

The New York Central Railroad Company

AND

The Chicago, Rock Island & Pacific Railway Company

JOINT TIME TABLE No. 40

GOVERNING BETWEEN

CHICAGO and ENGLEWOOD

Effective 12:01 A. M. (Central Time)
Sunday, May 2, 1926

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

W. H. SULLIVAN,
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. G. ADAMS,
Passgr. Train Master,
C. R. I. & P. Ry.

FROM CHICAGO PASSENGER TRAINS

TO CHICAGO PASSENGER TRAINS

TRAIN No.	Leave Chicago		16th St.		Root St.		Arrive Englewood	
	AM	AM	AM	AM	AM	AM	AM	AM
R.I.	9	12.50	12.53	12.58	1.05			
R.I.	209	1.00	1.03	1.08	1.15			
N.Y.C.	32	1.50	1.53	1.58	2.02			
N.Y.C.	52	2.20	2.23	2.28	2.32			
N.Y.C.	702	4.05	4.08	4.13	4.18			
N.Y.C.	650	4.15	4.18	4.23	4.28			
N.Y.C.	652	4.20	4.23	4.28	4.33			
N.Y.C.	800	4.25	4.28	4.33	4.38			
N.Y.C.	654	5.00	5.03	5.08	5.13			
R.I.	101	5.20	5.23	5.28	5.33			
N.Y.C.	672	5.22	5.25	5.30	5.35			
N.Y.C.	802	5.25	5.28	5.33	5.38			
R.I.	103	5.27	5.30	5.35	5.40			
N.Y.C.	700	5.35	5.38	5.43	5.48			
R.I.	105	5.46	5.49	5.54	5.59			
N.Y.C.	656	5.50	5.53	5.58	6.03			
R.I.	107	5.52	5.55	6.00	6.05			
R.I.	109	6.02	6.05	6.10	6.16			
N.Y.C.	808	6.05	6.08	6.13	6.18			
N.Y.C.	162	6.10	6.13	6.18	6.23			
R.I.	111	6.27	6.30	6.35	6.40			
R.I.	113	6.45	6.48	6.53	6.58			
R.I.	275	7.05	7.09	7.13	7.18			
R.I.	115	7.10	7.13	7.18	7.24			
N.Y.C.	110	7.15	7.18	7.23	7.28			
N.Y.C.	690	7.25	7.28	7.33	7.38			
R.I.	117	7.38	7.41	7.46	7.51			
R.I.	119	8.05	8.08	8.13	8.18			
R.I.	181	8.10	8.13	8.18	8.23			
N.Y.C.	150	8.25	8.28	8.33	8.38			
R.I.	121	8.50	8.53	8.58	9.03			
R.I.	207	9.20	9.23	9.28	9.35			
N.Y.C.	658	9.30	9.33	9.38	9.43			
N.Y.C.	684	9.30	9.33	9.38	9.43			
R.I.	123	9.35	9.38	9.43	9.48			
R.I.	7	10.00	10.03	10.08	10.15			
R.I.	183	10.05	10.08	10.13	10.18			
R.I.	125	10.20	10.23	10.28	10.33			
N.Y.C.	6	10.30	10.33	10.38	10.43			
N.Y.C.	10	10.35	10.38	10.43	10.48			
N.P.	102	10.40	10.43	10.48	10.54			
R.I.	277	10.45	10.48	10.53	10.58			
R.I.	127	11.05	11.08	11.13	11.18			
R.I.	185	11.15	11.18	11.23	11.28			
N.Y.C.	804	11.17	11.20	11.25	11.30			
R.I.	129	11.50	11.53	11.58	12.03PM			
R.I.	187	12.10	12.13	12.19	12.25			
R.I.	189	12.15	12.18	12.23	12.28			
R.I.	191	12.23	12.26	12.31	12.38			
R.I.	193	12.27	12.30	12.35	12.40			
R.I.	131	12.35	12.38	12.43	12.48			
N.Y.C.	26	12.40	12.43	12.48	12.53			
N.Y.C.	676	12.42	12.45	12.50	12.55			
N.Y.C.	2	12.50	12.53	12.58	1.03			
N.Y.C.	660	12.55	12.58	1.03	1.08			
R.I.	221	1.00	1.03	1.08	1.15			
R.I.	195	1.05	1.08	1.14	1.20			
R.I.	133	1.20	1.23	1.28	1.33			
N.Y.C.	696	1.33	1.36	1.41	1.46			
N.Y.C.	16	1.45	1.48	1.53	1.58			
R.I.	135	2.00	2.03	2.08	2.13			
N.Y.C.	14	2.10	2.13	2.18	2.23			
R.I.	279	2.30	2.33	2.38	2.43			
R.I.	137	2.33	2.36	2.41	2.46			
N.Y.C.	662	2.35	2.38	2.43	2.48			
N.P.	104	2.40	2.43	2.48	2.55			
R.I.	197	2.50	2.53	2.58	3.03			
R.I.	139	3.10	3.13	3.18	3.23			
R.I.	19	3.30	3.33	3.38	3.45			
N.Y.C.	692	3.33	3.36	3.41	3.46			
R.I.	141	3.34	3.37	3.42	3.47			
R.I.	143	3.40	3.43	3.48	3.53			
R.I.	145	3.55	3.58	4.03	4.08			
R.I.	281	4.05	4.08	4.13	4.18			
R.I.	283	4.07	4.10	4.15	4.20			
R.I.	147	4.09	4.12	4.17	4.22			
R.I.	149	4.13	4.16	4.21	4.26			
N.Y.C.	664	4.14	4.17	4.22	4.27			
R.I.	151	4.16	4.19	4.24	4.29			
N.Y.C.	674	4.17	4.20	4.25	4.30			
N.Y.C.	666	4.20	4.23	4.28	4.33			
R.I.	153	4.25	4.28	4.33	4.38			
R.I.	155	4.28	4.31	4.36	4.41			
N.Y.C.	682	4.35	4.38	4.43	4.48			
R.I.	285	4.36	4.39	4.44	4.49			
R.I.	157	4.40	4.43	4.48	4.53			
R.I.	159	4.43	4.46	4.51	4.56			
N.Y.C.	112	4.45	4.48	4.53	4.58			
N.Y.C.	806	4.48	4.51	4.56	5.01			
R.I.	161	4.52	4.55	5.00	5.05			
N.Y.C.	64	5.00	5.03	5.08	5.13			
R.I.	287	5.02	5.05	5.10	5.15			
R.I.	163	5.12	5.15	5.20	5.25			
N.Y.C.	668	5.20	5.23	5.28	5.33			
N.Y.C.	22	5.30	5.33	5.38	5.43			
R.I.	213	5.33	5.36	5.41	5.46			
R.I.	165	5.35	5.38	5.43	5.48			
R.I.	167	5.50	5.53	5.58	6.03			
R.I.	11	6.00	6.03	6.08	6.13			
N.Y.C.	169	6.15	6.18	6.23	6.28			
N.Y.C.	644	7.00	7.03	7.08	7.13			
R.I.	289	7.10	7.13	7.18	7.23			
N.Y.C.	698	7.30	7.33	7.38	7.43			
R.I.	171	7.45	7.48	7.53	7.58			
R.I.	23	8.25	8.28	8.33	8.38			
R.I.	3	8.30	8.33	8.38	8.45			
R.I.	173	8.45	8.48	8.53	8.58			
N.P.	106	9.00	9.03	9.08	9.15			
N.Y.C.	680	9.30	9.33	9.38	9.43			
R.I.	175	9.45	9.48	9.53	9.58			
R.I.	35	10.00	10.03	10.08	10.13			
N.Y.C.	694	10.33	10.36	10.41	10.46			
R.I.	177	10.45	10.48	10.53	10.58			
R.I.	5	11.10	11.13	11.18	11.25			
N.Y.C.	90	11.12	11.15	11.20	11.26			
N.Y.C.	28	11.25	11.28	11.33	11.38			
N.Y.C.	X-28	11.27	11.30	11.35	11.41			
R.I.	179	11.45	11.48	11.53	11.58			

TRAIN No.	Leave Englewood		Root St.		16th St.		Arrive Chicago	
	AM	AM	AM	AM	AM	AM	AM	AM
N.Y.C.	671	12.16	12.21	12.26	12.30			
N.Y.C.	45	12.35	12.40	12.45	12.50			
N.Y.C.	43	1.00	1.05	1.10	1.15			
N.Y.C.	137	4.45	4.50	4.55	5.00			
R.I.	102	4.51	4.56	5.01	5.05			
R.I.	274	5.26	5.31	5.36	5.40			
R.I.	104	5.32	5.37	5.42	5.46			
R.I.	106	5.41	5.46	5.51	5.55			
R.I.	108	6.08	6.13	6.18	6.22			
R.I.	230	6.15	6.20	6.25	6.30			
N.Y.C.	695	6.20	6.25	6.30	6.34			
R.I.	110	6.22	6.27	6.32	6.36			
N.Y.C.	651	6.26	6.31	6.36	6.40			
R.I.	276	6.29	6.34	6.39	6.43			
N.Y.C.	9	6.30	6.35	6.40	6.45			
R.I.	112	6.32	6.37	6.42	6.46			
R.I.	114	6.38	6.43	6.48	6.52			
R.I.	118	6.40	6.45	6.50	6.54			
R.I.	116	6.43	6.48	6.53	6.57			
R.I.	6	6.44	6.49	6.54	6.59			
N.Y.C.	801	6.48	6.53	6.58	7.02			
N.Y.C.	657	6.51	6.56	7.01	7.04			
R.I.	120	6.52	6.57	7.02	7.06			
N.Y.C.	673	6.56	7.01	7.06	7.10			
R.I.	122	6.57	7.02	7.07	7.11			
R.I.	126	6.59	7.04	7.09	7.13			
N.Y.C.	89	7.00	7.05	7.10	7.14			
R.I.	278	7.01	7.06	7.11	7.15			
R.I.	124	7.03	7.08	7.13	7.17			
R.I.	128	7.08	7.13	7.18	7.22			
N.P.	105	7.10	7.15	7.20	7.25			
R.I.	130	7.13	7.18	7.23	7.27			
R.I.	14	7.15	7.20	7.25	7.30			
N.Y.C.	653	7.21	7.26	7.31	7.35			
N.Y.C.	3	7.24	7.29	7.34	7.39			
R.I.	134	7.26	7.31	7.36	7.40			
R.I.	132	7.28	7.33	7.38	7.42			
R.I.	280	7.31	7.36	7.41	7.45			
R.I.	136	7.38	7.43	7.48	7.52			
R.I.	12	7.44	7.49	7.54	7.59			
R.I.	182	7.46	7.51	7.56	8.00			
R.I.	138	7.56	8.01	8.06	8.10			
N.Y.C.	5	8.15	8.20	8.25	8.30			
N.Y.C.	655	8.21	8.26	8.31	8.35			
R.I.	140	8.37	8.42	8.47	8.51			
R.I.	142	9.22	9.27	9.32	9.36			
N.Y.C.	25	9.30	9.35	9.40	9.45			
R.I.	36	9.31	9.36	9.41	9.46			
R.I.	282	9.32	9.38	9.43	9.47			
R.I.	184	9.38	9.43	9.48	9.52			
R.I.	4	9.45	9.50	9.55	10.00			
N.Y.C.	645	9.50	9.55	10.00	10.05			
R.I.	144	10.07	10.12	10.17	10.21			
N.Y.C.	675	10.16	10.21	10.26	10.30			
R.I.	24	10.16	10.21	10.26	10.30			
N.Y.C.	649	10.30	10.35	10.40	10.45			
R.I.	146	10.52	10.57	11.02	11.06			
N.Y.C.	113	11.00	11.05					

Standard Clocks.

N. Y. C., Chicago—Train Dispatcher's Office.
Englewood—Engine House, 61st St. Yard Office.
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, 61st Street Yard Office.
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 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.

SIGNAL RULES.

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 45th Street and 61st Street on Track 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 vertical position, and in addition a green light is displayed, it indicates "Proceed".

The middle or second arm governs the route of second importance. 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 displayed, 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 addition 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 Track No. 5 between 45th 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 indicate "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 condition 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 prescribed 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 45th St. and 61st St. no switches leading to or from Track 5 shall be opened without permission of the towerman at 45th St. or 61st St. No movement shall be made in the reverse direction to that authorized by entrance signal or towerman, without further permission from the towerman at 45th St. or 61st St.

LOCATION AND NUMBERS OF SIGNALS ARE AS FOLLOWS

SOUTHWARD		CHICAGO	NORTHWARD	
Track 5	Track 4		Track 3	Track 5
Polk Street—Interlocking				
		12th Street	123	
	144	14th Street	143	
		15th Street	153	
16th Street—Interlocking				
	184	18th Street		
	224	Archer Avenue	223	
	254	25th Street	253	
	294	29th Street	293	
	324	32nd Street	323	
	354	35th Street	353	
	384	38th Street	383	
	414	Root Street	413	
		44th Street	443	
45th Street—Interlocking				
#Entrance Signal	474	47th Street		
505	*504	50th Street	503	505
535	534	53rd Street	533	535
575	574	57th Street	573	575
		59th Street	593	#Entrance Signal
61st Street—Interlocking				

#Entrance signals will govern the same as interlocking home signals.

*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

Speed restrictions apply to entire train.	Miles per hour
Track No. 1.....	20
Track No. 2.....	20
Track No. 3 (Passenger Trains).....	45
Track No. 3 (Freight Trains).....	30
Track No. 4 (Passenger Trains).....	45
Track No. 4 (Freight Trains).....	30
Track No. 5 Polk St. to 45th St.....	20
Track No. 5 45th St. to 61st St., Passenger, except Heavy Pacific and Mountain Type.....	35
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 45th 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.
- 27th 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.