
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 EMPLOYEES 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,
Train Masters.

L. W. PAYNE,

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

FROM CHICAGO PASSENGER TRAINS

TO CHICAGO PASSENGER TRAINS

SPECIAL INSTRUCTIONS

TRAIN No.	Leave Chicago	16th St.	Root St.	Arrive Englewood
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. 662	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. 193	11.15	11.18	11.22	11.26
R. I. 195	11.20	11.23	11.27	11.31
N. Y. C. 680	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
R. I. 279	12.05	12.08	12.12	12.16
R. I. 199	12.15	12.18	12.22	12.26
R. I. 131	12.17	12.20	12.24	12.28
N. Y. C. 682	12.20	12.23	12.27	12.33
R. I. 203	12.27	12.30	12.34	12.38
R. I. 281	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	2.08	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	3.28
N. Y. C. 26	3.30	3.32	3.36	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	4.09	4.08	4.08	4.13
R. I. 285	4.05	4.08	4.12	4.16
R. I. 149	4.10	4.11	4.15	4.19
R. I. 287	4.10	4.13	4.17	4.21
R. I. 289	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. 289	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	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

TRAIN No.	Leave Englewood	Root St.	16th St.	Arrive Chicago
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	6.38
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	7.14
R. I. 122	7.04	7.08	7.12	7.16
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	7.23	7.27	7.31	7.35
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
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	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	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	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	7.45	7.50
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	11.13	11.18	11.22	11.24
R. I. 182	11.15	11.19	11.23	11.26

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 Eng

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		40th Street		Dwarf	
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. 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 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 INTER-LOCKING, 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 "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.

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	} LaSalleStation.....		
C.R.I. & P. Supts. "			
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.....	43d Place.....	E	
Yard Office.....	44th Street....	EO
Pole Box.....	" " " " " "	W	
Tower.....	45th Street....	WO
Switch Tenders.....	47th Street....	W	
Pole Box.....	48th Street....	E	
Switch Tenders.....	50th Street....	WO
Pole Box.....	51st 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.