THE E. H. HARRIMAN

CERTIFICATE OF COMMENDATION

AWARDED

TO

NICKEL PLATERS

FOR

SAFETY PERFORMANCE

DURING 1958

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

LAKE ERIE and WESTERN DISTRICT

PEORIA DIVISION

TIME TABLE

No. 84

Takes Effect Sunday, Oct. 25, 1959

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

R. A. GLEASON, General Superintendent
V. E. COE, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation

R. CLEAR, Superintendent
G. G. CREWS, Assistant Superintendent
R. E. KIESER, Train Master
D. I. EVANS, Road Foreman of Engines
E. J. FOLLIN, Chief Train Dispatcher
R. H. KIESER, Master Mechanic
M. B. ALLEN, Division Engineer

PEORIA DIVISION--WESTBOUND

Car Capacity of Sidings	Miles from Sandusky	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS 307 N. Y. C. Daily	303 N. Y. C. Daily	305 N. Y. C. Daily					SECOND CLASS TRAINS 65 Through Freight Daily	63 Through Freight Daily	
.....	234.2		Frankfort.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.5												
.....	234.7		Frankfort YardL	DN	.....	.....	.....	.....	.....	.....	.....	6.00AM	7.00PM	.....
		0.8												
.....	235.5		WY Tower.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.8		Exc. Sat. & Sun.										
100	243.3		Mulberry.....B	7:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	6.16	7.18	.....
		6.0												
.....	249.3		Dayton.....B	.....	.....	.....	.....	.....	.....	.....	.....	6.26	7.28	.....
		5.5												
136	254.8		Altamont....B E. End TA Double	DN	2.05AM	10.35AM	6.19PM	.....	.....	.....	.....	6.36	7.38	.....
		2.7												
.....	257.5		Lafayette Jct. ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.0												
.....	258.5		Lafayette.....B	DN	s 2.35	s 10.45	s 6.31	.....	.....	.....	.....	.....	.....	.....
		1.8												
.....	260.3		Summit.....B	.....	2.38	10.46	6.34	.....	.....	.....	.....	.....	.....	.....
		2.7												
67	263.0		Balls.....B	.....	2.41	10.49	6.37	.....	.....	.....	.....	.....	.....	.....
		4.4		Exc. Sat. & Sun.										
58	267.4		Montmorenci..B	7:00A-4:00P	2.45	10.53	6.41	.....	.....	.....	.....	.....	.....	.....
		3.6												
138	271.0		Otterbein.....B	.....	2.49	10.56	6.45	.....	.....	.....	.....	.....	.....	.....
		6.1												
57	277.1		Templeton....B W. End TA Double	DN	2.55AM	11.05AM	6.49PM	.....	.....	.....	.....	7.31	8.35	.....
		2.1												
.....	279.2		Oxford.....	.....	.....	.....	.....	.....	.....	.....	.....	7.35	8.39	.....
		1.6												
65	280.8		Fargo.....B	.....	.....	.....	.....	.....	.....	.....	.....	7.39	8.42	.....
		5.6		Exc. Sat. & Sun.										
110	286.4		Boswell.....B	7:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	7.51	8.52	.....
		4.9												
.....	291.3		Handy.....	DN	.....	.....	.....	.....	.....	.....	.....	8.01	8.59	.....
		2.4		Exc. Sat. & Sun.										
56	293.7		Ambia.....B	7:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	8.05	9.05	.....
		4.1												
92	297.8		Cheneyville....B	8:59A-4:59P 11:59P-7:59A	.....	.....	.....	.....	.....	.....	.....	8.30	9.15	.....
		4.6												
96	302.4		Hoopeston.....B	DN	.....	.....	.....	.....	.....	.....	.....	8.55	9.40	.....
		11.8												
94	314.2		Rankin.....B	6:30A-3:30P	.....	.....	.....	.....	.....	.....	.....	9.27	10.30 66	.....
		4.0												
.....	318.2		Clarence.....	.....	.....	.....	.....	.....	.....	.....	.....	9.35	10.40	.....
		6.5												
92	324.7		Paxton.....B	DN	.....	.....	.....	.....	.....	.....	.....	9.47	10.50	.....
		4.5												
.....	329.2		Perdueville...B	.....	.....	.....	.....	.....	.....	.....	.....	9.57AM	10.59PM	.....

Symbols: B—Telephone Booth; DN—Continuously.

PEORIA DIVISION--WESTBOUND—Continued

Car Capacity of Sidings	Miles from Sandusky	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS 307 N. Y. C. Daily	303 N. Y. C. Daily	305 N. Y. C. Daily					SECOND CLASS TRAINS 65 Through Freight Daily	63 Through Freight Daily	
.....	334.1	4.9	Elliott.....	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	10.07AM	11.05PM	.....
.....	339.4	5.3	Gibson City....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95	340.1	0.7	Central.....B	.....	.....	.....	.....	.....	.....	.....	.....	10.19	11.15	.....
103	348.7	8.6	Saybrook.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	10.34	11.27	.....
68	354.8	6.1	Arrowsmith...B	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	.....	.....	.....	10.46	11.35	.....
93	359.2	4.4	Ellsworth.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	10.56	11.43	.....
.....	364.0	4.8	Holder.....	Exc. Sat. & Sun. 7:30A-4:30P	.....	.....	.....	.....	.....	.....	.....	11.06	11.50	.....
98	368.9	4.9	Brokaw.....B	.....	.....	.....	.....	.....	.....	.....	.....	11.16	11.57	.....
.....	373.3	4.4	Dean.....B	DN	.....	.....	.....	.....	.....	.....	.....	11.31	12.15AM	.....
61	374.7	1.4	Bloomington...B	.....	.....	.....	.....	.....	.....	.....	.....	11.36	12.20	.....
.....	375.6	0.9	G. M. & O. Jct..	DN	.....	.....	.....	.....	.....	.....	.....	11.46	12.25	.....
42	376.0	0.4	West Side ....B	.....	.....	.....	.....	.....	.....	.....	.....	11.48	12.27	.....
92	380.3	4.3	Yuton.....B	.....	.....	.....	.....	.....	.....	.....	.....	12.04 62 PM	12.37	.....
....	385.4	5.1	Carlock.....	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	12.11	12.47	.....
98	389.9	4.5	Congerville...B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	12.17	12.55	.....
.....	394.2	4.8	Goodfield.....	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	.....	.....	.....	12.25	1.02	.....
55	397.1	2.9	Deer Creek...B	.....	.....	.....	.....	.....	.....	.....	.....	12.30	1.07	.....
90	402.5	5.4	Crandall.....B	.....	.....	.....	.....	.....	.....	.....	.....	12.40	1.17	.....
.....	406.9	4.4	Farmdale Jct..B	.....	.....	.....	.....	.....	.....	.....	.....	12.50	1.25	.....
.....	409.8	2.9	Farmdale.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	411.3	1.5	P. & P. U. Jct..B	.....	.....	.....	.....	.....	.....	.....	.....	1.10	1.40	.....
.....	411.8	0.5	E. Peoria Yd. (Washington St.) A	DN	.....	.....	.....	.....	.....	.....	.....	1.30PM	1.50AM	.....
.....	412.9	1.1	Wesley Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	415.3	2.4	Peoria.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily					Daily	Daily	
					307	303	305					65	63	

Symbols: B—Telephone Booth; DN—Continuously.

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						SECOND CLASS TRAINS			
					310	302	304				68	62	66	
					N. Y. C.	N. Y. C.	N. Y. C.				Fast Freight	Fast Freight	Fast Freight	
					Daily	Daily	Daily				Daily	Daily	Daily	
.....	0.0		Peoria	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.4												
.....	2.4		Wesley Jct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.1												
.....	3.5		E. Peoria Yd. } L Washington St. }	DN	.....	.....	.....	.....	.....	.....	2.00AM	10.30AM	6.30PM	.....
		0.5												
.....	4.0		P. & P. U. Jct..B	.....	.....	.....	.....	.....	.....	.....	2.05	10.35	6.35	.....
		1.5												
.....	5.5		Farmdale.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.9												
.....	8.4		Farmdale Jct..B	.....	.....	.....	.....	.....	.....	.....	2.23	10.53	6.53	.....
		4.4												
90	12.8		Crandall.....B	.....	.....	.....	.....	.....	.....	.....	2.38	11.09	7.09	.....
		5.4												
55	18.2		Deer Creek...B	.....	.....	.....	.....	.....	.....	.....	2.50	11.21	7.21	.....
		2.9		Exc. Sat. & Sun.										
.....	21.1		Goodfield.....	7:00A-4:00P	.....	.....	.....	.....	.....	.....	2.55	11.26	7.26	.....
		4.8		Exc. Sat. & Sun.										
98	25.4		Congerville....B	7:00A-4:00P	.....	.....	.....	.....	.....	.....	3.09	11.40	7.35	.....
		4.5		Exc. Sat. & Sun.										
.....	29.9		Carlock.....	7:00A-4:00P	.....	.....	.....	.....	.....	.....	3.18	11.49	7.43	.....
		5.1												
92	35.0		Yuton.....B	.....	.....	.....	.....	.....	.....	.....	3.32	12.04 65 PM	7.52	.....
		4.3												
42	39.3		West Side....B	.....	.....	.....	.....	.....	.....	.....	3.42	12.14	8.00	.....
		0.4												
.....	39.7		G. M. & O. Jct..	DN	.....	.....	.....	.....	.....	.....	3.44	12.16	8.02	.....
		0.9												
61	40.6		Bloomington..B	.....	.....	.....	.....	.....	.....	.....	3.52	12.26	8.10	.....
		1.4												
.....	42.0		Dean.....B	DN	.....	.....	.....	.....	.....	.....	4.06	12.46	8.30	.....
		4.4												
98	46.4		Brokaw.....B	.....	.....	.....	.....	.....	.....	.....	4.15	12.56	8.40	.....
		4.9		Exc. Sat. & Sun.										
.....	51.3		Holder.....	7:30A-4:30P	.....	.....	.....	.....	.....	.....	4.24	1.05	8.49	.....
		4.8												
93	56.1		Ellsworth.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	.....	.....	4.33	1.14	8.58	.....
		4.4		Exc. Sat. & Sun.										
68	60.5		Arrowsmith...B	8:00A-5:00P	.....	.....	.....	.....	.....	.....	4.41	1.23	9.07	.....
		6.1		Exc. Sat. & Sun.										
103	66.6		Saybrook.....B	7:00A-4:00P	.....	.....	.....	.....	.....	.....	4.51	1.33	9.17	.....
		8.6												
95	75.2		Central.....B	.....	.....	.....	.....	.....	.....	.....	5.05	1.47	9.30	.....
		0.7												
.....	75.9		Gibson City....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.3		Exc. Sat. & Sun.										
.....	81.2		Elliott	7:00A-4:00P	.....	.....	.....	.....	.....	.....	5.15	1.57	9.40	.....
		4.9												
.....	86.1		Perdueville...B	.....	.....	.....	.....	.....	.....	.....	5.23AM	2.06PM	9.48PM	.....

Symbols: B—Telephone Booth; DN—Continuously.

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						SECOND CLASS TRAINS			
					310	302	304				68	62	66	
					N. Y. C.	N. Y. C.	N. Y. C.				Fast Freight	Fast Freight	Fast Freight	
					Daily	Daily	Daily				Daily	Daily	Daily	
92	90.6	4.5	Paxton.....B	DN	.....	.....	.....	.....	.....	.....	5.31AM	2.15PM	10.00PM	.....
.....	97.1	6.5	Clarence.....	.....	.....	.....	.....	.....	.....	.....	5.40	2.25	10.10	.....
94	101.1	4.0	Rankin.....B	6:30A-3:30P	.....	.....	.....	.....	.....	.....	5.46	2.31	10.30 [63]	.....
		11.8												
96	112.9		Hoopeston.....B	DN	.....	.....	.....	.....	.....	.....	6.03	2.48	10.47	.....
92	117.5	4.6	Cheneyville....B	8:59A-4:59P 11:59P-7:59A Exc. Sat. & Sun.	.....	.....	.....	.....	.....	.....	6.18	3.03	11.50	.....
56	121.6	4.1	Ambia.....B	7:00A-4:00P	.....	.....	.....	.....	.....	.....	6.26	3.11	12.01AM	.....
.....	124.0	2.4	Handy.....	DN Exc. Sat. & Sun.	.....	.....	.....	.....	.....	.....	6.29	3.14	12.05	.....
110	128.9	4.9	Boswell.....B	7:00A-4:00P	.....	.....	.....	.....	.....	.....	6.37	3.22	12.12	.....
65	134.5	5.6	Fargo.....B	.....	.....	.....	.....	.....	.....	.....	6.46	3.31	12.20	.....
.....	136.1	1.6	Oxford.....	.....	.....	.....	.....	.....	.....	.....	6.48	3.33	12.22	.....
		2.1												
57	138.2	6.1	Templeton...B W. End TA Double	DN	1.20AM	11.43AM	5.47PM	.....	.....	.....	6.52	3.37	12.30	.....
.....	144.3	3.6	Otterbein.....B	Exc. Sat. & Sun.	1.27	11.49	5.52	.....	.....	.....	.....	.....	.....	.....
98	147.9	4.4	Montmorenci..B	7:00A-4:00P	1.30	11.52	5.55	.....	.....	.....	.....	.....	.....	.....
.....	152.3	2.7	Balls.....B	.....	1.34	11.56	5.59	.....	.....	.....	.....	.....	.....	.....
.....	155.0	1.8	Summit.....B	.....	1.37	11.59	6.02	.....	.....	.....	.....	.....	.....	.....
.....	156.8	1.0	Lafayette.....B	DN	s 2.05	s12.15PM	s 6.12	.....	.....	.....	.....	.....	.....	.....
.....	157.8	2.7	Lafayette Jct....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
92	160.5	5.5	Altamont....B E. End TA Double	DN	2.13AM	12.23PM	6.20PM	.....	.....	.....	7.37	4.23	1.30	.....
.....	166.0	6.0	Dayton.....B	.....	.....	.....	.....	.....	.....	.....	7.47	4.33	1.40	.....
100	172.0	7.8	Mulberry.....B	Exc. Sat. & Sun. 7:00A-4:00P	.....	.....	.....	.....	.....	.....	7.56	4.42	1.55	.....
.....	179.8	0.8	WY Tower.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	180.6	0.5	Frankfort YardA	DN	.....	.....	.....	.....	.....	.....	8.15AM	5.00PM	2.30AM	.....
.....	181.1		Frankfort.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily				Daily	Daily	Daily	
					310	302	304				68	62	66	

Symbols: B—Telephone Booth; DN—Continuously.

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.

AUTOMATIC BLOCK SYSTEM RULES ARE IN EFFECT ONLY BETWEEN ALTAMONT AND TEMPLETON, AND BETWEEN FARMDALE JCT. AND P. & P. U. JCT. SIGNS WILL DESIGNATE BEGINNING AND ENDING AUTOMATIC BLOCK SYSTEM TERRITORY.

MANUAL BLOCK SYSTEM RULES ARE NOT IN EFFECT.

REGULATIONS IN YARDS

1. GENERAL.

Yard Limits—Frankfort, Lafayette and Bloomington.

2. FRANKFORT YARD.

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

(b) Road engines will receive instructions from Yardmaster designating track to be used between the engine track and west end of yard.

(c) WY Tower: Top arm of block signal governs westbound CL District trains and lower arm governs westbound LE&W District trains.

(d) An indicator located west of east switch of eastward yard track No. 1 Frankfort Yard, governs eastbound LE&W District trains only. Indicator will display one lunar white 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. LE&W District trains, when ready to leave the eastward yard, will not depart or block the ladder track until indicator light is displayed or home signal displays a proceed indication.

(e) 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 CL District or the LE&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 CL District or LE&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.

At G. M. & O. Junction, flasher light highway warning signals at Washington Street, do not protect movements on the G. M. & O. connecting track. Movements over this crossing on that track must be protected by a trainman on the ground.

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) All engines with or without cars, using sand in stopping, or engines stopped on sanded rail, must be moved off of same promptly. Cars detached from engine must not be left standing on sanded rail. This to insure proper operation of all signals, including electric highway signals.

(c) When an emergency application of train brakes occurs on multiple unit diesel operated trains in either forward or reverse movement, a forward movement must be made before any attempt is made to back up train in order to have swivel butt drawbars of diesel units in alignment.

(d) When necessary to back up or shove trains or cuts of cars with diesel units in multiple operation, all units shall be isolated except the two adjacent to the train or cars. This is to avoid the possibility of jack-knifing and causing derailments.

(e) Diesel engines 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.

(f) 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.

(g) 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.

(h) When switching or moving on repair tracks, the engine bell must be ringing.

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

(j) Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time, except in case of emergency.

(k) 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.

(l) 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.

(m) 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.

(n) 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.

(o) 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.

(p) At Altamont the train order signal Aspect B, (yellow light) governs only N.Y.C. trains.

(q) 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.

(r) When operating snow plow or Jordon spreader it will be necessary to close wings at all overhead structures, through bridges, coal docks, water tanks, steel masts, switch stands, dwarf signals, spring switch indicators, highway crossing gates, station platforms at Boswell and Hoopeston, and other structures which are visible.

(s) Electric Highway Crossing Signals.

(1) All installations will be covered by bulletin indicating starting sections, crossing circuits, crossing indicators, location of markers, manual control devices, etc.

(2) A crossing indicator is a flashing white light mounted on instrument housing adjacent to crossing, to indicate crossing signals are in operation.

(3) Where required, entrance to a crossing circuit is indicated by markers. Markers may consist of a painted post or painted rail joint.

(a) A YELLOW marker indicates entrance to an approach starting section.

(b) A RED marker indicates entrance to a second starting section, or where special circuits are provided account switching operations.

(c) A WHITE marker indicates entrance to a circuit over crossing where no approach starting section is provided.

(4) Where first and second starting sections are provided, a movement stopping or delayed on the first starting section will cancel automatic operation. Occupancy of second starting section will restore automatic operation.

(5) Operation of manual control devices for canceling automatic operation is restricted to the track occupied and when practicable, such controls must be restored to automatic operation before a movement is made over the crossing.

(6) Trains or engines having stopped, including compliance with a signal displaying a stop or stop and proceed indication, performing switching or been otherwise delayed within the limits of a starting section, must not proceed over a crossing without first protecting such a move by a trainman at the crossing, unless crossing protection has been operating a sufficient length of time to warn highway traffic.

(7) To avoid unnecessary operation of electric highway signals:

(a) Engines or cars must not occupy circuits unnecessarily.

(b) When circuits are occupied by standing engine or car, available cutout device must be used to avoid unnecessary delay to highway traffic.

(8) Trainman manual control device for canceling automatic operation may be either of two types:

(a) Insert switch key in control box and turn clockwise as far as possible. To restore automatic operation remove switch key.

(b) Insert switch key in control box and turn clockwise as far as possible and remove. To restore automatic control push button marked "lower gates" or "re-start".

(t) Movement of Locomotives and/or Diesel Units in Trains.

When, for any reason, it is found necessary to remove side rods from a locomotive, the corresponding rods on opposite side must also be removed.

In the event of engine truck or trailer truck being destroyed and/or removed; driving wheel blocked up on account of broken wheel or tire, or for other reasons, in such a manner as to alter the weight distribution of an engine; or when the side rod or side rods and/or main rods have been removed, altering the effect of the counterbalance weights, particular care must be exercised in handling the locomotive to avoid damage to track, culverts, bridges, etc. In all cases where the weight distribution of the locomotive has been altered, authority must be obtained from the Superintendent before movement of the locomotive. Care must be taken that the rim of the raised wheel does not contact with the rail; and that speed restrictions are closely observed.

The movement of steam locomotives and/or diesel units in trains must be accompanied by a way bill, except when being moved to the maintaining terminal after failure on the line.

The Mechanical Department at the originating point must notify the Chief Train Dispatcher, General Yard Master and Superintendent, in writing, of any desired movement of dead locomotives and/or diesel units specifying speed restrictions, if any, that are to be observed. This information must be written conspicuously on the face of the waybill. The Yardmaster at all terminals, after consultation with the Mechanical Department, must advise the Chief Train Dispatcher of the restrictions required and secure the Chief Train Dispatcher's authority as to the train in which the locomotive and/or diesel unit is to be moved, and then must notify the Conductor and Engineer of the restriction. The Chief Train Dispatcher must notify the connecting Division of the movement and restrictions required. Also, the Chief Train Dispatcher must notify the Conductor and Engineer of the train handling the dead locomotive and/or diesel unit of the restrictions required in the movement.

Unless specifically tagged and billed to be handled at the rear of train, all locomotives and/or diesel units moving dead in train shall be placed near the head end and within 10 cars of the hauling locomotive. There must be at least one car between the hauling locomotive and the first dead locomotive or diesel unit, and there must be at least one car between any two following dead locomotives or units. A maximum of four dead locomotives or units shall be handled in any one train.

Automatic braking operations on trains handling dead locomotives require a minimum of 15 pound brake pipe reduction be completed to insure full release of brakes on the dead locomotives.

Diesel locomotives are equipped with three-way bleed valves, one over each truck, to cut out and bleed air brakes. If brakes are found sticking no attempt will be made to haul locomotive with brakes operative. Air brakes must be cut out and bled and locomotive handled to next terminal in that condition.

(u) Lubrication and Care of Journal Boxes.

When a journal is found overheated enroute, train must be stopped and examination made, packing must be adjusted or box repacked if this will overcome the trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to next terminal through use of cooling compound and without undue delay to train car should be set out.

When cars with hot journals are set out where car inspectors do not take immediate charge precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Hyatt Roller Bearing application on our new sleepers, new coaches, new DL&W sleepers and coaches are now equipped with heat indicators. This device is a cylindrical metal cartridge containing a liquid and sealed with a fusible plug which melts instantly when temperature inside the bearing housing exceeds 250° Fahrenheit.

One heat indicator emits an extremely pungent and penetrating odor which can be described as an odor between rotten cabbage and a skunk odor. The other heat indicator emits a dense white smoke for several minutes.

Timken Roller Bearings on Business Cars 1, 2 and 4, ten aluminum box cars and the 500 Railway Express Refrigerator Cars Series 6100-6599 are equipped with heat indicator in the drain plug which is a somewhat different application than on the other cars. This heat indicator contains a stench bomb only.

When the resultant odor or smoke is detected, the train should be stopped at once and the overheated bearing located. At times it is possible to get a false indication of either odor or smoke due to a leaking cartridge, when this has been detected, other indicators should be examined as both of them should go off with the same degree of overheating. The box with the discharged heat indicator should be felt for running heat, and if same does not exceed that of the other boxes on the car it is safe to assume that the car can be handled to the next terminal where same should be looked at by car inspector, and car either forwarded to destination or cut out of train. If the box is abnormally hot and both heat indicators are discharged, in the case of car equipped with two heat indicators and one heat indicator discharged in the car equipped with only one heat indicator, cars should not be brought forward at excessive speed and should be set off as further damage may result to the bearing assembly and in extreme cases the journal will eventually fail.

Chief Train Dispatcher should be notified immediately of any cars that are set out or cars that have trouble enroute so that arrangements can be made to have car inspectors drain car during cold weather and take other necessary precautions to protect cars against freezing and other damage.

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 employes.

(b) Employes 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 employes from furnishing, voluntarily, to a person in interest, information as to the facts incident to the injury or death of any employe.

7. MAXIMUM PERMISSIBLE WEIGHT LIMIT OF CARS.

Between Frankfort and East Peoria.....251,000 lbs.

8. STANDARD CLOCKS AND BULLETIN BOARDS, TRAIN REGISTER BOOKS.

Location	Office	Standard Clock	Bulletin Board	Register Book
Frankfort	Agent's Office	X		
	Chief Dispr.	X	X	
	Yard	X	X	X
	WY Tower			X
Altamont	Telegraph			X
Lafayette	Telegraph	X	X	X
Templeton	Telegraph			X
E. Peoria Yard	Yard		X	X
Bridge Jct.	P&PU Chief Dispr.	X		
E. Peoria	Engineers' Room	X	X	

X Indicates location

9. REGISTERING AND CLEARING OF TRAINS.

(a) First Class Trains.

Leave register slip at
Templeton, Lafayette and Altamont.

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.
Lafayette, trains originating and terminating.

Leave register slip at

EASTBOUND	WESTBOUND
Templeton	Altamont
Altamont	Templeton
WY Tower	

Westbound trains receive Clearance Form A at WY Tower.

All NKP trains receive Clearance Form A at Altamont.

Eastbound trains receive Clearance Form A at Washington St., East Peoria Yard.

When proper signal is displayed at Farmdale Jct. westbound P.R.R. trains may proceed on NKP tracks without running orders or Clearance Form A. Eastbound P.R.R. trains receiving Clearance Form A at Washington St., East Peoria Yard, may proceed on NKP tracks without running orders when proper signal is displayed at P. & P. U. Jct. P.R.R. trains will move as extras between East Peoria Yard and Farmdale Jct. and will not display classification signals between these points.

10. 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, structures, wires or cables:

Altamont.....All tracks under coal dock.
Hoopeston.....American Can Co. tracks No. 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.....Unloading Dock west end Fairfield track.
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.

11. RESTRICTIONS ON SIDE TRACKS.

Multiple unit diesels must not use following tracks:

Lafayette.....Wallace Bros.
Hoopeston.....American Can Company Tracks No. 3, 4 & 5 Beyond West end of building.
Paxton.....Farmers Elevator—Beyond Restricted Sign.
Bloomington.....Cudahy track—Beyond Restricted Sign.

Single unit diesels must not use following tracks:

Paxton.....Farmers Elevator—Beyond Restricted Sign.
Hoopeston.....American Can Company Tracks No. 3, 4 & 5 Beyond West end of building.

12. SPEED RESTRICTIONS.

Location and Conditions	Passenger Trains	Freight Trains
Between Frankfort and WY Tower	30	30
Between WY Tower and Altamont	59	49
Between Altamont and west end of first curve west of Summit	60	45
Between west end of first curve west of Summit and Templeton	79	50
NKP Diesel Road Switchers	65	
Between Templeton and P. & P. U. Jct.	59	49
Engines with side or main rods down or disconnected	.....	20
Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above), and jumbo tank cars loaded to 20,000 gallons or more capacity	.....	40
Trains handling short ore hoppers:		
Loaded	.....	30
Empty	.....	35
Trains handling Derricks account close clearance station platform at Boswell	.....	15
Trains handling steam shovels, locomotive cranes, pile drivers, Jordan spreader or other similar equipment on their own wheels, load or heavy end must be toward engine.	.....	30
Large 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, X-55355 and X-56130 will handle on rear of train and not exceed.	.....	30
Altamont: Main track turnouts through interlocking	35	35
Lafayette Junction—Eastward and Westward:		
Crossovers in interlocking	35	35
Lafayette: Between east corporate limits and Smith Street	25	25
Lafayette: Between Smith Street and Wabash River Bridge	20	20
Templeton: Main track turnouts through interlocking	35	35
Gibson City: City Limits	40	40
Dean: Curve at Mile Pole 373	45	45
Bloomington:		
Between NYC Transfer and Roosevelt Ave.	15	15
Between Roosevelt Ave. and East End of West Side	35	35
Mackinaw Dells: Reverse curves between Mile Post 391.6 and East end of Bridge 955	50	
Between Crandall and Farmdale	50	
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
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of engineer, conditions require it.		

13. ILLINOIS HOUSE BILL NO. 110 (1957)

(To be observed within the State of Illinois)

"Every railroad corporation shall cause a bell and a whistle or horn on locomotive to be rung or sounded by the engineer or fireman at the distance of at least 80 rods from the place where the railroad crosses or intersects any public highway and shall be kept ringing or sounding until the highway is reached."

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

(To be observed within the State of Illinois)

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.

14. SPECIAL INSTRUCTIONS GOVERNING OPERATION OF BLOCK SYSTEM BETWEEN FRANKFORT AND ALTAMONT AND BETWEEN TEMPLETON AND FARMDALE 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.

15. DUAL CONTROL SWITCHES.

(a) Location	Controlled By
Farmdale Jct.	Signalman, Washington St. East Peoria
Altamont, West End	Operator, Altamont
Eastward Siding	

(b) Dual control switch at Farmdale Jct. is equipped with indicator lights located on relay case adjacent thereto.

When switch is set for desired movement, trains or engines authorized to pass STOP indication will, before proceeding, comply with the following instructions:

Train or engine must occupy track circuit between home signal and switch. If indicator light shows GREEN, movement may be made on main track, or if indicator light shows YELLOW, movement may be made to or from diverging route, without putting switch in hand throw.

If indicator light fails to show GREEN or YELLOW, switch must be placed in hand throw as provided in Rule 552.

16. CENTRALIZED TRAFFIC CONTROL RULES ARE IN EFFECT BETWEEN EASTWARD HOME SIGNAL P. & P. U. JCT. AND HOME SIGNALS AT FARMDALE JCT.

(a) Home signals and dual control switch mechanism at Farmdale Jct. and the eastward home signal at P. & P. U. Jct. are controlled by Signalman, Washington Street, East Peoria Yard, under the direction of the train dispatcher at Muncie.

(b) **Location of Bolt Locked and Pipe Connected Switch.**

Farmdale.....West End No. 1 Interchange Track.

The Main Track switch must be placed in reverse position before inside switch may be reversed, and inside switch must be placed in normal position after having been reversed before Main Track switch can be restored to normal.

(c) **Location Of Non-Controlled Electric Switch Locks**

Farmdale.....East and West end No. 1 Interchange Track.
East of Farmdale.....Central Illinois Light Co. Track.

(d) A train or engine must not pass a STOP signal except when authorized by dispatcher and after complying with Dual Control Switch Mechanism, Spring Switch and/or Interlocking Rules, except at T. P. & W. Interlocking where Time Table instructions will govern, may then proceed at restricted speed.

17. INSTRUCTIONS GOVERNING THE OPERATION OF NON-CONTROLLED ELECTRIC SWITCH LOCKS.

(1) To enter switch, a car or engine must occupy main track within 75 feet ahead of the switch.

(2) Unlock switch padlock and open door of electric lock.

(3) If electric switch lock mechanism indicates UNLOCKED by means of a miniature semaphore in the vertical position or by an indicator reading UNLOCKED, throw small lever to extreme left position. If miniature semaphore is in the horizontal position or indicator reads LOCKED, the small lever cannot be thrown until UNLOCKED.

(4) Handle switch in usual manner.

(5) When movement through switch is completed and switch is restored to its normal position, the small lever in the electric lock must be placed in extreme right hand position, door closed and locked.

(6) Movements entering switch must not restore switch and electric lock to normal position if cars have been left on main track, unless cars have been left within 75 feet ahead of switch point.

(7) Movements having cleared main track and restored switch and switch lock to normal position, must not again operate electric lock without permission from Signalman located at Washington Street.

18. RAILROAD GRADE CROSSINGS AND JUNCTIONS.

LOCATION	ROAD	SIGNALS	Proceed on L. E. & W. District when target is in following position
Wesley Jct.	P. & P. U.	None	
P. & P. U. Jct.	P. & P. U.	Dwarf	
East Peoria	T. P. & W.	Automatic Interlocking	
Farmdale Jct.	P. R. R.	Remotely Controlled Interlocking	
Crandall	A. T. & S. F.	Automatic Interlocking	
425 ft. west of G.M.&O. Jct.	N. Y. C. (S. Track)	None	
G. M. & O. Jct.	G.M.&O. (St. Louis Div.) G.M.&O. (KansasCy.Div.)	Semaphore	Vertical—Lower arm governs.
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	
Templeton	N. Y. C.	Interlocking	
Lafayette	C. I. & L., Wabash	Interlocking	
Altamont	N. Y. C.	Interlocking	
WY Tower	CL District	Interlocking	
Frankfort	C. I. & L.	Semaphore	Vertical
Frankfort	P. R. R.	Semaphore	Vertical—Lower arm governs.

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, where 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. Speed of engines between home signals must not exceed 20 miles per hour.

East Peoria.....East and westbound trains and engines.
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, NKP signal can be cleared by inserting NKP 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 NKP 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, trainmen 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.

19. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

Location	Normal Position
Frankfort Yard: East end No. 1 eastward yard leading to CL District main track.	CL District main track.
West end No. 1 westward yard leading to CL District main track.	CL District main track.
West end No. 2 westward yard leading to LE&W District main track.	LE&W District main track.

Spring switches are equipped with electric switch lamp.

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

When electric switch lamp displays red, the switch is not properly lined or not properly locked and switch points must be examined, known to fit properly and lined for route to be used before movement over or thru switch is made.

All trains or engines must approach spring switch expecting to find other trains or engines using the spring switch.

20. MODIFICATIONS AND ADDITIONS TO THE RULES.

DEFINITIONS:

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

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

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

Absolute Block—A block in which no train is permitted to enter while it is occupied by another train.

Track Car—A car propelled by any form of energy, and not used by employes in train or yard service.

Line-up of Trains—Information showing last known location of all trains or engines on line of road or called for service.

Rule 14 L.

Approaching public crossings at grade. Engineer will sound whistle at whistling post; whistling to be prolonged or repeated until engine has crossed crossing. Trains or engines having stopped will again sound signal before proceeding over crossing.

Rule 15.

The explosion of two torpedoes is a signal to proceed at reduced speed for a distance of 6000 feet from the point the torpedoes were exploded. If the track is then seen to be clear normal speed may be resumed.

The explosion of one torpedo will indicate the same as two but the use of two is required.

Torpedoes must not be placed near stations, road crossings or where persons are liable to be injured by them.

Rule 17.

(1) On all moving trains, when full power headlight is not required it must be burning dim during daylight hours.

(2) Oscillating white headlight on engines so equipped will be displayed in addition to displaying of regular headlight by night or in extreme bad weather conditions when approaching and moving over highway crossings at grade except 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 on or fouling main track, or when 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.

Rule 99.

When a train or engine, moving or standing in automatic block signal territory is protected against following movement by automatic block signals, protection against following movement on the same track will have been complied with when full protection is afforded against a following train or engine moving at restricted speed.

Rule 103.

(a) Exception No. 1 does not apply to Multiple Unit Diesels in back-up movement.

(b) 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.

(c) At various locations electric highway crossing signals are actuated by movements on sidings, adjacent tracks and/or yard tracks, the control circuits for which extend but a short distance on either side of the crossing. At these locations a train, engine or car using such tracks must not proceed over the crossing until the highway crossing signals have been operating a sufficient length of time to warn highway traffic, without first protecting such move by man on 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.

Rule 285.

Proceed preparing to stop at next signal.

Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must be completed before accepting a more favorable indication on next signal in advance.

Rule 670.

At railroad crossings where automatic or remotely controlled interlockings are in service, equipment detached from the engine must not be left standing between home signal limits that will obstruct the movement of equipment of the other railroad or railroads at such crossing.

RULES FOR MOVEMENT OF TRACK CARS.

Rule 801.

Line-up of trains will be issued by authority and over the signature of the chief train dispatcher, and shall contain designation of trains, engine number, place and time last reported on train dispatchers territory, including trains called but which have not departed from terminal yards or originating point, at time line-up is issued.

Passenger extras and work extras shall be so designated in line-up.

Line-ups must be issued in the prescribed form when practicable; and without erasure, alteration or interlineation.

Figures in line-ups must not be surrounded by brackets, circles or other characters.

Rule 802.

Line-ups will be issued to operators at all open telegraph offices at stated times, which shall be designated by special notice for each operating territory, and shall contain the same information to all employes or operators receiving same.

Rule 803.

Line-ups must be numbered consecutively each day, beginning at midnight.

Rule 804.

Operators will prepare and complete on line-up, Form 294, information furnished by train dispatcher.

Before line-up, Form 294, is delivered, it must be signed by employe to whom delivered. Copies of all Forms 294 delivered to employes must be retained by operator. More than one line-up on a manifold pad at the same time is prohibited.

Rule 805.

Information furnished for line-ups must be written in a book provided for that purpose at the office of the train dispatcher; and with it recorded the locations and name of employe receiving same. These records must be made at once and never from memory or memoranda.

Rule 806.

Train dispatcher will issue train orders to all trains operated from a terminal or any originating point reading, "Be on lookout for track cars and sound whistle frequently" under following conditions:

(a) When such train is not included in line-up; or

(b) Is permitted to operate in advance of time shown in line-up, or in advance of time as shown in time table; or

(c) When authorized to run against current of traffic and not so indicated in line-up.

Rule 807.

When operator of track car obtains a line-up by communicating directly with the train dispatcher or telegraph operator, it must be repeated back to the person from whom received and the repeat approved as being correct before line-up shall be used.

Train dispatcher shall show name of the employe, to whom the line-up is furnished, in the book as provided in Rule 805. The telegraph operator shall show name of the employe to whom the line-up is furnished on the original copy of such line-up as provided in Rule 804.

Rule 808.

Line-ups sent to two or more offices must be transmitted simultaneously to as many of them as practicable.

Rule 809.

Operators receiving line-ups must write them in manifold during transmission. If requisite number of copies cannot be made at one writing they must make others from the original copy and repeat to the train dispatcher from the new copies each time additional copies are made. They must retain a copy of each line-up. The time, repeat and signature must be in his handwriting.

AIR BRAKE RULES.

Rule 300. (Standard Air Pressure)

Reducing valve for independent brake on diesels.... 30 to 35 lbs.

Rule 302. (Applying Brakes When Train Is To Make A Full Stop).

(a) No change will be made in position of throttle until not less than 25 seconds after exhaust from initial reduction stops blowing, then gradually reduce throttle one notch at a time as speed decreases to avoid amperage buildup. Engine brake must be held in full release position.

The automatic brake valve must not be allowed to stop in lap position until after an initial reduction of from six (6) to eight (8) pounds brake pipe pressure has been made. When brake pipe exhaust stops blowing, the second reduction may be made.

Note: Except in cases of emergency, initial reduction must not exceed eight (8) pounds brake pipe pressure as above specified.

At about the last five (5) car lengths the train is to move, the automatic brake valve must be placed in service position, the throttle reduced to idle position and the engine brake permitted to apply on sand.

(b) When required to stop with throttle closed and slack bunched, a gradual brake application with the independent brake valve must be made to keep slack bunched against the engine. When it is known that slack is bunched against the engine the automatic brake valve must not be allowed to stop in lap position until after an initial reduction of not less than six (6) pounds brake pipe pressure has been made. When brake pipe exhaust stops blowing the second reduction may be made. Keep slack bunched with the independent brake valve.

Care must be exercised to prevent overheating tires or sliding wheels on locomotives.

On trains consisting of heavy loads on head end and empties on rear, sufficient distance must be allowed to complete the braking operation using the minimum pressure indicated above.

Brakes must not be released until a total brake pipe reduction of not less than fifteen (15) pounds has been made and the automatic brake valve held in lap position not less than fifteen (15) seconds after the brake pipe exhaust stops blowing.

Rule 303. (Applying And Releasing Brakes While Train Is In Motion)

No change will be made in position of throttle until not less than 25 seconds after exhaust from initial reduction stops blowing, then gradually reduce throttle one notch at a time as speed decreases to avoid amperage buildup. Engine brake must be held in full release position.

(a) When only one reduction is made the automatic brake valve must not be allowed to stop in lap position until after reduction of six (6) to eight (8) pounds brake pipe pressure has been made. If no further reduction is necessary to reduce speed of train, brakes must not be released for a minimum of twenty-five (25) seconds after brake pipe exhaust stops blowing.

(b) When more than one reduction is made to reduce speed, the automatic brake valve must not be allowed to stop in lap position until after an initial reduction of six (6) to eight (8) pounds brake pipe pressure has been made. After brake pipe exhaust stops blowing, a second reduction may be made.

Brakes must not be released until after automatic brake valve has been held in lap position for a minimum of fifteen (15) seconds after brake pipe exhaust stops blowing.

Brakes may then be released by placing automatic brake valve in running position.

The throttle shall not be increased and no attemp tshall be made to accelerate speed of train until sufficient time has elapsed for all brakes to release.

It will not be permissible to release automatic brakes on trains consisting of heavy loads on rear end and empties on head end, before train comes to a full stop, except at such locations as may be specifically designated by the Road Foreman of Engines.

Rule 305. (When Brakes Apply From Any Cause Other Than By Use Of Automatic Brake Valve.)

When service application occurs from the train, independent brake must be held in full release and the throttle gradually reduced as the speed of the train decreases and the automatic brake valve must be left in running position until the speed of train has decreased to 15 miles per hour. At 15 miles per hour, place brake valve in service position, close throttle to idle position and then permit independent brake to apply on sand.

When the emergency application is obtained, the automatic brake valve must be held in lap position for one (1) minute before any attempt is made to recharge brake pipe to allow vent valve of "AB" brakes to close.

Rule 307. (Third Paragraph)

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

Safety Rules.

Rule 1103.

Getting on or off engines or cars moving at an unsafe speed is prohibited. Boarding flat cars or tank cars while in motion is prohibited. Riding the stirrup of a flat car while in motion is prohibited.

Rule 1106.

Before leaning out of cab of engine or from side of engine or car, care must be exercised to avoid side obstructions, engines or cars on adjacent tracks.

Rule 1110.

More than one employee is forbidden to ride at the same time in the same stirrup, step or side ladder of car, engine, or caboose.

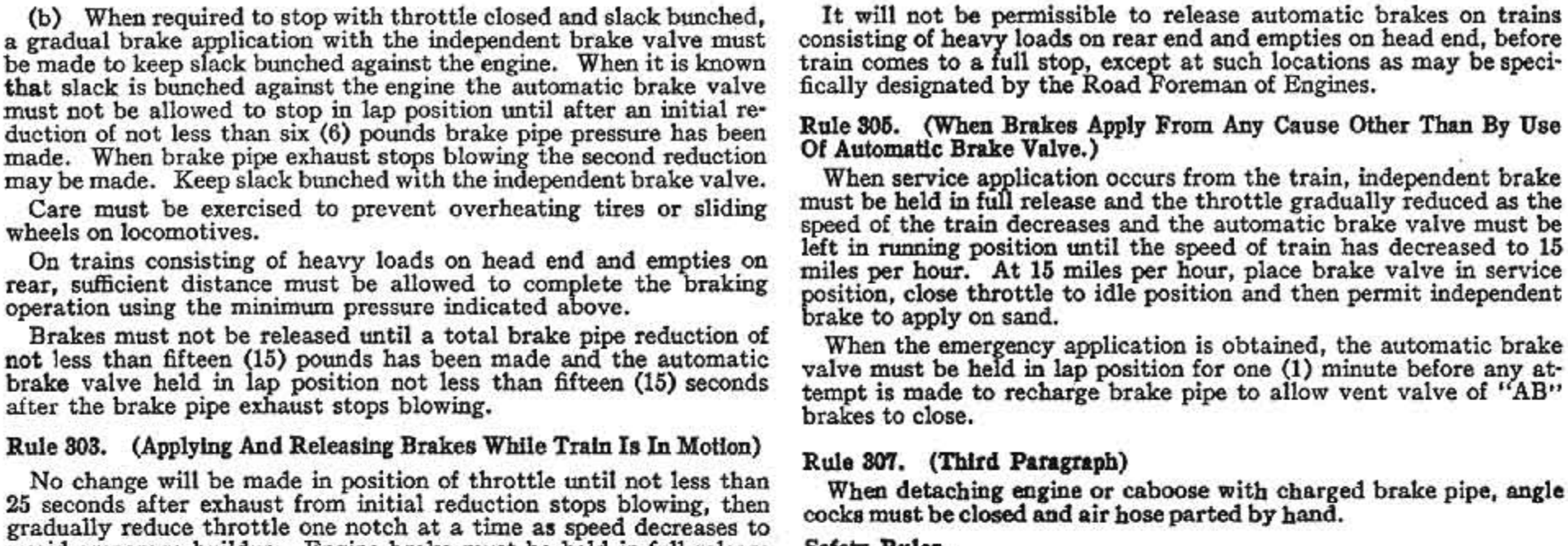
Rule 1111.

Stepping in front of moving engines, or cars, to adjust coupler, knuckle, lock pin, or angle cock, is prohibited.

Rule 1111 (a).

Using foot or hand to adjust coupler, knuckle, lock pin, or angle cock from any position when engines or cars are about to come together is prohibited.

BRACKET MAST SIGNAL



21. LOCATION AND TYPE OF APPROACH SIGNALS IN NON-AUTOMATIC BLOCK SIGNAL TERRITORY.

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

♯ Indicates three aspect signal and track occupancy actuates signal.

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	
Lafayette	258.8
258.9	
259.7G West Lafayette	259.6
260.5G	
261.1G	
	261.6
261.9G	
262.7G	

Westward		Eastward
263.3G	Balls	263.4
		265.0
265.3		
266.7		266.8
	Montmorenci	
		268.2
268.7		
270.5		270.6
	Otterbein	
272.1		272.2
273.7		273.8
275.7		275.8

Westward	Eastward
★Home	
Templeton	
	★Home
Begin C. T. C.	
Home Home	
Farmdale Jct.	
	Home
	End C. T. C.
408.9	409.0
Home	
T.P. & W. Interlocking-East Peoria	
	Home
P. & P.U. Jct.	
End C. T. C.	Home
	Begin C. T. C.

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 Min. 20 Sec.	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
♁*♯FRANKFORT	Dr. Paul Vankirk	204 W. Washington	2632	701 E. Clinton	6762
	Dr. R. A. Hedgecock	259 E. Clinton St.	5922	857 E. Clinton St.	3677
	Dr. M. W. Erdel, Oculist	2 E. White St.	5223	658 E. Armstrong St.	2698
♁*♯LAFAYETTE	Dr. E. T. Stahl	308-312 N. 8th St.	SH 27386	324 Park Lane, W. Lafayette, Ind.	RI 32339
	Dr. E. VanBuskirk, Oculist	308-312 N. 8th St.	SH 27386	1301 Ravena Rd., W. Lafayette, Ind.	RI 32208
	Dr. R. L. Mather, Oculist	300 Main St.	SH 22461	1209 Catula Ave.	HA 81085
OXFORD	Dr. Virgil Scheurich	Oxford, Ind.	DU 52095	Oxford, Ind.	DU 52176
HOOPESTON	Dr. K. H. Hammond	804 E. Maple St.	141	804 E. Maple St.	212
RANKIN	Dr. G. C. Goodwin	West First Ave.	EX 73700	West First Ave.	EX 73700
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. Wood St.	207
♁*♯BLOOMINGTON	Dr. Robert G. Price	216 E. Washington St.	55615	1308 E. Washington St.	29205
	Dr. D. D. Raber	505 Griesheim Bldg.	23110	1403 S. Main St. Normal	86720
♁*♯PEORIA	Dr. Harold F. Diller	919 First Natl. Bank Bldg.	64691	5411 N. Stephen Ave.	21728

♁Where stretchers are located. *Where medical cases are located. ♯Ambulance Service.

AMBULANCE SERVICE

Frankfort	Goodwin Bros., 200 S. Main	Tel. 5533
	Hartman Funeral Home, 608 N. Main	Tel. 3356
Lafayette	Soller-Baker, 103 S. 4th St.	Tel. SH 26254
Bloomington	A-A Ambulance Service, 204 E. Douglas St.	Tel. 20930
Peoria	Ace Ambulance Service, 923 N. Knoxville Ave.	Tel. 43322

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

LAKE ERIE and WESTERN DISTRICT

PEORIA DIVISION

TIME TABLE

No. 84

Takes Effect Sunday, Oct. 25, 1959

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

R. A. GLEASON, General Superintendent
V. E. COE, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation

R. CLEAR, Superintendent
G. G. CREWS, Assistant Superintendent
R. E. KIESER, Train Master
D. I. EVANS, Road Foreman of Engines
E. J. FOLLIN, Chief Train Dispatcher
R. H. KIESER, Master Mechanic
M. B. ALLEN, Division Engineer

THE E. H. HARRIMAN

CERTIFICATE OF COMMENDATION

AWARDED

TO

NICKEL PLATERS

FOR

SAFETY PERFORMANCE

DURING 1958