

The New York Central Railroad Company

AND

The Chicago, Rock Island & Pacific Railway Company

JOINT TIME TABLE No. 45

GOVERNING BETWEEN

CHICAGO and ENGLEWOOD

Effective 12:01 A. M. (Central Time)
Sunday, June 5, 1927

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

F. F. RIEFEL,
Gen'l Sup't N. Y. C. R. R.

A. E. LLOYD,
Sup't N. Y. C. R. R.

J. P. SMILIE,
Ass't Sup't N. Y. C. R. R.

M. J. HANAFIN,
Train Master, N. Y. C. R. R.

H. W. MESSENGER,
Train Master, N. Y. C. R. R.

F. J. JEROME,
Train Master, N. Y. C. R. R.

H. L. REED,
Gen'l Sup't C. R. I. & P. Ry.

H. R. SAUNDERS,
Sup't C. R. I. & P. Ry.

H. P. JUSTIN,
Train Master C. R. I. & P. Ry.

C. F. FRANKLIN,
Passgr. Train Master,
C. R. I. & P. Ry.

SIGNAL RULES.

Standard Clocks.

N. Y. C., Chicago—Train Dispatcher's Office
Englewood—Engine House, General Yard Master's
Office, 63rd and State Sts.

C. R. I. & P., LaSalle St. Station—Station Master's Office,
Conductors' Room.

Markers.

Trains with rear car not equipped to display markers as per
Rule 19. will display red flag by day and red light by night on
rear of train.

Train Registers.

Chicago—Station Master's Office.

Clearing of Trains.

Chicago—N. Y. C. and N. Y. C. & St. L. passenger trains,
verbally by Train Dispatcher.

C. R. I. & P. main line passenger trains, clearance card
from Telegraph Operator.

Railroad Grade Crossings.

16th Street, Illinois Central and Air Line. Interlocking.

Bulletin Boards.

N. Y. C., Chicago—Conductors' Room.

44th St. Yard Office.

Englewood—Engine House, General Yard Master's
Office, 63rd and State Sts.

C. R. I. & P., LaSalle St. Station—Station Master's Office.

44th St. Yard Office.

47th St. Roundhouse.

51st St. Yard Office.

DESIGNATION AND USE OF MAIN TRACKS.

Between 61st Street and Root Street—

Tracks are numbered from the East—No. 1, No. 2, No. 3,
No. 4, No. 5 and No. 6. Tracks 3 and 4 are signaled from Polk
Street to 61st Street for directions designated. Tracks 2 and 5
are signaled for use in both directions from 16th Street to 61st
Street and will generally be used as designated unless other-
wise ordered.

Tracks will be used and designated as follows:

- No. 1. N. Y. C., Northward—Freight.
- No. 2. N. Y. C., Southward—Freight.
- No. 3. N. Y. C. and C. R. I. & P., Northward—Passenger
and Freight.
- No. 4. N. Y. C. and C. R. I. & P., Southward—Passenger
and Freight.
- No. 5. Between 61st Street and 45th Street—
C. R. I. & P. in either direction—Freight and
Passenger.
- No. 5. Between 45th Street and Root Street—
C. R. I. & P., Northward—Freight.
- No. 6. C. R. I. & P., Southward—Freight.

Between Root Street and Polk Street—

Tracks are numbered from the East—No. 2, No. 3, No. 4
and No. 5.

Tracks will be used and designated as follows:

- No. 2. Between Root Street and 14th Street—
From 7:00 A. M. to 9:20 A. M. by Northward N. Y. C.
and C. R. I. & P. trains.
From 9:20 A. M. until 2:00 P. M. by Northward
N. Y. C. trains.
From 2:00 P. M. until 10:00 P. M. by Southward
N. Y. C. trains.
From 10:00 P. M. until 7:00 A. M. by Northward
N. Y. C. trains.
- No. 2. Between 14th and Polk Streets—
From 7:00 A. M. until 9:00 A. M. by Northward
N. Y. C. and C. R. I. & P. trains.
From 9:00 A. M. until 5:00 P. M. as switching lead.
From 5:00 P. M. until 6:30 P. M. by Southward
N. Y. C. trains.
From 6:30 P. M. until 7:00 A. M. as switching lead.
- No. 3. N. Y. C. and C. R. I. & P., Northward—Passenger.
- No. 4. N. Y. C. and C. R. I. & P., Southward—Passenger.
- No. 5. Between Polk Street and 14th Street—
Except as otherwise directed by orders.
From 6:45 A. M. to 10:30 A. M. Southward, C. R. I. & P.
and N. Y. C. trains.
From 10:30 A. M. to 4:15 P. M. as switching lead.
From 4:15 P. M. to 6:00 P. M. by Southward
C. R. I. & P. and N. Y. C. trains.
From 6:00 P. M. to 6:45 A. M. as switching lead.
- No. 5. Between 14th and Root Streets—
From 7:00 A. M. until 10:30 A. M. by Southward
C. R. I. & P. and N. Y. C. trains.
From 10:30 A. M. until 4:15 P. M. by Northward
C. R. I. & P. trains.
From 4:15 P. M. until 8:00 P. M. by Southward
C. R. I. & P. trains.
From 8:00 P. M. to 7:00 A. M. by Northward
C. R. I. & P. trains.

The following Automatic Block Signal and Interlocking
Rules will govern between Polk and 61st Streets on Tracks
No. 3 and No. 4, except Polk Street Interlocking, and between
16th Street and 61st Street on Tracks No. 2 and No. 5.

Three position, upper quadrant, semaphore signals are
in use.

Signals are located on Signal Bridges directly over, or
on bracket masts to the right of, the tracks they govern.

Interlocking Home Signals have three square end arms and
lights arranged vertically. Signals must not be passed when
arms are in the horizontal position and in addition red lights
are displayed indicating "Stop" without authority, this
authority will be a hand signal given with a yellow flag by day
and a yellow light by night, or when other conditions require
a light, from the center of the main track at the Home Signal,
and in such a way that there can be no misunderstanding on
the part of Enginemen or Trainmen as to the signal, or as to
the train or engine, for which intended. When interlocking is
out of order so that "Proceed" hand signals must be given,
trains must be stopped before such signals are given

The top arm governs the main or normal speed route.
When in the forty-five (45) degree position, and in addition a
yellow light is displayed it indicates "Proceed, prepared to
stop at next signal". When in the ninety (90) degree or ver-
tical position, and in addition a green light is displayed, it in-
dicates "Proceed".

The middle or second arm governs the route of second im-
portance. When in the forty-five (45) degree position, and
in addition a yellow light is displayed, it indicates "Proceed
at restricted speed, prepared to stop at next signal". When in
the ninety (90) degree or vertical position, and in addition a
green light is displayed it indicates "Proceed at restricted
speed".

The bottom arm of a main track high signal is used to permit
greater freedom of train movements. It is sometimes named
"Slow Speed Signal." When indication to proceed is displayed,
movement must be made at slow speed prepared to stop.
It governs the use of all possible routes of an interlocking
plant. (See C. R. I. & P. General Rule 613a and N. Y. C.
Rules 708 and 709.)

Distant, or approach signals for Interlocking also perform
Automatic Block Signal functions. They have two pointed
arms and staggered lights. When the top arm is in the forty-
five (45) degree position, and in addition a yellow light is dis-
played, it indicates "Proceed, prepared to stop at next signal".
When the top arm is in the ninety (90) degree or vertical
position, and in addition a green light is displayed, it indicates
"Proceed". When the top arm is in the forty-five (45) degree
or diagonal position, and in addition a yellow light is displayed
and the second or bottom arm is in the ninety (90) degree or
vertical position, and in addition a green light is displayed it
indicates "Proceed, prepared to pass next signal at restricted
speed".

Automatic Block Signals have one pointed arm and in addi-
tion two lights staggered, the bottom light being red and
termed "Marker Light". When the arm is in the horizontal
position, and in addition red lights are displayed it indicates
"Stop before reaching signal". Trains having stopped may
proceed with caution expecting to find the block occupied, a
switch open, track broken, or obstructed. When the arm is in
the forty-five (45) degree or diagonal position, and in addition
the upper light is yellow, it indicates "Proceed, prepared to
stop at next signal". When the arm is in the ninety (90) degree
or vertical position, and in addition top light is green, it
indicates "Proceed".

Switches in tracks No. 3 and No. 4 and all crossovers leading
to Tracks No. 3 and No. 4 between Polk Street and 61st Street
and Tracks Nos. 2 and 5 between 16th Street and 61st Street are
connected with the block signal system so that with a switch
open in any block, the signal protecting such block will indi-
cate "Stop". Switch indicators are located at each switch
leading to the main tracks and at each switch of a crossover
between main tracks. When the indicator arm is in the
horizontal position it indicates that there is a train in the block
within which the indicator is located, or within, or closely
approaching the next block in the rear; when the arm is in the
vertical, or diagonal position, it indicates that both blocks
are unobstructed.

Indicators for sidings and other tracks, except main tracks,
are located at the main track switch, and show the condition
of the block for that main track. Indicators for crossovers
between main tracks and sidings or other tracks are located at
the siding end of crossover and show the condition of adjacent
main track. Indicators for crossovers between main tracks on
double track are placed opposite each end of crossover, those at
switches in southward track showing condition of northward
track and those at switches in northward track showing con-
dition of southward track.

A train on any track must not move a switch in that track
for a movement to or across main tracks when the indicator
arm is in the horizontal position, until fully protected as pre-
scribed in Rule 99.

Conductors of northward trains must report promptly to Station Master delays caused by signals, giving number of signal. Standing instructions will govern in reporting signal interruptions to southward trains.

Lights must be used upon signals from sunset to sunrise and whenever day signals cannot be clearly seen. Where lights are not burning on signals, trains must be governed at night by the day signal indication but enginemen must not pass such signals while indicating "Stop" without stopping.

When a train is stopped or speed reduced at any point in a block, it must be protected as prescribed in Rule 99. It must be understood that block signals in no way relieve trainmen or enginemen of the responsibility of protecting their train.

Between 18th St. and 61st St. no switches leading to or from Tracks 2 or 5 shall be opened without permission of the parties controlling the block occupied or to be occupied. No movement shall be made in the reverse direction to that authorized by entrance signal or towerman, without further permission from the party controlling the block occupied.

LOCATION AND NUMBERS OF SIGNALS ARE AS FOLLOWS

SOUTHWARD		CHICAGO		NORTHWARD	
Track 2	Track 5	Track 4	Track 3	Track 5	Track 2
Polk Street—Interlocking					
			12th Street	123	
		144	14th Street	143	
			15th Street	153	
16th Street—Interlocking					
Entrance	Entrance	184	18th Street	Home	Home
222-S	225-S	224	Archer Ave.	225-N	222-N
Entrance	Entrance	254	25th Street	Entrance	Entrance
292-S	295-S	294	29th Street	295-N	292-N
322-S	325-S	324	32nd Street	325-N	322-N
352-S	355-S	354	35th Street	355-N	352-N
Entrance	Entrance	384	38th Street	Entrance	Entrance
Entrance	Home	414	Root Street	Entrance	Entrance
	Dwarf		43rd Street		
Home	Home		44th Street	Home	Entrance
			443		
45th Street—Interlocking					
Dwarf			45th Street	Dwarf	
Dwarf	Dwarf		45th Place		Dwarf
			46th Street	Dwarf	Dwarf
Entrance	Entrance	474	47th Street	Home	Home
502-S	505-S	*504	50th Street	505-N	502-N
532-S	535-S	534	53rd Street	535-N	532-N
572-S	575-S	574	57th Street	575-N	572-N
Home	Home		59th Street	Entrance	Entrance
			593		
61st Street—Interlocking					

Entrance signals will govern the same as interlocking home signals, except that when a train is stopped by an entrance signal it must stay until authorized to proceed, or in case of failure of means of communication, it may proceed when preceded by a flagman to the next point of communication.

On track No. 2 and No. 5 block sections governed by entrance signals will be controlled by switch tenders or towermen as follows:

Tracks	From	To	Direction	Controlled by
2 and 5	18th St.	25th St.	Both	Towerman 16th St.
2 and 5	25th St.	38th St.	Both	Switch Tenders Root St. and Towerman 16th St.
2 and 5	38th St.	Root St.	Both	Switch Tenders Root St.
2	Root St.	44th St.	Both	Switch Tenders Root St.
2 and 5	47th St.	59th St.	Both	Towermen 45th St. and 61st St.

*The lower arm on automatic block signal No. 504 governs movement at restricted speed from Track 4 southward through crossover to Track No. 5.

SPEED RESTRICTIONS

	Miles per hour
Track No. 1	20
Track No. 2 16th St. to 61st St. (Passenger)	45
Track No. 2 16th St. to 61st St. (Freight)	30
Track No. 3 (Passenger)	45
Track No. 3 (Freight)	30
Track No. 4 (Passenger)	45
Track No. 4 (Freight)	30
Track No. 5 16th St. to 61st St. (Passenger)	45
Track No. 5 16th St. to 61st St. (Freight)	30
Track No. 6	15
Over Illinois Central and Air Line Crossing, 16th Street	15
Around Curves at 22nd Street	20
Through Crossovers	10
Trains of mixed passenger and freight equipment	30
Light passenger and freight engines running backwards	25
Switch engines	20

Engineers or pilots handling trains within train shed must so control their movements as to stop within range of vision as the responsibility for striking cars, engines or bumping posts within the train shed rests entirely with the approaching train.

Trains or engines using tracks 1, 2, 5 (except between 16th St. and 61st St., where track is protected by automatic block signals) and 6 must be under control approaching crossovers where engines or trains may be switching on these tracks.

LOCOMOTIVE RESTRICTIONS

N. Y. C. Locomotives with axle loads greater than sixty thousand pounds and locomotives of the following classes will not be permitted to operate between Englewood and Chicago:

M; M-1; M-1 a b f; NB-1 a; NE-1 a d f g.

SPECIAL INSTRUCTIONS

Foreign engines will not be allowed to enter on the tracks of these Companies between Chicago and Englewood between the hours of 6:30 and 9:30 a.m. and 4:00 and 7:45 p.m., and they will be required to leave before 6:30 a. m. and 4:00 p. m.

Conductors of passenger trains will report to their Superintendent the number of any engine or train obstructing or delaying their movements.

A train on automatic block territory stopped by a burning red fusee may proceed under control to the next block signal, expecting to find the block occupied. Fusees shall be dropped between the rails of the track affected.

WHISTLE SIGNALS.

Sound.	Indication.
— — — — —	{ Flagman may return from North as prescribed by Rule 99.
— — — — —	{ Flagman may return from South as prescribed by Rule 99.

Telephones.

Conductors or enginemen must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employes exchanged to avoid misunderstanding.

LOUD SPEAKERS AND LOUD SPEAKER TELEPHONES ARE LOCATED AS FOLLOWS:

- N.Y.C. Chief Dispatcher's office, La Salle Station.
- N.Y.C. Superintendent's office, La Salle Station.
- C.R.I.&P. Superintendent's office, La Salle Station.
- Station Master's office, La Salle Station.
- Polk Street Tower.
- N.Y.C. 12th Street Yard office.
- C.R.I.&P. 14th Street switchtender's shanty.
- 16th Street Tower.
- Archer Ave., west side, pole box.
- 22nd Street section house, east side.
- 25th Street, west side, pole box.
- 27th Street, east side, pole box.
- 33rd Street, east side, pole box.
- 33rd Street, west side, pole box.
- 39th Street, west side, pole box.
- Root Street, C.R.I.&P. switchtender's shanty.
- Root Street, N.Y.C. switchtender's shanty.
- 44th Street, N.Y.C. yardmaster's office.
- 45th Street Tower.
- 48th Street, east side, pole box.
- 51st Street, C.R.I.&P. switchtender's shanty.
- 51st Street, east side, pole box.
- 54th Street, west side, pole box.
- 57th Street, east side, pole box.
- 59th Street, east side, pole box.
- 59th Street, west side, pole box.
- 61st Street, N.Y.C. switchtender's shanty.
- 61st Street Tower.

Loud speaker phones should be operated only by parties at loud speaker points. Pole phones on loud speaker line are for the purpose of allowing enginemen and trainmen to communicate with parties at loud speaker points. Loud speakers should not be used for anything except train movement. Pole boxes on this line are equipped with both N. Y. C. and C.R.I.&P. switch locks.