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Approved I. C. C. 6-2-22.

# PEORIA & EASTERN RAILWAY

OPERATED BY THE NEW YORK CENTRAL RAILROAD CO.

## DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

TIME TABLE No. Two

INDIANAPOLIS, IND., DATE Friday May 9 1958

Clock at 1100a 1 Sec Slow

P. & E. TD-32 ICC 170 (a) - 6 Yrs.

**RECORD OF WEATHER**

| Place | Time 1201a M | Time 601a M | Time 1201P M | Time 601P M |
|---|---|---|---|---|
| Indianapolis | 60 Clear. | 54 clear. | 62 Clear | 70 Clear |
| Urbana Yard | 53 Pt Cldy. | 55 clear. | 72 Clear | 75 |
| East Yard | 58 Pt Cldy | 50 clear. | 70 Clear | 70 PC |

**DISPATCHERS ON DUTY**

| | | | | | |
|---|---|---|---|---|---|
| O. E. Tindall | From | 1200 MN | M to | 630 Am | M |
| ~~A. M. Bennett~~ | From | ~~630a~~ | M to | ~~230P~~ | M |
| W. M. Clemmer | From | 230P | M to | 1030P | M |
| O. E. Tindall | From | 1030P. | M to | 1200 MN | M |

### WESTBOUND

| | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
|---|---|---|---|---|---|---|---|
| Enginemen | Travis | Harper | Petty | Miller | Lewis | Noble | Denny |
| Firemen | Dunn | Crawford | Dee | Hylton | Sullivan | Naster | Rittenhouse |
| Time Engine Crew Went on Duty | 1100 P. | 1000a | 1145N | 1100a | 1100P | 1130a A | 745a |
| Conductors | Louden | Thompson | Dunbar | McLaughlin | Jo Miller | Hylton | ~~Lonne~~ Brown |
| Brakemen | Moore | Hatter | Kernan | Sigmund | Retzloff | Kaird | Baggen |
| Brakemen | Kelley | Scott | Beamer | Osborne | Besaid | WA Nascher | Stebbins |
| Brakemen | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Baggagemen | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ |
| Flagmen | 20 | 11 | 16 | 13 | 28 | 26 | 27 |
| Time Train Crew Went on Duty | 1100 P. | 1000a | 1145N | 1100a | 1100P. | 1130a | 745a |
| Train | 95 | Extra | 99 | Extra | 99 | 95 | Extra |
| Engine | 5001<br>5993<br>5613 | 5621 | 56 20 17 18 | 5624 | 56 19 14 22 | 56 19 14 22 | 5622 |
| Cars | 27-12 | 1-0 | 15-11 | 4-2 | 14-30 | 35-20 | 2-11 |
| Actual Tons | 1712 | 45 | 1085 | 358 | 1570 | 2037 | 406 |
| Adjusted Tons | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Minutes Late | Pm. | Pm | Pm | ✓ | am | pm | PM |
| | EC 1240<br>TC 1240 | 733 | EC TC 805 | Turn | 255 | 335 | 439 |
| UN | P.M. 1141 | | pm 1220 | | | | |
| RN | 1213<br>513 | | 1222 | | | | |
| KD | 535 #2 | | 106 #4 | am 1135 | | | |
| MF | 612 | | 218 | 1138 | Thru | Thru | |
| R | " | | 237 | 1207<br>1220 | 14-23 | 33-20 | |
| JN | " | | 301 | 1247 | 1395 | 1934 | |
| KI | " | | 308 | 1251 | BT | | 4'20" |
| CF | 718<br>910 # | | 320<br>338 3#25 | 1115 pm | 1X40 SC<br>6X99 | 2 BT | Swg |
| WA | " | | ✓ | | | 1-Mn | |
| SB | " | | " | | mn mid 5th | 3 Pekin | |
| VG | 945 26/12 | pm 529 | 409 | | 4 WN | 49 Pen | |
| CH | 956 1000 | ✓ | 421 Pit #35 | | 32 Pen. | | 104 |
| DH | 1020 | 611 | 523 35 | | | | |
| BC | " | " 1/4 145 | " 49/19 | | | | 35" |
| WG | 1027 | 618 | 530 3925 | | | | |
| HY | " | " | " | | | | |
| OW | " 42/23 | " 0/0 | " 35/30 | | | | |
| FN | " 3164 | ✓ | ✓ 2755 | | 99 | | 59 |
| OG | " | ✓ | ✓ | | Fast | | Shaw |
| GZ | 1202 | 657 | 730 | | | | |
| UR | 1220 | 712 | 750 | | PM 1130 | am 1148 | am 805 |
| CN | Pm | pm | pm | | " | " | " |
| MA | Pt-5 | Shaw | Slow | Shaw | " | " | " |
| MJ | | | | | 1155 | 1221 | 922<br>930 |
| SU | 95 | 54 | 99 | 55 | 1203 | 1237 | 950<br>1141 |
| DR | | | | | " 14/30/1570 | 1250<br>1255 | xxx<br>1230 |
| DW | | | | 30" | " | " | " |
| KG | | 30" Swg. | | Swg | 239<br>102 # 2 | 116<br>128 # | 1251<br>1258 |
| BF | | | | | " | " 33 | " fast |
| BN | | 108 | | | 109 16/24 | 135 | 700 |
| V | | | | 100 | " 1570 | 150 1937 | 1214<br>221 |
| AD | | | | | " | " | " |
| MN | | 55" | | | " | 204<br>211 | 236<br>307 |
| Q | | | | | " | 224<br>230 | ✓ |
| YD | | | | | 212<br>222 # 2 | 247<br>257 3# | 358 pm |
| WN | | | | | " | 302 | |
| BJ | | | | | 245 am | 325 pm | |
| Cars | 42-23 | 0-0 | 35-30 | 4-3 | 10-25 | 29-20 | 6-12 |
| Actual Tons | 3164 | ✓ | 2755 | 358 | 1105 | 1646. | 635 |
| Adjusted Tons | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| | 0 | 1-4 | 0 | 0 | 0 | 0 | |
| Minutes Late | 46-23 | 145 | 54-36 | 6-3<br>459 | 16-33 | 32-20 | 9-23 |

| Length Siding | Distance | STATIONS | Office Designation | First | Second | Third |
|---|---|---|---|---|---|---|
| | | Indianapolis | UN | | | |
| | | Hill Yard | | | | |
| | 2.1 | Moorefield 1.4 | KD | RF Hunt 600a | Varvil 200P | RD Hunt 1000P. |
| | 3.5 | Brant 10.5 | MF | | | |
| | 14.0 | Brownsburg 13.7 11P | R | Cook 600a | 300P | |
| 28 | 27.7 | Jamestown 5.1 | JN | Pollock 800a | 400P. | |
| | 32.8 | New Ross 10.2 | KI | McAllister 800a | 400P. | |
| 94<br>61 | 43.0 | Ames 11.0 | CF | DE Davis 659a | Haslam 259P | Sullivan 1059P. |
| 21 | 54.0 | Waynetown 5.3 | WA | Rozdel 700a | 300P | |
| 16 | 59.3 | Hillsborough 5.4 | SB | Whisler 700a | 300P. | |
| 83 | 64.7 | Veedersburg 7.4 | VG | King 659a | Redmon 259P | Swr. James 1059P |
| 34 | 72.1 | Covington 11.8 715P | CH | Ewing 700a | 425P | |
| 71 | 83.9 | Cory 1.1 | DH | | | |
| | 85.0 | Danville 1.0 | BC | | | |
| 221<br>96 | 86.0 | Wyton 2.7 | WG | Aufderhaugh 730a | Klem 330P | Bever 1130P |
| | 88.7 | Hillery 4.5 | HY | | | |
| | 93.2 | Oakwood 5.2 | OW | Wade 800a | 400P. | |
| 109 | 98.4 | Fithian 4.3 1140a | FN | Rogers 800a | 500P | |
| | 102.7 | Ogden 3.1 | OG | Swearingen 730a | 430P | |
| 132 | 105.8 | Glover 10.0 | GZ | | | |
| | 115.8 | Urbana Yard 2.4 | UR | May 730a | WE Grindley 330P | Dreessing 1130P |
| 37 | 118.2 | Champaign 9.8 | CN | | | |
| 22 | 128.0 | Mahomet 5.7 | MA | JMC Smith 700a | 400P. | |
| 19 | 133.7 | Mansfield 7.7 | MJ | Rethrog 700a | J Hilburn 300P. | Frederick 1100P. |
| 74 | 141.4 | Farmer City 9.2 | SU | | | |
| | 150.6 | LeRoy 6.5 1130a | DR | Reese 745a | 445P | |
| 20 | 157.1 | Downs 7.3 | DW | Spearman 800a | 500P | |
| 72 | 164.4 | Dean 1.5 | KG | | | |
| | 165.9 | Bloomington 0.9 | BF | | | |
| 53 | 166.8 | Alton Crossing 9.7 | BN | | | |
| 14 | 176.5 | Danvers 5.9 1101 | V | Gross 800a | 500P | |
| 64 | 182.4 | Lilly 3.9 | AD | | | |
| 19 | 186.3 | Mackinaw 7.1 11A | MN | Gose 800a | 500P. | |
| 69 | 193.4 | Tremont 8.0 11a | Q | Madsen 600a | 330P | |
| 82 | 201.4 | East Yard 1.1 | YD | | | |
| 25 | 202.5 | Pekin 9.0 | WN | | | |
| | 211.5 | Peoria | BJ | | | |
| | | Cars | | | | |
| | | Actual Tons | | | | |
| | | Adjusted Tons | | | | |
| | | Minutes Late | | | | |

### EASTBOUND

| | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
|---|---|---|---|---|---|---|---|
| Enginemen | Slade | Jardine | Robbins | Harker | Hamilton | Miller | Wallace |
| Firemen | Tinkelpaugh | York | Wacker | Rothaas | Crawford | Hylton | Harold |
| Time Engine Crew Went on Duty | 1100<br>500 a | 500a | 500P.<br>1130a | 915 a | 1000a | 1100a | 910P |
| Conductors | Pollock | Mourer | Hatter | Lafferty | Thompson | McLaughlin | Mattock |
| Brakemen | Covert | Ogle | Rear | Black | Hatter | Sigmund | Price |
| Brakemen | Wolbridge | Harris | Wascher | Carr | Scott | Osborne | Lewis |
| Brakemen | ✓ | – | ✓ | – | – | – | Egan |
| Baggagemen | ✓ | ✓ | ✓ | ✓ | | | – |
| Flagmen | 18 | 30 | 26 | 15 | 11 | 13 | 21 |
| Time Train Crew Went on Duty | 1100P.<br>500 a | 500a | 500P<br>1130a | 915 a | 1000a | 1100a | 910P |
| Train | 94 | Extra | 90 | 94 | Extra | Extra | 90 |
| Engine | 56 22 17 19 | 5612 | 56 22 17 19 | 5993<br>5206<br>5615 | 5621 | 5624 | 56 18 17 21 |
| Cars | 35-29 | M of W | 54-12 | 49-6 | 0-2 | 7-5 | 83-1 |
| Actual Tons | 2991 | | 3466 | 3280 | 75 | 477 | 5249 |
| Adjusted Tons | ✓ | | ✓ | ✓ | ✓ | | ✓ |
| Minutes Late | am | Pm | pm | Pm | | pm | am |
| | EC 905<br>TC 905 | EC TC 630 | EC TC 930 | 345 | Turn | 645 | 500 |
| UN | | | | PM 315 | | | am 439 |
| RN | | | | 302<br>250 | | | 420<br>347 |
| KD | Thru | | | 231<br>216 #10 | | pm 635 | 320<br>254 #3 |
| MF | 15-0 | | Thru | 213 | | 628 | 250 |
| R | 825 | | 35-0 | 158 | | ✓ | " |
| JN | MJ | | 2057 | 141 | | ✓ | " |
| KI | 33-2 | | | 133 | | ✓ Est | " |
| CF | 2079 | | | 118<br>1230 #1 | | 504 pm 2 | 144 |
| WA | | | | 1235 | | | " |
| SB | | | MJ | " | | | " |
| VG | | | 50-1<br>2961 | 1216 | pm 500 | | 1257 83/1/5249 |
| CH | | ~~400~~ | | 1202 | 400 | Est 99 | " |
| DH | | ~~830~~ | | 1146 | 1246 | | 1221 |
| BC | | ~~800~~ | | " | " | | " |
| WG | | | | 1140 | 1240 | | 1214<br>1205 57 |
| HY | | | | " | " 5/36 | | |
| OW | | | | " 50/6 3357 | " 1337 | | " |
| FN | 94 | work | 90 | 1012 | 1130 | | " |
| OG | Fast | Train | Fast | " | " | | " |
| GZ | | | | 1004 | 1057 | | 1020 |
| UR | am 855 | Pm 608 | pm 915 | 950 | 1025 | | 1005 |
| CN | " | " | " | am | am | | pm |
| MA | " RS 80 | " | " | Fast | Shaw | Shaw | Fast |
| MJ | 843 | 537 | 846 | 94 | 56 | 54 | 90 |
| SU | 812<br>803 7-0 # | 525 | 835 54/1 | | | | |
| DR | 751 | ✓ | " 3466 | | | | |
| DW | " 28 | " | " | | | | |
| KG | 726<br>716 | 452 | 806<br>748 10-2 #5-1 | Thru | 2'30" | 2'50" | Thru |
| BF | " | " | " | 426 | Swg. | Swg. | 55-1<br>3278 |
| BN | 709 | 439 | 740 | 1242 | | | |
| V | " | 427 2191 | " | | | | 57 Bord |
| AD | " | " | " | | | | 21 Hill |
| MN | " | 407 # | 49/11 3088 | 1 Circle<br>12 High | | 5 KD | 36a |
| Q | 609 | xxx pm | " | 21 Hill | | 7 Hill | 3 Mfld |
| YD | 550<br>537 | | 1322<br>615 8-11 # | 24 Bread | | | |
| WN | " | | 610 | | | | 127 |
| BJ | 515 am | | 555 pm | | | | |
| Cars | 16-27 | M | 41-0 | 43-33 | 1-45 | 7-5 | 59-11 |
| Actual Tons | 1592 | of | 2380 | 3610 | 1195 | 477 | 3773 |
| Adjusted Tons | ✓ | W | ✓ | ✓ | – | ✓ | (7) |
| | 0 | | (7) | | 42-85 | 7-5 | |
| Minutes Late | 35-29 | | 59-13 | 50-33 | 5452 | 477 | 87-11 |

Full crew

Early Bird

NY 4 e - 700 Pm
CD 8 e - 1000 Pm

No 90
3 Hogs Ind Pnr 330P 9th Newark NJ.
2 whiskey Cinti Lou.
2 Fresh meat Clev nyc
1 Frozen meat Clev nyc
4 Hogs Clev nyc.
2 Cdgds Clev nyc.
1 Milt Lo Cine O.
5 Castings Toledo NC.

NY-6 at 538a
SLD-2e 630a
SY-2e 400a

Hy for 90
37-3-2692
6 cstgs 378
43-3-3078

**INSTRUCTIONS**

1. Weather conditions and temperature shall be reported at least once in six hours at the stations and for the time indicated in the space provided.
2. Each train dispatcher shall sign his name and record the time of going on and off duty in the space provided.
3. The A. M. or P. M., as the case may be, shall be shown at the initial and final time of each movement.
4. The number of cars in each train shall be shown at least at one station and at such other stations as may be determined.
5. Time of Trains passing reporting stations shall be recorded; where trains stop at reporting stations, both arriving and departing time shall be recorded.

**MEMORANDUM OF EXTRAORDINARY OR UNUSUAL OCCURRENCES:**

MxH L Peoria 1230 Am. 6 Cars for Pk. No. 94 got 5 of these. No 94 out Peoria 517 Am. should leave YD on time so held work train at East Yard to follow 94.

Jet at 910a ~~to go to CH + the Hot~~.

IKK at 115 P BC Heading for UR.

Terminal did not use Eng 5624 at Mfld this Pm 9th.

unable to find out any-thing about 95 until 443 am KD found out then Crate Jet 95 been on the Hill since 1213 am - train not made up - and just now making his double with 39 cars and picking up at Mfld. 95's crew eat at Circle - 550 Am - Terminal Dispr still unable to find out the cause for the delay on 95 at Hill yard - it appears it was due to the shortage of clerks.

**WORK TRAIN AND HELPER SERVICE**

| Engine | Engineman | On Duty | Off Duty | Conductor | On Duty | Off Duty | Between | Kind of Service |
|---|---|---|---|---|---|---|---|---|
| 5612 | Jardine<br>York<br>AYD 510 am<br>DYD 555 am | 500a | Contd | Mourer<br>Ogle<br>Harris | 500a | Contd | East Yard & Mackinaw | M of W work train. |
| JM-7 and 8 others | | | | Sparks | 600a Q | 230P Q<br>100<br>345 | East yard & mackinaw | Pilot M of W Equipment. |

**DEADHEADING**

| Name | From | To | Train | Authority | Reason for Deadheading |
|---|---|---|---|---|---|
| Sparks | Tremont | Urbana | | | Home terminal |

**REMARKS**

94- Fig Hy 1 hour.

At 1417 P agt CH reported Cond Thompson on SX was calling Eng off from Train & Bumping Brakeman J C Hatter the Eff to go to a doctor as he had a gash on his head & would advise How Bad & where the accident accured.

At 720 P agt CH advised JC Hatter was being taken to doctor in auto - evidently Jeff's car. JCP advised J C Hatter had 3 Stitches in Head and came back to Wave.

Jn reported HB on 2nd car behind Engs No 99

Two switches run thru at west end Hillery Yard per Ym. KJH called but wants msg to Zone J. Harris then acct his men at Urbana at 705 P. Contacted R. Smith he said for KJH to call Ike Jones & Harry Sims.

Ordered 4 units on 90 out of Urbana & notified Bwd & Chief Dispr Preston to return the 4 units on 99 in Am instead of 3 units @ 755 P

822 Pm Eng Foreman Urbana saying 5620 in on 99 has bad oil leak & going to send to Hyde dead in 99's train Mon 10th acct unable use it. Talk to Term and unable to get a 4th unit on 95 tonite to protect Swkr East in Am. So cancelled 4th unit on 90 out of Urb yd. But left order for 4 units on 99 in Am Stand.

25-15 Peo - 857 pm

Second night in row - 90 had Bwood cars in two pieces in Hill block.

90 fig Hy one hour.

1140 Pm gave Terminal Fig 245 Am QMS on No 93 - 3 Ba stock - 5 castings

no. 90 cut off Lessee Bwoods west of Draper St on Belt RR and set his bads out In Ice House Back track then back for rear of Train.

**YARD ENGINES**

| | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 | 19 |
|---|---|---|---|---|---|---|---|---|---|
| Enginemen | Lykins | Hendricks | Sanders | Banford | Mobley | Holt | Roy | Crockett | Stone |
| Firemen | Jarvis | Febov | Kittell | Hamrick | Jones | Grant | Kimberlain | Robinson | Johnson |
| On duty | 715a | 759a | 359P | 1115P | 1159P | 630a | 600P | 300P | 245P |
| Conductors | Engleman | Cunningham | Cracewell | Liggett | Hart | CB Thompson | Harrington | Myers | SE Pollock |
| Brakemen | Leib | Stanis | Lamar | Dixon | Hacquet | Smith | Cook | RF Breen | Clifton |
| Brakemen | Lamb | Peal | Clark | Queen | St. Pierre | Kirkland | Heath | Gebhart | Quigley |
| On duty | 715a | 759a | 359P | 1115P | 1159P | 630a | 600P | 300P | 245P |
| Engine | 8908 | 8909 | 8905 | 8909 | 8905 | 5616 | 5616 | 615 | 8910 |
| Location | Hy | Hy | Hy | Hy | Hy. | UR | UR | BJ | WN |
| Off duty | pm 315 | pm 359 | am 1159 | am 715 | am 759 | pm 230 | am 200 | 1100 | pm 1045 |

| | | | | |
|---|---|---|---|---|
| P160 | Rainey | Q3. | JN | 800 Am. |
| P160 | Rainey | JN - K | | 900a |
| P178 | Nicholas | BN - Mw | | 830a |
| P178 | Nicholas | Mn - Q | | 930a |
| P160 | Rainey | Ki - K | | 1100a |
| P178 | Nicholas | Q - Mw | | 120P |
| P160 | Rainey | K - JN | | 135P |
| P178 | Nicholas | Mn - Q | | 145P |
| P160 | Rainey | Ki - JN | | 220P |
| P160 | Rainey | JN - Ki | | 235P |
| P178 | Nicholas | JN - BN | | 300P |
| P160 | Rainey | Ki - Cr | | 355P |

E L Harris
R Smith
L Rainey
J J Carlson

at Danville Tie Lifts Motor Car
Cr to MJ
Q - MJ 147.

MAY 9 1958