

The New York Central Railroad Company

AND

Chicago, Rock Island & Pacific Railway

JOINT TIME TABLE No. 117

GOVERNING BETWEEN

CHICAGO and ENGLEWOOD

Effective 12:01 A. M. (Central Time)
Sunday, August 5, 1945

Superseding Joint Time Table No. 116

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

C. R. I. & P. RY.

O. W. LIMESTALL,
Asst. General Manager.

W. HEIDE,
Superintendent.

L. J. LYONS,
Terminal Trainmaster.

W. E. MURPHY,
Trainmaster.

R. J. KIELY,
Trainmaster.

J. F. CHRISTOFFEL,
Road Foreman of Equipment.

J. J. FITZGERALD,
Ass't Road Foreman of
Equipment.

N. Y. C. R. R.

F. H. GARNER,
Superintendent.

E. C. JOHNSON,
B. D. MALTBY,
Assistant Superintendents.

J. L. SORENSON
Train Masters.

J. A. HICKEY

E. J. RYAN,
Passenger Train Master.

F. J. STEELE

L. RUND
Train Directors

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:

Offices, Yards, Towers and Pole Boxes	Location	Side of Track	O—Loud Speaker
N. Y. C. Chief Dispr. Office	LaSalle Station.....	
Station Master's " "			
Tower.....	Polk Street....	WO
Yard Office.....	12th Street....	E	
Pole Box.....	13th Street....	E	
Switch Tenders.....	14th Street....	WO
Tower.....	16th Street....	WO
Pole Box.....	Archer Avenue.	W	
Pole Box.....	22nd Street....	E	
Pole Box.....	25th Street....	E&W	
Pole Box.....	35th Street....	W	
Pole Box.....	39th Street....	E&W	
Tower.....	41st Street	EO
Switch Tenders.....	" "	E	
Pilots Shanty.....	43rd Place....	E	
Yard Office.....	44th Street....	EO
Pole Box.....	" "	W	
Tower.....	45th Street....	WO
Pole Box.....	46th Street....	E	
Switch Tenders.....	47th Street....	W	
Switch Tenders.....	50th Street....	WO
Pole Box.....	50th Street....	E	
Pole Box.....	53rd Street....	W	
Pole Box.....	59th Street....	E&W	
Tower.....	61st Street.....	E&WO
Switch Tenders.....			

Loud speaker line must not be used for any purpose except train movement. Pole phones on loud speaker line are for the purpose of allowing enginemen and trainmen to communicate with parties at loud speaker points. Pole boxes on this line are equipped with both N. Y. C. and C. R. I. & P. switch locks. Parties using these lines will first listen on line, if not in use, call for party desired, waiting a few moments for reply before again calling.

Use of this line must be brief as possible.

SPECIAL INSTRUCTIONS

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, Conductor's 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.

Rear of train, when night signals are required, running northward on track 2 and southward on track 5, will display markers showing green or yellow to front and side, and green or yellow to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving and red to the rear on the opposite side.

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 from Telegraph Operator.

RAILROAD GRADE CROSSINGS.

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

BULLETIN BOARDS.

N. Y. C., Chicago—Conductor's 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, 47th St. Roundhouse.
51st St. Yard Office.

TRAIN DIRECTORS.

Between Chicago and Englewood, movement of trains and engines will be governed by signal indication directed by Train Directors located at Root Street Interlocking Tower.
Automatic block signals govern tracks as follows
No. 2 Northward and southward.
No. 3 Northward.
No. 4 Southward.
No. 5 Southward and northward

DESIGNATION AND USE OF MAIN TRACKS.

Between Polk Street and Root Street.
Tracks are numbered from the east
No. 2, No. 3, No. 4, No. 5.
Tracks will be used as follows:
No. 2 In either direction—Passenger and freight.
No. 3 Northward—Passenger and freight.
No. 4 Southward—Passenger and freight.
No. 5 In either direction—Passenger and freight.

Between Root Street and 61st Street.
Tracks are numbered from the east.
No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.
Tracks will be used as follows:
No. 1 Northward—Freight.
No. 2 In either direction—Passenger and freight.
No. 3 Northward—Passenger and freight.
No. 4 Southward—Passenger and freight.
No. 5 In either direction—Passenger and freight.
No. 6 Southward—freight.

Yard engines desiring to use main tracks for switching purposes must obtain permission from Train Directors and must report to Train Directors when work has been completed.
Main track crossover movements at crossovers not interlocked must not be made without permission.

FLAGGING RULES.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and when necessary, in addition, displaying lighted fuseses.
When flagman is recalled and safety to train will permit he may return. When the conditions require he will leave two torpedoes and a lighted fusee.
The front of the train must be protected in the same manner by head brakeman, baggageman or fireman.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take immediate action to insure full protection. By night, or by day when the view is obscured, lighted fuseses must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

Conductors and enginemen are responsible for the protection of their trains or engines. Block signals in no way relieve them of this responsibility.

Flagman's signals.

Day signals:	Night signals:
A red flag. Torpedoes and Fusees.	A red light, Torpedoes and Fusees. A white light, Fusees.

FUSEES.

A train in automatic block territory stopped by a burning red fusee may proceed at restricted speed to the next block signal, expecting to find the block occupied.

SIGNAL RULES.

The following signal rules will govern between Polk and 61st Streets.

Rule 10 C. R. I. & P. Ry. and N. Y. C. R. R. Operating Department Book of Rules applies.

All Home, Dwarf, Automatic Block and Entrance signals are of the color light type.

Home and *Entrance signals are absolute signals and display two or three vertical lights and have no number plate:

Top light—Governs straight route;

Top light—Yellow, proceed at medium speed;

Top light—Green, proceed.

Middle light—Governs diverging route;

Middle light—Yellow, proceed at restricted speed;

Middle light—Green, proceed at medium speed.

Bottom light—Governs any route—Yellow, proceed at restricted speed, not exceeding 15 MPH.

Dwarf signals—Displaying one light:

Yellow light—Governs any route—proceed at restricted speed not exceeding 15 MPH.

Green light—Governs straight route—proceed.

Dwarf signals—Displaying two vertical lights:

Top light—Governs straight route;

Top light—Yellow, proceed at restricted speed not exceeding 15 MPH.

Bottom light—Governs any route;

Bottom light—Yellow—proceed at restricted speed not exceeding 15 MPH.

Automatic Block Signals—Display two diagonal, or staggered lights:

Top light—Red—stop and proceed at restricted speed not to exceed 15 MPH.

Top light—Yellow—proceed at medium speed.

Top light—Green—proceed.

Bottom light—Red—marker indicates location of automatic signal, except bottom light on Signal No. 574 at 57th Street, track No. 4—when bottom light is green indicates route at 61st Street is lined for New York Central crossover.

Definitions:

Medium speed—A speed not exceeding thirty (30) MPH.

Restricted speed—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train or engine to be reduced, not exceeding 15 MPH.

Tracks Number 2 and 5 are equipped with automatic block signals governing train movements in both directions and are divided into sections which are governed by entrance signals controlled by Towerman between limits of various interlocking plants as follows:

TRACK FROM	TO	DIRECTION	CONTROLLED BY
2 and 5	12th St. 15th St.	Both	Towerman at Polk St. and 16th St.
2 and 5	18th St. 25th St.	Both	Towerman at 16th St.
2 and 5	25th St. 38th St.	Both	Towerman at 16th St. and Root St.
2 and 5	47th St. 59th St.	Both	Towerman at 45th St. and 61st St.

*When a train or engine is stopped by an entrance signal and proceed indication is not immediately displayed by signal, trainmen or enginemen must communicate with Towerman controlling the section, and in case of failure of communication may proceed when preceded by flagman to next point of communication.

Switches connecting to tracks Number 2 and 5 must not be opened without permission of parties controlling the section occupied or to be occupied. No movements shall be made in the reverse direction to that authorized by entrance signal or Towerman, without further permission from Towerman controlling the section occupied.

Tracks Number 3 and 4 are equipped with automatic block signals governing train movements with the current of traffic between limits of various interlocking plants.

Conductors of trains and enginemen of light engines must report promptly delays caused by signals, giving number.

Electrically locked outlying switches are controlled as follows:

- Polk Street to 28th Street by 16th Street Towerman.
- 28th Street to Root Street by Root Street Towerman.
- 47th Street to 53rd Street by 45th Street Towerman.
- 53rd Street to 59th Street by 61st Street Towerman.

Telephones are located near all switches electrically locked. Trains wishing to use these switches must obtain an unlock from Towerman. After using switch, apparatus must be restored to normal position and Towerman advised.

In case of failure of electric lock, notify Towerman and be governed by his instructions.

The unlocking of electrically locked outlying switches does not relieve enginemen and trainmen from protecting their train.

POLK STREET INTERLOCKING.

The first signal south of bumping posts in La Salle Street Station governs trains moving southward. Trains must not start from station until such signal gives an indication to proceed even though a portion of the train may be in advance (south) of the signal.

SIGNALS ARE NUMBERED AS FOLLOWS:

SOUTHWARD			LOCATION	NORTHWARD		
Track 2	Track 5	Track 4		Track 3	Track 5	Track 2
Polk Street—Interlocking						
Entrance	Home	Home	12th Street	Home		Home
142S			14th Street	143	Dwarf	142N
Home	Home	Home	15th Street	153	Entrance	Entrance
Dwarf	Dwarf		16th Street		Dwarf	
16th Street—Interlocking						
Entrance	Entrance	184	18th Street	Home	Home	Home
Home	Home	Home	Archer Avenue	223	Entrance	Entrance
Dwarf					Dwarf	
22nd Street—Interlocking						
232S	235S	234	23rd Street	Home	Home	Home
Entrance	Entrance	254	25th Street	253	Entrance	Entrance
292S	295S	294	29th Street	293	295N	292N
322S	325S	324	32nd Street	323	325N	322N
352S	Home	354	35th Street	353	Entrance	352N
Home	Home	Home	38th Street	383	Home	Entrance
	Home	Home	39th Street			
Dwarf	Dwarf		40th Street		Dwarf	
Root Street—Interlocking						
Dwarf	Home	Home	Root Street		Home	
Home			42nd Street	Home		Home
Home			43rd Street			Dwarf
Dwarf	Home	Home	44th Street	443	Home	Home
					Dwarf	Dwarf
45th Street—Interlocking						
Dwarf	Dwarf		46th Street		Dwarf	Dwarf
Entrance	Entrance	474	47th Street	Home	Home	Home
502S	505S	504	50th Street	503	505N	502N
532S	535S	534	53rd Street	533	535N	532N
572S	575S	574	57th Street	573	575N	572N
Home	Home	Home	59th Street	593	Entrance	Entrance
61st Street—Interlocking Jct. N. Y. C.						
					Home	Home
					Home	Home

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINE-MEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

Territory	Passenger	Freight
Track No. 1.....	20	20
Tracks Nos. 2, 3, 4 and 5.....	45	30
Track No. 6.....	25	25
16th Street, I. C. crossing.....	15	15
22nd Street and Archer Ave. curves...	20	20
Through crossovers.....	10	10
N. Y. C. trains approaching junction of C. R. I. & P. and N. Y. C. Railroads at 61st Street.....	25	25
C. R. I. & P. trains through reverse curves at 61st Street.....	15	15
Trains of mixed passenger and freight equipment.....	30	30
Light engines running backwards.....	25	25
Switch engines.....	20	20

R. I. 5000 series engines may be operated between Englewood and 12th St., not exceeding speed of 30 mph on Track Nos. 3, 4, 5 and 6. They may not be operated north of 12th St. nor over any portion of Track Nos. 1 and 2.

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

Trains or engines using tracks 1 and 6 must move at restricted speed approaching crossovers where engines or trains may be switching on these tracks.

Whenever necessary to temporarily reduce speed of train or engines over any structure or portion of track, Restricted Speed and Resume Speed signals will be placed as follows:

Yellow signal by day and yellow light in addition, by night, placed in both directions on enginemen's side of track, not less than 4000 feet from point where the slow track begins.

In absence of specified instructions, speed of trains and engines must not exceed ten (10) miles per hour over track covered by Restricted Speed Signals.

Resume Speed Signal: Green signal by day and a green light in addition by night, placed at a point one hundred and fifty (150) feet beyond the point where slow track ends, and on the side of the enginemen, as seen from a train or engine approaching track to be protected.

In territory where two or more main tracks are in service, each track must be protected in both directions the same as if it were single track.

LOCOMOTIVE RESTRICTIONS.

Locomotives with less than 32 ft. wheel base, including tender, must not be operated in automatic block system territory except when coupled to another locomotive or car.

Locomotives with axle loads greater than sixty thousand pounds will not be permitted to operate between Englewood and Chicago:

Locomotive windshields and awnings must be closed while operating on all main tracks from 16th St. crossing northerly to the La Salle St. Station.

LOCOMOTIVE HEADLIGHT.

Enginemen on northward NYC trains must dim headlight while standing at Englewood station and headlight turned on bright when train is ready to leave.

WHISTLE SIGNALS.

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

TOWERMAN'S EMERGENCY WHISTLE SIGNALS GOVERNING AT POLK STREET INTER-LOCKING, CHICAGO.

- (a) — All trains within interlocking limits stop immediately.
 - (b) OO Resume normal movement after receiving the proper signal or permission from signalman.
 - (c) OOO Whistle test.
 - (d) OOOO Call Signal Maintainer.
- Note—The signals prescribed above are illustrated by "O" for short sound and "—" for long sound.

FOREIGN ENGINES.

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.