

When electric switch lamp displays "Green":

(a) Eastbound trains on Main track or on eastbound Yard Track No. 1 may proceed over switch.

(b) Westbound trains may proceed over switch for movement on Main track or movement to Yard track No. 1 according to position of switch.

When electric switch lamp displays "Red":

Trains must stop and not proceed over switch until switch points have been examined, known to fit properly and that switch is lined for route to be used.

A Disc with letter "S" mounted on switch stand indicates that switch is lined for Main track.

Eastward movements must not take slack or back up while on switch points unless the switch has first been placed in proper position with hand throw mechanism.

All eastbound trains or engines on main track and on East Lead of Eastbound Yard must approach this point under full control expecting to find trains or engines using spring switch.

19. MODIFICATIONS AND ADDITIONS TO THE RULES.

DEFINITIONS:

Limited Speed—A speed not exceeding 50 miles per hour.

Medium Speed—A speed not exceeding one-half authorized speed, but not exceeding 30 miles per hour.

Restricted Speed—Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for a broken rail, but not exceeding 15 miles per hour.

Grade Signal—An automatic signal equipped with a yellow disc.

Rule 17.

(1) On Diesel-powered trains, when full power headlight is not required it must be burning dim during day-light hours.

(2) Oscillating white headlights on engines so equipped, will be displayed in addition to displaying of regular headlight when approaching and moving over highway crossings at grade except in approaching passenger stations where stop is to be made.

Oscillating red headlight on engines so equipped, will be displayed immediately when sudden stop of train is made, due to emergency application of air brakes or other causes. When red oscillating headlight is displayed, the white headlight will be immediately turned off.

When any train which is equipped with rear red oscillating warning light comes to a stop, or is moving under circumstances in which it may be overtaken by another train, the rear warning light must be operating. If light does not start automatically, it must be operated manually by flagman.

When stop is made with less than 15 pound reduction in train line pressure, enginemen will make further reduction to attain necessary 15 pound total reduction.

The light should, under no circumstances, be turned off until speed of train has increased sufficient to avoid possibility of being overtaken.

When the red oscillating light is displayed on either front or rear of any train, enginemen on approaching train or engine must stop immediately and must not proceed until it has been ascertained that track is safe and clear for movement of such train.

The use of this light will not, in any way, relieve employes from compliance with Rules 99 and 102 of the Book of Rules.

When switching is to be done, cars or engines must not be coupled to the end of a car to which a warning light is attached unless it is known positively that there is ample clearance so as to avoid damage to the light.

Rule 19.

Displaying of Top Deck Light will be omitted.

In Centralized Traffic Control territory, so designated in Time Tables, the requirements for displaying markers as illustrated by Figures 8-A and 8-B, Pages 36 and 37 of the Book of Rules are eliminated.

N.Y.C. freight trains between Altamont and Templeton, and P.R.R. freight trains between Farmdale Jct. and East Peoria Yard will display marker lamps not lighted for day indication.

On N.Y.C. passenger, mail, express, milk and deadhead equipment trains where the rear car is equipped with permanent built-in marker lights, such lights will be used in lieu of standard marker lamps to indicate rear of train.

On other cars in above mentioned N.Y.C. trains that are not equipped with permanent built-in marker lights, a red flag by day and a red light by night will be used in lieu of standard marker lamps to indicate rear of train.

Rule 21.

P.R.R. trains will move as extras between East Peoria Yard and Farmdale Jct. and will not display classification signals between these points.

Rule 103.

A train or engine having moved in one direction over a highway crossing protected by electric signals must not make reverse movement over crossing in opposite direction without first protecting such move by man on ground, unless such highway crossing signals are operating prior to and during the period the reverse movement is being made.

At various locations highway traffic on sidings and adjacent tracks is protected by flashing light signals and gates, the approach circuits for which extend but a short distance on either side of the crossing. At such location a train, engine or car must not proceed over the crossing until the flashing light signals or gates have been operating a sufficient length of time to warn approaching highway traffic, without first protecting such move by man on the ground.

Rule 281B.

Aspect: Yellow over Green over Green.
Indication—Proceed; approaching next signal at limited speed.
Name: Approach limited.

Rule 281C.

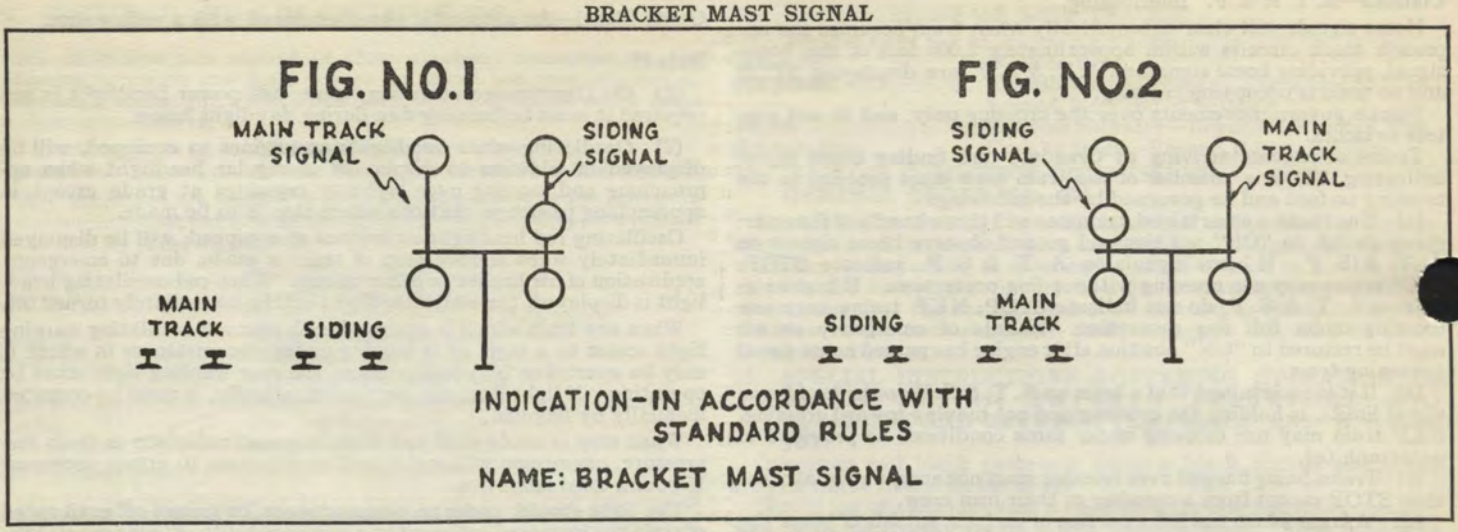
Aspect: Red over Green over Green.
Indication—Proceed; limited speed within interlocking limits.
Name: Limited clear.

Air Brake Rule 307. (Third Paragraph)

When detaching engine or caboose with charged brake pipe, angle cocks must be closed and air hose parted by hand.

SPECIAL INSTRUCTIONS—Continued

BRACKET MAST SIGNAL



20. INTERLOCKING APPROACH SIGNALS IN NON-AUTOMATIC BLOCK TERRITORY.

Interlocking Approach Signals are inoperative, operative or automatic and will display aspects and indications as provided in the Book of Rules effective December 5, 1943.

LOCATION	APPROACH SIGNAL Eastward	Westward
East Peoria	Inoperative	Inoperative
Farmdale Jct	Inoperative	Automatic
Crandall	Inoperative	Inoperative
Dean	Operative	Inoperative
Gibson City	Operative	Operative
Hoopeston	Operative	Inoperative
Cheneyville	Operative	Operative
Handy	Operative	Operative
Templeton	Automatic	
Altamont		Automatic
Frankfort	Inoperative	None

AUTOMATIC BLOCK SIGNALS

PEORIA DIVISION

Westward	Eastward
★Home	
★Home	Altamont Interlocking
	★Home
Altamont West End Eastward Siding	
	⊡Home
256.3	
	257.0
★Home	
	Lafayette Junction
★Home	Interlocking
	★Home
	★Home
258.5	

Westward		Eastward
	Lafayette	258.8
258.9		
259.7G	West Lafayette	259.6
260.5G		
261.1G		
		261.6
261.9G		
262.7G		
263.3G	Balls	263.4
		265.0
265.3		
266.7		266.8

Westward		Eastward
	Montmorenci	
		268.2
268.7		
270.5		270.6
	Otterbein	
272.1		272.2
273.7		273.8
275.7		275.8
★Home		
	Templeton	
		★Home

G Indicates "Grade Signal."

★ Indicates signal governing through interlocking. When signal indicates stop, trains or engines, after complying with Rule 663 may proceed at restricted speed.

⊡ Indicates signal governing through dual control switch. When signal indicates stop, trains or engines after complying with Rule 552, may proceed at restricted speed.

SPEED SCHEDULE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 Min. 45 Sec.	80.0	0 Min. 56 Sec.	64.3	1 " 20 "	45.0
0 " 48 "	75.0	0 " 57 "	63.2	1 " 25 "	42.3
0 " 50 "	72.0	0 " 58 "	62.1	1 " 30 "	40.0
0 " 51 "	70.6	0 " 59 "	61.0	1 " 43 "	35.0
0 " 52 "	69.2	1 " 0 "	60.0	2 " 00 "	30.0
0 " 53 "	67.9	1 " 5 "	55.4	2 " 24 "	25.0
0 " 54 "	66.7	1 " 10 "	51.4	3 " 00 "	20.0
0 " 55 "	65.4	1 " 15 "	48.0	4 " 00 "	15.0

PEORIA DIVISION SURGEONS

J. W. HOUK, M. D.
Medical Director

DONALD C. DARRAH, M. D.
Assistant Medical Director

426 Terminal Tower, Cleveland, Ohio

STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
	Dr. J. A. Vankirk	207 W. Washington	2632	659 Glendale Drive	2177
	Dr. C. B. Compton	51 S. Jackson St.	5412	658 S. East St.	7297
℄*#FRANKFORT	Dr. F. A. Beardsley	51 S. Jackson St.	5412	751 S. East St.	6735
	Dr. R. A. Hedgecock	205 E. Clinton St.	5922	857 E. Clinton St.	3677
	Dr. C. A. Robinson, Oculist	306 Peoples Life Bldg.	4611	508 S. Main St.	5949
	Dr. M. W. Erdel, Oculist	2 E. White St.	5223	658 E. Armstrong	2698
℄*#LAFAYETTE	Dr. A. C. Arnett	308-312 N. 8th St.	3031	516 S. 7th St.	6933
	Dr. E. VanBuskirk, Oculist	308-312 N. 8th St.	3031	1301 Ravena Rd., W. Lafayette, Ind.	
OXFORD	Dr. Virgil Scheurick	Oxford, Ind.	286	Oxford, Ind.	290
HOOPESTON	Dr. K. H. Hammond	507 Willdon Bldg.	141	804 Maple St.	141
RANKIN	Dr. G. C. Goodwin	Post Office Bldg.	166	Rankin Ill.	166
PAXTON	Dr. M. D. E. Peterson	131½ N. Market St.	63	530 S. Washington St.	437
GIBSON CITY	Dr. A. L. Potts	210 N. Sangamon St.	27	224 N. Woods St.	207
℄*#BLOOMINGTON	Dr. D. D. Raber	505 Griesheim Bldg.	23110	301 W. Monroe St.	86720
	Dr. Robert S. Price	212 Griesheim Bldg.	55615	1516 E. Olive St.	29205
℄*#PEORIA	Dr. Harold F. Diller	919 First Natl. Bank Bldg.	7230	800 Knoxville Ave.	21728

℄Where stretchers are located. *Where medical cases are located. #Ambulance Service.

AMBULANCE SERVICE

Frankfort	Goodwin Bros., 200 S. Main	Tel. 5533
Lafayette	Soller-Baker, 103 S. 4th St.	Tel. 6254
Bloomington	Beck Funeral Home, 209 E. Grove St.	Tel. 23680
Peoria	Ace Ambulance Service, 115 Knoxville Ave.	Tel. 9202

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

LAKE ERIE and WESTERN DISTRICT

PEORIA DIVISION

TIME TABLE

No. 66

Takes Effect Sunday, Jan. 14, 1951

at 12:01 A. M.

Central Standard Time

For the information and Government of Employes only.

The Company reserves the right to vary the running of trains as circumstances may require.

OFFICERS

M. B. PHIPPS, General Superintendent
G. R. BOWMAN, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation
E. B. HUNTER, Superintendent
Assistant Superintendent
R. CLEAR, Trainmaster
W. G. YETMAN, Road Foreman of Engines
W. L. BROWN, Chief Dispatcher
B. O'DONNELL, Master Mechanic
M. B. ALLEN, Division Engineer

SAFETY FIRST

ALWAYS
BE
CAREFUL

LOOK
OBSERVE
THINK