

# SAFETY

IS OF THE FIRST IMPORTANCE  
IN THE DISCHARGE OF DUTY

## COMPANY SURGEONS

R. A. Hanna, Chief Surgeon  
1007 Lehmann Bldg., Peoria

W. C. Williams, Eye, Ear, Nose and Throat  
Specialist, 503 Jefferson Bldg., Peoria

R. M. Sutton.....709 Lehmann Bldg., Peoria  
H. W. Wood.....Sheldon  
G. W. Ross.....Watseka  
A. W. Fordyce.....Gilman  
C. E. Branch.....Piper City  
T. C. Seright.....Chatsworth  
O. P. Hamilton.....Forrest  
J. H. Langstaff.....Fairbury  
F. M. Bryan.....Chenoa  
J. W. Helm.....Gridley  
R. E. Gordon.....El Paso  
F. W. Nickel.....Eureka  
L. E. Monroe.....Washington  
W. E. Shallenberger.....Canton  
J. W. Welch.....Cuba  
J. C. Griffith.....Bushnell  
W. W. Houston.....Good Hope  
J. C. Ash.....LaHarpe  
B. C. Kappmeyer.....Hamilton  
F. B. Dorsey.....Keokuk

J. H. HEILMAN, Chief Dispatcher

E. S. NEVIN  
J. C. HARTLEY  
R. L. GLAZE  
J. H. SWEET  
R. E. CLARK  
Dispatchers



SAFETY

FIRST

TOLEDO, PEORIA & WESTERN  
RAILROAD

# TIME TABLE No. 12

Takes Effect Sunday, July 31, 1938  
AT 12:01 A. M.

Superseding Time Table No. 11

For the Information and Government of Em-  
ployes only.

The Company reserves the right to vary the  
running of trains at will.

H. H. BEST

Superintendent

R. W. ANDERSON

Asst. Superintendent

B. R. GIFFORD

Trainmaster





## LOMAX BRANCH

WESTWARD

EASTWARD

SECOND CLASS		Distance from Effner	Station Number	TIME TABLE No. 12 JULY 31, 1938			Distance Between Stations	Telegraph and Telephone Stations	SIGNS	SECOND CLASS	
121	123			STATIONS	Daily	Daily				122	120
Daily	Daily								Daily	Daily	
4.00 PM	2.30 AM	195.5	196	LA HARPE		4.2	N	R. B. Y. W. Yd.	4.15 AM	6.00 PM	
4.07	2.37	199.7	199	DISCO					4.03	5.48	
4.25 PM	2.55 AM	206.0	206	LOMAX	C. B. & O. CROSSING	6.3	F	Y	3.45 AM	5.30 PM	

## WARSAW BRANCH

WESTWARD

EASTWARD

SECOND CLASS		Distance from Effner	Station Number	TIME TABLE No. 12 JULY 31, 1938			Distance Between Stations	Telegraph and Telephone Stations	SIGNS	SECOND CLASS	
101	Monday Wednesday Friday			STATIONS	Monday Wednesday Friday	102				Monday Wednesday Friday	
4.00 PM		222.6	223	HAMILTON		5.0	D	C. W. Y. K. R. B. Yd.	4.45 PM		
4.15 PM		227.6	228	WARSAW					4.30 PM		

## ENGINES WILL NOT EXCEED FOLLOWING SPEEDS

LOCATIONS	80 SERIES M. P. H.	70 SERIES M. P. H.	60 SERIES M. P. H.	40 SERIES M. P. H.	15-16 SERIES M. P. H.
<b>EASTERN DIVISION</b>					
Over any part of Division.....	50	35	35	50	40
Except					
Between M.P. 0-0 to 10-0.....	45	25	25	45	40
Between M.P. 41-0 to 47-7.....	45	25	25	45	40
Between M.P. 49-22 to 56-2.....	45	25	25	45	40
Washington to Farmdale.....	40	30	30	40	40
Bridge 61—Illinois River Bridge.....	5	10	10	10	10
Backing up over any part of Division.	25	15	15	25	20
<b>WESTERN DIVISION</b>					
Over any part of Division.....	40	25	25	40	40
Except					
Between M.P. 122-15 and 126-0.....	45	25	30	45	40
Between M.P. 135-10 and 136-20.....	35	25	25	35	35
Between M.P. 138-20 and 139-0.....	25	25	25	25	25
Between M.P. 155-10 and 157-10.....	40	25	30	40	40
Between M.P. 191-15 and 193-0.....	50	25	30	50	40
Between M.P. 219-0 and 222-22.....	35	25	25	35	35
LaHarpe to Lomax.....	45	25	30	45	40
Hamilton to Warsaw.....	*	*	15	25	25
Warsaw to Hamilton—Backing Up...	*	*	15	20	20
Bridge 118—West of Hamilton Station	15	15	15	15	15
Backing up over any part of Division.	25	15	15	25	20
Curve just west of Illinois River Bridge	5	10	10	10	10
Eastward trains backing up on Curve just west of Illinois River Bridge...	5	5	5	5	5

### SIGNS

The following signs indicate:

- “B”—Bulletin Board
- “C”—Fuel
- “F”—Telephone Siding without Opr.
- “K”—Standard Clock
- “O”—Track Scales
- “R”—Register
- “T”—Turntable
- “W”—Water
- “Y”—Wye
- “Yd”—Yard Limits

Station Numbers of Stations not shown on Time Table:

- 112—P. & P. U., Peoria
- 113—C. R. I. & P., Peoria
- 114—C. B. & Q., Peoria
- 115—M. & St. L. and P. T. Co., Peoria
- 141—West Canton

\*70 and 80 Series Engines will not operate on Warsaw Branch except to turn on wye near Hamilton.

Trains will run slowly between Warsaw Depot and Fourth Street, Warsaw, looking out for slides.

### SPEED TABLE

Time Speed			Time Speed		
1 Mile Per Hr.			1 Mile Per Hr.		
Min.	Sec.	Miles	Min.	Sec.	Miles
1-0		60	2-0		30
1-5		55	2-24		25
1-12		50	3-0		20
1-20		45	4-0		15
1-30		40	6-0		10
1-43		35	12-0		5

## GENERAL INSTRUCTIONS

The rules of the Transportation Department (issued in book form) will govern the movement of trains on this time table, unless superseded by time table rules or special instructions or orders issued by proper authority. Each employe whose duties are in any way prescribed by these rules must always have a copy with him while on duty.

Note carefully that important changes have been made.

The officers of this Company direct that the time table, book of rules, general orders and general notices must be rigidly observed and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

## SPECIAL RULES

1. On single track, eastward trains are superior to westward trains of the same class with the following exceptions:

On Lomax Branch and on Warsaw Branch westward trains are superior to eastward trains of the same class, No. 103 is superior to No. 104, No. 43 is superior to No. 44.

2. All trains will register at register stations indicated herein by sign "R," except when there is no operator on duty T. P. & W. trains will not register at Fairbury, Streator Junction, Eureka, Pekin Junction, Hollis, Cuba, or Elvaston, unless instructed to do so. All trains must render O. S. Form 96 covering arrival and departure at Hollis and leave at first open telegraph station.

When operator is on duty, all T. P. & W. trains will register at all register stations, except Effner and Peoria Yard, by O. S. Form 96.

3. Trainmen will exchange signals between head end and rear end of trains at all stations and on such curves as it may be practical to do so.

When a train stops the entire train crew will immediately get on the ground and inspect as much of the train as is possible without delay.

The above is in no way to affect any of the operating rules.

Except when taking train orders, operators will be on the station platform while a train is passing. A trainman will be on the rear of the train passing through stations where signals can be exchanged either with operators or with trainmen of trains standing on sidings at stations.

Observe the equipment, particularly running gear, and if anything is dragging or other defect is noticed which is likely to create a dangerous condition give "Stop" signal. If impossible to communicate "Stop" signal to trainmen, operators will report by wire to Dispatcher. The following code of signals will be used:

### Hot Journals—

By Day—Hold nose with first finger and thumb of right hand and point down toward trucks with left hand.

By Night—Swing lamp in small vertical circle, lamp to be held in hand by guard wires around the globe.

### Brakes Sticking—

By Day—Shove hand in sliding movement out from body.

By Night—Same signal given with lamp in hand.

### All Clear—

By Day or Night—Proceed Signal.

4. In addition to other rules for the protection of trains, it is required of men in charge of trains occupying main tracks within yard limits that they protect their trains during fogs, storms and other bad conditions as well as where the curvature is sharp and view obstructed. The use of flagging equipment is required. The entire responsibility of such cases rests with the approaching train or engine.

5. Rear of last car of all cuts occupying main track within yard limits, except between the east yard lead and west yard lead switches at Peoria Yard, must carry red flag by day and red light by night.

6. Rule 19 of the Transportation rules is revised to the extent that metal flag markers showing green to the front and red to the rear may be substituted for marker lamps to indicate rear of train by day.

Trains, the rear end of which are not equipped to display markers, will display red flag by day and red light by night on rear of train.

7. Before leaving cars on a grade, a sufficient number of hand brakes must be set to hold them.

8. The conductor must control, with extension hose, the backward movement of trains at terminals and at other points where necessary.

9. At terminal stations the conductor will be responsible for the safety of his train, while on the main track, until relieved.

10. Within the limits of municipalities, engineers will operate their trains at a reasonable rate of speed considering the conditions existing and to be experienced and with due regard to the safety of their trains and the public generally.

11. In order to avoid the possibility of accidents at highway crossings at grade, which also includes street crossings, engineers should be careful to emphatically sound both the whistle and bell signals. The Law provides that the whistle and bell shall commence to be sounded (the bell continuously) at a distance of thirteen hundred twenty (1320) feet or approximately three (3) city blocks from all highway crossings.

Therefore, when trains approach street crossings, which are frequent through cities and municipalities, the bell should be sounded continuously, whether the same be within a city or town or outside thereof, and the whistle every time a highway or street crossing is approached. The last blast of the whistle is to continue until the engine reaches each highway crossing.

12. At any street or highway crossing protected by flashers all trainmen must see that reverse movements over the crossing (made after the crossing has once been cleared and flasher stops working) are properly protected by one of the crew flagging the crossing in advance of the reverse movements.

Train and engine crews should not leave their trains or engines standing between the limits of the flasher circuits on the main line any longer than necessary, as false indications are produced thereby.

13. When the rear of a train is stopped in close proximity to a grade or highway crossing, unless such crossing is protected by a watchman, a trainman must take conspicuous place on the crossing while the engine is attached to the train. When a train takes siding to meet or be passed by another train, and it is necessary to cut one or more street crossings, they must be protected by a trainman until the expected train has passed.

Cars must not be cut off and permitted to pass over public crossings except in an emergency, and then only after a member of the train crew has been stationed at the crossing to flag approaching vehicles and pedestrians.

14. Trainmen must get the names of all witnesses to accidents and, in cases of wreck or serious shock to train, they must get the names of all passengers whether injured or not. Trainmen must also observe and report whether crossing signs were in place, and if the crossing is protected

by flashers or other signals whether such protection was in working order.

15. Restricted speed is defined as follows:

"Operate under control prepared to stop short of any obstruction."

16. When an interlocking plant is out of order and the signals cannot be operated and the operator or trowman desires a train or engine to move through the plant, permission may be given verbally or by proceed signal with yellow flag or yellow light.

At automatic interlocking plants when trains or engines find home signal governing movement over railroad crossing displaying stop indication, they must stop short of the signal and if there is no evidence of movement on the opposing route a member of the crew will proceed to the crossing and if there is still no evidence of movement on opposing route he will hand signal his train or engine over the crossing.

Hand release must be operated on plants so equipped before a train or engine is hand signaled over crossing.

17. Oil cars connected with a loading or unloading device are to be protected with signs reading "Stop, Tank Car Connected," placed on ends of car or on the track by party loading or unloading such cars.

18. Dead engines must be placed as near the forward end of trains as conditions will permit, with not less than three cars between the engine handling the train and the first dead engine, and between any two dead engines.

When double heading or handling dead engines, engines must be spaced at least 5 cars apart in any movement over Illinois River Bridge, Peoria.

19. Steam shovels, snow plows, derricks, cranes, rail loaders and other special equipment must be inspected for safe side and top clearance and proper blocking before being moved in trains.

20. Trains handling derricks, pile drivers, clam shells, cranes, shovels and other special equipment on its own wheels must not exceed speed of twenty (20) miles per hour.

21. East yard limit of Effner-Webster yard is the public road crossing at the west end of the Effner station platform, and the west yard limit is at Mile Post 4 plus 4460 feet. All trains will be governed by Rule 98 in these yard limits. Yard limit boards are in place. Trains leaving Effner will not require Clearance Card Form A as per Rule D-83.

All westward trains will require Clearance Card Form A and Sheldon if movement is to be made beyond Effner-Webster yard limits.

22. Wabash trains will enter and leave T. P. & W. main track at east switch of passing siding at Fairbury, and will use passing siding for movements between Fairbury and junction of T. P. & W. and Wabash track west of Fairbury. If necessary to use main track west of east switch of passing siding, Wabash trains must protect in accordance with Rule 99 and in the event of accident Wabash trains will be held responsible.

23. A telephone has been installed at Streator Junction. Westward A. T. & S. F. trains will register at Streator Junction; call operator at Eureka on telephone; report arrival and secure permission from the operator at Eureka before occupying the main track. When unable to communicate with the operator at Eureka for any reason they will protect their movement by flagmen.

At Streator Junction, when arm is horizontal, switch is set for A. T. & S. F. track; when vertical, switch is set for T. P. & W. track.

Eastward A. T. & S. F. trains must register at Streator Junction and report clear to the operator at Eureka by telephone.

Westward A. T. & S. F. trains must register at Pekin Junction, and when no operator is on duty must report clear to Dispatcher by telephone.

24. Peoria Yard includes all the tracks from yard limit board Mile Post 107 plus 1622 feet to the yard limit board just west of the Illinois River Bridge at Peoria.

Double track extends from Mile Post 108—pole 26 just west of N. K. P. crossing to Mile Post 110—pole 30 just east of the Illinois River Bridge.

All trains and engines will be operated without train orders within Peoria Yard limits.

In operating over double track between Mile Posts 108—pole 26 and 110—pole 30 all trains and engines will use the right hand track, unless necessary to use the opposite track to avoid delay.

All trains and engines must move within Peoria Yard limits (especially in stormy or foggy weather) prepared to stop, expecting to find the tracks occupied.

Trains operating between Peoria Yard and Peoria will not require Clearance Card Form A as provided by Rule 83-A.

Movements between east crossover, located near the main line water crane, and N. K. P. crossing at Peoria Yard will not exceed ten miles per hour.

The east switch of this east crossover is to be regarded as the switch where westward interior trains are to take siding at Peoria Yard.

There is no train order signal at Dispatchers' office, Peoria Yard. Eastward trains must secure Clearance Card Form A at Peoria Yard.

West yard lead switch out of main track at Peoria Yard is equipped with a spring switch normally lined for the main track.

Spring switches are located at each end of double track and are normally set for right hand movement showing green indications in those positions.

Reverse movement through spring switches cannot be made until switch is thrown by hand.

Engine men must refrain from using sand when passing over spring switches, except in case of emergency.

The regular switch stand and switch point, which control the lead to the P. & P. U. East Peoria Hump Yard at P. & P. U. Junction, is equipped with a security switch, which must be thrown before regular switch stand and points can be thrown for the Hump Yard.

After switch has been used, regular switch stand, controlling switch points, must be thrown before the security switch can be thrown to "Clear" position.

This security switch controls an arm and signal on signal mast located west of P. & P. U. Junction office and, when an arm in horizontal position by day and red light by night; when for eastward main line, signal arm will show vertical position and a green light.

When the arm on this signal is in horizontal position or signal light shows red, all eastward trains must stop to clear the signal, as this indicates the lead to the East Peoria P. & P. U. Hump Yard is being used for movements coming from or going into East Peoria P. & P. U. Hump Yard, and trains or engines must not proceed until this signal shows clear indication.

Crossovers are located just east of P. & P. U. Junction

and just east of switch leading to Illinois Electric Power Company Plant.

Westward trains in through movement will not pass from double to single track at west end of double track at Mile Post 110—pole 30 until they are given the home signal of the Walnut Street interlocking plant.

Operation over the single track extending between Mile Post 110—pole 30 (just east of westward home signal of Walnut Street interlocking plant) and yard limit board (just west of Rock Island crossing at Peoria) will be governed by Rule 605.

There is no train order signal at Walnut Street Tower, Peoria. Westward trains operating beyond Hollis will secure Clearance Card Form A at Walnut Street Tower, Peoria.

25. Connection track 1210 feet in length used by our trains and engines in movements between C. B. & Q. rails and Peoria Terminal rails near Iowa Junction is to be considered within yard limits. Yard limit boards are in place.

Normal position of hand throw switch at west end T. P. & W. connection track between C. B. & Q. and P. T. at Iowa Junction is lined for movement to T. P. & W. track.

26. Yard limits at Hollis extend from junction switch with the Peoria Terminal main track at Hollis to Mile Post 119—pole 20. Yard limit boards are in place.

Normal position of crossover switches at Hollis are lined for through movement of T. P. & W. trains.

27. Normal position of Lomax Branch Junction switch at LaHarpe is lined for the Lomax Branch.

28. Eastward trains will not require Clearance Card Form A as per Rule D-83 before departure from Warsaw and Lomax.

29. Trains and engines will be governed by the rules and regulations of the C. B. & Q. R. R. on their tracks between Peoria and P. T. Tower, by the rules and regulations of the P. T. Co. on their tracks between P. T. Tower and Hollis, by the rules and regulations of the Keokuk and Hamilton Bridge Co. on the tracks and bridge owned by that company between Hamilton and Keokuk, and by the rules and regulations of the C. B. & Q. R. R. on their tracks at Keokuk. Time tables of the C. B. & Q. R. R., Galesburg Division, can be obtained at C. B. & Q. yard office near Edmund Street, Peoria, and of the P. T. Co. at P. T. Tower. Rules of the Keokuk and Hamilton Bridge Co. can be obtained at the T. P. & W. depot, Hamilton. C. B. & Q. R. R., Hannibal Division, time tables can be obtained at Keokuk Union Depot, Keokuk.

30. During and after heavy rains trains will run under control as follows:

Panther Creek west of El Paso.

East of Eureka.

Between:

Washington and Peoria.

Hollis and 2 miles west of Breeds.

Seville and top of New Philadelphia Hill.

Bushnell and Scottsburg.

Blandinsville and LaHarpe.

LaCrosse and Burnside.

Elvaston and Hamilton.

Lomax Branch.

And other places where likely to find high water or obstructions.

## RAILROAD CROSSINGS AT GRADE

Sheldon—Big Four—Standard Interlocking Plant.

Webster—C. M. St. P. & P.—Standard Interlocking Plant.

Watseka—C. & E. I.—Standard Interlocking Plant.

Gilman—I. C.—Standard Interlocking Plant.

Chatsworth—I. C.—Gate lined normally for T. P. & W. Speed restriction, 35 miles per hour.

Forrest—Wabash—Unprotected, Stop.

Chenoa—Alton R. R.—Standard Interlocking Plant. Automatic Home and Distant Signals. Home signals are under control of operator of plant, subject to condition of the track.

El Paso—I. C.—Automatic Interlocking Plant. Speed restriction, 25 miles per hour.

Washington—Alton R. R.—Gate lined normally for T. P. & W. Signals operate in conjunction with gate. Speed restriction, 30 miles per hour.

Farmdale—N. K. P.—Standard Interlocking Plant.

Peoria Yard—N. K. P.—Automatic Interlocking Plant. Speed restriction, 15 miles per hour.

Walnut Street, Peoria—C. R. I. & P.—Standard Interlocking Plant.

Canton—C. B. & Q.—Unprotected, Stop.

Cuba—C. B. & Q.—Gate lined normally for T. P. & W. Speed restriction, 25 miles per hour.

Bushnell—C. B. & Q.—Two crossings 450 feet apart. Unprotected, Stop.

Ferris—C. B. & Q.—Unprotected, Stop.

Lomax—C. B. & Q.—Standard Interlocking Plant. Signals normally clear for T. P. & W. movement. C. B. & Q. stop and operate. Speed restriction, 25 miles per hour.

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Stops for unprotected railroad crossings at grade must be made within 800 feet of crossings.

