INDEX

	Pages
Surgeons and Oculists	2
Special Instructions	3, 4, 5, 6
Indianapolis to Urbana Yard	7
Urbana Yard to Indianapolis	8
Urbana Yard to Peoria	9
Peoria to Urbana Yard	10
Speed Table	11
Map	12

Peoria and Eastern Ry.

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

Time-Table No. 81

FOR EMPLOYES ONLY

EFFECTIVE

7:00 A. M., Central Standard Time

Sunday, July 3, 1932

L. S. ROSE.
General Manager

SURGEONS

L. A. Ensminger, Chief Surgeon, Indianapolis.

N. C. Davidson, Gordon W. Batman, J. J. Briggs — Indianapolis.

Fred A. Dennis — Crawfordsville.

J. W. Moore — Danville.

Levis T. Gregory, David E. Yantis — Urbana.

Edson B. Hart, Jos. K. P. Hawks — Bloomington.

John A. Rusk — Tremont.

W. A. Balcke — Pekin.

S. M. Miller — Peoria.

OCULISTS

B. J. Larkin, Consulting Oculist, Indianapolis.

W. F. Hughes, D. A. Bartley — Indianapolis.

H. E. Baldwin — Danville.

SPECIAL INSTRUCTIONS

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

SAFETY FIRST.

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

OTHER RAILROADS.

Indianapolis Union Ry. rules govern between Washington and Noble Streets on the east, to West Street on the west, and on the Belt R. R.

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

DEFINITIONS.

Restricted Speed—A speed not exceeding that which will enable a train to stop short of train ahead, obstruction, switch not properly lined, and look out for broken rail.

Slow Speed—A speed not exceeding 10 miles per hour.

3. STANDARD CLOCKS.

Indianapolis	Telegraph office.
Moorefield	Engine house. / Yard office.
Danville	BC Tower.
Urbana Yard	Yard office.
Peoria	Engine house. / Union Station.

6. TRAIN ORDER AND BLOCK STATIONS.

Followed by the sign "D" are open:

*Brownsburg	8:00 A.M. to 5:00 P.M.
*Pittsboro	8:00 A.M. to 5:00 P.M.
*Lizton	8:00 A.M. to 5:00 P.M.
Jamestown, week days	8:00 A.M. to 5:00 P.M.
" Sundays	11:45 A.M. to 1:45 P.M.
*New Ross	8:00 A.M. to 5:00 P.M.
*Linnsburg	8:00 A.M. to 5:00 P.M.
*Waynetown	8:00 A.M. to 5:00 P.M.
*Hillsborough	8:00 A.M. to 5:00 P.M.
*Covington	8:00 A.M. to 5:00 P.M.
*Fithian	8:00 A.M. to 5:00 P.M.
*Ogden	8:00 A.M. to 5:00 P.M.
*Mayview	8:00 A.M. to 5:00 P.M.
*Mahomet	8:00 A.M. to 5:00 P.M.
*LeRoy	8:00 A.M. to 5:00 P.M.
*Downs	8:00 A.M. to 5:00 P.M.
*Bloomington	8:00 A.M. to 5:00 P.M.
*Danvers	8:00 A.M. to 5:00 P.M.
*Mackinaw	8:00 A.M. to 5:00 P.M.
*Tremont	8:00 A.M. to 5:00 P.M.

Followed by the sign "DN" are closed:

Urbana	4:00 A.M. to 10:00 A.M., and 6:00 P.M. to 8:00 P.M.
Pekin	10:30 P.M. to 6:30 A.M.

*Closed Sunday.

STATIONS (Additional).

Carter	1.4 miles west of Speedway.
Indiana Girls' School	2.8 miles west of Speedway.
Layton	3.2 miles west of Veedersburg.
Kern	2.1 miles east of Foster.
Missionfield	1.9 miles west of Hilliary.
Rumpler	1.7 miles east of Ogden.
Watkins	2.6 miles west of Farmer City.
Ford Woods	2.4 miles west of LeRoy.
Twin Grove	3.3 miles west of Costin.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(k) — o o	**(Single Track)** To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for a following section. If not answered by a train, the train displaying signals must stop and ascertain the cause. **(Two or More Tracks)** To call the attention of yard engines, also of extra trains or trains of the same or inferior class moving in the same direction to signals displayed for a following section.
(q) — o	When running against the current of traffic: (1) Approaching stations, curves, or other points where view may be obscured. (2) Preceding the signals prescribed by Rule 14(d), (e).

16. COMMUNICATING SIGNALS.

Sound	Indication
(m) o o o o o o o o	When running—shut off train heat.

17. HEADLIGHTS.

Must be dimmed:

(a) Passing through yards where yard engines are employed.

(b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.

(c) Approaching train order signals, junctions, terminals, or meeting points or while standing on main track at meeting points.

(d) On two or more tracks when approaching trains in opposite direction.

(e) When closing up behind trains.

19. MARKERS.

Trains with rear car not equipped to display markers as prescribed by Rule 19, will display red flag by day and red light by night.

Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

21. EXTRA TRAINS.

On double track extras and work extras may omit the display of white signals.

Extras and work extras passing from single to double track may continue the display of white signals to the point on double track to which such train is authorized to run or work extra.

28. MAIN TRACK SWITCHTENDERS.

Trains and engines must approach switches at Bates Street and crossover between ice-house and yard office Hill (Indianapolis) at restricted speed, and be governed by signal from switchtender who will use green signal for main track movements, and yellow signal for diverging or crossover movements.

72. SUPERIORITY OF TRAINS.

The superior direction of trains is east.

83. TRAIN REGISTERS.

Indianapolis	Telegraph office.
Brant	Telegraph office.
Urbana Yard	Yard office.
Urbana	Telegraph office.
Pekin	Passenger station.

Only Nos. 11, 12, 43 and 44 will be registered at Urbana.

Trains will be registered at intermediate register stations by the operators except when a train is displaying signals for a following section, it must stop at intermediate register stations and be registered by the conductor unless relieved of that duty by train order.

Enginemen are relieved from examining register, except when they act as pilot, or have no conductor, but this does not relieve them from knowing whether all trains due, which are superior or of the same class, have arrived or left, before leaving a register station.

85. MOVEMENT OF TRAINS.

Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of second class and extra trains.

91. SPACING TRAINS.

On portions of the road where no other form of block system is used, under the operation of Rule 91 it will be the duty of operators and signalmen to display the train-order signal at stop until ten minutes after the departure of a train carrying passengers, and until five minutes after the departure of any other train. They must not deliver, and trainmen must not accept any form of Clearance, until the time limit has expired.

93. YARDS.

Within yard limits the main track may be used protecting against first class trains. Other trains and engines must move within yard limits prepared to stop unless main track is seen or known to be clear.

Movements against the current of traffic within yard limits must be made at restricted speed.

Between KD and Brant, when it is not practicable to obtain clear block, the signalman at KD may display Permissive-signal, or may instruct signalman at Brant to display Permissive-signal, to indicate block is occupied and that movements may be made at restricted speed.

Permission must be secured by telephone from signalman at Brant before entering block at Michigan Street, and likewise report made to him when block is clear. Trains and engines under all conditions must move at restricted speed unless main track is seen or known to be clear. Otherwise, Manual Block System and Train Rules remain in force.

Between BC and Wyton, when block is occupied by an eastbound passenger train, the signalman at Wyton may display Permissive-signal or Stop-signal with Permissive Card, (Form C), to permit a passenger train to enter block after arrival of passenger train ahead at Danville station.

Between BC and Wyton, trains and engines, under all conditions, must move at restricted speed. Trainmen must ride on rear of last car.

While on the main track of the Indianapolis Terminal division, a trainman must ride on the rear of last car of all trains and cuts.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

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

Between Danville (BC) and Wyton, movements may be made against the current of traffic, at restricted speed, upon receipt of Special Clearance Card Form X. Such movements shall not be made except upon authority of the signalman at Wyton who must not authorize such movement until control of block has been secured.

98. RAILROAD CROSSINGS AT GRADE.

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

98a. INDICATION OF GRADE CROSSING TARGETS.

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

104. SWITCHES.

It must be known that switch rails are in proper position and in good order before and after using a switch.

221A. TRAIN ORDER SIGNALS.

The "wig-wagging" of train-order signal (or of home 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 restricted speed, prepared to receive train orders and Clearance Forms, but if not received in passing, the train or engine must be stopped immediately and not proceed until properly authorized. 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.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:
Between Brant and Danville (BC).
Wyton and Pekin.
Double Track:
Between Indianapolis and Brant.
Danville (BC) and Wyton.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

In Manual or Automatic Block territory, when a train or engine takes siding or otherwise clears the main track, it must not again enter the block or foul the main track without permission from the signalman or dispatcher.

At points where outlying switches are remote controlled, trains will be governed by signal indication.

Rules S-251 to S-254 inclusive, will govern on single track, and Rules D-251 to D-254 inclusive, will govern on double track.

301. MANUAL BLOCK SYSTEM.

Between KD and Wyton.
East Yard and Pekin.
Wyton and East Yard, governing the movement of passenger trains.

At Dean, Farmer City and Glover, eastbound trains finding home interlocking signal at stop position, will stop back of clearance of east end of siding.

At Ames westbound trains finding home signal at stop-position, will make stop back of clearance of west end of westward siding.

At Bronson, Mansfield and East Yard, westbound trains finding home interlocking signal at stop position, will make stop back of clearance of west end of siding.

Rule 317A will govern the movement of passenger trains on single track, 318A on double track, and 331A on single and double track.

Rule 317B will govern the movement of opposing freight trains on single track between Brant and Wyton, except it will be permissible to permit trains not carrying passengers to enter block when meeting at blind sidings or closed stations, signalmen must secure authority from the train dispatcher. Upon receiving such authority signalmen may permit trains to proceed under stop signal with Clearance Card (Form A), special card (Form F), and a copy of the middle order, and any other orders he may have addressed to that train.

Rule 318B will govern the movement of freight trains in the same direction between Brant and East Yard, except that the last paragraph will be used as follows:

A train may be permitted to follow a train other than a passenger train into a block under stop signal with Permissive Card (Form C) after the expiration of ten minutes.

It will be permissible to permit freight trains to follow yard engines or yard engines to follow freight trains under a yellow signal without the use of Permissive Card (Form C), at the following points—

Ames—Westbound.
Cory—Westbound.
Danville—East & Westbound.
Wyton—East & Westbound.
Bronson—Eastbound.
Urbana—East & Westbound.
Dean—Westbound.
Bloomington—East & Westbound.
C. & A. Crossing—Eastbound.
East Yard—Westbound.
Pekin—Eastbound.

720. BULLETIN BOARDS AND BOOKS.

Indianapolis	Telegraph office.
Moorefield	Engine-house. Yard office.
Ames	Telegraph office.
Hilliary	Yard office.
Urbana Yard	Yard office.
Bloomington	Telegraph office.
Pekin	Telegraph office.
Hump Yard, Peoria	Yard office. Engine-house.
Peoria	Union Station.

790. REDUCE SPEED BOARD.

Location—Upon the right of and adjoining the track to which it refers, approximately 6,000 feet from the point to be protected.

Indication—Approach Slow Speed Board at not exceeding speed shown on Reduce Speed Board.

Note—Flags of prescribed color may be substituted for the boards when necessary.

When yellow flags are substituted, or the Reduce Speed Board does not designate the speed limit, speed must be reduced to 10 miles per hour.

Lights of the prescribed color must be used by night in addition to the boards or flags.

PASSING TRAINS.

Observance of passing trains by employes and code of signals to be used:

When trains are passing, trainmen at rear of train must observe the general condition of trains on other tracks.

When trains are standing, trainmen must place themselves in the best possible position to observe the running gear of passing passenger trains, and when other duties do not interfere, the same observation must be made of passing freight trains.

The forward trainmen of freight trains and enginemen and firemen when practicable, must be on the lookout for signals from the rear after meeting or passing trains, also when approaching and passing stations and trackmen, and frequently at other points.

When trains are passing, signalmen and operators must observe the general condition of trains. Trackmen, bridgemen, signal maintainers, pumpers, and other employes must make similar observations.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give "Proceed" signal.

Hot Journals.

By day: Hold nose with finger and thumb of one hand and point down toward track with the other.

By night: Swing lamp in small vertical circle; lamp to be held by guard wires.

Connections Dragging.

By day or night: Give "Stop" signal.

Car Door Swinging.

By day: Raise and lower right hand slowly full length of body.*

By night: Same signal to be given with lamp.*

*In addition, give "Stop" signal.

Brakes Sticking.

By day: Shove hand in sliding movement out from body.*

By night: Same signal to be given with lamp.*

*In addition, give "Stop" signal to freight trains.

Flat Wheels.

By day: Place palms of hands together in horizontal position.

By night: Hold lamp in horizontal position at arm's length.

All Clear.

By day or night: "Proceed" signal.

All signals must be acknowledged.

SPEED RESTRICTIONS.

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

General

(unless otherwise restricted)

Through crossovers and entering or leaving sidings	12
Express trains handling freight equipment	50
Troop trains handling freight or passenger equipment with cast iron wheels	30
Trains handling dead engines with side rods	30
Trains handling dead engines without side rods	20
Engines without engine truck operating under steam or being towed	20
Road engines running light or with caboose (Rule 743 is revised).	30
Engines equipped with trailers, backing (Rule 744 is revised).	30
Trains handling scale test cars	25
Indianapolis — First District	10
Indianapolis — Second District	15
Indianapolis — Third District	20
Brant, entering or leaving westward main	20
Between Crawfordsville and Tile Siding on curves between Mile Post 46 and Mile Post 49	30
Veedersburg, through city limits	15

Covington, first curve west of Wabash River Bridge..... 40
On curves between Mile Posts 75 and 76..... 30
Cory, over crossing..... 20
Danville, entering or leaving double track..... 12
Wyton, entering double track..... 30
Hilliary, over Vermilion River Viaduct 207, west of Hilliary 20
Urbana Yard, passing Urbana Yard office..... 20
Urbana, University Avenue crossing..... 15
Between Rising and Mahomet on curves, Mile Posts 127 and 128 40
Mahomet, road crossing at Mahomet depot..... 25
Lilly, passenger trains passing through coal dock..... 20
Mackinaw, Pennsylvania crossing, 0.7 mile east of Mackinaw 20
Menert, on curves between Mile Posts 190 and 192..... 30
Leslie, on curves between Mile Posts 199 and 201..... 30
Handling steam cranes..... 30
Handling steam cranes on curves..... 25
Between Brant and Pekin, passenger trains..... 65
Between Brant and Pekin, freight trains..... 50

ENGINE AND CAR RESTRICTIONS.

Engines of class L-1 must not go east of scale house on loaded track, or east of derail on empty track, Missionfield mine.

LOCOMOTIVE CRANES.

Whenever possible, locomotive cranes handled in trains will be run with the heavy end forward.

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 with caution prepared to stop short of any obstruction to the next block stations, where the block rules must be complied with.

The Pekin helper engine will run extra between Pekin and Leslie without train orders; it will help any eastbound train within these limits, and will return to East Yard against or ahead of second class and inferior trains.

Eastbound second class and inferior trains will not leave East Yard without information from signalman at East Yard, that the staff marked "Yard Engine" in perforated letters is in his possession. Signalman at East Yard will deliver staff to engineman of helper engine. When helper engine returns to East Yard after helping a train, the engineman must immediately return the staff to the signalman at East Yard.

AIR BRAKES.

When a failure renders the brakes on both train and engine inoperative, the train may proceed with extreme care to the first siding where it will await relief engine.

If the failure involves the brakes on the train or a part of the train, leaving the brakes on the engine operative, the train may be moved with extreme care at a speed at which the train may be stopped short of any obstruction with the available braking power. Weather and other conditions must be such as to insure the safety of the movement. If a relief engine is necessary, it must be provided at the first possible point.

If the conditions are not extremely favorable, the train must be side tracked until relief engine is provided.

STOPPING TRAINS FROM REAR.

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

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

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

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

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

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

MIXED TRAINS.

Mixed trains carry passengers and must stop coach (or caboose) at station platform.

CONDITIONAL STOPS.

Trains will stop on signal as follows:

No. 11 at Rising, Harris, Empire, Gillum, Woodruff, Lilly, Menert and Leslie to receive or discharge passengers.

k. Denotes flag stop to discharge passengers from Indianapolis, and receive passengers for Danville, Champaign and points west of Champaign.

No. 12 at Leslie, Menert, Lilly, Woodruff, Gillum, Empire, Harris and Rising to receive or discharge passengers.

x. Denotes flag stop to receive passengers for Indianapolis and discharge passengers from Bloomington, C. & A. Crossing, Pekin and Peoria.

No. 43 at Waynetown on Sundays and Mondays to discharge passengers from Indianapolis and points east; when not stopping at LeRoy will reduce speed to 15 miles per hour for the discharge of newspapers.

To Receive or Discharge Parcel Post.

No. 11 at St. Joseph.

No. 12 at Mayview, Ogden and Muncie.

L. C. TYLER,
Train Master.
Urbana Yard, Ills.

A. A. HYATT,
Chief Dispatcher.
Indianapolis, Ind.

Miles from Indianapolis	STATIONS	FIRST CLASS		SECOND CLASS		
		43 NIGHT EXPRESS Daily	11 DAY EXPRESS Daily	55 SWITCH RUN Daily Ex. Sunday	97 THROUGH FREIGHT Daily	95 KD1 FREIGHT Daily
		AM	PM			
.....	Indianapolis ..... DN	12.40	12.05	.....	.....	.....
1.8	KD ..... DN	12.45	12.10	AM	AM	PM
2.1	Moorefield	12.46	12.11	6.00	8.20	7.25
3.5	Brant ..... DN	12.49	12.14	6.05	8.25	7.30
4.6	Speedway	.....	.....	.....	.....	.....
9.6	Clermont	12.57	12.22	f 6.15	8.39	7.44
14.0	Brownsburg ..... D	1.02	k12.29	f 6.25	8.45	7.50
17.9	Pittsboro ..... D	1.06	k12.34	f 6.35	8.50	7.55
22.3	Lizton ..... D	1.10	k12.40	f 6.45	8.56	8.01
27.7	Jamestown ..... D	1.15	k**12.50** 12	f 7.05	9.03	8.08
32.8	New Ross ..... D	1.20	k12.56	f 7.15	9.10	8.15
37.8	Linnsburg ..... D	1.25	k 1.01	f 7.25	9.17	8.22
43.0	Ames ..... DN	**1.36** 44	1.08	9.15	9.25	8.30
43.8	Crawfordsville	s 1.51	s 1.20	.....	.....	.....
49.8	Tile Siding	1.59	1.28	9.30	9.38	8.43
54.0	Waynetown ..... D	2.04	s 1.34	s **9.45** 97	**9.45** 55	8.49
58.1	Range Road	2.08	1.39	9.55	9.50	8.54
59.3	Hillsborough ..... D	.....	s 1.41	s10.10	.....	.....
64.7	Veedersburg ..... DN	s 2.19	s 1.52	s**11.53** 12	10.00	9.04
70.2	Palmerton	2.28	1.58	12.10 PM	10.10	9.14
72.1	Covington ..... D	s 2.33	s 2.02	s12.25	10.13	9.17
73.9	Kern Pit	.....	.....	.....	.....	.....
76.5	Foster	2.41	2.10	f12.35	10.22	9.26
83.9	Cory ..... DN	2.50	2.18	12.45	10.32	9.36
85.0	Danville ..... DN	s 3.13	s 2.28	12.50	10.36	9.40
86.0	Wyton ..... DN	3.15	2.31	12.55	10.41	**9.45** 90
88.7	Hilliary	3.18	2.34	s 1.20	**11.02** 12	10.25
93.2	Oakwood	.....	k 2.41	f 1.40	.....	.....
94.8	Bronson ..... DN	3.26	2.42	1.45	11.22	10.40
97.1	Muncie	.....	.....	f 1.50	.....	.....
98.4	Fithian ..... D	3.30	k 2.47	f 2.00	11.30	10.48
102.7	Ogden ..... D	.....	k 2.52	f 2.16	11.37	.....
105.8	Glover ..... DN	3.37	2.55	2.26	11.42	10.58
107.3	St. Joseph	.....	k 2.57	f 2.35	.....	.....
110.7	Mayview ..... D	3.43	3.00	f 2.45	11.52	11.08
115.8	Urbana Yard	3.49	**3.06** 94	**2.55** 94	12.05	**11.24** 44
		AM	PM	PM	PM	PM

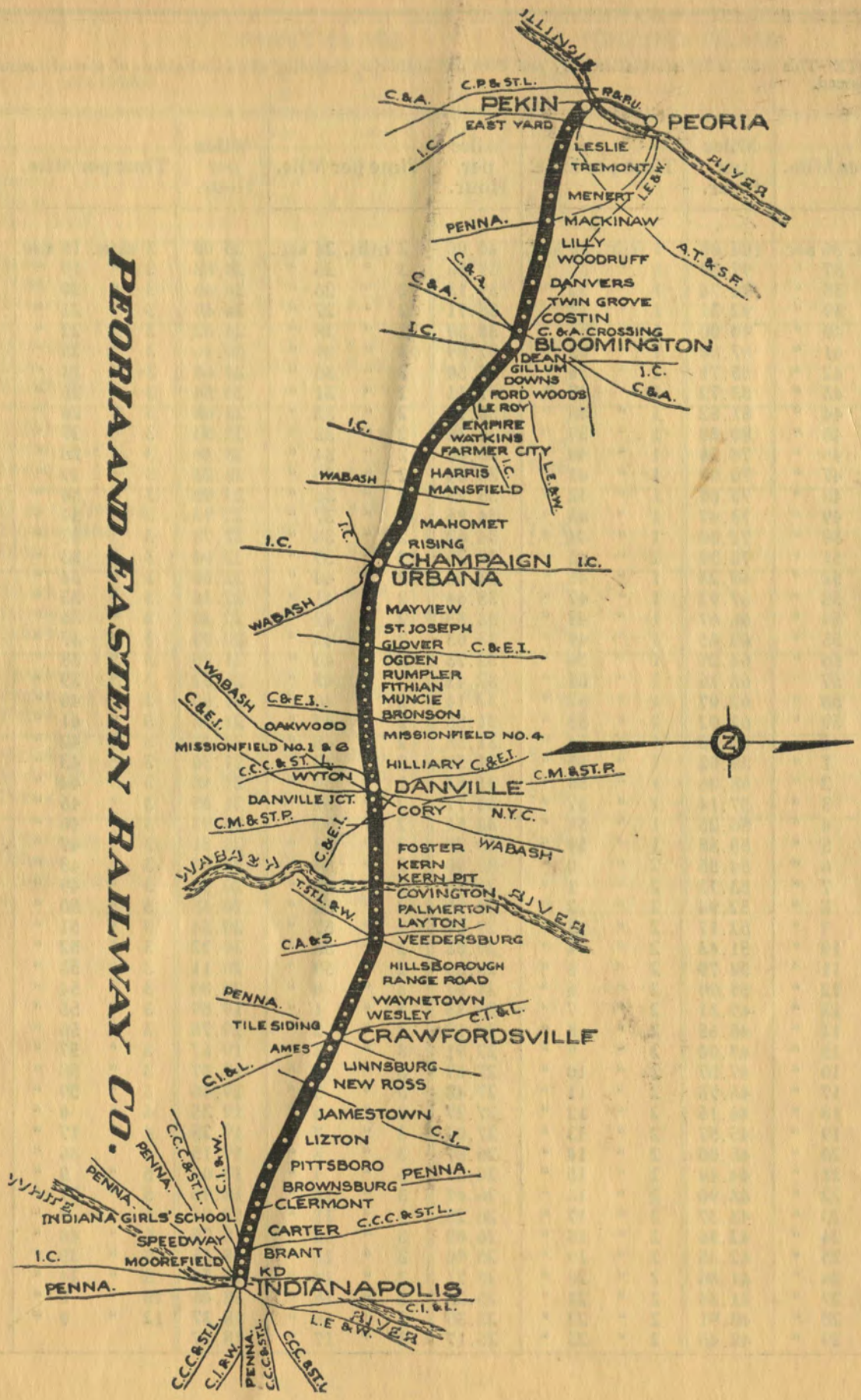
Miles from Peoria	STATIONS	FIRST CLASS 44 NIGHT EXPRESS Daily	FIRST CLASS 12 DAY EXPRESS Daily	SECOND CLASS 94 NY4 FREIGHT Daily	SECOND CLASS 90 NY6 FREIGHT Daily
		PM	AM	PM	PM
95.7	Urbana Yard	**11.24** 95	10.24	**3.06** 11	8.45
100.8	Mayview D	11.31	10.30	3.16	8.53
104.2	St. Joseph		x10.34		
105.7	Glover DN	11.37	10.36	3.23	9.00
108.8	Ogden D		x10.41		
113.1	Fithian D	11.45	x10.47	3.32	9.09
114.4	Muncie				
116.7	Bronson DN	11.49	10.53	3.37	9.14
118.3	Oakwood		x10.55		
122.8	Hilliary	11.57	**11.02** 97	3.47	9.24
125.5	Wyton DN	11.59	11.04	4.00	**9.45** 95
126.5	Danville DN	s12.20 AM	s11.13	4.03	9.48
127.6	Cory DN	12.23	11.16	4.07	9.52
135.0	Foster	12.32	11.25	4.17	10.02
137.6	Kern Pit				
139.4	Covington D	s12.42	s11.35	4.27	10.12
141.3	Palmerton	12.46	11.39	4.31	10.16
146.8	Veedersburg DN	s 1.02	s**11.53** 55	4.40	10.27
152.2	Hillsborough D		s12.01 PM		
153.4	Range Road	1.10	12.03	4.54	10.41
157.5	Waynetown D	1.15	s12.08	5.00	10.47
161.7	Tile Siding	1.19	12.13	5.05	10.52
167.7	Crawfordsville	s 1.32	s12.26		
168.5	Ames DN	**1.36** 43	12.29	5.20	11.07
173.7	Linnsburg D	1.43	x12.36	5.28	11.15
178.7	New Ross D	1.50	x12.43	5.36	11.23
183.8	Jamestown D	1.57	x**12.50** 11	5.44	11.31
189.2	Lizton D	2.04	x12.57	5.52	11.39
193.6	Pittsboro D	2.10	x 1.03	6.00	11.47
197.5	Brownsburg D	2.15	x 1.08	6.07	11.54
201.9	Clermont	2.20	1.13	6.15	12.02 AM
206.9	Speedway				
208.0	Brant DN	2.29	1.20	6.25	12.20
209.4	Moorefield	2.32	1.23	6.45	12.30
209.7	KD DN	2.34	1.25	PM	AM
211.5	Indianapolis DN	3.00	1.30		
		AM	PM		

Miles from Indianapolis	STATIONS	FIRST CLASS		SECOND CLASS			
		43 NIGHT EXPRESS Daily	11 DAY EXPRESS Daily	95 KD1 FREIGHT Daily	59 SWITCH RUN Daily Ex. Sunday	57 SWITCH RUN Daily Ex. Sunday	97 THROUGH FREIGHT Daily
		AM	PM	AM	PM	AM	PM
115.8	Urbana Yard	3.49	3.06 94	12.20 44		11.50	12.30
116.3	Urbana DN	s 3.55	s 3.11				
118.2	Champaign	s 4.25	s 3.25	12.28		11.57	12.38
123.4	Rising	4.32	3.32	12.42		f 12.07 PM	12.50
128.0	Mahomet D	4.38	s 3.39	12.49		f 12.20	12.57
133.7	Mansfield DN	s 4.46	s 3.48	12.58		f 12.35	1.06
138.4	Harris		3.52			f 12.45	
141.4	Farmer City DN	s 5.00	s 3.59	1.13		s 1.21 97 2.05 94	1.21 57
146.3	Empire		4.05			2.10	
150.6	Le Roy D	f 5.12	s 4.13	1.26		s 2.30	1.50 94
157.1	Downs D		s 4.22			s 2.45	
158.8	Gillum	5.21	4.24	1.39		f 2.50	2.05
164.4	Dean DN	5.27	4.30	1.54	AM	3.00	2.15
165.9	Bloomington D	s 5.33	s 4.36	2.02	11.10	PM	2.25
166.8	C. & A. Crossing DN	s 6.00	s 4.52		11.15		
167.3	Costin	6.01	4.53	2.12	11.17		2.33
174.5	Moon	6.09	5.01	2.29	11.27		2.50
176.5	Danvers D		s 5.04		s11.35		
179.4	Woodruff		5.07		f11.45		
182.4	Lilly	6.18	5.15	2.49	s12.10 PM		3.10
186.3	Mackinaw D	6.23	s 5.21	2.59	s12.25 94		3.20
188.9	Menert	6.26	5.25	3.04	f12.35		3.25
193.4	Tremont D	f 6.34	s 5.33	3.16	s12.50		3.37
196.1	Leslie	6.40	5.39	3.23	f 1.00		3.44
201.4	East Yard DN	6.50	5.49 90	3.48	1.20		4.10
202.5	Pekin DN	s 7.15	s 5.55	3.54	1.40		4.20
211.5	Peoria DN	7.35	6.15	5.00	2.30		4.45
		AM	PM	AM	PM		PM

Miles from Peoria	STATIONS	FIRST CLASS		SECOND CLASS							
		12 DAY EXPRESS Daily	44 NIGHT EXPRESS Daily	94 NY4 FREIGHT Daily	90 NY6 FREIGHT Daily						
		AM	PM	AM	PM						
.....	Peoria ..... DN	7.30	8.00	11.30	5.30						
9.0	Pekin ..... DN	s 7.48	s 8.18	11.50	5.43						
10.1	East Yard ..... DN	7.56	8.27	11.56	**5.49** 11						
15.4	Leslie	8.03	8.35	12.06 PM	6.10						
18.1	Tremont ..... D	s 8.09	f 8.40	12.11	6.15						
22.6	Menert	8.16	8.47	12.19	6.23						
25.2	Mackinaw ..... D	s 8.21	f 8.51	**12.25** 59	6.28						
29.1	Lilly	8.29	9.01	12.40	6.43						
32.1	Woodruff	.....	.....	.....	.....						
35.0	Danvers ..... D	s 8.38	.....	12.51	.....						
37.0	Moon	8.41	9.12	12.55	6.57						
44.2	Costin	8.49	9.20	1.03	7.05						
44.7	C. & A. Crossing ..... DN	s 8.55	s 9.34	.....	.....						
45.6	Bloomington ..... D	s 9.03	s 9.49	1.10	7.12						
47.1	Dean ..... DN	9.06	9.52	1.25	7.17						
52.7	Gillum	9.13	9.59	1.35	7.27						
54.4	Downs ..... D	s 9.16	.....	1.40	.....						
60.9	LeRoy ..... D	s 9.25	s10.10	**1.50** 97	7.39						
65.2	Empire	.....	.....	.....	.....						
70.1	Farmer City ..... DN	s 9.38	s10.23	**2.05** 57	7.51						
73.1	Harris	.....	.....	.....	.....						
77.8	Mansfield ..... DN	s 9.50	s10.38	2.15	8.01						
83.5	Mahomet ..... D	s10.00	f10.46	2.25	8.10						
88.1	Rising	10.06	10.52	2.31	8.16						
93.3	Champaign	s10.17	s11.13	2.41	8.26						
95.2	Urbana ..... DN	s10.22	s11.22	.....	.....						
95.7	Urbana Yard	10.24	**11.24** 95	**2.50** 11	8.35						
		AM	PM	PM	PM						

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 CO.
ILLINOIS RIVER
C.P.&ST.L.
C.&A.
PEKIN
R&RU
PEORIA
EAST YARD
I.C.
LESLIE
TREMONT
L.E.&W.
MENERT
PENNA.
MACKINAW
LILLY
WOODRUFF
A.T.&S.F.
C.&A.
DANVERS
TWIN GROVE
COSTIN
C.&A. CROSSING
BLOOMINGTON
IDEAN
GILLUM
DOWNS
FORD WOODS
LE ROY
EMPIRE
WATKINS
FARMER CITY
HARRIS
MANSFIELD
WABASH
MAHOMET
RISING
CHAMPAIGN
URBANA
MAYVIEW
ST. JOSEPH
GLOVER
C.&E.I.
OGDEN
RUMPLER
FITHIAN
MUNCIE
BRONSON
OAKWOOD
MISSIONFIELD NO.1 & 6
MISSIONFIELD NO.4
HILLIARY
C.C.C.&ST.L.
WYTON
DANVILLE
C.M.&ST.P.
DANVILLE JCT.
CORY
N.Y.C.
FOSTER
KERN
KERN PIT
COVINGTON
PALMERTON
LAYTON
VEEDERSBURG
T.STL.&W.
C.A.&S.
HILLSBOROUGH
RANGE ROAD
WAYNETOWN
WESLEY
C.I.&L.
TILE SIDING
CRAWFORDSVILLE
AMES
LINNSBURG
NEW ROSS
JAMESTOWN
LIZTON
PITTSBORO
BROWNSBURG
CLERMONT
CARTER
BRANT
KD
INDIANAPOLIS
WHITE
INDIANA GIRLS' SCHOOL
SPEEDWAY
MOOREFIELD
L.E.&W.
RIVER
N