The New York Central Railroad Company

AND

The Chicago, Rock Island & Pacific Railway Company

JOINT TIME TABLE No. 75

GOVERNING BETWEEN

CHICAGO and ENGLEWOOD

Effective 12:01 A. M. (Central Time)
Sunday, MARCH 1, 1936

Superseding Joint Time Table No. 74

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

C. R. I. & P. RY.

J. J. BREHENY,
General Superintendent.

H. P. JUSTIN,
Superintendent.

W HEIDE,
Train Master.

F. J. BOYD,
Road Foreman of Equip't.
& Asst. Train Master.

N. Y. C. R. R.

A. E. LLOYD,
Superintendent.

W. P. LAMB,
T. L. GREEN,
Assistant Superintendents.

J. P. SMILIE, F. H. GARNER, L. W. PAYNE,
Train Masters.

T. J. KEENAN,
W. R. LOUGEE,
Assistant Train Masters.

THE GUNTHORP-WARREN PRINTING COMPANY, 210 WEST JACKSON, CHICAGO

FROM CHICAGO PASSENGER TRAINS

TRAIN No.	Leave Chicago	16th St.	Root St.	Arrive Englewood
	AM	AM	AM	AM
R. I. 221 •	12.05	12.10	12.15	12.20
R. I. 101 •	12.10	12.13	12.17	12.21
N. Y. C. 32 •	1.45	1.48	1.52	*1.57
R. I. 9 •	1.45	1.50	1.55	2.00
N. Y. C. 670 •	4.40	4.43	4.48	4.53
N. Y. C. 652 †	5.15	5.18	5.23	5.28
R. I. 103 †	5.20	5.23	5.27	5.31
R. I. 105 †	5.27	5.30	5.34	5.38
N. Y. C. 654 •	5.48	5.51	5.56	6.03
R. I. 107 †	5.59	6.02	6.06	*6.10
R. I. 273 †	6.00	6.03	6.07	6.11
R. I. 109 †	6.05	6.08	6.12	6.16
R. I. 111 †	6.30	6.33	6.37	*6.41
R. I. 113 •	6.47	6.50	6.54	6.58
R. I. 115 †	7.28	7.31	7.35	7.39
N. Y. C. 656 †	7.32	7.35	7.40	7.45
R. I. 117 †	8.10	8.13	8.17	8.21
R. I. 275 ‡	8.10	8.13	8.17	8.21
N. Y. C. 4 •	8.30	8.33	8.37	8.43
R. I. 119 †	8.35	8.39	8.44	8.46
R. I. 121 †	9.00	9.03	9.07	9.11
N. Y. C. 684 ‡	9.00	9.04	9.08	9.13
R. I. 207 •	9.20	9.23	9.28	9.33
N. Y. C. & St. L. 108 •	9.25	9.28	9.33	9.38
R. I. 123 †	9.37	9.40	9.44	9.48
N. Y. C. X-4 •	9.50	9.53	9.58	10.02
R. I. 191 ‡	10.05	10.08	10.12	10.16
R. I. 125 †	10.20	10.23	10.27	10.31
R. I. 7 •	10.30	10.33	10.37	10.41
R. I. 277 •	10.45	10.48	10.52	10.56
N. Y. C. 6 •	11.00	11.03	11.08	11.13
R. I. 127 §	11.05	11.08	11.12	11.16
R. I. 193a‡	11.15	11.18	11.22	11.26
R. I. 195 a	11.20	11.23	11.27	11.31
N. Y. C. 680 a	11.21	11.24	11.29	11.33
R. I. 129 †	11.40	11.44	11.48	11.51
N. Y. C. 132 •	11.50	11.53	11.58	12.03
	PM	PM	PM	PM
R. I. 279 •	12.05	12.08	12.12	12.16
R. I. 199 a	12.15	12.18	12.22	*12.26
R. I. 131 •	12.17	12.20	12.24	12.28
N. Y. C. 682 a	12.20	12.23	12.27	12.33
R. I. 203 a	12.27	12.30	12.34	12.38
R. I. 281 a	12.30	12.33	12.37	12.41
R. I. 133 †	12.35	12.38	12.42	12.46
N. Y. C. 8 •	1.00	1.03	1.07	1.12
R. I. 135 †	1.05	1.08	1.12	1.16
N. Y. C. 672 •	1.20	1.23	1.28	1.33
R. I. 137 •	1.35	1.38	1.42	1.46
R. I. 139 †	2.06	2.09	2.13	2.17
R. I. 283 •	2.40	2.43	2.48	2.51
N. Y. C. 68 •	2.45	2.47	2.51	2.55
R. I. 141 •	3.10	3.13	3.17	3.21
N. Y. C. 658 •	3.15	3.18	3.23	3.26
N. Y. C. 26 •	3.30	3.32	3.35	3.39
R. I. 19 •	3.31	3.33	3.37	3.41
R. I. 143 †	3.34	3.37	3.41	3.45
R. I. 145 †	3.40	3.43	3.47	3.51
R. I. 147 •	3.55	3.58	4.02	4.06
N. Y. C. 142 •	4.00	4.03	4.08	4.13
R. I. 285 §	4.05	4.08	4.12	4.16
R. I. 149 §	4.08	4.11	4.15	4.19
R. I. 287 §	4.10	4.13	4.17	4.21
R. I. 289 a	4.10	4.13	4.17	4.21
R. I. 151 §	4.13	4.16	4.20	*4.24
N. Y. C. 644 †	4.15	4.18	4.23	4.28
R. I. 153 †	4.18	4.21	4.25	4.29
N. Y. C. 674 †	4.20	4.23	4.28	4.33
R. I. 155 §	4.25	4.28	4.32	*4.36
R. I. 157 †	4.26	4.29	4.33	4.37
R. I. 291 †	4.36	4.39	4.43	4.47
R. I. 159 †	4.40	4.43	4.47	*4.51
R. I. 161 •	4.44	4.47	4.51	4.55
N. Y. C. 800 §	4.50	4.53	4.58	5.03
R. I. 163 §	4.53	4.56	5.00	*5.04
R. I. 165 †	4.57	5.00	5.04	5.08
R. I. 213 •	5.00	5.03	5.07	5.12
R. I. 167 †	5.06	5.09	5.13	5.17
R. I. 293 †	5.18	5.21	5.25	5.29
N. Y. C. 660 †	5.20	5.23	5.28	5.33
R. I. 169 †	5.23	5.26	5.30	5.34
N. Y. C. 22 •	5.30	5.33	5.38	5.43
R. I. 171 •	5.44	5.47	5.51	5.55
R. I. 1 •	6.00	6.03	6.08	6.13
R. I. 173 •	6.15	6.18	6.22	6.26
R. I. 175 •	7.10	7.13	7.17	7.21
N. Y. C. 686 ‡	7.45	7.48	7.53	7.58
R. I. 295 •	7.50	7.53	7.57	8.01
N. Y. C. 80 •	8.00	8.03	8.08	8.13
R. I. 177 •	8.10	8.13	8.17	8.21
R. I. 23 •	8.20	8.23	8.27	8.31
R. I. 3 •	8.45	8.48	8.52	8.56
R. I. 179 •	9.10	9.13	9.17	9.21
N. Y. C. 662 ♯	9.30	9.33	9.38	9.43
N. Y. C. 676 a	9.30	9.33	9.38	9.43
N. Y. C. 678 ‡	10.00	10.04	10.08	10.13
R. I. 181 •	10.10	10.13	10.17	10.21
N. Y. C. 310 •	10.45	10.48	10.53	10.58
N. Y. C. 664 •	10.46	10.49	10.54	10.59
R. I. 297 •	11.15	11.18	11.22	11.26
N. Y. C. & St. L. 106 •	11.20	11.23	11.27	11.33
R. I. 5 •	11.30	11.33	11.38	11.41
N. Y. C. 90 •	11.40	11.43	11.48	11.53
N. Y. C. 56 •	11.55	11.58	12.03	12.08
	PM	PM	AM	AM
TRAIN No.	Leave Chicago	16th St.	Root St.	Arrive Englewood

•Daily. †Daily, except Sunday. ‡Sunday only. ♯Daily, except Saturday.
§Daily, except Saturday and Sunday. *Train does not stop. aSaturday only.
Figures shown 16th St. and Root St. are passing times only.

TO CHICAGO PASSENGER TRAINS

TRAIN No.	Leave Englewood	Root St.	16th St.	Arrive Chicago
	AM	AM	AM	AM
N. Y. C. 645 †	12.05	12.10	12.15	12.20
N. Y. C. 679 ‡	12.05	12.10	12.15	12.20
N. Y. C. 43 •	12.45	12.50	12.55	1.00
R. I. 102 †	4.54	4.58	5.02	5.05
R. I. 270 •	5.13	5.17	5.21	5.24
R. I. 104 •	5.35	5.39	5.43	5.46
N. Y. C. 9 •	5.40	5.45	5.50	6.00
R. I. 106 †	5.41	5.45	5.49	5.52
R. I. 108 †	5.59	6.03	6.07	6.10
R. I. 230 •	6.03	6.07	6.11	6.15
N. Y. C. 651 •	6.14	6.20	6.24	6.29
R. I. 6 •	6.17	6.21	6.25	6.30
R. I. 110 †	6.25	6.29	6.33	6.36
R. I. 272 †	6.33	6.37	6.41	6.44
R. I. 112 †	*6.35	6.39	6.43	6.46
R. I. 114 •	6.42	6.46	6.50	6.53
N. Y. C. 671 †	6.43	6.48	6.53	6.58
R. I. 116 †	6.49	6.53	6.57	7.00
R. I. 118 †	6.56	7.00	7.04	7.07
R. I. 120 †	*6.58	7.02	7.06	7.09
N. Y. C. 89 •	7.00	7.04	7.08	7.12
R. I. 274 †	7.02	7.06	7.10	7.13
R. I. 122 †	7.04	7.08	7.12	7.15
N. Y. C. 463 •	7.05	7.10	7.14	7.18
R. I. 124 †	*7.08	7.12	7.16	7.19
R. I. 126 †	7.10	7.14	7.18	7.21
N. Y. C. 653 †	7.11	7.16	7.21	7.25
R. I. 14 •	7.14	7.19	7.24	7.27
R. I. 128 †	7.19	7.23	7.27	7.30
N. Y. C. & St. L. 105 •	7.20	7.25	7.30	7.35
R. I. 130 †	7.28	7.32	7.36	7.39
R. I. 132 †	*7.29	7.33	7.37	7.40
R. I. 276 †	7.32	7.36	7.40	7.43
R. I. 134 †	7.41	7.45	7.49	7.52
R. I. 190 ‡	7.50	7.54	7.58	8.01
R. I. 136 †	7.59	8.03	8.07	8.10
N. Y. C. 5 •	8.05	8.10	8.15	8.20
N. Y. C. 655 †	8.10	8.15	8.20	8.25
N. Y. C. 681 ‡	8.10	8.15	8.20	8.25
R. I. 20 •	8.21	8.26	8.31	8.35
R. I. 138 †	8.36	8.40	8.44	8.47
R. I. 278 •	8.39	8.43	8.47	8.50
R. I. 4 •	8.45	8.50	8.55	8.58
N. Y. C. 25 •	8.46	8.51	8.56	9.00
R. I. 140 †	9.25	9.29	9.33	9.36
R. I. 192 ‡	9.38	9.42	9.46	9.49
N. Y. C. 67 •	9.45	9.50	9.55	10.00
R. I. 142 †	10.10	10.14	10.18	10.21
R. I. 144 †	10.39	10.43	10.47	10.50
R. I. 22 •	11.01	11.06	11.11	11.15
R. I. 194 ‡	11.09	11.13	11.17	11.20
R. I. 146 †	11.27	11.31	11.35	11.38
N. Y. C. 17 •	11.46	11.51	11.56	12.00
R. I. 280 •	11.59	12.03	12.07	12.10
	PM	PM	PM	PM
R. I. 148 •	12.14	12.18	12.22	12.25
N. Y. C. X19 •	12.18	12.22	12.26	12.30
N. Y. C. 683 a	12.31	12.36	12.41	12.45
R. I. 150 †	12.44	12.48	12.52	12.55
N. Y. C. 19 •	1.05	1.10	1.15	1.18
R. I. 152 †	1.11	1.15	1.19	1.22
R. I. 154 †	1.39	1.43	1.47	1.50
R. I. 198 ‡	1.59	2.03	2.07	2.10
R. I. 282 •	2.03	2.07	2.11	2.14
R. I. 8 •	2.15	2.20	2.25	2.30
R. I. 156 †	2.20	2.24	2.28	2.31
N. Y. C. 685 a	2.25	2.30	2.35	2.40
R. I. 158 §	2.40	2.44	2.47	2.51
R. I. 160 •	2.58	3.02	3.06	3.09
N. Y. C. 657 •	3.05	3.10	3.15	3.20
R. I. 162 †	3.22	3.26	3.30	3.33
R. I. 208 •	3.25	3.30	3.35	3.40
N. Y. C. & St. L. 107 •	3.37	3.41	3.45	3.50
R. I. 200 a	3.54	3.58	4.02	4.05
R. I. 284 †	4.09	4.13	4.17	4.21
R. I. 202 ‡	4.09	4.13	4.17	4.21
N. Y. C. 673 •	4.17	4.22	4.27	4.30
R. I. 164 §	4.31	4.35	4.39	4.42
N. Y. C. 35 ¶	*4.45	4.50	4.55	5.00
R. I. 166 •	4.57	5.01	5.05	5.08
N. Y. C. 659 •	4.58	5.03	5.07	5.10
R. I. 168 †	5.03	5.07	5.11	5.15
R. I. 170 •	5.44	5.48	5.52	5.55
N. Y. C. 661 †	6.05	6.09	6.14	6.18
R. I. 172 †	6.09	6.13	6.17	6.20
N. Y. C. 801 §	6.10	6.14	6.19	6.23
R. I. 286 •	6.12	6.16	6.20	6.23
R. I. 174 •	6.34	6.38	6.42	6.45
R. I. 176 †	6.57	7.01	7.05	7.08
N. Y. C. 151 •	7.00	7.05	7.10	7.15
N. Y. C. 675 †	7.31	7.35	7.40	7.45
N. Y. C. 687 ‡	7.31	7.35	7.40	7.45
N. Y. C. 139 ¶	*7.35	7.40	.....	.....
R. I. 178 •	7.54	7.58	8.02	8.05
R. I. 210 •	8.15	8.20	8.25	8.30
R. I. 10 •	8.45	8.50	8.55	9.00
R. I. 180 •	8.54	8.58	9.02	9.05
N. Y. C. 609 •	9.15	9.20	9.25	9.30
R. I. 288 •	9.34	9.38	9.42	9.45
N. Y. C. 623 †	10.30	10.35	10.40	10.45
N. Y. C. 663 •	11.11	11.16	11.21	11.24
N. Y. C. 677 a	11.13	11.18	11.22	11.24
R. I. 182 •	11.15	11.19	11.23	11.26
	PM	PM	PM	PM
TRAIN No.	Leave Englewood	Root St.	16th St.	Arrive Chicago

•Daily. †Daily, except Sunday. ¶Daily, except Monday. ‡Sunday only.
§Daily, except Saturday and Sunday. *Train does not stop. aSaturday only.
Figures shown 16th St. and Root St. are passing times only.

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.

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 Form A 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., La Salle St. Station—Station Master's Office.
44th St. Yard 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 Polk 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 fusees.
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 fusees 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,	A red light,
Torpedoes and	A white light,
Fusees.	Torpedoes and
	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 Signals—Display three vertical lights.
Top light governs straight route.
Middle light governs diverging route—Restricted speed.
Bottom light governs any route—Slow speed prepared to stop expecting to find broken rail, open switch, track occupied or obstructed.
Dwarf Signals—Displaying one light.
Green light governs straight route.
Yellow light governs any route—Slow speed prepared to stop expecting to find broken rail, open switch, track occupied or obstructed.
Dwarf signals—Displaying two vertical lights.
Top light yellow, governs straight route—Restricted speed.
Bottom light yellow, governs any route—Slow speed prepared to stop expecting to find broken rail, open switch, track occupied or obstructed.
Automatic Block Signals—Display two diagonal or staggered lights.
Top light governs straight route.
Bottom light, marker, indicates location of automatic signal.
*Entrance Signals—Display two vertical lights.
Top light governs straight route.
Bottom light governs straight route—Slow speed prepared to stop expecting to find broken rail, open switch, track occupied or obstructed.
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.
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.
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.
28 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.

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	Home
142S	145S	144	14th Street	143	Home	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	355S	354	35th Street	353	355N	352N
Home	Home	Home	38th Street	383	Entrance	Entrance
	Home	Home	39th Street		Dwarf	
Dwarf	Dwarf		40th Street			
			Root Street—Interlocking			
Dwarf	Home	Home	Root Street		Home	
Home			42nd Street	Home		Home
Home	Dwarf	Home	43rd Street			Dwarf
Dwarf	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

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN 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 curve	20	20
Through crossover	10	10
Trains approaching junction of C. R. I. & P. and N. Y. C. Railroads at 61st Street	15	15
Trains of mixed passenger and freight equipment	30	30
Light engines running backwards	25	25
Switch engines	20	20

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.

LOCOMOTIVE RESTRICTIONS.

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

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

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 INTERLOCKING, CHICAGO.

(a) —— All trains within interlocking limits stop immediately.
(b) 00 Resume normal movement after receiving the proper signal or permission from signalman.
(c) 000 Whistle test.
(d) 0000 Call Signal Maintainer.

Note—The signals prescribed above are illustrated by "0" 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.

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 C.R.I.& P. Supts. " Station Master's "	LaSalleStation.	.....	
Tower	Polk Street	W	.....O
Yard Office	12th Street	E	
Pole Box	13th Street	E	
Switch Tenders	14th Street	W	.....O
Tower	16th Street	W	.....O
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	E	.....O
Switch Tenders	" "	E	
Pilots Shanty	43d Place	E	
Yard Office	44th Street	E	.....O
Pole Box	" "	W	
Tower	45th Street	W	.....O
Switch Tenders	47th Street	W	
Pole Box	48th Street	E	
Switch Tenders	50th Street	W	.....O
Pole Box	51st Street	E	
Pole Box	53rd Street	W	
Pole Box	59th Street	E&W	
Tower Switch Tenders	61st Street	E&W	.....O

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.