

THERE IS ALWAYS TIME FOR COURTESY

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**Make
SAFETY
Your
POLICY**

The New York Central Railroad Company

**DETROIT DIVISION
MICHIGAN DIVISION
WEST DIVISION**

TIME-TABLE No. 38

FOR EMPLOYES ONLY

EFFECTIVE

1.01 A. M. Eastern Standard Time

12.01 A. M. Central Standard Time

Sunday, Sept. 27, 1953

W. H. SHEARER

Superintendent
Detroit Division

E. H. O'KEEFE

Superintendent
Michigan Division

D. B. FLEMING

Superintendent
West Division

COMPANY SURGEONS

C. H. O'DONNELL, Medical Director, N. Y. C. System, Detroit
Chief Surgeon (excl. of West Div.)

329 Terminal Bldg., Phones—Office TASHMOO 5-7000, Ext. 205; Res. KENWOOD 2-8357

A. W. NICKELS, Asst. Medical Director, N. Y. C. System, Detroit

323 Terminal Bldg., Phones—Office TASHMOO 5-7000; Ext. 205; Res. TU. 5-5554

J. D. CLARIDGE, Chief Surgeon, West Div., Chicago

403 LaSalle St. Sta., Phones—Office WABASH 2-4200, Loc. 402-569; Res. FAIRFAX 4-0500

Dr. LESTER A. KITZMAN, 403 LaSalle St. Station, Phone Office: WABASH 2-4200; Local 402-569.

ANN ARBOR: Hugh M. Beebe, St. Joseph's Mercy Hospital,
326 N. Ingalls St.

Phones—Office 23211; Res. 5724.

BATTLE CREEK: Joseph E. Rosenfeld, 158 Capital Ave., N. E.

Phones—Office 25537; Res. 2-0748.

BAY CITY: J. N. Asline, 207 N. Walnut St.

Phone—Office 22524; Res. ESSEXVILLE 23303.

O. J. Johnson, 207 N. Walnut St.

Phone—Office 22524

BENTON HARBOR: Robert E. Reagan, 190 Michigan St.

Phones—Office 8071; Res. 8098.

BLUE ISLAND: A. B. Snider, 2458 W. Walnut Street.

Phones—Office and Res. Blue Island 109.

R. Wendell Vance, 12956 So. Greenwood.

Phones—Blue Island 131.

CHEBOYGAN: Walter E. Larson, 302 N. Main Street.

Phones—Office 3; Res. 382.

CHICAGO: J. D. Claridge, 403 LaSalle St. Station.

Phones—Office WABASH 2-4200, Local 402-569;

Res. FAIRFAX 4-0500.

H. E. Turner, Suite 1331, 166 W. Jackson Blvd.

Phones—Office HARRISON 7-4135 (Dr. Turner's office is

open day and night. Cases should be sent to his

office only when Dr. Claridge or Dr. Kitzman

are not available.)

J. F. Curry, I. C. Randolph St. Station.

(Hrs. 9:00 A.M. to 11:00 A.M. daily).

Phones—WABASH 2-4811; Local 499.

1344 E. 63rd St. (Hrs. 4:30 P.M. to 6:00 P.M.

and 7:00 P.M. to 8:00 P.M. daily).

Phones—Office HYDE PARK 3-6096; Res. SUPERIOR 7-2380.

R. S. Westline, 334 W. 63rd St.

Phones—Office WENTWORTH 6-5577; Res.

DORCHESTER 3-3309.

DETROIT: Geo. E. Dimond, 323 Terminal Bldg.

Phones—Office TASHMOO 5-7000; Ext. 205.

Res. LU. 15722.

E. H. HANNA, 5057 Woodward Avenue.

Phones—Office TEMPLE 1-6164 Res.

FARMINGTON 0634-R-4.

GARY: Robert N. Bills, 504 Broadway.

Phones—Office 6106; Res. 26208.

C. O. Almquist, 504 Broadway.

Phone—Office 9331.

GRAND RAPIDS: William J. McDougal, 127 Fountain St., N.E.

Phones—Office GL. 6-8591; Res. 7-2642.

GRAYLING: C. R. Keyport, Michigan Street.

Phones—Office 2781; Res. 3.

HAMMOND: B. W. Chidlaw, 5141 Hohman Ave.

Phones—Office SHEFFIELD 291; Res. 2012.

H. C. Groman, 7 Wildwood Road

Phone—Office SHEFFIELD 3938

A. C. Remich, 137 Rimbach St.

Phones—Office SHEFFIELD 3939; Res. RUSSELL 7530.

HILLSDALE: John A. MacNeal, 76 North Manning St.

Phones—Office 583; Res. 124.

JACKSON: E. A. Thayer, 1104 National Bank of Jackson Bldg.

Phones—Office 23672; Res. 23682.

Ennis B. Corley, Office—1401 Reynolds Bldg.

Phone 2-7133

Res. 1211 W. Franklin St., Phone 2-5808

T. E. Hackett, 402 Carter Building.

Phones—Office 25271; Res. 25281.

JOLIET: L. J. Heintz, 58 North Chicago Street.

Phones—Office 2-8508; Res. 6986.

KALAMAZOO: S. E. Andrews, 224 E. Cedar St.

Phones—Office 3-2621; Res. 2-4284

F. C. Cretsinger, Office 224 E. Cedar St.

Phone—3-2621

LANSING: D. M. LeDuc, 310 Townsend Ave.

Phones—Office 9-6589; Res. 8-2322.

MARSHALL: Archie E. Humphrey, 122 N. Madison Street.

Phones—Office 99-F-1; Res. 99-F-2.

MICHIGAN CITY: Benjamin M. Kohrman, Office in Clinic, 125

East 5th St.

Phones—2020 and 2021.

Res. 3011 So. Franklin St., Phone—5938-J.

MONROE: William W. Bond, 4 East Front Street.

Phones—Office 2711; Res. 5094.

H. W. Landon, 106 E. Front St.

Phones—Office 9; Res. 891.

NILES: H. M. Pritchard, 1 South 5th St.

Phone—Office 132.

NILES: Franklin A. Rice, and Franklyn G. Rice.

Office 324 North 4th St., Phone 2596.

Res. 318 North 4th St., Phone 2386.

OWOSSO: Walter L. Merz.

224 North Ball St., Phones: Office 81; Res. 269.

PORTER: J. P. Griffin, 139 Calumet Road, Chesterton, Ind.

Phones—Office and Res. 4675.

RIVERDALE: John A. Kollar, 13750 Leyden Ave.

Phones—Office INTEROCEAN 9718; Res. RIVERDALE 2.

SAGINAW: J. E. Manning, 815 North Michigan Ave.

Phones—Office 24149; Res. 35056.

SOUTH BEND: P. J. Birmingham, 527 Sherland Bldg.

103 Jefferson St.

Phones—Office 3-2476; Res. 3-3376.

TOLEDO: Ord W. Burkholder, Medical Arts Building,

456 W. Delaware Ave.

Phone—Office GARFIELD 7451.

Arthur E. Cone, Medical Arts Building,

1636 W. Bancroft St., Phone ADAMS 8133

Phone—Office GARFIELD 4211.

A. E. Canfield, 827 Junction Ave.

Phone—ADAMS 9971.

Thos. H. Brown, 1838 Parkwood Ave.

Phones—Office MAIN 7297; Res. LA 4336.

Harley B. Lehnert, 456 W. Delaware Ave.

Phone—Office GARFIELD 5311.

VASSAR: E. C. Swanson, 220 No. Main St.

Phone—Office and Res. 6111.

WYANDOTTE: Wyandotte General Hospital, 2331 Van Alstyne

Ave., Phone AVENUE 4-2400.

COMPANY OCULISTS

CHICAGO: G. H. Mundt, 6306 S. Halsted Street

Phones—Office (Halsted St.) Normal 7-1772.

Res. Plaza 2-0108.

A. G. Peters, 7854 S. Ashland Ave.

Phones—Office RADCLIFFE 3-1800; Res. BEVERLY 8-5724.

G. H. Mundt, Jr., 6306 S. Halsted Street

Phones—Office (Halsted St.) Wentworth 6-6223.

Res. Plaza 2-0108.

DETROIT: Cecil W. Lepard, 1025 David Whitney Building.

Phones—Office WOODWARD 2-0489.

Res. 237 Ridge G. P. TUXEDO 5-2042.

HAMMOND: Arthur H. Hansen, O.K. Bldg., 5252 Hohman Ave.

Phones—Office HAMMOND 197; Res. SHEFFIELD 2766.

JACKSON: W. E. McGarvey, 802 City Bank Bldg.

Phones—Office 3-6935; Res. 2-3945.

SOUTH BEND: J. V. Cassady, 525 Sherland Bldg.

921 Lincolnway East

Phones—Office 2-1474; Res. 3-2595.

TOLEDO: E. C. Unckrich, 416 Colton Bldg.

Phones—Office MAIN 2505; Res. GARFIELD 7103.

SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.

A1. OTHER RAILROADS.

Tracks are used as follows:

Detroit Division trains, use D. T. & I. track in crossover movement from Northward main track into Penna. Salt and Firestone tracks at Riverview Wyandotte, also crossover movement at Sibley into Quarry Lumber Co. track. Use Toledo Division tracks between Alexis and Toledo.

Michigan Division trains, use Toledo Division main track between Manchester and Manchester Jct.

Use C. & O. tracks in Lansing between Grand River Ave. and Turner Ave. C. & O. Rules govern.

Use G. T. W. tracks in Battle Creek between Elm St. and Main St. Old Goshen Branch.

West Division trains, use I. C. RR tracks between Kensington and Chicago, I. C. RR time-table and rules govern.

Use Western Division tracks between Western Division Crossing and Oliver Yard, South Bend.

When diverging at Ivanhoe will use I. H. B. tracks between Ivanhoe and Columbia Ave. West End of Gibson Yard, and between Calumet Park and U. S. Yards via Argo.

Use C. & O. tracks between Benton Harbor and St. Joseph. C. & O. Rules govern.

Use Western Division tracks Porter to Chicago.

Western Division trains, use West Division tracks between Porter and Calumet Park, Western Division Crossing and Notre Dame.

Indiana Division trains use West Division tracks between Niles Jct. and Notre Dame.

Toledo Division and Ohio Division trains use Michigan Division tracks at Jackson.

B. & O. Passenger trains use Detroit Division tracks between Detroit and Alexis, and Toledo Division tracks Alexis to Toledo.

C. & O. trains use Michigan Division tracks, between Mershon and Paines, and between North Lansing and MA.

P. R. R. passenger trains use Michigan Division tracks and passenger station at Mackinaw.

G. T. W. trains use Michigan Division tracks between MX and Mershon.

D. & M. trains use Michigan Division tracks at Cheboygan. Trains must approach Cheboygan yard with caution, expecting to find D. & M. trains occupying the main track.

I. H. B. and Western Division trains use West Division tracks 3 and 4 between Columbia Ave. Hammond, and Calumet Park.

On joint CRI&P—West Division section at Joliet, interlocking signals will display CRI&P aspects.

OTHER BRANCHES

Saginaw Branch passenger trains will use Detroit-Mackinaw Branch main track between Junction Switch Saginaw and crossover south of Saginaw station.

B3. LAWS AND REGULATIONS.

When a train or engine crew has been on duty 14 hours, the conductor must notify the Superintendent by wire.

DEFINITIONS.

Passenger Train—any train carrying passengers.

Passenger Extra—for passenger train extra.

1. STANDARD TIME.

Eastern Standard Time is in use between Detroit and East End and on all branches of Detroit and Michigan Divisions.

Central Standard Time is in use between East End and Chicago and on all branches of West Division.

3. STANDARD CLOCKS.

Detroit..... {Telegraph office.
Stationmasters office.

Junction Yard..... {Train yard.
Engine house.
Yard Dispatchers office.

Jackson Jct..... {Train Dispatchers office.
Engine house.

Jackson..... Telegraph office.

Niles (Terminal Yard)..... {Engine house.
Lake St. telegraph office.
Yardmasters office, west end
of yard.

Niles..... Yard office.

M. C. Yard..... Yardmasters office.

East Gary..... Telegraph office.

Chicago..... 12th St. station

Chicago Yard..... Yardmasters office.

Chicago, Randolph St..... Diesel Engine house.

Englewood..... Engine house.

Saginaw..... Telegraph office.

Bay City W. S..... Telegraph office.

Bay City E. S..... Telegraph office.

Wenona..... Telegraph office.

Grayling..... Telegraph office.

Mackinaw..... Telegraph office.

Grand Rapids..... Union Station.

Benton Harbor..... Telegraph office.

Joliet..... Telegraph office.

3b. COMPARING TIME.

When enginemen of passenger trains are relieved at Jackson or Niles, the outgoing engineman will compare watches with the incoming engineman, instead of with the conductor.

4. TIME-TABLES.

Detroit-Windsor Yard Time-Table governs the movements of trains and engines within limits defined therein.

9. SIGNALS.

Lights on fixed signals, except signals of the color-light type, are not in use between Haires and Three Rivers.

11. FUSEES

A lighted fusee displayed from the side of an engine cab, by day or by night, indicates "Stop" to trains on the other main track, or tracks.

14. ENGINE WHISTLE SIGNALS.

- | | |
|---------------------------------|---|
| Sound | Indication |
| (1) — — o — | Whistle signals for crossing should be spaced so last blast of whistle will not be completed before reaching the crossing. |
| (bb) Succession of short sounds | Relief engine required. To be sounded passing first two open stations after defect develops and operator or signalman must immediately inform the train dispatcher. |

17. OSCILLATING HEADLIGHT.

(a) White light:
Engines so equipped, with such headlights must be lighted and oscillating at all times except; (1) extinguished or dimmed as prescribed in Rule 17, (2) extinguished to comply with paragraph (b) below.

(b) Emergency Red light:
Engines so equipped, engineman must immediately display such headlight whenever stop is made by emergency application of air brakes or whenever any situation arises with the possibility that adjacent track may be fouled. This headlight is also to be displayed at station stops where another main track is between train and station and remain displayed while train is standing as additional protection required under Rule 107. When emergency red headlight is displayed, train approaching on adjacent track must immediately reduce speed and not proceed beyond point where signal is displayed until it has been ascertained that track is unobstructed and safe. The use of this headlight does not in any way relieve enginemen and trainmen from full compliance with Rules 99, 102, 102a and 107.

19. MARKERS.

Markers showing red to the rear and green (or yellow) to the front and side will be displayed to indicate rear of the train by night, except:
On passenger, mail, express, milk and deadhead equipment trains where the rear car is equipped with permanent built-in marker lights, such lights will be used in lieu of standard marker lamps and will be considered as complying with rule 19.

D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted.
G. T. W. extra trains will display white signals between MX and Mershon.

35. FLAGMEN'S SIGNALS.

The use of white light on engine is not required.

83. TRAIN REGISTERS.

Detroit	Telegraph office.
Town Line	Telegraph office.
East Yard	Telegraph office.
Jackson Jct.	Trainmasters office. Yardmasters office. Top End.
Jackson	Yardmasters office.
Kalamazoo	Telegraph office.
East End	Telegraph office.
Niles	Yardmasters office, Westbound Hump. Yardmasters office, Eastbound Hump. Passenger station (Old yard office)
Chicago Station	Telegraph office.
Chicago Yard	Yardmasters office.
YD	Signal station.
Alexis	Signal station.
North Yard	Signal station.
Vassar	Signal station.
Saginaw	Telegraph office.

Mershon	Telegraph office.
Bay City W. S.	Telegraph office.
Bay City E. S.	Telegraph office.
Wenona	Telegraph office.
Grayling	Telegraph office.
Mackinaw	Telegraph office.
Pinconning	Telegraph office.
Gladwin	Office.
Midland	Office.
Rives Jct.	Telegraph office.
Hughart	Telegraph office.
Grand Rapids	Union Station.
Paines	Telegraph office.
OD	Signal station.
Lamar	Signal station.
BO	Signal station.
White Pigeon	Telegraph office.
South Haven	Telegraph office.
Ypsilanti	Telegraph office.
Hillsdale	Telegraph office.
Benton Harbor	Telegraph office.
East Gary	Telegraph office.
Joliet	Telegraph office.

Conductor or engineman will register trains originating or terminating at register stations.

Operator will register trains not required to stop.
C. & O. and G. T. W. trains will register at Mershon.
Operator at Paines will register N.Y.C. and C. & O. trains.

83d. CLEARING OF TRAINS.

Trains may leave the following stations without Clearance Form "A" when cleared as specified:

Main Line

Town Line: Westward trains on main track by train order signal, normal indication "Stop." Trains approaching on yard tracks must, in addition to the indication of the train order signal, receive a "Proceed" hand signal from the operator before fouling main track. Rule 221(A) governs.

East Yard: Eastward trains on main track by interlocking and train order signals. Trains approaching on yard tracks must, in addition to the indication of the interlocking and train order signals, receive a "Proceed" hand signal from the operator before fouling main track. Rule 221 (c) governs.

Jackson: Westward trains by train order signal and interlocking signal at Pearl St.

East End: Eastward trains on main track by train order signal, normal indication "Stop." Trains approaching on yard tracks must, in addition to the indication of the train order signal, receive a "Proceed" hand signal from the operator before fouling main track. Rule 221(A) governs.

East End: Westward trains by train order signal.

Lake St.: Westward trains approaching on Yard tracks by train order signal and in addition, a "Proceed" hand signal from the operator, before fouling main track. Trains authorized by operator, Lake St., to use crossover at West End of Westbound classification yard, by train order signal and hand signal from operator at Lake St.

Porter: Westward and Eastward trains coming off Western Division tracks by interlocking signal.

East Gary: Eastward trains from Joliet Branch, in addition to indication of interlocking signal, must receive proceed hand signal from signalman, before fouling main track.

Ivanhoe: Eastward trains coming off I. H. B. by interlocking signal.

Hammond, Columbia Ave.: Westward trains on tracks 3 and 4, by hand signal from switchtender. Eastward trains by interlocking signal from interlocking station.

Calumet Park: Eastward trains from Central Station, Chicago, or Chicago Yard, by interlocking signal. Eastward trains coming off the I. H. B. by interlocking signal.

Westward trains using other than tracks 1 and 2 enroute to Kensington or Chicago by interlocking signal.

Detroit to Toledo Branch

YD: Southward trains by interlocking signal.

River Rouge Yard: Southward freight trains starting from River Rouge Yard, and southward freight trains cleared by interlocking signal at YD that have work at River Rouge Yard, must report by telephone to signalman at YD and obtain permission to proceed. Signalman at YD must obtain such permission from the train dispatcher.

Alexis: Northward trains by interlocking signal. Northward Yard engines and yard runs moving with the current of traffic from Alexis to yard at Vienna Jct. by interlocking signal. Signalman at Alexis must obtain permission from the train dispatcher for such movements. Conductors must report to train dispatcher when clear of the main track.

Vienna Jct.: Trains leaving yard at Vienna Jct. via long or short lead in either direction, by verbal permission from the train dispatcher.

Southward trains entering yard must use long lead. They must report to yardmaster before entering this track and to train dispatcher when clear of both main tracks.

Jackson to Grand Rapids Branch

Jackson: Westward trains by train order signal and interlocking signals at Pearl St.

Rives Jct.: Eastward trains by interlocking signal.

Grand Rapids.... Eastward passenger trains will obtain verbal clearance on telephone from Signalman at Hughart. Clearance form "A" not required at Hughart.

Trains will not leave the following stations without Clearance Form A, unless otherwise provided:

Detroit to Mackinaw Branch

North Yard..... Northward trains.

Vassar..... All trains.

Saginaw..... All trains.

Woodside..... Passenger trains.

Wenona..... All trains.

Grayling..... All trains during hours signal station is open.

G. T. W. and C. & O. trains between Saginaw and Mershon will be cleared as follows:

Saginaw..... Northward regular and C. & O. extra trains by Clearance Form "A"; G. T. W. extra trains by train order and Clearance Form "A".

Mershon..... Southward regular trains by Clearance Form "A"; extra trains by train order and Clearance Form "A".

N.Y.C. and G. T. W. trains between MX and Saginaw will be cleared as follows:

MX..... Northward trains by interlocking signal.

Saginaw..... Southward trains by Clearance Form "A".

Operators at MX, Saginaw and Mershon will obtain permission from train dispatcher before clearing trains between those stations.

Caro Branch

Caro..... All trains during hours Signal Station is open.

Bach..... Clearance Form "A" will not be required.

Midland Branch

Bay City W. S. or Wenona..... All trains. Clearance Form "A" will not be required at Midland.

Gladwin Branch

Gladwin..... Clearance Form "A" will not be required.

Jackson to Grand Rapids Branch

Rives Jct..... Westward trains.

Saginaw Branch

Rives Jct..... Northward trains.

MA..... Southward trains.

North Lansing..... Northward trains.

Saginaw..... All trains.

Denmark Jct. Branch

Denmark Jct..... Clearance Form "A" will not be required, when office is closed.

Lansing Branch

Albion..... Verbal clearance from operator.

Springport..... Clearance Form "A" will not be required.

Ypsilanti Branch

North Adams..... All trains during hours office is open.

Kalamazoo Branch

Grand Rapids..... Southward trains verbal clearance from operator at Lamar.

Lamar..... Southward trains.

BO..... All trains.

Three Rivers..... All trains during the hours office is open.

South Haven Branch

Bloomington..... All trains during hours office is open.

St. Joseph Branch

St. Joseph..... Verbal clearance from train dispatcher.

Baroda..... Clearance Form "A" will not be required.

93. YARD LIMITS.

Trains occupying the main track within yard limits must be protected as prescribed by Rule 99, unless relieved of this duty by the yardmaster.

Yard movements on Main tracks, whether standing or moving, must display a red light on the rear car, and on the leading car when the engine is detached between sunset and sunrise. The same protection must be provided between sunrise and sunset when weather conditions make necessary the display of night signals. Yardmaster may relieve crews of this duty.

Main Line

Detroit	Battle Creek	Michigan City
Dearborn	Augusta	East Gary
Wayne	Kalamazoo	Hammond, between
Ypsilanti	Mattawan	Calumet Park Inter-
Ann Arbor	Lawton	locking and Colum-
*Jackson	Decatur	bia Ave., tracks 3
Albion	Dowagiac	and 4.
Marshall	Niles (Terminal)	Kensington

Jackson to Grand Rapids Branch

*Jackson	Charlotte	Middleville
Rives Jct.	Nashville	Grand Rapids
Eaton Rapids	Hastings	

*On all tracks between Pearl St. Interlocking and crossover switches at east end of Jackson passenger station, trains will be governed by signal indications at Pearl St. Interlocking and hand signals from switch tender at east end of Jackson passenger station.

Detroit to Toledo Branch

Ecorse	Monroe	Trenton
Wyandotte	Vienna Jct.	

Monroe Branch

Monroe

Detroit to Mackinaw Branch

North Yard	Saginaw	Cheboygan
Center Line	Bay City	Mackinaw
Utica	Pinconning	
Rochester	Standish	
Oxford	West Branch	
Lapeer Jct.	Roscommon	
Lapeer	Grayling	
Vassar	Gaylord	

Gladwin Branch

Pinconning

Denmark Jct. Branch

Bay City

Saginaw Branch

Rives Jct.	Lansing	Chesaning
Leslie	Laingsburg	St. Charles
Mason	Owosso	Saginaw

Air Line Branch

*Jackson Three Rivers

*On all tracks between OD and Jackson Jct. trains will be governed by hand signals from signalman-switchtender at OD and target signal indications at Jackson Jct.

*On track between Haires and OD, eastward trains and engines must obtain permission from signalman at OD before fouling Junction Switch at Haires; Westward trains will communicate with signalman at OD when clear of Junction Switch at Haires, unless otherwise instructed by signalman.

South Haven Branch

Kalamazoo	South Haven	Bloomington
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Kalamazoo Branch

Grand Rapids	Allegan	Otsego
Kalamazoo	Three Rivers	Constantine
White Pigeon		

Ypsilanti Branch

Ypsilanti Hillsdale

South Bend Branch

Benton Harbor	Notre Dame	South Bend
Niles		

Joliet Branch

East Gary	Chicago Heights	Joliet
Hartsdale	Matteson	

D-93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC WITHIN YARD LIMITS.

May be made as follows:

DETROIT DIVISION

YD: Between YD and crossover into north end River Rouge Receiving yard, by message from signalman, over signature of yard master, on permission from train dispatcher and after any northward train that may be affected has been brought to a stop at Signal D-82 and has communicated with signalman at YD.

Movements against the current of traffic on Southward main track between Visgar Road and YD or intermediate points will be authorized by Yardmaster at River Rouge, after conferring with Dispatcher, who will issue the message over signature of Yardmaster, to Yard or Train crews, after setting up a positive block at both YD and Wyandotte, or "FN."

Wyandotte: On northward main track between Wyandotte, Penn. Salt or Firestone on permission from the train dispatcher. Signalman at FN will display stop indication of interlocking signal in accordance with rule 292.

Trenton: On northward main track between Slocum Jct. and Monsanto Switch, on permission from the train dispatcher. After main track switch at Slocum Jct. has been opened, train must wait Five minutes before fouling main track.

Monroe: On northward main track between Warner and tracks south of First Street to and including Greenings on permission from train dispatcher. Signalman at Alexis will display stop indication of interlocking signals in accordance with Rule 292.

The train dispatcher will issue necessary instructions to northward trains at North Toledo Yard.

On southward main track between Stone Quarry and Warner Yard on permission from the train dispatcher and under flag protection.

MICHIGAN DIVISION

Jackson: Between East Yard and Pearl St., by message over the signature of the general yardmaster on permission from the train dispatcher.

Between Pearl St. and Wildwood Ave., on permission from the train dispatcher and under flag protection.

Between Pearl St. and Monroe St., by message over the signature of the general yardmaster on permission from the train dispatcher.

Between East Yard and Leoni, on permission from the train dispatcher and under flag protection.

Battle Creek: Between Main Yard and Hinman Yard, by message over the signature of the general yardmaster on permission from the signalman at Nichols. Signalman will display Stop indication on Signal 1183 for movements on westward main track after receiving permission from the train dispatcher.

Between Main Yard and Rumley Yard, by message over the signature of the general yardmaster on permission from the train dispatcher.

Kalamazoo: On eastward main track between Botsford and Rex Paper Co., on permission from the train dispatcher and under flag protection.

Between Botsford and BO on permission from signalman at BO and as follows:

On Eastward main track by interlocking signal indication at Botsford.

On Westward main track by message over signature of Yardmaster on permission from the train dispatcher.

Bay City: Between Bay City WS and North Street, by message over the signature of the general yardmaster on permission from the train dispatcher.

Lansing: Between MA and North Lansing, by message over the signature of the general yardmaster on permission from the train dispatcher.

WEST DIVISION

Between Lake Street and Niles Hill (Signal 1951) on permission from train dispatcher and under flag protection.

S-97. MOVEMENTS WITHOUT TRAIN ORDERS

Trains and engines may run without train orders on: St. Joseph Branch, Lansing Branch.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Main Line		
Wayne Jct.	C. & O.	Interlocking.
Nichols	G. T. W.	Interlocking.
*Battle Creek		
Track to D. T. & M.	G. T. W.	Derails electrically locked.
BO	{ C. K. & S. Kalamazoo Br. }	Interlocking.
Kalamazoo	{ G. T. W. }	
Tower 1	P. R. R.	Interlocking.
Michigan City		
West of Station	C. I. & L.	Interlocking.
10th St.	C. S. S. & S. B.	Interlocking.
Porter	Western Division	Interlocking.
Willow Creek	{ B. & O. Wabash }	Interlocking.
Tolleston	P. R. R.	Interlocking.
Ivanhoe	E. J. & E.	Interlocking.
Gibson	I. H. B.	Interlocking.
Hammond	{ N. Y. C. & St. L. Erie }	Interlocking.
	{ C. I. & L. C. & O. }	
Calumet Park	{ I. H. B. B. & O. }	Interlocking.
	{ P. R. R. }	
Kensington	{ I. C. C. S. S. & S. B. }	Interlocking.
Monroe Branch		
Monroe	D. & T. S. L.	Derails. Time-locked.
*Monroe	{ Detroit to Toledo Branch Northward Main Track }	Gate. Time-locked.
*Monroe	{ Detroit to Toledo Branch Southward Main Track }	Gate. Time-locked.
*Monroe	C. & O.	Derails. Time-locked.
Detroit to Toledo Branch		
FN	{ D. T. & I. D. & T. S. L. }	Interlocking.
Monroe		
Southward Main Track. Monroe Branch		Interlocking.
Northward Main Track. Monroe Branch		Interlocking.
*Sibley		
Stone Quarry Track	D. & T. S. L.	Derails. Time-locked.
*Monroe		
Greenings	D. & T. S. L.	Derails. Time-locked.
*Warner		
Ford Motor Co. Track	D. & T. S. L.	Gate. Time-locked.
Trenton (2½ miles south of)		
*Monsanto Chemical Co. Track	D. & T. S. L.	Derails. Time-locked.

Location	Railroad	Signals
Slocum Jct.		
*South Wye	D. & T. S. L.	Derails and signals.
Wyandotte		
*Grove St.	D. T. & I.	Signals, Time-locked.
*Eureka Ave.	D. T. & I.	Signals, Time-locked.
*Mulberry St.	D. T. & I.	Signals, Time-locked.
*Wyandotte Chemical No. 2	D. T. & I.	Derails and signals. Time-locked.
Detroit to Mackinaw Branch		
North Yard	Detroit Terminal	Interlocking.
***Rochester Jct.	G. T. W.	Interlocking.
Operated from Rochester Station. Instructions in Telephone Booth at Crossing.		
Oxford	G. T. W.	Interlocking.
Lapeer Jct.	G. T. W.	Interlocking.
Vassar	C. & O.	Interlocking.
Hoyt	C. & O.	Interlocking.
MX	G. T. W.	Interlocking.
Saginaw		
South of Drawbridge	South Water St. Spur	Gate. Time-locked.
West Shore	C. & O.	Interlocking.
Ripslinger Track	G. T. W.	None.
Mershon	C. & O.	Interlocking.
Mershon 1300' North of	G. T. W.	Signals.
*Eastman Spur	G. T. W.	Gate.
Salzburg		
*Brooks-Bay Mfg. Spur	G. T. W.	Gate.
*Packing Spur	G. T. W.	Gate.
*Nichols-Foss Track	G. T. W.	Gate.
Bay City, W. S.		
West Main St.	G. T. W.	Interlocking.
Bay City, E. S.		
*Foss Lumber Co.	C. & O.	Two-arm signal.
*Trumbull Ave.	C. & O.	Target.
*Near D. & M. Bridge	C. & O.	Target.
Woodside	C. & O.	Interlocking.
Bay City, W. S.		
Hart St.	G. T. W.	Interlocking.
Cheboygan		
*Paper Mill Spur	D. & M.	Gate.
South Water Street Spur		
*Saginaw	Bay City Br. and Main Track	Gate, Time-locked.
Hecla Belt		
*Bay City, W. S.	D. & M.	Derails, Time-locked.
N. Y. C. Belt Line		
Bay City, E. S.		
*Jefferson St.	C. & O.	Derails, Time-locked.
Caro Branch		
Caro		
*Main Track	D. C. & S.	Gate.
*Forbes Mill Siding	D. C. & S.	Gate.

Location	Railroad	Signals
Denmark Jct. Branch		
*Reese.....	C. & O.....	Target.
Center St. South of.....	C. & O.....	Automatic Interlocking.
In case of failure, be governed by instructions at crossing.		
Air Line Branch		
**OD.....	Industrial Track.....	None.
Wasepi.....	P. R. R.....	Interlocking.
Normal against N. Y. C. Trains and engines must stop at home signal before accepting a signal to proceed, then be governed by signal indication.		
**Three Rivers.....	Kalamazoo Branch.....	None.
Kalamazoo Branch		
**Three Rivers.....	Air Line Br.....	None.
Schoolcraft.....	G. T. W.....	Interlocking.
Kalamazoo		
*South of.....	{ P. R. R. } { G. T. W. }	Target.
*Wye at Tower 1.....	G. T. W.....	Target.
Tower 1.....	P. R. R.....	Interlocking.
BO.....	Main Line.....	Interlocking.
Plainwell.....	P. R. R.....	Interlocking.
Lamar.....	C. & O.....	Interlocking.
Grand Rapids		
*Lake Michigan Drive.....	P. R. R.....	Target.
Grand Rapids Belt		
*Front St.....	P. R. R.....	Gate.
*Watson St.....	C. & O.....	Gate.
*Godfrey Ave.....	P. R. R.....	None.
South Haven Branch		
*Grand Jct.....	C. & O.....	Derails, Time-locked.
*South Haven.....	C. & O.....	Gate.
Ypsilanti Branch		
*Pittsfield Jct.....	A. A.....	Derails, Time-locked.
Joliet Branch		
Liverpool.....	P. R. R.....	Interlocking.
South Gary.....	N. Y. C. & St. L.....	Interlocking.
Griffith.....	{ E. J. & E. } { Erie } { G. T. W. } { C. & O. }	Interlocking.
Hartsdale.....	P. R. R.....	Interlocking.
Dyer.....	C. I. & L.....	Interlocking.
Chicago Heights.....	C. & E. I.....	Interlocking.
Joliet		
E. J. & E. Crossing.....	E. J. & E.....	Interlocking.
M. C. Junction.....	C. R. I. & P.....	Interlocking.
Union Station.....	{ A. T. & S. F. } { G. M. & O. }	Interlocking.
South Bend Branch		
South Bend		
** (Orange Ave. 1900' North of NX-HF Signal Station).....	C. S. S. & S. B.....	None.

Location	Railroad	Signals
Jackson to Grand Rapids Branch		
Jackson		
M. A. L. Crossing.....	G. T. W.....	Interlocking.
Charlotte.....	G. T. W.....	Interlocking.
***Hastings.....	C. K. & S. Branch.....	Signals.
Grand Rapids		
Buckley St.....	C. & O.....	Interlocking.
C. K. & S. Branch		
*Hastings.....	Grand Rapids Br.....	Derails, Time-locked.
Saginaw Branch		
Lansing		
Cedar St.....	G. T. W.....	Interlocking.
Owosso		
*Main Track.....	G. T. W.....	Signals. Time-locked.
*Main Track.....	A. A.....	Color light target.
*N. Y. C. Spur.....	A. A.....	Target.
Fordney		
Main Track.....	C. & O.....	Interlocking.
*N. Y. C. Spur.....	C. & O.....	Gate.
JUNCTIONS.		
Main Line		
Jackson		
Pearl St.....	Grand Rapids Br.....	Interlocking.
Albion.....	Lansing Br.....	Signal.
Signal Operated from Station.		
Battle Creek		
E. Main St.....	G. T. W.....	Signals.
Elm Ave.....	G. T. W.....	Signals.
Signals operated from Nichols. Trainmen will call signalmen for instructions who will obtain permission from G. T. W. Yardmaster before authorizing N. Y. C. movements onto G. T. W. tracks.		
Porter.....	Western Division.....	Interlocking.
Ivanhoe.....	I. H. B.....	Interlocking.
Gibson.....	I. H. B.....	Interlocking.
Calumet Park.....	I. H. B.....	Interlocking.
Kensington.....	I. C. R. R.....	Interlocking.
Jackson to Grand Rapids Branch		
Jackson		
Pearl St.....	Main Line.....	Interlocking.
Mechanic St.....	D. T. Switch.....	Interlocking.
Operated from Pearl St.		
Rives Jct.....	Saginaw Br.....	Interlocking.
Saginaw Branch		
Rives Jct.....	Grand Rapids Br.....	Interlocking.
MA.....	C. & O.....	Interlocking.
No. Lansing.....	C. & O.....	Interlocking.
Air Line		
Haires.....	N. Y. C.....	None.
Lansing Branch		
Albion.....	Main Line.....	Signal.

DRAW-BRIDGES.

Location	Stream	Signals
Calumet Drawbridge.....	Little Calumet River.....	Interlocking.
Signal indicating "Stop" may be passed after conductor or engineman has inspected track over bridge, and bridge locks and derails at each end, and found all in proper condition.		
Michigan City.....	Trail Creek.....	Interlocking.
Saginaw.....	Saginaw River.....	Signals.
Bay City.....	Saginaw River.....	Signals and Smash Boards
Trains and engines must stop before crossing Saginaw River bridge at Bay City.		
St. Joseph.....	St. Joseph River.....	Signals.
St. Joseph.....	Morrison Channel.....	Signals.
Trains and engines must stop before crossing either bridge, then proceed on hand signals from bridge tender. Bridges will be locked open after last regular trains for the day until 5:30 A. M.		

Instructions

When signal or derail at a crossing is electrically locked, unlock the lock box and be governed by instructions therein, or posted adjacent to the lock.

*Locations included in Rule 297.

**Hand signals from trainmen at crossing will govern movement over crossing.

***Home interlocking signals indicating "STOP" may be passed on proper hand signal from Trainman or Conductor at crossing after Conductor or Engineman has received permission from Signalman. Hand signal must not be given when a train on the track to be crossed is approaching until the train has stopped and an understanding had with the Engineman or Trainman of such train to properly protect the movement over the crossing.

101. UNSAFE TRACK CONDITIONS.

On branches where a section gang may consist of less than a foreman and three (3) men, impassable or obstructed track will be protected as follows by Maintenance of Way employees:

By day a red flag drawn out between two staffs will be displayed at right angles with the track and five feet above rail level, and, in addition by night a red light, 3000 feet (30 telegraph poles) in each direction from the obstructed or impassable track; and 300 feet in advance of such signals two torpedoes will be placed on the rail two rail lengths apart. These signals will be placed on the engineman's side of the track, with the red signal clearly in his view for 1500 feet (15 telegraph poles). The obstructed or impassable track will be further protected by day by a red flag, and, in addition, by night a red light, 300 feet in advance of and adjoining the affected track.

Trains stopped by red signal must replace the torpedoes and proceed at Restricted Speed to the next stop signal and there be governed by signal or instructions from foreman in charge.

102a. PROTECTION OF TRAINS ON ADJACENT TRACKS.

When a train is stopped suddenly, engineman must at once display a lighted fuse from the side of the engine cab and see that a flagman goes forward at once. The fireman must perform this duty when necessary.

Applying air brakes from the rear of freight trains by trainmen in the manner prescribed by Rules 1584 and 1585 must be confined to preventing accidents and damage to tracks.

103. PUBLIC CROSSINGS AT GRADE.

103a. When a train moves over a public crossing at grade and back-up movement over such crossing is to be made, the crossing must be protected by a member of the crew, unless protected by a watchman or by manually operated gates, or manually operated highway crossing signals.

Trainmen must flag trains or engines over following crossings:

Wyandotte..... Vinewood Ave. movements on industrial track east of Northward main track.

Monroe..... First St., northward main track, light engines and switching movements.

Monroe (Monroe Br.).. First and Monroe Sts., trains and engines must stop and be preceded over crossing by a member of crew, who will flag trains across street in accordance with indication of traffic lights.

Ypsilanti
Ypsilanti Branch.... M-17, 2 miles west.

Three Rivers
Air Line Branch.... All crossings where flashing light signals are in service, when signals do not operate. Eighth and Ninth Sts. All movements.

Kalamazoo Branch.. Mill and Fourth Sts., switching movements.

Lansing
Old Lansing Branch. Saginaw and Turner Sts.; East Grand River Ave.; and alley north of Michigan Ave. viaduct.

Albion
Lansing Branch.... North Huron, Superior, Eaton, Clinton and Burr Oak Sts.

Springport..... Main St. (M-99).

Owosso..... All street crossings, when cars are moved over crossings ahead of locomotive.

Grand Rapids
Kalamazoo Branch.. Fulton, Watson, Butterworth, Emperor, Straight and Indiana Sts.—all movements on side tracks.

Plainwell..... Bridge St., all northward movements except when northward interlocking signal indicates "Proceed."

Constantine..... Centerville highway crossing south of station, all movements on side track.

Crisman..... U.S. Highway No. 20.

South Gary..... Georgia St., on Board of Education track, and on main track after coming off Board of Education track.

Hartsdale..... Kennedy Ave., light engines and switching movements.

Benton Harbor..... Main and Territorial Sts.

Niles (Benton Harbor Br.).....Front St., trains and engines must stop and be flagged over crossing by member of crew.

Notre Dame.....Highway U.S. 31, trains and engines must stop and be flagged over crossing by member of crew.

South Bend.....Lincolnway West

Gaylord.....Main St. Highway M-32. All movements other than on main track, and all back up movements.

Trains and engines must stop before moving over following crossings:

Jackson.....Liberty St., on single track between East Ave. switches and OD.

Battle Creek.....D. T. & M. yard tracks, South Capital Ave. and Fountain St.

Comstock.....U. S. 12, Spur to Consumers Power Co. Trainmen will manually operate signals before moving onto crossing.

Kalamazoo (S. H. Br.).....Willard St.; North St.; Westledge St., also proceed with caution through station grounds.

Benton Harbor.....East Main St.

South Bend.....Lincolnway West. (4857 feet north of NX-HF Tower).

Wyandotte.....Mulberry St. Spur at Intersection of Mulberry and Biddle Sts. Trainmen will operate traffic signals at the intersection manually before moving onto crossing.

Ford Road, [North Line] movements on industrial track east of northward main track.

Midland.....Bay City Road (M. 20) at night red and white lantern must be used to warn traffic.

Manual Control of Highway Crossing Signals:

When switching or when trains or cars are left standing on the approach track circuit of a highway crossing signal, a member of the crew must operate control switches in accordance with instructions posted at the crossing or at control switches.

Control switches are located adjacent to the crossings, except at the following points:

Ann Arbor.....Highway U.S. 23, Interchange track, control switch 250 feet west of crossing.

Chelsea.....Main St. Control switch at depot.

Marshall.....Kalamazoo St. Control switches located as follows:

At switch on eastward main track east of depot.

At switch on eastward main track between Mulberry and Kalamazoo Sts.

Spencer St. Control switches at Lansing Ave. and at crossover east of crossing. E. Michigan Ave. Control switches at crossover east of crossing, and at west switch of crossover at Greenville St. Battle Creek.....Kendall St. Control Switch at Rumley Switch. Angel St. Control Switch at Mutchler Coal Co.'s track. Elm Street. Control switch 200 feet west of crossing.

Lawton.....Main St. Control switch at depot.

Dowagiac.....Premier switch and at East end of Long south siding.

Michigan City.....Michigan St. Control switch near westward home interlocking signal at C.I. & L. Interlocking.

Eaton Rapids.....Main St. Control switches at depot and at switch east of crossing.

Nashville.....Main St. Control switch at depot.

Hastings.....Broadway. Control switch at depot.

Middleville.....Main St. Control switches at crossing and west end of depot.

Three Rivers (Air Line Br.).....Broadway and Fourth Sts. Control switch at Diamond.

Lansing (Sag. Br.).....Hazel St. Control switches at switches north and south of crossing.

Lake Orion.....South Broadway. Control switch at switch south of crossing.

Standish.....Cedar St. Control switches north and south of crossing and south end of depot.

Roscommon.....Lake St. Control switch at depot.

Grayling (Lake St.)...At North Switch Crossover to Yard.

104. SWITCHES.

Jackson: Trains and engines must receive "Proceed" signal from switch tender before fouling crossover switches east of passenger station.

Jackson Yard, East Ave.: Trains moving with the current of traffic on freight tracks 1 and 2 will proceed on hand signal from switch tender. Trains moving against the current of traffic on freight track 2 will stop 300 feet from cross-over switch, then proceed on hand signal from switch tender. Trains to Wye track will stop 300 feet from cross-over, then proceed on hand signal from switch tender. Trains from Wye track will stop 300 feet from switch, then proceed on hand signal from switch tender.

Electrically locked switches.

Instructions pertaining to the operation are posted in lock box or adjacent thereto.

Spring Switches:

Joliet: Round house. Stop and know that switch is in proper position and then proceed at 5 miles per hour.

104a. NORMAL POSITION OF SWITCHES.

Denmark Jct.: For Detroit-Mackinaw Branch.

Saginaw: For Detroit-Mackinaw Branch. Operator handles Saginaw Branch Junction switch for all trains and crossover south of Saginaw Station, for Saginaw Branch passenger trains.

Paines: For N. Y. C.

Bay City E.S.: For N. Y. C. at Foss near D. & M. river bridge.

Haires: For Air Line.

Notre Dame: For route to HF.

Midland: Dow Chemical Co. at Carter Road. For Dow Chemical yard.

105. SIDINGS.

Capacity based on 44-foot cars.

Two Tracks.

	Main Line	
	Westward	Eastward
Dearborn.....	214	..
Wayne Jct.....	104	117
Willow Run.....	151	100
Geddes.....	..	131
Ann Arbor.....	114	52
Dexter.....	117	122
Chelsea.....	110	119
Francisco.....	142	..
Grass Lake.....	76	115
Jackson (West Hill).....	123	..
Parma.....	116	..
Albion.....	114	150
Marshall.....	168	126
Rumley Yard.....	105	115
Augusta.....	120	146
Botsford.....	104	145
Miller.....	115	114
Lawton.....	109	112
Glenwood.....	100	114
Dowagiac.....	..	111
Galien.....	91	65
Three Oaks.....	..	79
New Buffalo.....	106	..
Porter.....	112	115
Willow Creek.....	96	115
Tolleston.....	145	96
Ivanhoe.....	..	123

Detroit to Toledo Branch

	Southward	Northward
Wyandotte.....	118	163
Trenton.....	107	101
Slocum Jct.....	..	75
Rockwood.....	108	{ 97
		{ 48
Newport.....	116	{ 33
		{ 101
Warner.....	118	73
Monroe.....	..	97
LaSalle.....	114	101
Vienna.....	114	..
Alexis.....	95	78

Single Track.

Detroit to Mackinaw Branch

Centerline.....	75
Warren.....	60
Utica.....	96
Depew's Siding.....	27
Rochester.....	30
Goodison.....	77
Lake Orion.....	40
Oxford.....	45
Metamora.....	53
Lapeer Jct.....	37
Carpenter.....	42
Columbiaville.....	12
Otter Lake.....	47
Millington.....	45
Vassar.....	{ 44
	{ 44
Shields.....	34
Zilwaukee.....	17
Standish.....	60
West Branch.....	43
Beaver Lake.....	70
Roscommon.....	69
Horrigan.....	40
Grayling.....	200
Gaylord.....	53
Wolverine.....	45
Indian River.....	46
Mullet Lake.....	28
Cheboygan.....	38

Midland Branch

Midland.....	10
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Caro Branch

Wahjamega.....	16
Caro.....	15
Bach.....	18

Denmark Jct. Branch

Reese.....	50
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Jackson to Grand Rapids Branch	
Rives Jct.....	{Middle 96
Eaton Rapids.....	37
Charlotte.....	34
Nashville.....	55
Hastings Freight House.....	68
Middleville.....	18
Caledonia.....	52
Saginaw Branch	
Rives Jct.....	{Middle 96
Leslie.....	36
Underwood.....	104
Mason.....	51
North Lansing.....	134
Bath.....	20
Laingsburg.....	50
Bennington.....	13
Owosso.....	49
Chesaning.....	66
Fergus.....	30
St. Charles.....	61
Paines.....	50
Kalamazoo Branch	
Grand Rapids.....	28
Byron Center.....	14
Hopkins.....	22
Allegan.....	28
Otsego.....	39
Checker Cab Siding.....	67
Kalamazoo (South Yard).....	55
Schoolcraft.....	39
Moore Park.....	18
South Haven Branch	
Kendall.....	11
Gobles.....	36
Joliet Branch	
East Gary.....	67
Hartsdale.....	100
Dyer.....	76
Chicago Heights, Hill Track No. 3.....	74
Matteson.....	68
Frankfort.....	78

109. BULLETIN BOARDS AND BOOKS.

Detroit.....	{Telegraph Office. Conductors room Brakemens room Slip Dock Yardmasters office
Junction Yard.....	{Crew dispatchers office Engine house Train Yard Yardmasters office
River Rouge.....	Yardmasters office
Wyandotte.....	Passenger station.
Warner.....	{Telephone booth outside Yardmasters office.
Monroe.....	Trainmens shanty.
Toledo.....	{Depot. No. Yds. Yardmasters office.
Ypsilanti.....	{Telegraph office. Engine house.
Jackson Jct.....	{Trainmasters office. Engine house.
Jackson.....	Yardmasters office.
Albion.....	Telegraph office.
Battle Creek.....	Engine house.
Kalamazoo.....	{Yardmasters office (Botsford). Engine house. Yardmasters office (depot).
Niles.....	{Engine House. W. B. hump office. W. End Yardmasters office. East End Telegraph office. Passenger Station (Old Yard office). Lake St. Telegraph office.
M. C. Yard.....	Yardmasters office.
East Gary.....	Telegraph office.
Chicago.....	12th St. station.
Chicago Yard.....	Yardmasters office.
Chicago, Randolph St.....	Diesel Engine house.
Englewood.....	Engine house.
Oxford.....	Freight house.
Vassar.....	Passenger station.
Saginaw.....	Yardmasters office.
Bay City W. S.....	Telegraph office.
Bay City E. S.....	Conductors room.
Wenona.....	{Telegraph office. Engine house.
Grayling.....	Register room.
Mackinaw.....	{Conductors room. Engine house.
Grand Rapids.....	{Engine house. Union Station Yardmasters office.
North Lansing.....	{Yardmasters office. Engine house.
Owosso.....	Telegraph office.
Three Rivers.....	Telegraph office.
Hillsdale.....	{Telegraph office. Engine house.
Benton Harbor.....	{Freight house. Engine house.
Joliet.....	{Yardmasters office. Engine house.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track

Between: North Yard and Bay City W. S.
Vassar and Bach.
Denmark Jct. and Bay City W. S.
Bay City E. S. and Foss.
Wenona and Mackinaw.
B. C. & B. C. Jct. and Midland.
Pinconning and Gladwin.
Rives Jct. and Grand Rapids.
Rives Jct. and MA.
North Lansing and Saginaw.
Jackson Jct. and Three Rivers.
Ypsilanti and Hillsdale.
Springport and Albion.
Grand Rapids and White Pigeon.
BO and South Haven.
East Gary and Joliet.
Baroda and St. Joseph, on St. Joseph Branch.
South Bend and Benton Harbor on South Bend Branch.

D-151.

Two Tracks

Between: YD and Alexis.
Town Line and west end of Gibson Yard.
Calumet Park and Kensington.
Jackson and Rives Jct.
MA and North Lansing.
Bay City, W. S. and Wenona.

Four Tracks

Between: West end of Gibson Yard and Calumet Park.
Tracks are numbered from the north and will be used as follows:
No. 1 Westward, for westward passenger and through freight trains.
No. 2 Eastward, for eastward passenger and through freight trains.
No. 3 Westward, for westward freight trains.
No. 4 Eastward, for eastward freight trains.

Movements on tracks 3 and 4 are controlled by signalman at Hammond Interlocking Station. Eastward trains at Calumet Park Interlocking Station will be governed by interlocking signals. Westward trains at Columbia Ave. will be governed by hand signals from switchtender. Signalman at Calumet Park Interlocking Station and switchtender at Columbia Ave. will obtain authority from signalman at Hammond Interlocking Station before permitting trains to proceed. Trains must not foul these tracks between Calumet Park Interlocking Station and Columbia Ave. without authority from signalman at Hammond Interlocking Station.

Trains and engines moving against the current of traffic on tracks 3 and 4, when authorized by signalman at Hammond Interlocking Station, will be governed at Columbia Ave. by hand signal from switchtender with yellow flag or yellow light, and at Calumet Park Interlocking by signal indication Figure 175, Rule 290.

D-151a.

A train moving against the current of traffic to a station where there is more than one crossover, must use the first crossover unless otherwise directed.

210, 211. MOVEMENT BY TRAIN ORDERS.

The "31" form of train order must be used:

When addressing the superior train in the application of Rules 208a and S-208b. In addition, when making a movement against the current of traffic under Rule 208a the signature of the conductor or engineman of the superior train must be received before the order to the inferior train is made "complete."

The "19" form of train order may be used:

(a) To fix a meeting or waiting point between trains or providing for a movement against the current of traffic, when the order is addressed to the operator at the meeting or waiting point and sent to the superior train before it reaches such station.

(b) In connection with Forms E and SE train orders. When addressed to opposing trains, the superior train must receive the order at least one station in advance of and at the station first named in the order.

(c) In connection with Form B train orders.

(d) For slow speed track, when protected by signals prescribed for impassable or obstructed track, and Rule 295; and to notify trains of unusual conditions.

(e) To notify trains of conditions that interfere with the safe passage of trains, provided such trains are brought to a stop before the order is delivered.

(f) In starting a train from a point where there is no train register, also in relieving conductors and enginemen from checking the train register as provided in Rule 83c, the form "At 8.50 A.M. all overdue..... trains except..... have passed" or "have arrived at or departed from....." must be used, as circumstances require.

When receiving train orders on a train in motion during the time when night signals are required, train employes must have a white lantern to indicate their position.

221. TRAIN ORDER SIGNALS.

Rule 221 (A) governs at all stations in Manual Block Territory except where Rule 221 (C) governs.

Rule 221 (B) governs at all stations on single track and two tracks in Automatic Block System Territory except where Rule 221 (C) governs.

Rule 221 (C) governs at the following stations.

Main Line	Detroit to Toledo Branch	Detroit to Mackinaw Branch
Wayne Jct.		
East Yard	YD	North Yard
Pearl St.	FN	Oxford
Nichols	Monroe South	Lapeer Jct.
BO		Hoyt
Porter		MX
Willow Creek		Woodside
East Gary		
Tolleston		
Ivanhoe		
Gibson		

Saginaw Branch Kalamazoo Branch Joliet Branch

Rives Jct.	Plainwell	
MA	Schoolcraft	Chicago Heights.
No. Lansing	B. O. Lamar	

Jackson to Grand Rapids Branch.

Rives Jct.

Train-order signals will not govern trains entering yard at Lake St., East End, East yard, and Town Line.

S-231, S-241 AND D-251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules S-231 to S-234, inclusive govern opposing and following movement of trains on single track between Saginaw and MX. Bay City W. S. and Bay City E. S.

Rules S-241 to S-244, inclusive, govern movement of trains in the same direction on single track.

Between: North Yard and Bay City W. S. Rives Jct. and Hughart. Rives Jct. and MA. North Lansing and Saginaw. Wenona and Mackinaw.

Rules D-251 to D-254, inclusive, govern movement of trains with the current of traffic on two or more tracks.

Between: Town Line and Kensington. YD and Alexis. Jackson and Rives Jct. MA and North Lansing. Bay City W. S. and Wenona.

All lights on Train Order and Manual block signals will be extinguished during hours Signal Stations are closed except where such lights are located on the masts of interlocking or automatic block signals.

293. SWITCH TARGETS.

Lights on main track switches are not in use on Air Line, Caro, Ypsilanti, Lansing, South Haven, St. Joseph, Midland and Gladwin Branches, and Kalamazoo Branch between south limits of Kalamazoo Yard and White Pigeon, and north of Plainwell, also Monroe Branch to Yard Limits at west end.

297. RAILROAD GRADE CROSSING SIGNALS.

When signaling at a crossing is electrically locked be governed by instructions at the lock box.

The indication of signaling must not be changed when a train or engine for which the signal is clear is approaching until the train has stopped, then only after an understanding with the Engineman or Conductor of such train to properly protect the movement over the crossing.

Trains must stop before proceeding, unless otherwise indicated.

Location	Signal	Indication
	Main Line	
Battle Creek		
*Track to D.T.&M. G. T. W.	Derails, Electrically locked. Non-Derailing Position.....	Proceed
Jackson Jct.		
No. 6 Switches	Target Operated by Switch-tender.	Horizontal.....Eastward trains stop clear of Elm Ave. Diagonal.....Eastward trains proceed on Air Line tracks without stopping. Vertical.....Eastward trains proceed on freight main without stopping.
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		

Location	Signal	Indication
Detroit to Toledo Branch		
Sibley		
*Stone Quarry Track D. & T. S. L.	Derails, Time Locked Non-Derailing Position.....	Proceed
Monroe		
*Greenings Track D. & T. S. L.	Derails, Time Locked Non-Derailing Position.....	Proceed
Warner		
*Ford Motor Co. track D. & T. S. L.	Gate, Time Locked Across D. & T. S. L.....	Proceed
Trenton		
*Monsanto Chemical Co. track D. & T. S. L.	Derails, Time Locked Non-Derailing Position.....	Proceed
Slocum Jct.		
*South Wye D. & T. S. L.	Derails and Signals Signals indicate "PROCEED".....	Proceed
Wyandotte		
*Grove St. Track D. T. & I.	Signals, Time Locked Signals indicate "PROCEED".....	Proceed
*Eureka Ave. Track D. T. & I.	Signals, Time Locked Signals indicate "PROCEED".....	Proceed
*Mulberry St. Track D. T. & I.	Signals, Time Locked Signals indicate "PROCEED".....	Proceed
*Wyandotte Chemical No. 2 track D. T. & I.	Derails and Signals Time Locked. Signals indicate "PROCEED".....	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
Monroe Branch		
Monroe		
*D. & T. S. L.	Derails, Time Locked. Non-Derailing position.....	Proceed
*Detroit to Toledo Branch Northward Main Track	Gate, Time Locked. Across Detroit to Toledo Branch.....	Proceed
*Detroit to Toledo Branch Southward Main Track	Gate, Time Locked. Across Detroit to Toledo Branch.....	Proceed
*C. & O.....	Derails, Time Locked. Non-Derailing Position.....	Proceed
Permission must be obtained from C. & O. before operating electric lock. Instructions in telephone box at crossing.		
*Normal against Monroe Br. Operated by Trainmen on Monroe Branch.		
Detroit to Mackinaw Branch		
Saginaw		
*Eastman Spur G. T. W.....	Gate Across G. T. W.....	Proceed

Location	Signal	Indication
Salzburg		
*Brooks-Bay Mfg. Spur	Gate	
G. T. W.....	Across G. T. W.....	Proceed
*Packing Spur	Gate	
G. T. W.....	Across G. T. W.....	Proceed
*Nichols-Foss Track	Gate	
G. T. W.....	Across G. T. W.....	Proceed
Bay City, E. S.		
*Foss Lumber Co. Track C. & O.	Two-Arm Signal. Lower Arm governs movements on N. Y. C. Lower Arm 60° below horizontal.....	Proceed
*Trumbull Ave. C. & O.	Target Diagonal.....	Proceed
HORIZONTAL (Normal)		
*Near D. & M. Bridge C. & O.	Target Horizontal.....	Proceed
Vertical (NORMAL)		
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
Bay City, W. S.		
Wye Track	Target Horizontal. Trains to or from Wye tracks.....	Proceed without stopping.
Vertical. Trains to or from other than Wye tracks.....		
Proceed without stopping.		
Trains must in addition to signal indications receive a proceed hand signal from the Signalman.		
Cheboygan		
*Paper Mill Spur D. & M.....	Gate Across D. & M.....	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
South Water Street Spur		
Saginaw		
South of Drawbridge Detroit to Mackinaw	Gate, Time Locked Across South Water St.	
Branch-Main Track	Spur.....	Proceed
Normal against South Water Street Spur. Operated by trainmen on South Water Street Spur.		
Hecla Belt		
Bay City, W. S.		
*D. & M.	Derails Time Locked Non-Derailing Position.....	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
N. Y. C. Belt Line		
Bay City, E. S.		
*Jefferson St. Track	Derails, Time Locked. Non-Derailing Position.....	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
Caro Branch		
Caro		
*D. C. & S.	Gate Across D. C. & S.....	Proceed
*Forbes Mill Siding D. C. & S.	Gate & Derail on N. Y. C. Across D. C. & S.....	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		

Location	Signal	Indication
Denmark Jct. Branch		
Reese C. & O.	Target Vertical.....	Proceed
Operated by Signalman when on duty.		
Kalamazoo Branch		
Kalamazoo		
South of P. R. R. G. T. W.....	Target Horizontal.....	Proceed
Operated by Targetman.		
Wye at Tower 1 G. T. W.....	Target Horizontal.....	Proceed
Operated by Targetman.		
Grand Rapids		
Lake Mich. Drive P. R. R.....	Target Horizontal.....	Proceed
*Front St. P. R. R.....	Gate Across P. R. R.....	Proceed
*Watson St. C. & O.....	Gate Across C. & O.....	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
South Haven Branch		
*Grand Junction C. & O.....	Derails time locked Non-derailing position.....	Proceed
Permission must be obtained from C. & O. to cross.		
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
*South Haven C. & O.....	Gate Across C. & O.....	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
Saginaw Branch		
Owosso		
Main Track. G.T.W.	Signals, time locked. Signals indicate proceed.....	Proceed
Main Track. A. A.	Color light target. Green Light.....	Proceed
Normal against N. Y. C. Operated by N. Y. C. trainmen, when signalman is not on duty.		
*N. Y. C. Spur A. A.	Target Vertical.....	Proceed
Fordney		
*N. Y. C. Spur C. & O.	Gate Across C. & O.....	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
Ypsilanti Branch		
Pittsfield Jct.		
*A. A.	Derails, Time Locked Non-Derailing Position.....	Proceed
Permission must be obtained from A. A. to cross.		
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
C. K. & S. Branch		
Hastings		
N. Y. C. Jackson to Grand Rapids Br.	Derails, Time Locked Non-Derailing Position.....	Proceed
Normal against C. K. & S. Operated by Trainmen on C. K. & S.		

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single Track:

Between: North Yard and Lake Orion

Note: When signal station at Lake Orion is closed manual block extends to Oxford.

Oxford and Hoyt

Denmark Jct. and Bay City W. S.

Note: During hours office at Denmark Jct. is closed signalman at Vassar has control of the block between Vassar and Hoyt and between Vassar and Reese or Woodside when signal station at Reese is closed.

Rives Jct. and Hughart
Lamar and White Pigeon
Rives Jct. and MA

Note: All Northward Extra freight trains including light engine movements, between Lansing Yard and MA. Must obtain permission from Signalman at MA.

North Lansing and Paines
Mershon and Bay City W. S.
Wenona and yard limit sign south of Mackinaw
OD and Three Rivers
Hillsdale and Ypsilanti
BO and South Haven
Pinconning and Gladwin
BO and Hooper
BC & BC Jct. and Midland
Vassar and Bach
Benton Harbor and South Bend
East Gary and Joliet
Springport and Albion

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Automatic block signals are in use in Manual Block Territory as follows:

Between: North Yard and Advance Manual block signal and southward automatic block signal B-952 at Ten Mile Road.

Lake Orion and Oxford signal station when signal station at Lake Orion is closed.

Oxford signal station and Signal B642, 7000 feet north of Oxford.

Mershon and 2400 feet north of Zilwaukee.

Rives Jct. and Signal J-114 located 6200 feet west of Rives Jct.

Rives Jct. and Signal R-4 located 5100 feet north of Rives Jct.

Charlotte and Signal J-354 located 4200 feet west of Charlotte Signal Station.

Charlotte and Signal J-341 located 4200 feet east of Charlotte Signal Station.

Lansing: Southward automatic block signal No. R 254, 2300 feet north of Cedar St. Interlocking, and Southward Home Interlocking Signal.

Northward Automatic block signal No. R 233, 4500 feet south of Cedar St. Interlocking, and Northward Home Interlocking signal.

North Lansing and Signal R284, 1.5 miles north of North Lansing.

White Pigeon; between signal R1-1, 2000 feet north of U. S. Route 112 and White Pigeon.

Where an automatic block signal is in use in Manual Block Territory, it will indicate condition of track only between the Automatic Block Signal and fixed signal reading "End Auto Block."

Two Tracks:

Between: MA and North Lansing
Bay City W. S. and Wenona.

Rules 318-A and 331-A for absolute block for following movements only govern the movement of passenger trains.

Rules 318-B and 331-B for permissive block for following movements only govern the movement of trains other than passenger trains.

Lansing: When the northward block is occupied and the main track is seen and known by the signalman at MA to be clear for approximately 1000 feet north of the passenger station, he may admit a northward passenger train to the block, for following movement only, with Clearance Form A with the line giving block indication left blank, after such train has been stopped at home interlocking signal. When so authorized train may pass the block signal to a point 1000 feet north of the passenger station, but must not proceed beyond that point without receiving Clearance Form A with the word "Clear" written on the line giving block indication. Rules 318-A and 221(C) are modified accordingly.

Except where Rule D-261 governs, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Single and Two Tracks:

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of manual block signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Manual block signal indication does not govern trains on the length of track of a block within yard limits protected by automatic block signals.

Clearance Form B: When using Instruction 1, signalman will enter designation "Rule 289A" in blank indicating signal.

Advance Manual Block Signals when in Stop position must not be passed without permission from the signalman. Conductor or engineman must communicate with the signalman and be governed by his instructions. Located as follows:

North Yard, 22900 feet about 4¼ miles north of interlocking station, at Ten Mile Road, for northward trains; controlled from North Yard.

Oxford, 7000 feet north of interlocking station for northward trains; controlled from Oxford.

Vassar, 3600 feet south of Vassar Interlocking Station for northward and southward trains; controlled from Vassar Interlocking Station.

Vassar, 1000 feet north of Vassar station for northward and southward trains. Controlled from Vassar.

Woodside, 2300 feet south of Woodside Interlocking Station for northward trains. Controlled from Woodside.

Woodside, 1300 feet south of Woodside for southward trains. Controlled from Woodside.

North Lansing, 1.5 miles north of North Lansing for northward trains; controlled from North Lansing.

373. BLOCK STATIONS

Block stations are open as specified in list of Signal Stations and Telephones.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

Between: Lake Orion and Oxford Signal Station when signal station at Lake Orion is open

Paines and Saginaw

Hoyt and Mershon

Two or More Tracks:

Between: Jackson and Rives Jct.

YD and Alexis

Town Line and Kensington

Calumet Park Interlocking and Hammond Interlocking on No. 4 track.

Signal 2653-3 located approximately 3500 feet west of Hammond Interlocking and Calumet Park interlocking on No. 3 track.

A number plate "2653-3" is mounted on the mast of automatic block signal 2653-3 and this signal governs westward movements on track No. 3 for the territory covered in the Rule.

Trains receiving indication as prescribed by Rule 292 at Northward Interlocking Signal located 8,553 feet south of south switch of east siding at Trenton, must obtain permission from signalman at FN before proceeding. After permission has been received, or in case of failure of means of communication, trains may proceed at restricted speed to the next signal.

Trains receiving indication as prescribed by Rule 291 at the following automatic block signals will be governed as provided:

Signal D-82, located on northward main track at Ecorse; controlled by signalman at YD. All trains must obtain permission from the signalman before proceeding.

Signals R 909 and R 911 located just south of crossing at Genessee Ave., Saginaw. All trains must obtain permission from Signalman at Saginaw before proceeding.

Signal B-642 located 7000 feet north of Oxford Signal Station. Freight trains must obtain permission from signalman Oxford Signal Station before proceeding.

Signal B-952 located 400 feet north of Ten Mile Road, north of North Yard Interlocking. Freight trains must obtain permission from Signalman at North Yard Signal Station before proceeding.

Signal 762, located on eastward main track just west of Steward Ave., Jackson; controlled by signalman at Pearl St. Passenger trains will be governed by Rule 291. Freight trains must obtain permission from the signalman before proceeding.

Signal J12, located on eastward main track at Monroe St. Jackson; controlled by Signalman at Pearl St. Passenger trains will be governed by Rule 291. Freight trains must obtain permission from the signalman before proceeding.

Signal 1183, located on westward main track east of Nichols. Controlled by signalman at Nichols. All trains must obtain permission from the signalman before proceeding.

Signal 1212, located on eastward main track, 3000 feet west of Battle Creek station; controlled by signalman at Battle Creek station. All trains, after stopping as per rule 291, must not pull into the station until a westward train has passed the station, or a proceed hand signal has been received from a member of the westward train standing at the station.

Signal 1436, located on eastward main track west of Kalamazoo station; controlled by signalman at BO. All trains must stop clear of West Michigan Ave. and obtain permission from the signalman before proceeding.

Trains receiving indication as prescribed by Rule 292 at Eastward Interlocking Signal located 2600 feet west of Niles Station, must obtain permission from Signalman at Lake Street to proceed. After permission has been received or in case of failure of communication, trains may proceed at restricted speed to next signal.

Eastward passenger trains having stopped at Niles Station and finding it necessary to back train up, must obtain permission from Signalman at Lake Street and protect movement by flag.

Except where Rule D-261 governs, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

509a. GRADE SIGNALS.

Rule 509a. will govern for a signal which has a Grade Signal Marker, the letter 'G', attached to its mast.

605. REMOTE CONTROL SWITCHES AND SIGNALS.

Location	Signal Station	Signal	Track
Albion, 1,300 feet west of (Crank Control)	Albion	700 feet east of switch	Westward main track to siding
Kalamazoo Botsford, west end. (Dual Control)	BO	75 feet west of switch	Eastward main track to siding
Botsford, west end. (Dual Control)	BO	100 feet west of switch	Westward siding to main track
Porter, 1.2 miles west of (Dual Control)	Porter	25 feet west of switch	Eastward main track to siding

Interlocking Rules govern.

Enginemen or trainmen finding signal indicating Stop must call signalman at signal station.

Train or engine may proceed on instructions from signalman after switch is spiked or thrown by hand-throw lever of dual control switch. Movement must be made at restricted speed.

Additional instructions for hand throwing of switch are located in signal station and in telephone box at switch.

606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by letters INT-M.B. in list of Stations, Office Calls, Signals and Telephones.

703. MAKE-UP OF FREIGHT TRAINS.

Scale test cars must be handled only in slow or local freight trains ahead of caboose.

Jordan spreaders must not be handled backwards when moved in freight trains.

1. Lumber loaded on open top cars should be placed in train near the head end, but not less than three cars from locomotive, or on rear of trains, but not less than three cars ahead of caboose, where practicable or handled in solid trains, or such other precautions taken as might be required by local conditions.

Lumber, timber, poles in open top equipment not to be moved in fast symbol trains.

2. Every care possible should be used in switching of such car loads of lumber in train yards. It should be understood that such loads shall not be humped.

3. Definite information should be furnished to engineers whenever trains include lumber shipments on open top cars, with standing instructions to give such trains the most careful handling and particularly to avoid heavy slack action when starting or stopping.

705. LEAVING CARS ON SIDE TRACKS.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

824. MAKE-UP OF PASSENGER TRAINS.

Passenger equipment must be of steel construction, except that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled; also such steel underframe passenger cars as are used under special arrangements.

Trains containing more than 5 cars 60 feet or over in length will be limited to 30 cars. Trains containing not more than 5 cars 60 feet or over in length will be limited to 40 cars.

841. U. S. Mail

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of delays, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Postal Transportation Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintains a Transfer Clerk or Postal Clerk, the trainman should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried. Form AR-702.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

No. of Sacks	Space Unit	No. of Sacks	Space Unit
1 to 44.....	3'	221 to 264.....	18'
45 to 88.....	6'	265 to 308.....	21'
89 to 132.....	9'	309 to 352.....	24'
133 to 176.....	12'	353 to 396.....	27'
177 to 220.....	15'	397 to 440.....	30'

1 1/4 outside parcels equal one sack, except one box of baby chicks equals one sack and should be reported in the proper column of train baggageman's report, Form AR-702.

Every train baggageman, conductor, mail porter, express messenger or other train employee who handles, or has in his custody, any U.S. Mail on trains must take particular care to see that correct count of sacks and parcels received and delivered is properly reported on prescribed Form AR-702.

Under circumstances where heavy volume of mails handled at any point do not allow time for an actual count of the sacks and parcels, the record may be reported on an estimated linear footage basis.

In addition to all station receipts and deliveries reported on Forms AR-702 all mails transferred enroute from or to an RPO or RPO apartment car must also be reported on this form.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen or improperly handled, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their travel commissions.

AIR BRAKES

Diesel Equipment:

Diesel road locomotives must have the Controlled Emergency feature of 24-RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train. Locomotives operating light, in road service, yard or terminal territory, must have the Rotaire Valve and Controlled Emergency Cocks set as follows:

Rotaire valve operating "A" unit set in "Pass" position. Controlled Emergency Cock "B" unit set in "Pass" position. Rotaire valve trailing "A" unit set in "Pass Lap" position.

AUTOMATIC TRAIN STOP

Rules for Enginemen and Firemen for the Operation of Intermittent Inductive Automatic Train Stop, effective October 1, 1935, govern.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Engines and motors operated between Town Line and Kensington, and between YD and Alexis, must be equipped with automatic train stop device in working order and cut in, except:

- a—When used as pusher or second engine.
- b—By specific authority of Superintendent.
- c—When automatic train stop device becomes inoperative after leaving terminal, trains must be operated at a speed not exceeding 35 miles per hour. Enginemen must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed but not exceeding 75 miles per hour when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.
- d—Engines not equipped with automatic train stop device operating in switching, yard, puller and transfer service may be operated on main track within territories specified by the Superintendent at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.
- e—Engines not equipped with automatic train stop device operating in puller and transfer service may be operated on main track within territories specified by the Superintendent at a speed not exceeding 35 miles per hour when authorized by train order. Train Dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph c until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

FATALITIES

In case of death on trains the usual proprieties must be observed and the Coroner notified. The body must be removed as soon as possible to a proper place and left in charge of an employe of the railroad until the Coroner's arrival. If the body is accompanied by an attendant, he should be consulted and his wishes respected. Prompt report must be made to the Superintendent.

Where persons have been killed on railroad property or bodies found on the right-of-way, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting its condition and position for the Coroner's information. This is particularly important where death appears to be due to foul play. In all cases an employe must be left with the body until the arrival of the Coroner.

FREIGHT AND YARD TRAINMEN

Running switches may be made only in emergency and not until engine and cars have been brought to a stop and hand brakes and switch inspected and found in order.

HAND BRAKE TEST

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

LUBRICATION AND CARE OF JOURNAL BOXES

All New York Central System modern road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employes will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

Cooling Compound.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling Compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside

end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

MOVEMENT OF DEAD ENGINE IN TRAINS

Rules for the Operation and Supervision of Air Brake and Train Air Signal. Current Rules govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

LIGHT WEIGHT PASSENGER CARS EQUIPPED WITH ROLLER BEARINGS

When light weight passenger cars equipped with roller bearings are uncoupled from an engine, enough hand brakes must be set to prevent cars from moving. When switching, the air brakes on such equipment must be used. Each hand brake operates the brake on one side of a truck only, and the brakes on both ends and both sides of car must be observed to know that they are operative.

PASSENGER TRAINMEN

Train employes must not enter occupied observation, private, official or dining cars, except when necessary in the discharge of their duties, and must then perform such duties and leave the car promptly. Except when collecting tickets, they must remove their caps while in such cars. When passing through sleeping cars they must do so quietly.

The rear brakeman may ride in the observation car between 10:00 P.M. and 7:00 A.M. when the car is not occupied by passengers.

RAIL DETECTOR CARS

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

Rail Detector Car X-8015 is equipped with Automatic Train Stop Device.

SIGNAL ASPECTS, INDICATIONS AND RULES

Special signal aspects, signal indications and signal rules will be found in the back of the time-table.

SWITCH TENDERS

Switch Tenders will use yellow flag by day and yellow lamp by night in giving signals.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to entire train.

GENERAL

(Unless Otherwise Restricted)

Diesel Road Engines light or with caboose, Classes DPA, DPB, DCA, DCB, DFA, DFB, DFT, DRS, DRSP.....	50
Diesel Switch Engines, Class DES (including DES-1 with traction motor pinion removed) in service or when hauled dead in train..	45
Diesel Switch Engines, Class DES-1 with traction motor pinion engaged in service or when hauled dead in train.....	25
Diesel Road Freight Engines, Class DFA Nos. 5000 to 5005 inclusive, Class DFB Nos. 5100 and 5101, when handling passenger, mail, milk and express trains; or when hauled dead in train.....	75
Diesel Road Switch Engines, Class DRSP Nos. 5738 to 5807, inclusive and DRS 5808 to 5817, inclusive, when handling passenger, mail, milk and express trains, or when hauled dead in train.....	70
Diesel Road Switch Engines, Class DRSP Nos. 8343 to 8352 inclusive, when handling passenger, mail, milk and express trains or when hauled dead in train.....	75
Diesel Road Freight Engines, Class DFA (except Nos. 5000 to 5005, inclusive) Class DFB (except Nos. 5100 and 5101) Class DRSP (except Nos. 5738 to 5807, inclusive and Nos. 8343 to 8352 inclusive) Classes DFT and DRS (except 5808 to 5817 inclusive) when handling passenger, mail, milk, express and trains NC-1, BB-1, BNB-2 with Pacemaker equipment only, or when handled dead in train.....	65
Diesel Engines operating through water.....	3

Note: Diesel Engines must not be operated through water more than 3 inches over top of rail.

DIVISION (Unless Otherwise Restricted)	Main Line	Toledo Br.	Bay City Br.* Grand Rapids Br.	Saginaw Br.	Mackinaw Br.	Kalamazoo Br.	South Bend Br.	Joliet Br.	South Haven Br.	Air Line Br.	Ypsilanti Br.	St. Joseph Br. C. K. & S. Br. Lansing Branch	Gladwin Br.	Denmark Jct. Br.	Midland Br.	Caro Br.
Passenger, Mail and Express Trains.....		60	60	50	35	30	40	30	35	25	15	15	35	45	20	
18 cars or less.....	80	70														
19 to 25 cars, inclusive.....	75	65														
26 to 30 cars, inclusive.....	70	60														
31 to 35 cars, inclusive.....	65	55														
Passenger, Mail and Express Trains with freight equipment cars.....	60	50	40	40	35	30	40	30	30	25	15	15	35	35	20	
Freight and Work Trains:																
Under 2500 Tons.....	55	50	40	40												
2500 to 4500 tons.....	50	45	40	40												
4500 to 6500 tons.....	45	40	35	40												
6500 tons or more.....	40	35	30	30												
Steam engines, light or with Caboose, Class S & J, only.....	50	50	40	40	35	30	40	30	30	25	15	15	35	35		
Steam engines, light or with Caboose, All other classes.....	40	40	40	35	30	30	40	30	30	25	15	15	35	35	20	
Engines running backward.....	25	25	25	25	20	20	25	15	15	15	15	10	25	15	15	
Engines running backward by night over public crossings.....	15	15	15	15	15	15	15	15	15	15	15	10	15	15	15	
Steam Switch Engines.....	20	20	20	20	20	20	20	20	20	20	15	15	20	20	20	
Trains with dead steam engines not having all side or main rods.....	20	20	20	20	20	20	20	20	20	20	15	15	20	20	20	
Revenue freight trains with cranes moving on own wheels.....	25	25	25	25	25	25	25	25	25	25	15	15	25	20	20	
(Booms on cranes should be in trailing position)																
Work trains with Cranes moving on their own wheels.....	30	30	30	30	30	30	30	30	30	25	15	15	30	30	20	
Wrecking cranes handled in wrecking service.....	45	45	30	30	30	30	30	30	30	25	15	15	30	30	20	
Switches and cross-overs, not interlocked, when diverging.....	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
Circus Trains with freight equipped cars.....	30	30	30	30	30	30	30	30	30	25	15	15	30	20	20	
Troop trains with freight cars.....	50	50	40	40	35	30	40	30	30	25	15	15	35	20	20	
Trains handling scale test cars, spreaders and levelers.....	25	25	25	25	25	25	25	25	25	25	15	15	25	20	20	
Engines:																
Class H.....	50	50	40	40	35	30	40			30			35	35	20	
Class L-3, L-4 and Class L-2, 2995 and 2998, operated on passenger, mail and Express trains.....	70															
Except on trains with more than 20 Cars.....	65															
Class L-1 and L-2 except 2995 and 2998, operated on passenger, mail and Express Trains.....	60	60														
Classes H and L on sidings.....	10	10	10	10	10	10	10			10						
M-499 and similar type motors.....		**65														

When train-stop device becomes inoperative after leaving terminal, or when forestalling whistle fails to sound while forestalling..... 35 35

Passenger trains when scooping water at a time when a train is moving over adjoining track pan in opposite direction..... 60
(This regulation will not apply if engine tender is equipped with overflow control.)

When running against current of traffic, in automatic block territory, trains must not exceed 15 miles per hour, over all hand operated switches, where switch lamps are not in use.
Rail Detector cars, under own power or on rear of passenger train, must not exceed 40 miles per hour.

*Applies to Detroit-Mackinaw Branch, between Detroit and Saginaw.

**Applies on straight track only.

Local
Main Line: Restrictions apply to trains in both directions unless otherwise designated. Where they exceed General Restrictions, the General Restrictions govern.

Passenger and Freight Psgr. Frt.
Dearborn, over public highway grade crossings..... 50... 50

	Psgr.	Frt.
Ypsilanti, between second overhead bridge, east of Ypsilanti to MP D-30½ west of Ypsilanti.....	45	45
Ypsilanti, MP D-30½ west of Ypsilanti to first curve west of Ann Arbor station.....	60	
Ann Arbor, first curve west of Ann Arbor station.....	40	40
Ann Arbor, from curve west of Ann Arbor station to MP D-50½.....	60	
Four Mile Lake, track pan to MP D-55 west of Chelsea.....	75	
Leoni, on curves westward main track between MP 67.8 and 70.3.....	70	
East Yard, curve east of Telegraph Office, and Wildwood Ave.....	60	
Jackson, Pearl St. Interlocking, interlocked switches, when diverging.....	10	10
Parma, between MP D-88½ and MP D-91.....	75	
Albion, westbound between MP 94½ and Albion Sts.....	40	40
Albion, eastbound between Albion and Hannah Sts.....	40	40
Marshall, on curve east of Marshall between MP D-106½ and MP D-107½.....	55	
Ceresco, curve between MP D-113 and MP D-114.....	60	
Battle Creek, MP D 117½ east of Hinman Yard to west end of curve at MP D-119.....	60	
Battle Creek, between MP D-119 and MP D-121½.....	40	40
Augusta, curves between MP D-127½ and MP D-130½.....	65	
East of Botsford Yard MP D-139½ to MP D-141½.....	65	
Botsford Yard, MP D-141½, to Harrison St., Kalamazoo.....	60	
Kalamazoo, over interlockings and curve west of Passenger Station.....	30	30
Kalamazoo, between Kalamazoo St. and West Michigan Ave.....	40	40
Streator Curve, MP D-145½ and MP D-146½.....	60	
★Niles Bridge.....	35	35
Niles, curves on westward main track between top of Niles Hill and Niles Bridge.....	50	50
Niles-Buchanan curves between MPD-193 and MPD-199.....	70	
Michigan City, over drawbridge.....	40	40
Michigan City, curve west of passenger station.....	30	30
Gary, over street and road crossings within city limits.....	45	45
Hammond, over street crossing between Columbia Ave. and Sohl St., incl.....	40	40
Hammond, over street crossings at Oakley St. and Hohman Ave.....	25	25
★Calumet River, over drawbridge.....	40	40
Crisman:		
Sand Pit track—between switch and US-20.....	15	
—North of US-20.....	5	
★Air brakes must not be applied while crossing bridges, unless absolutely necessary.		
Detroit to Toledo Branch:		
Wyandotte, over public highway grade crossings.....	30	30
Monroe, on Southward main track, over street crossings, Noble Street (MP 34.71) to and including Sixth Street (MP 35.66) and on Northward main track, over street crossings, Third Street (MP 35.55) to and including Elm Street (MP 35.00).....	25	25
Detroit to Mackinaw Branch:		
Rochester Jct., G. T. W. Crossing.....	30	30

	Psgr.	Frt.
Rochester, southward trains between passenger station and Rochester Jct. (Passenger.....)	50	20
(Freight.....)		
Goodison curve, southward MP D-35 to D-34¼.....	50	
Lake Orion, over street crossings.....	30	30
Oxford, over East St.....	30	30
Oxford, southward trains over East Burdick St.....	30	30
Lapeer, between Lapeer and Lapeer Jct.....	20	20
Columbiaville, over the three public crossings north of station.....	30	30
Millington, through village.....	30	30
Vassar, northward trains between interlocking home signals.....	20	20
Saginaw, through Yard.....	15	15
Zilwaukee, Carrollton Road Curve.....	40	
Bay City W. S., over Salzburg Ave., Wenona Ave. and Midland St.....	15	15
Bay City W. S., West Main St. between Interlocking home signals.....	20	20
Bay City E. S., over drawbridge.....	15	15
Bay City W. S., Hart St. between Interlocking home signals.....	20	20
Pinconning, within city limits.....	30	30
Curve at MP, B-27.90.....	45	
Sterling, over first two crossings south of passenger station.....	30	30
West Branch, over Houghton Ave.....	20	20
Wright Ave. between 7:00 P.M. and 7:00 A.M.....	30	30
Grayling: Between Lake St. and Camp Rasmus on Portage Lake Branch.....	15	15
Grayling: Portage Lake Branch over highway M-72 one mile West of Lake St.....	5	5
Gaylord, over First and Second Sts.....	30	30
Curves between MP, B-121 and B-124.....	45	
Curves between MP, B-130 and B-134½.....	45	
Curves between MP, B-156 and B-158.....	45	
Cheboygan, over Lincoln Ave., Seymour, Court, Davison and State St.....	30	30
Mackinaw, over Huron Ave.....	5	5
Midland Branch:		
On curves between B. C. and B. C. Jct. and MP BC-2.....	20	20
Carter road 3 miles east of Midland.....	10	10
Midland, Highway M. 20, two miles east of Midland.....	10	10
US-10 1¼ miles east of Midland.....	10	10
Denmark Jct. Branch:		
Denmark Jct., over junction switch.....	15	15
Bay City E. S., over Center and North Sherman Sts.....	6	6
Center St. interlocking between home signals.....	20	20
Jackson to Grand Rapids Branch:		
All trains except Motor M-498 and similar type Motors. Between Jackson Passenger Station and M. A. L. Crossing.....	25	25
Curves between MP J-13 and MP J-13½.....	45	
Curve west of Onondaga, passenger trains between MP J-18 and MP J-18¼.....	45	
Eaton Rapids, Over Main St.....	30	30
Curve east of Charlotte, between MP J-31 and MP J-31½.....	50	
Charlotte, Westward trains between interlocking home signals.....	20	20
Curve west of Vermontville, at MP J-47.....	45	
Nashville, between Main and Sherman Sts.....	30	30
Curves west of Nashville, between MP J-52½ and MP J-59.....	45	

	Psg.	Fr.
Hastings, between Broadway St. and C. K. & S. Crossing.....	15	15
Middleville, curve east of station.....	15	15
Parmalee, curve between MP J-76 and MP J-76¼.....	50	20
Hughart, over Burton St.....	20	20
Grand Rapids yard.....	40	10
Grand Rapids Yard, U-2, DES-5 and DRS-4 over bridges.....	10	10
Grand Rapids, Buckley St. Interlocking.....	20	20
Grand Rapids over Wealthy St.....	10	10

M-498 and similar type motors:

Between Jackson Passenger Station and Monroe St.....	25
Curve at MP-J-10½.....	50
Curves between MP J-13 and MP J-13½.....	50
Curve between MP J-18 and MP J-18¼.....	50
Curve between MP J-20 and MP J-20¾.....	60
Eaton Rapids over Main Street.....	30
Curve between MP J-31 and MP J-31½.....	55
Curves between MP J-34 and Charlotte Station.....	50
Charlotte, westward trains between interlocking home signals.....	20
Highway crossing at MP J-42½ westward only.....	20
Curve at MP J-47.....	50
Nashville, between Main and Sherman Sts.....	30
Curve between MP J-50 and MP J-50¾.....	60
Curves between MP J-52½ and MP J-59.....	50
Curves between MP J-59½ and MP J-60¼.....	60
Hastings, between Broadway St. and C. K. & S. Crossing.....	20
Middleville, curve east of station.....	15
Curve between MP J-76 and MP J-76¼.....	55
Hughart, over Burton St.....	20
Grand Rapids Yard.....	40
Grand Rapids, Buckley St. Interlocking.....	20
Grand Rapids over Wealthy St.....	10

Saginaw Branch:

Leslie, over Bellevue St.....	30	30
South of Eden, reverse curve near MP J-20.....	45	
South of Mason, between MP J-24 and 25.....	45	
Lansing, G. T. Crossing, southward trains between southward distant signal and interlocking.....	40	25
Between North Lansing and MA.....	20	20
Curve at MP 39.....	45	
Laingsburg, over Mill and Main Sts.....	30	30
Owosso, within City Limits.....	40	
Owosso, over Main Street.....	20	20
Chesaning, over Broad and Brady Sts.....	30	30
Saginaw, through Yard.....	15	15

Caro Branch:

DRS Class Diesels over Bridge 0-52, .16 of a mile north of Caro Jct., and Bridge 21.78 located .22 of a mile south of Colling.....	15	15
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Ypsilanti Branch:

Between Jerome and Ypsilanti.....	15	15
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Kalamazoo Branch:

Engines, Class H-7 between Florence and White Pigeon.....	25	25
Grand Rapids, over Grand River bridge No. 150.....	10	10
Grand Rapids Yard, U-2 DES-5 and DRS-4 over bridges.....	10	10
Lamar, between interlocking home signals.....	20	20
Plainwell, between interlocking home signals.....	20	20
Schoolcraft, between interlocking home signals.....	20	20

Joliet Branch:

Liverpool, between interlocking home signals.....	20	20
South Gary, turn-out to Glenn Park Side Track, when diverging.....	10	10
Griffith, turn-out to Erie Wye, when diverging.....	10	10
Griffith, eastward trains between interlocking home signals.....	20	20
Hartsdale, between interlocking home signals.....	20	20

	Psg.	Fr.
Dyer, between interlocking home signals.....	20	20
Chicago Heights, through yard limits.....	20	20
Joliet (E. J. & E. Crossing) between interlocking home signals.....	20	20
Joliet, CRI&P interlocking switches in old main track and track 67, and turn-out to Yard track, when diverging.....	10	10

South Bend Branch:

Pipestone Curve between Napier and Sodus.....	30	20
Curves through Niles.....	30	20
Niles, (N. Y. C.), from Lake St. to City Limits.....	15	15
Notre Dame on turn-out to HF.....	20	20
Between Notre Dame and South Bend city limits, on curves.....	25	25
South Bend, within city limits.....	15	15

ENGINE AND CAR RESTRICTIONS

*Restrictions apply to bridges. Engines and cars must not be operated as shown below:

Location	Classes
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MAIN LINE

*Eloise: Infirmary Track.....	
Cars, maximum gross weight 200,000 pounds.	
Wayne: Wayne County Road Commission West Track.....	All classes
*Ypsilanti: Peninsular Paper Co. Track.....	
Cars, maximum gross weight 200,000 pounds.	
Chelsea: Chelsea Spring Co. Track.....	L
Cars, maximum gross weight 150,000 pounds.	
Jackson: Rams Horn Track.....	All classes except B & DES
Albion: Lansing Branch tracks.....	L
Except, L Class are permitted to use Lansing branch main track for the purpose of taking water and picking up cars but must not use bridge over river west of Albion St.	
Marshall: D. T. & M. Yard tracks.....	L
Battle Creek: D. T. & M. Yard Tracks. Engines.....	H, J, L
Old Michigan R.R. tracks.....	L
Cars, maximum gross weight 190,000 lbs. Derricks X-19530, X-19531, X-19532, X-19533, X-19534, X-23157 and X-1. Diesel engines permitted.	
Augusta: Knappens Mill Track, Grain Pit.....	All Classes
Comstock: Consumers Power Co., tracks south of Kalamazoo River, no engines heavier than H-10, L-2 or DES can be operated on most westerly track, Circle track and No. 3 track, from the south end to the crossover onto Circle track. No engines will be operated on other tracks.	
Kalamazoo: Old Michigan R.R. tracks.....	L
Lawton: Eaton Mfg. Co. (Wilcox-Rich Div.) North Track.....	All Classes heavier than H-7
South Track beyond derail.....	All Classes heavier than H-5
Dowagiac: Premier Furnace Track.....	H-7, J, L, U
Buchanan: Buchanan Cabinet Spur.....	H-6, H-7, J, L, U
Cars, maximum gross weight 210,000 lbs. Derrick X-19532.	

Location	Classes
Clark Equipment Company Track.....	H-6, H-7, J, L, U
Cars, maximum gross weight 170,000 lbs. Derricks X-19530, X-19531, X-19532.	

Three Oaks: Warren Featherbone and pickle factory.....	H-6, H-7, H-10, J, L, U
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Michigan City Yard: Tracks to sand pits and the prison lead.....	All classes heavier than U-2
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Gary: Gary Lumber.....	All Engines
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Detroit to Toledo Branch

Sibley: Sibley Quarry Tracks.....	J, L
Sibley Quarry Track Scales.....	H-7, J, L
Operate only on main lead and the easterly end of the yards. When shoving empties on bin track engine must stay west of the scales.	

Trenton: Cycle-Weld Co. Dump Track beyond sign.....	All Classes
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Rockwood: Strongs Milling Track.....	J, L
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Newport: Clayton Niedermeir Coal Co. near Mill St., over pits.....	All classes
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Monroe: Greenings Nursery track, beyond barricade, 860 Ft. from switch.....	All Classes
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Ilgenfritz Nursery Track.....	H-7, J, L
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Monroe Branch Track.....	H-7, J, L
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Except that H-7, H-10 & J Engines may operate on that portion between the Southward track of the Toledo Branch and South Monroe St.	
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River Raisin Paper Co. Tracks.....	H-7, J, L
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Jackson to Grand Rapids Branch

Eaton Rapids: Lansing Branch tracks.....	L
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Charlotte: Kraut Factory.....	Engines heavier than H-5
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Hastings: Book Case Factory.....	Engines heavier than H-5
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Old C. K. & S. Yard tracks.....	L
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Detroit to Mackinaw Branch

Cars, maximum gross weight 220,000 lbs.	
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Center Line: Asphalt Paving Co. Siding. Engine must not operate beyond 300 feet from switch.....	All Classes
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Depew Siding: Ray Gravel Pit Tracks.....	L
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Engine must not pass sign located North of Second Road crossing.....	All Classes
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Rochester: D.U.R. Track leading off Dillman-Upton Side Track and Nowels Coal Track.....	All Classes
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Oxford: American Aggregates.....	Engines heavier than H-10
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Class H-7, and H-10, must not exceed 8 miles per hour, south of loader.	
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Lapeer: Bostwick Foundry.....	L
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Lapeer Lumber Co. tracks.....	L
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Lapeer Farm Bureau tracks.....	L
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Columbiaville: Bond Warehouse track.....	L
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Vassar Team Track.....	J
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Bay City: Station. Levelers, Spreaders, Snow Plows, flangers and similar equipment, cannot use track No. 2. *Monitor Sugar Company Tracks.....	H, J, L, U
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Location	Classes
Cars, maximum gross weight 180,000 lbs. All derricks.	
Pinconning: Franck Chicory Co. track.....	All classes heavier than B

Grayling: Scale Track over scales.....	All Classes
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Portage Lake Branch beyond sign 1000 feet north of Lake St.....	J-3, L, U
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Kerry & Hanson Lbr. and Grayling Lbr. Co. Mill Tracks.....	All Classes heavier than H-7
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Indian River: Gavlord Lumber & Fuel Co. Track.....	H-7, J, L, U
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(H-7, engines are restricted only beyond lumber storage building).

Mackinaw: Ferry Apron.....	All Classes
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Docks: Steps on streamlined equipment will not clear platforms when in partly open position.

Saginaw Branch

Cars, maximum gross weight 220,000 lbs.	
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Rives Jct. Elevator Track.....	H-7 and heavier
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Mason: Milk track.....	J, L, U
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Holt: Holt Lumber Co. Tracks.....	B, H, J, L, U
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Lansing: *Transit R. R.....	H-7, J, L, DFA-6, DFB-6, DFA-4, DFB-4
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Cars, maximum gross weight 200,000 lbs. Derrick X-19532	
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*Lewis Fuel and Supply Co. Cars, maximum gross weight 170,000 lbs. All derricks.	H, J, L
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*Motor Wheel Corp.: Coal Trestle near North St. Concrete portion.....	H, J, L
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Wright Construction Co., track.....	L
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Oakley: Elevator tracks. Spouts will not clear.....	H, L
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Chesaning: Elevator tracks. Spouts will not clear.....	H, L
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Air Line

Concord: Mill Track; west of Main St.....	J, L, U
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Union City: North Stub Track; over coal pit.....	All engines
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***Gladwin Branch**

Pinconning to Gladwin.....	All engines, except B and H-5 DES-5 & 6
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Cars, maximum gross weight 180,000 lbs. Derricks X-19530, X-19531, X-19532, DRT 1.	
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Pinconning: H-7 locomotives can use Lumber Track, Elevator Track and south Leg of former Wye at speed not exceeding 5 miles per hour.	
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Midland Branch

Cars, maximum gross weight 220,000 lbs.	
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Kalamazoo Branch

Engines, between Grand Rapids and Kalamazoo, except Grand River Bridge No. 150.....	J, L
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Engines, between Kalamazoo and White Pigeon.....	J, L, U
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*Cars, maximum gross weight 220,000 lbs. U class can be used in Kalamazoo Yard.	
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Grand Rapids: *Grand River Bridge No. 150.....	H-7, J, L
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Derrick X-19532. Old Michigan R.R. tracks.....	L
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*All Old Michigan Ry. Bridges.....	H, J, L
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Allegan: C. & O. Ry. Interchange Track.....	H-7, J, L, U
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Location	Classes
Otsego: Paper Mills Tracks, north of Station.....	H-7, J, L, U
Kalamazoo: Paper Mill Tracks.....	H, J, L, U
Three Rivers: Industrial Tracks.....	J, L, U
Fairbanks Morse Tracks.....	H, J, L, U
Engines are restricted on curve on track at east end of building.	
Portage: Industrial Tracks.....	J, L, U
Constantine: Industrial Tracks.....	J, L, U
Paper Mill Tracks.....	H-7, J, L, U
South Haven Branch	
Engines.....	J, L, U
H-7 engines may operate at speed not exceeding 25 miles per hour.	
Cars, maximum gross weight 220,000 lbs. Derrick X-19532.	
South Haven (Dock Track)....All Classes 200 feet from switch	
Ypsilanti Branch	
Engines.....	H-7, J, L
H-7 engines may operate between Ypsilanti and Manchester Jct. in event of detour movement, at a speed not exceeding 15 miles per hour.	
Cars, maximum gross weight 220,000 lbs.	
*Lansing Branch	
Engines.....	H-7, J, L
Cars, maximum gross weight 220,000 lbs.	
*Caro Branch	
Caro Jct. to Bach.....	All engines, except B, H-5, H-7, DRS, DES-5 & 6
Cars, maximum gross weight 200,000 lbs. Derrick X-19532.	
Joliet Branch	
Dyer; Keilman, Lumber track.....	L
Chicago Heights: Leising track.....	L
Joliet—Old Quarry Lead and other tracks.....	L
Cars, maximum gross weight 220,000 lbs. Derrick X-19532.	
South Bend Branch	
Engines between Niles and Benton Harbor.....	J, L
Cars, maximum gross weight 220,000 lbs.	
Cars between Niles and Olivers, maximum gross weight 220,000 lbs.	
Engines between Notre Dame and old station tracks at South Bend.....	H, J, L, U-3
Cars, maximum gross weight 200,000 lbs. Derrick X-19532.	
St. Joseph Branch	
St. Joseph to Baroda.....	All engines except Class B DES-5 & 6
Cars, Maximum gross weight 200,000 lbs. All derricks.	
Benton Harbor: *Over St. Joseph River and Morrison Channel drawbridges.....	All classes heavier than B-11
All derricks.	
C. K. & S. Branch	
Vegetable Parchment to Hooper.....	All engines except Class B DES-5 & 6
Kalamazoo: Kalamazoo Stove Co....	All engines except Class B, U, & H-5 DES-5 & 6

OVERHEAD CLEARANCES	
Location	Track
Employees are not permitted on top of moving cars, engines, or other high equipment where the clear space between the lowest overhead signal line wire, or cable and the top of rail is less than twenty-seven (27) feet.	
The locations where such clearance is less than twenty-seven (27) feet are as follows:	
Main Line	
Ann Arbor.....	Clever Oil Co. siding
Chelsea.....	Standard Oil Co. siding
Albion.....	Malleable Iron Co. Siding.
Buchanan, Eastward.....	Spur from team track
Buchanan, Eastward.....	Mains and team track
Buchanan, Westward.....	Main tracks
Michigan City.....	Franklin St. Mains and Yard track
Michigan City.....	Near Monon Crossing, main tracks
Willow Creek, Eastward....	Sand pit spur from main track
Willow Creek, Interlocking....	MC-B & O Transfer track
East Gary, Westward.....	Spur from main track
Gary, Eastward.....	Yard tracks
Gary, Westward.....	Spur from main track
Gary, Westward.....	At Grant St. Spur from main track
Gary, Westward.....	Near Signal 2571 Spur from side track
Hammond, Westward.....	Yard track
Hammond, Westward.....	At Signal bridge, Yard track
Kensington, Eastward.....	South Shore transfer track and connecting track
Joliet Branch	
South Gary, Eastward.....	At Georgia St. Spur from main track
South Gary, Interlocking.....	Main track
Liverpool, Interlocking.....	Main track
Griffith, Interlocking.....	Main track
Kalamazoo Branch	
Kalamazoo.....	Kalamazoo Ave. siding
Air Line Branch	
Wasepi.....	Main line crossing
Three Rivers.....	Sheffield plant siding
Saginaw Branch	
Rives Jct., Northward.....	Industry track
Saginaw.....	South of Fordney
Bay City Branch	
Lapeer.....	Metal Products track
Lapeer.....	Lapeer Foundry Co. siding
Lapeer.....	Shingle track siding
Vassar.....	Pickle track siding
Vassar.....	Miller Grain spur
Vassar.....	Miller Grain north spur
Saginaw.....	Just South of MX Tower
Saginaw.....	Water St. Spur track
Toledo Branch	
Sibley.....	Northward track
FN, Southward.....	At Tower D&TSL
Slocum Jct.....	Edison siding

DETROIT DIVISION		
W. H. SHEARER, Superintendent.		
L. J. ROBBINS, Asst. Superintendent.		
S. H. LIJEWSKI, Asst. Superintendent.		
H. E. BRATT S. S. MacDONALD D. J. CHINANDER R. J. GORDON C. B. JEFFERY	} Train Masters.	C. E. ALDRICH J. P. SEEHAVER R. J. SPENCER E. J. ROSS
		} Chief Train Dispatcher.
E. J. LINTON H. J. SCHOLZ	} Road Foremen of Engines.	R. G. GRIFFIN E. A. KINNUNEN O. B. CRAFT U. S. WANOUS K. E. BOETTGER R. L. FOSTER T. H. GOODEN
		} Assistant Chief Train Dispatchers.
J. W. WESTWOOD R. K. PATTISON	} Division Engineer Asst. Division Engineer	
		} Train Dispatchers, Detroit.
MICHIGAN DIVISION		
E. H. O'KEEFE, Superintendent.		
W. O. HOLDERBY, Asst. Superintendent.		
O. F. McISAAC, Asst. Superintendent.		
J. P. DOWNEY A. STRAUB F. M. FRANCIS A. L. PURCELL	} Train Masters.	C. A. SAYLES M. R. SCHEMPF H. K. MOSHER N. E. EVERT
		} Chief Train Dispatcher.
E. J. MITCHELL D. B. ZANE	} Road Foremen of Engines.	R. M. BROCK K. J. ICKES
		} Ass't Road Foremen of Engines.
C. H. KEEFE J. E. HAFER C. R. HARTZELL J. V. MARTINEAU F. S. CURTIS D. ROSLING H. E. SMITH W. F. KEESLER L. O. DANIELS D. ZERBE	} Train Dispatchers, Jackson.	W. L. AUSUM L. R. PORTER W. S. ADRIAN H. J. WHITEHAIR F. SMITH G. H. STOKES
		} Train Dispatchers, Bay City.
E. G. BRISBIN	} Division Engineer	
R. C. HECKEL G. V. COFFEY	} Asst. Division Engineers	
WEST DIVISION		
D. B. FLEMING, Superintendent.		
L. M. RILEY, Asst. Superintendent.		
A. E. MITCHENER, Asst. Superintendent.		
A. N. HALL E. J. RYAN W. H. HINDERER L. E. WALSH	} Trainmasters.	F. J. STEELE P. G. WATERHOUSE J. H. NUGENT C. A. HOFFMAN
		} Chief Train Dispatcher.
L. B. CAMP P. E. BOSLER	} Road Foremen of Engines.	F. A. ZAHN I. W. HENDERSON R. N. NICKERSON R. P. THOMPSON H. S. BERNATSKI J. W. SHEELER J. D. MALONEY
		} Assistant Chief Train Dispatchers.
E. E. BROCKWAY	} Ass't Road Foreman of Engines.	
G. W. DEBLIN C. L. NOLAN	} Division Engineer Ass't Division Engineer	
		} Train Dispatchers, Chicago.
N. F. McGUIRE, Chief Road Foreman of Engines		
W. T. TRUAX, Superintendent Passenger Transportation.		

EASTERN STANDARD TIME

DETROIT TO EAST END—MAIN LINE

WESTWARD—FIRST-CLASS

Table with columns: Miles from Detroit, STATIONS, X345, 39, 17, 375, 355, 139, 31, 627, 315. Rows include Detroit, Town Line, Wayne Jct., Ypsilanti, Ann Arbor, Dexter, Chelsea, Grass Lake, East Yard, Jackson, Parma, Albion, Marshall, Nichols, Battle Creek, Augusta, BO, Kalamazoo, Lawton, Decatur, Dowagiac, East End.

MICHIGAN DIVISION

CENTRAL STANDARD TIME

EAST END TO CHICAGO—MAIN LINE

Table with columns: Miles from Chicago, STATIONS, X.342, 376, 44, 8, 30, 358, 342, 316. Rows include East End, Lake Street, Niles, Buchanan, Galien, Three Oaks, New Buffalo, Michigan City, Porter, Willow Creek, East Gary, Gary, Tolleston, Ivanhoe, Gibson, Hammond, Calumet Park, Kensington, 63rd Street, Chicago.

WEST DIVISION

I. C. R. R.

Time shown at Detroit, 63rd Street and Chicago is for information only. Nos. 139 and X-345 will not carry passengers. No. 139 will not operate Nov. 27, Dec. 26, 1953, Jan. 2, Feb. 23, 1954. No. 315 will reduce speed to 40 M.P.H. at Michigan City, Gary and Hammond to insure safe delivery of U. S. Mail. No. 627 Stops on signal at Dearborn and Wayne to receive or discharge revenue passengers. No. X-345 will stop at Galesburg to handle U. S. Mail. D—Stops on signal to discharge passengers from points east of Detroit. E—Stops on signal to discharge passengers from Detroit. G—Stops on signal to discharge passengers from Detroit and east of Detroit and pick up passengers for Chicago. K—Stops on signal to discharge passengers from Albany and east of Albany. M—Stops on signal to discharge passengers from Kalamazoo and beyond and receive passengers for Chicago. The point for No. 39 to pass No. X-345 will be arranged by Train Dispatcher.

CENTRAL STANDARD TIME

CHICAGO TO EAST END—MAIN LINE

EASTWARD—FIRST-CLASS

Table with columns: Miles from Chicago, STATIONS, X.342, 376, 44, 8, 30, 358, 342, 316. Rows include Chicago, 63rd Street, Kensington, Calumet Park, Hammond, Gibson, Ivanhoe, Tolleston, Gary, East Gary, Willow Creek, Porter, Michigan City, New Buffalo, Three Oaks, Galien, Buchanan, Niles, Lake Street, East End.

I. C. R. R.

WEST DIVISION

EASTERN STANDARD TIME

EAST END TO DETROIT—MAIN LINE

Table with columns: Miles from Detroit, STATIONS, X.342, 376, 44, 8, 30, 358, 342, 316. Rows include East End, Dowagiac, Decatur, Lawton, Kalamazoo, BO, Augusta, Battle Creek, Nichols, Marshall, Albion, Parma, Jackson, East Yard, Grass Lake, Chelsea, Dexter, Ann Arbor, Ypsilanti, Wayne Jct., Town Line, Detroit.

MICHIGAN DIVISION

Time shown at Chicago, 63rd Street and Detroit is for information only. No. 342 will not carry passengers. No. X342 will stop at Galesburg daily to handle U. S. Mail and newspapers, will handle passengers between Chicago and Detroit, stop on signal at Wayne and Dearborn to receive or discharge same. No. 44 will reduce speed to 40 miles per hour at Porter daily except Sundays and holidays to insure safe delivery of U. S. Mail. B—Stops on signal daily except Saturday, Sunday & holidays to pick up passengers for Detroit. C—Stops on signal to discharge passengers from Chicago. H—Stops on signal to discharge passengers from Chicago and to pick up passengers for Buffalo and beyond. N—Stops on signal to receive passengers for Kalamazoo and beyond. Make regular stop on Sunday. P—Stops on signal to discharge passengers from Chicago and receive passengers for Detroit and beyond. W—Stops on signal on Friday, Saturday and Sunday to discharge passengers from Chicago and receive passengers for Detroit and beyond.

(DETROIT DIVISION)

EASTERN STANDARD TIME **DETROIT TO TOLEDO BRANCH**

Miles from Detroit	STATIONS	SOUTHWARD—FIRST-CLASS								
		303	305	753	761	721	307	309	757	
		Queen City	Pittsburg Day Ex.	B.&O.	Mercury	See note	Indpls. Express	Ohio Special	B.&O.	
		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat.	Daily	Daily	
LEAVE		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
.....	<i>Detroit</i>	11.00	1.40	3.05	5.30	6.00	10.40	11.30	11.40	
5.11	YD.....	11.11	1.52	3.17	5.40	6.12	10.52	11.42	11.52	
7.99	Ecorse (Mill St.)...	11.14	1.55	3.20	5.43	6.15	10.55	11.45	11.55	
10.30	Wyandotte.....	s11.20	s 1.59	3.23	5.46	6.18	s11.01	s11.51	11.59	
14.10	FN.....									
14.66	Trenton.....									
20.82	Rockwood.....									
32.59	Warner.....									
33.82	Monroe.....	s11.47	s 2.22	3.48	6.11	C6.41	s11.30	s12.20	12.27	
46.47	Vienna Jct.....		2.38	4.02			11.47	12.37	12.47	
48.93	Alexis.....	12.05	2.40	4.05	6.26	7.00	11.50	12.40	12.50	
57.57	<i>Toledo</i>	12.25	3.00	4.25	6.40	7.15	12.10	1.00	1.10	
ARRIVE		P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	

Time shown at *Toledo* and *Detroit* is for information only.
 C—Stops on signal to receive passengers for Washington, Baltimore, Philadelphia, Wilmington and Silver Springs.

EASTERN STANDARD TIME

Miles from Toledo	STATIONS	NORTHWARD—FIRST-CLASS								
		302	758	304	722	750	312	754	306	
		Ohio Special	B.&O.	Detroit Nt. Ex.	See note	Mercury	Queen City	B.&O.	Detroit Day Ex.	
		Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
.....	<i>Toledo</i>	5.40	5.50	6.00	6.35	10.03	2.40	5.25	6.35	
8.64	Alexis.....	6.00	6.10	6.20	6.49	10.15	2.55	5.43	6.53	
11.10	Vienna Jct.....	6.03	6.13	6.23	6.52		2.58	5.46	6.56	
23.61	Monroe.....	s 6.18	6.28	s 6.38	C7.08	10.30	s 3.12	6.02	s 7.12	
25.50	Warner.....									
36.19	Rockwood.....									
42.97	Trenton.....									
43.53	FN.....									
47.33	Wyandotte.....	s 6.45	6.56	s 7.05	7.33	10.55	s 3.38	6.25	s 7.38	
49.64	Ecorse (Mill St.)...	6.53	7.01	7.12	7.36	10.59	3.44	6.28	7.43	
52.52	YD.....	6.57	7.06	7.15	7.39	11.02	3.48	6.31	7.46	
57.63	<i>Detroit</i>	7.10	7.20	7.30	7.50	11.13	4.00	6.45	8.00	
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	

Time shown at *Toledo* and *Detroit* is for information only.
 C—Stops on signal to discharge passengers from Washington, Baltimore, Philadelphia, Wilmington and Silver Springs.

(MICHIGAN DIVISION)

EASTERN STANDARD TIME **JACKSON TO GRAND RAPIDS BRANCH**

Miles from Jackson	STATIONS	WESTWARD—FIRST-CLASS									
		351	625								
		Saginaw Valley Express	See note								
		Daily	Beeliner								
LEAVE		A. M.	A. M.								
.....	Jackson.....	2.00	8.55								
10.41	Rives Jct.....	2.15	9.07								
24.20	Eaton Rapids...	A. M.	s 9.23								
34.93	Charlotte.....		s 9.38								
46.15	Vermontville.....		B 9.51								
49.80	Nashville.....		s 9.56								
61.41	Hast. Fr. Hse....		10.10								
62.03	Hastings.....		s 10.13								
73.23	Middleville.....		s 10.28								
79.29	Caledonia.....										
92.64	Hughart.....		10.50								
94.47	Grd. Rapids....		10.55								
ARRIVE		A. M.	A. M.								

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
 B—Stops daily except Sundays to receive and discharge passengers and handle U. S. Mail.

EASTERN STANDARD TIME

Miles from Grand Rapids	STATIONS	EASTWARD—FIRST-CLASS									
		352	628								
		Saginaw Valley Express	See note								
		Daily	Beeliner								
LEAVE		A. M.	P. M.								
.....	Grd. Rapids.....		1.00								
1.83	Hughart.....		1.04								
15.18	Caledonia.....		H 1.17								
21.24	Middleville.....		s 1.24								
32.44	Hastings.....		s 1.38								
33.06	Hast. Fr. Hse....		1.39								
44.67	Nashville.....		s 1.52								
48.32	Vermontville.....		E 1.56								
59.54	Charlotte.....		s 2.10								
70.27	Eaton Rapids....		s 2.24								
84.06	Rives Jct.....	12.35	2.40								
94.47	Jackson.....	12.55	2.55								
ARRIVE		A. M.	P. M.								

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
 E—Stops daily except Sunday to receive and discharge passengers and handle U. S. Mail.
 H—Stops on signal to receive passengers for Detroit.

EASTERN STANDARD TIME		DETROIT TO MACKINAW BRANCH					SECOND CLASS	
Miles from Detroit	STATIONS	NORTHWARD—FIRST-CLASS					209	Daily A. M.
		351	633	39	337	1		
		Saginaw Valley Express Daily	Beeline Daily	G.T.W. Daily Except Sunday	See notes The Northerner Daily	See note D S S & A Daily Except Sunday		
LEAVE	A. M.	A. M.	P. M.	P. M.				
4.27	Detroit		8.15		10.50			
8.12	Woodward Ave.		8.23		10.59			
15.63	North Yard		8.31		11.07			
22.40	Warren	f	8.40		11.17			
	Utica	f	8.49		11.25			
29.48	Rochester		s 9.00		11.33			
38.86	Lake Orion		s 9.12		11.44			
42.16	Oxford		s 9.19		s 11.53			
58.40	Lapeer Jct.		9.38		12.18			
58.94	Lapeer		s 9.41		s 12.24			
67.61	Columbiaville		s 9.51		H 12.36			
72.17	Otter Lake		s 9.59		12.42			
78.17	Millington		s 10.07		H 12.55			
84.77	Vassar		s 10.15		s 1.04			
84.77	Vassar		10.17		1.10			
89.74	Denmark Jct.		10.24		1.17			
102.80	Hoyt		10.38	P. M.	1.32			
104.90	MX	A. M.	10.43	5.23	1.37			
105.79	Saginaw	s 5.30	s 10.49	s 5.27	s 1.59			
106.52	Mershon	5.32	10.51	5.32	2.01			
116.87	Salzburg			P. M.				
118.91	Bay City W.S.	5.50	11.07		2.20			
119.42	Woodside							
119.61	Bay City E.S.	6.00	11.12		s 2.25	A. M.		
119.61	Bay City E.S.	A. M.	A. M.		2.45	9.45		
119.80	Woodside							
120.31	Bay City W.S.				2.48 338	9.50		
122.30	Wenona				3.00	10.30		
138.50	Pinconning				s 3.26			
147.33	Standish				s 3.40			
172.35	West Branch				s 4.21			
184.08	St. Helen				B 4.39			
196.74	Roscommon				s 4.59			
211.98	Grayling				s 5.19	s 3.30		
211.98	Grayling				5.31	4.00 210		
231.30	Otsego Lake				B 5.56			
238.83	Gaylord				s 6.22			
247.27	Vanderbilt				s 6.36			
257.89	Wolverine				s 6.51			
268.04	Indian River				s 7.10			
273.55	Topinabee				s 7.20			
280.03	Mullet Lake				s 7.30			
285.87	Cheboygan				s 7.50	A. M.		
301.93	Mackinaw				8.20	8.45	8.00	
	Arrive	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.
 Time shown at Detroit and Woodward Ave. is for information only.
 Time shown at Mackinaw for D S S & A No. 1 is for information only.
 B—Stops on signal to discharge passengers from Bay City and beyond.
 D—Stops on signal to discharge passengers from Saginaw and beyond and receive passengers for Detroit.
 E—Stops on signal daily except Sunday to receive parcel post when any for dispatch.
 G—Stops daily except Sunday.

EASTERN STANDARD TIME		DETROIT TO MACKINAW BRANCH					SECOND CLASS	
Miles from Mackinaw	STATIONS	SOUTHWARD—FIRST-CLASS					210	Daily A. M.
		634	38	338	352	2		
		See Notes Beeline Daily	G.T.W. Daily Except Sunday	See notes The Northerner Daily	Saginaw Valley Express Daily	See note DSS&A Daily Except Sunday		
LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.			
16.06	Mackinaw			9.15		8.05	9.15	
21.90	Cheboygan			s 9.40		P. M.		
28.38	Mullet Lake			s 9.50				
33.89	Topinabee			s 10.02				
	Indian River			s 10.17				
44.04	Wolverine			s 10.40				
54.66	Vanderbilt			s 10.58				
63.10	Gaylord			s 11.18				
70.63	Otsego Lake			D 11.27				
89.95	Grayling			s 11.55			s 2.30	
89.95	Grayling			12.02			4.00 209	
105.19	Roscommon			s 12.29				
117.85	St. Helen							
129.58	West Branch			s 1.09				
154.60	Standish			s 1.49				
163.43	Pinconning			s 2.05				
179.63	Wenona			2.33			7.10	
181.62	Bay City W.S.			2.48 337			7.15	
182.13	Woodside							
182.32	Bay City E.S.	P. M.		s 2.58	P. M.		8.00	
182.32	Bay City E.S.	1.30		3.13	9.30		P. M.	
182.51	Woodside							
183.02	Bay City W.S.			3.18				
185.06	Salzburg		P. M.					
195.41	Mershon	1.55	1.57	3.37	9.50			
196.14	Saginaw	s 2.00	s 2.02	s 3.58	s 10.10			
197.03	MX	2.04	2.06	4.03	P. M.			
199.13	Hoyt	2.10	P. M.	4.08				
212.19	Denmark Jct.	2.22		4.25				
217.16	Vassar	s 2.29		s 4.32				
217.16	Vassar	2.29		4.35				
223.76	Millington	s 2.37		B 4.46				
229.76	Otter Lake	E 2.44		B 4.56				
234.32	Columbiaville	f 2.50		B 5.03				
242.99	Lapeer	s 3.00		s 5.18				
243.53	Lapeer Jct.	3.02		5.21				
259.77	Oxford	s 3.22		s 5.49				
263.07	Lake Orion	G 3.27		B 5.55				
272.45	Rochester	s 3.40		s 6.10				
279.53	Utica	3.48		B 6.20				
286.30	Warren	f 3.57		B 6.30				
293.81	North Yard	4.07		6.42				
297.66	Woodward Ave.	4.16		6.52				
301.93	Detroit	4.25		7.05				
	ARRIVE	P. M.	P. M.	A. M.	P. M.		P. M.	

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.
 Time shown at Detroit and Woodward Ave. is for information only.
 Time shown at Mackinaw for D S S & A No. 2 is for information only.
 B—Stops on signal to discharge passengers from Saginaw and beyond and receive passengers for Detroit.
 D—Stops on signal to receive passengers for Bay City and beyond.
 E—Stops on signal daily except Sunday to receive parcel post when any for dispatch.
 G—Stops daily except Sunday.
 No. 634 stops at Columbiaville on signal daily except Sunday to receive parcel post.

(MICHIGAN DIVISION)
SAGINAW BRANCH
NORTHWARD—FIRST-CLASS

EASTERN STANDARD TIME

NORTHWARD		NORTHWARD—FIRST-CLASS			
Miles from Rives Jct.	STATIONS	351 See note	3	7	
		Saginaw Valley Express	C. & O.	C. & O.	
		Daily	Daily Except Sunday	Daily	
LEAVE		A. M.	A. M.	P. M.	
.....	Jackson.....	2.00			
5.09	Rives Jct.....	2.15			
8.59	Leslie.....				
	Underwood.....				
14.62	Mason.....	2.32			
23.38	Lansing Yard..	2.42	A. M.	P. M.	
26.45	MA.....	2.48	10.08	6.54	
26.50	Lansing.....	s 3.10	s 10.15	s 7.00	
27.41	No. Lansing...	3.15	10.17	7.02	
41.66	Laingsburg.....		A. M.	P. M.	
53.22	Owosso.....	s 4.05			
67.68	Chesaning.....	f 4.30			
75.24	St. Charles....	f 4.45			
85.19	Paines.....	5.00			
88.45	Fordney.....	5.05			
91.06	Saginaw.....	s 5.30			
104.88	Bay City, E.S....	6.00			
ARRIVE		A. M.	A. M.	P. M.	

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified. Time shown at Jackson and Bay City, E. S., is for information only.
No. 351 will reduce speed to 15 miles per hour at Laingsburg to insure safe delivery of U. S. Mail. Will reduce speed to 30 miles per hour at Chesaning and St. Charles to dispatch first-class mail and newspapers.

(MICHIGAN DIVISION)
DENMARK JCT.—BRANCH

EASTERN STANDARD TIME

NORTHWARD		SOUTHWARD			
Miles from Denmark Jct.	STATIONS	Miles from Bay City, E.S.	Miles from Bay City, E.S.		
				LEAVE	ARRIVE
				3.29	Denmark Jct.....	17.79
9.74	Reese.....	14.50			
14.92	Munger.....	8.05			
17.79	Water St. Jct.....	2.87			
	Bay City E.S.....				
ARRIVE		LEAVE			

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

(MICHIGAN DIVISION)
SAGINAW BRANCH
SOUTHWARD—FIRST-CLASS

EASTERN STANDARD TIME

SOUTHWARD		SOUTHWARD—FIRST-CLASS			
Miles from Saginaw	STATIONS	2	6	352	
		C. & O.	C. & O.	Saginaw Valley Express	
		Daily Except Sunday	Daily	Daily	
LEAVE		A. M.	P. M.	P. M.	
.....	Bay City, E. S..			9.30	
2.61	Saginaw.....			s 10.10	
5.87	Fordney.....			10.20	
15.82	Paines.....			10.25	
	St. Charles....			f 10.37	
23.38	Chesaning.....			f 10.46	
37.84	Owosso.....			s 11.07	
49.40	Laingsburg.....	A. M.	P. M.		
63.65	No. Lansing...	8.46	6.25	11.35	
64.56	Lansing.....	s 8.56	s 6.37	s 11.55	
64.61	MA.....	8.57	6.38	11.56	
67.68	Lansing Yard..	A. M.	P. M.	12.02	
76.44	Mason.....			12.13	
82.47	Underwood.....				
85.97	Leslie.....				
91.06	Rives Jct.....			12.35	
101.47	Jackson.....			12.55	
ARRIVE		A. M.	P. M.	A. M.	

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified. Time shown at Jackson and Bay City, E. S. is for information only.

(MICHIGAN DIVISION)
BAY CITY TO MIDLAND BRANCH

EASTERN STANDARD TIME

WESTWARD—First Class		EASTWARD—First Class	
Miles from Bay City, E.S.	633	634	Miles from Midland
	Beeliner	Beeliner	
	Daily	Daily	
A. M.		P. M.	
0.70	11.17	1.27	19.62
1.68	11.22	1.22	18.92
11.04			17.94
19.62	11.59	12.50	8.58
A. M.		P. M.	

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

(MICHIGAN DIVISION)

AIR LINE

EASTERN STANDARD TIME

Miles from Jackson	WESTWARD			STATIONS	EASTWARD			Miles from Three Rivers
	Local	Freight	Tuesday & Friday		Local	Freight	Wednesday & Saturday	
	Freight							
	A.M.	LEAVE	ARRIVE		P.M.			
	9.30			Jackson			4.30	70.35
1.09				Jackson Jct.				70.06
5.08				OD				69.26
				Haires				65.27
10.54				Spring Arbor				59.81
15.00				Concord				55.35
24.41				Homer				45.94
27.67				Clarendon				42.68
34.26				Tekonsha				36.09
38.25				Burlington				32.10
42.44				Union City				27.91
49.28				Sherwood				21.07
54.56				Colon				15.79
61.49				Wasepi				8.86
65.16				Centerville				5.19
70.35	4.00			Three Rivers			9.15	
	P.M.							A.M.

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

For information only; not conferring time table superiority.

EASTERN STANDARD TIME (MICHIGAN DIVISION)

YPSILANTI BRANCH

Miles from Ypsilanti	WESTWARD		STATIONS	EASTWARD	
	Local	Freight		Local	Freight
	Freight				
	Wednesday & Saturday	Tuesday and Friday		Tuesday and Friday	Wednesday & Saturday
	9.30		Ypsilanti	5.00	61.12
7.06			Pittsfield Jct.		54.06
11.08			Saline		50.04
17.32			Bridgewater		43.80
25.43			Manchester Jct.		35.69
26.07			Manchester		36.33
25.43			Manchester Jct.		35.69
35.68			Brooklyn		25.44
40.69			Cement City		20.43
43.45			Somerset		17.67
45.26			Somerset Centre		15.86
48.88			Jerome		12.24
53.62			North Adams		7.50
61.12	5.00		Hillsdale	10.00	39.59
	P.M.				

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For information only. Not conferring time table superiority.

EASTERN STANDARD TIME (MICHIGAN DIVISION)

SOUTH HAVEN BRANCH

Miles from BO	WESTWARD		STATIONS	EASTWARD	
	Local Turn.	Freight		Local Turn.	Freight
	Freight				
	Tues., Thur., Sat.	Tues., Thur., Sat.		Tues., Thur., Sat.	Tues., Thur., Sat.
	10.00		BO	5.15	39.59
5.52			Doubling Tr'k		34.07
9.10			Alamo		30.49
12.78			Mentha		26.81
14.86			Kendall		24.73
18.52			Gobles		21.07
23.00			Bloomington		16.59
29.21			Grand Jct.		10.38
31.98			Lacota		7.61
35.05			Kibbie		4.54
39.59	2.00		South Haven	3.30	
	P.M.				

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

For information only. Not conferring time table superiority.

EASTERN STANDARD TIME (MICHIGAN DIVISION)

KALAMAZOO BRANCH

Miles from Grand Rapids	SOUTHWARD		STATIONS	NORTHWARD		Miles from White Pigeon
	Local	Freight		Allegan Turn	Local	
	Freight					
	Daily Ex. Sun.	Daily Ex. Sun. and Holidays		Daily Ex. Sun. and Holidays	Daily Ex. Sun.	
	11.00		Grand Rapids	7.00	94.47	
3.41			Lamar		91.12	
11.89			Byron Center		82.64	
17.82			Dorr		76.71	
21.49			Hilliards		73.04	
25.41			Hopkins		69.12	
32.68	2.01	3.30	Allegan	3.00	61.85	
42.47			Otsego		52.06	
46.45			Plainwell		48.08	
57.65			No. Yd. (K'zoo)		36.88	
57.83		6.30	BO	11.00	36.76	
60.40	4.30	P.M.	So. Yd. (K'zoo)	A.M.	34.13	
64.67			Portage		29.86	
71.53			Schoolcraft		23.05	
74.64			Flowerfield		19.89	
78.13			Moorepark		16.40	
83.75			Three Rivers		10.78	
90.63			Constantine		3.92	
94.47	6.00		White Pigeon	12.01		
	P.M.	P.M.	ARRIVE | LEAVE	A.M.	P.M.	

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.

For information only. Not conferring time table superiority.

CENTRAL STANDARD TIME (WEST DIVISION)

ST. JOSEPH BRANCH

Miles from Baroda	WESTWARD		STATIONS	EASTWARD	
	Local	Freight		Local	Freight
	Freight				
	Wednesday & Saturday	Tuesday and Friday		Tuesday and Friday	Wednesday & Saturday
	4.07		Baroda		11.46
7.22			Derby		7.39
			Vineland		4.24
11.46			St. Joseph		
			ARRIVE | LEAVE		

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

EASTERN STANDARD TIME (MICHIGAN DIVISION)

GLADWIN BRANCH

Miles from Pinconning	WESTWARD		STATIONS	EASTWARD	
	Local	Freight		Local	Freight
	Freight				
	Thursdays	Thursdays		Thursdays	Thursdays
	10.30		Pinconning	5.30	27.43
3.28			Woodville		24.15
5.42			Nine Mile		22.01
7.94			Mt. Forrest		19.49
11.24			Rhodes		16.19
17.79			Highwood		9.64
21.15			Winegars		6.28
27.43	1.00		Gladwin	3.00	
	P.M.		ARRIVE | LEAVE	P.M.	

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

For information only. Not conferring time table superiority.

EASTERN STANDARD TIME (MICHIGAN DIVISION)

C. K. & S. BRANCH

Miles from Kalamazoo	NORTHWARD		STATIONS	SOUTHWARD	
	Local	Freight		Local	Freight
	Freight				
	Daily Ex. Sun.	Daily Ex. Sun. and Holidays		Daily Ex. Sun. and Holidays	Daily Ex. Sun.
	8.88		BO		18.77
14.67			Richland Jct.		9.89
17.76			Doster		4.10
18.77			Neeleys		1.01
			Hooper		
			ARRIVE | LEAVE		
			STATIONS		
			LEAVE | ARRIVE		
2.94			Richland Jct.		2.94
			Richland		
			ARRIVE | LEAVE		

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

EASTERN STANDARD TIME (MICHIGAN DIVISION)

LANSING BRANCH

Miles from Springport	SOUTHWARD		STATIONS	NORTHWARD	
	Local	Freight		Local	Freight
	Freight				
	Wednesday & Saturday	Tuesday and Friday		Tuesday and Friday	Wednesday & Saturday
	4.07		Springport		10.46
10.46			Devereaux		6.39
			Albion		
			ARRIVE | LEAVE		

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

EASTERN STANDARD TIME (MICHIGAN DIVISION)

MIDLAND BRANCH

Miles from Bay City E. S.	WESTWARD		STATIONS	EASTWARD	
	Local	Freight		Local	Freight
	Freight				
	Daily ex. Sun. and Holidays	Daily ex. Sun. and Holidays		Daily ex. Sun. and Holidays	Daily ex. Sun. and Holidays
	1.45		Bay City E. S.		19.62
0.70			Bay City W. S.		18.92
1.68			B. C. & B. C. Jct.		17.94
11.04			Auburn		8.58
19.62	4.15		Midland		7.15
			ARRIVE | LEAVE		

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

For information only. Not conferring time table superiority.

(MICHIGAN DIVISION) EASTERN STANDARD TIME CARO BRANCH					(WEST DIVISION) CENTRAL STANDARD TIME JOLIET BRANCH						
NORTH-WARD		SOUTH-WARD		WEST-WARD		EAST-WARD					
Miles from Vassar	Caro Local	STATIONS	Caro Local	Miles from Bach	Miles from East Gary	STATIONS	Miles from Joliet				
	Freight		Freight								
Daily Except Sunday and Holidays		Daily Except Sunday and Holidays									
A. M.		LEAVE	ARRIVE	P. M.							
.....	10.30	Vassar.....	1.30	28.06	.....	East Gary.....	44.37				
0.36	.....	Caro Junction.....	.....	27.70	2.93	Liverpool.....	41.44				
5.44	.....	Watrousville.....	.....	22.62	5.39	South Gary.....	38.98				
9.36	.....	Wahjamega.....	.....	18.70	7.81	Ross.....	36.56				
.....	.....	.....	.....	.....	10.15	Griffith.....	34.22				
13.66	11.30	Caro.....	12.30	14.40	.....	Hartsdale.....	32.19				
22.06	A. M.	Colling.....	P. M.	6.00	12.18	Dyer.....	28.93				
.....	.....	.....	.....	.....	15.44	Chicago Heights.....	23.00				
28.06	.....	Bach.....	.....	.....	21.37	Matteson.....	19.57				
.....	.....	.....	.....	.....	24.80	Frankfort.....	11.90				
.....	.....	.....	.....	.....	32.47	.....	.....		
.....	37.14	Spencer.....	7.23				
.....	38.60	Steele.....	5.77				
.....	44.37	Joliet.....				
A. M.		ARRIVE	LEAVE	P. M.	ARRIVE LEAVE						

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For information only. Not conferring time table superiority.

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

(WEST DIVISION) CENTRAL STANDARD TIME SOUTH BEND BRANCH										
Miles from Benton Harbor	SOUTHWARD				STATIONS	NORTHWARD				Miles from South Bend
	Local					Local				
Daily Except Saturday		Daily Except Saturday				Daily Except Sunday				
P. M.		P. M.		LEAVE	ARRIVE	A. M.				
.....	9.00	.....	.....	Benton Harbor.....	.....	6.00	37.41		
2.77	Napier.....	.....	.....	34.64			
7.14	Sodus.....	.....	.....	30.27			
12.72	Eau Claire.....	.....	.....	24.69			
14.99	Berrien Centre.....	.....	.....	22.42			
18.98	Fairland.....	.....	.....	18.43			
26.11	Niles Jct.....	.....	.....	11.30			
28.19	Lake Street.....	.....	.....	13.38			
28.28	12.01	.....	.....	Niles.....	.....	4.00	13.47		
26.11	Niles Jct.....	.....	.....	11.30			
28.72	Bertrand.....	.....	.....	8.69			
30.77	Webster.....	.....	.....	6.64			
33.47	Notre Dame.....	.....	.....	3.94			
36.40	NX-HF Tower.....	.....	.....	1.01			
37.41	1.00	.....	.....	South Bend (N.Y.C. Sta.).....	.....	2.00	.....		
A. M.		A. M.		ARRIVE	LEAVE	A. M.				

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.
For information only. Not conferring time table superiority.

DETROIT TO JACKSON, BATTLE CREEK, KALAMAZOO, NILES, GIBSON, BLUE ISLAND, U. S. YARDS, JOLIET, AND CHICAGO														
EASTERN STANDARD TIME					WESTWARD-FREIGHT TRAINS									
Miles from Detroit	STATIONS	T.L. 2	N.E. 1	D.C. 7	N.J. 1	M.C. 1	D.C. 1	T.J. 2	N.J. 3	D.J. 5	D.J. 3	J.C. 1	D.C. 3	
		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
Daily		Daily except Monday	Daily except Monday	Daily	Daily	Daily ex. Sun. & Mon.	Daily except Tuesday	Daily	Daily ex. Sun. & Mon.	Daily	Daily except Sunday	Daily except Sunday		
A. M.		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	LEAVE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Detroit.....	1.30	.....	5.30	.....	1.30	1.30	2.00	.....	5.00	7.00	P. M.	9.00	.....
.....	Jackson.....	3.30	.....	10.00	.....	5.00	5.30	5.00	.....	8.30	10.00	9.00	2.30	.....
.....	Battle Creek.....	A. M.	.....	.....	.....	.....	.....	P. M.	.....	.....	P. M.	12.30	.....	.....
.....	Kalamazoo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.30	.....	.....
190.56	Niles.....	.....	.....	1.30	.....	8.30	9.00	.....	.....	11.30	.....	5.00	6.30	.....
.....	ARRIVE	A. M.	.....	P. M.	.....	P. M.	P. M.	P. M.	.....	P. M.	P. M.	A. M.	A. M.	.....

CENTRAL STANDARD TIME										
LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	
190.56	Niles.....	1.00	3.00	12.15	.....	9.00	.....	7.15	1.00	8.00
.....	Joliet.....	.....	.....	8.15	.....	.....	.....	3.15	6.00	.....
.....	Gibson.....	.....	5.30	P. M.	.....	.....	.....	A. M.	A. M.	12.01
.....	Blue Island.....	.....	P. M.	.....	.....	.....	.....	.....	.....	P. M.
.....	U. S. Yards.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Kensington.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Englewood.....	.....	4.30	.....	.....	.....	.....	.....	.....	.....
283.48	Chicago.....	A. M.	.....	.....	.....	.....	.....	.....	.....	.....
.....	ARRIVE	A. M.	A. M.	P. M.	P. M.	.....	A. M.	P. M.	A. M.	P. M.

For information only—not conferring time table superiority.

DETROIT TO JACKSON, BATTLE CREEK, KALAMAZOO, NILES, GIBSON, BLUE ISLAND, U. S. YARDS, JOLIET, AND CHICAGO									
EASTERN STANDARD TIME					WESTWARD-FREIGHT TRAINS-LOCALS				
Miles from Detroit	STATIONS	J.K. 1	Botsford, Battle Creek Turn	Wayne switch run	Niles, Michigan City Turn	Gibson, East Gary Turn	Joliet Local	K.N. 1	
		Freight	Freight	Freight	Freight	Freight	Freight	Freight	
Monday Wednesday and Friday Only		Monday Wednesday Friday	Except Sunday and Holidays	Monday Wednesday Saturday	Except Sunday	Daily	Monday Wednesday and Friday		
A. M.		P. M.	A. M.	A. M.	P. M.	A. M.	A. M.		
.....	LEAVE	.....	.....	.....	.....	.....	.....
.....	Detroit.....	A. M.	.....	8.15	.....	.....	.....
.....	Jackson.....	8.30	.....	.....	.....	.....	.....
.....	Battle Creek.....	.....	.....	.....	.....	.....	.....
.....	Kalamazoo.....	4.30	5.00	.....	.....	.....	.....
190.56	Niles.....	P. M.	.....	.....	.....	.....	.....	A. M.	11.15
.....	ARRIVE	P. M.	P. M.	A. M.	.....	.....	.....	P. M.	7.00

CENTRAL STANDARD TIME									
LEAVE	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
190.56	Niles.....	.....	.....	9.30	.....	7.15	.....	.....	.....
.....	Joliet.....	.....	.....	.....	.....	3.15	.....	.....	.....
.....	Gibson.....	.....	.....	.....	3.30	.....	.....	.....	.....
.....	Blue Island.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	U. S. Yards.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Kensington.....	.....	.....	.....	.....	.....	.....	.....	.....
283.48	Chicago.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	ARRIVE	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.

For information only—not conferring time table superiority.

CHICAGO, U. S. YARDS, BLUE ISLAND, KENSINGTON, CALUMET PARK, GIBSON, JOLIET AND NILES TO KALAMAZOO, BATTLE CREEK, JACKSON, DETROIT AND WINDSOR

CENTRAL STANDARD TIME EASTWARD-FREIGHT TRAINS

Table with columns for Stations (Chicago, U.S. Yards, Kensington, Blue Island, Calumet Park, Gibson, Joliet, Niles) and various freight train services (1/A J.S., N.J., E.N., G.D., J.T., 1st N.D., J.N., Stock Sec, U.S. Yds, B.I., 2/ND, J.T., J.W.). Includes departure and arrival times.

EASTERN STANDARD TIME

Table showing Eastern Standard Time for the same routes as the Central Standard Time table, with columns for LEAVE and ARRIVE times.

For information only—not conferring time table superiority.

CHICAGO, U. S. YARDS, BLUE ISLAND, KENSINGTON, CALUMET PARK, GIBSON, JOLIET AND NILES TO KALAMAZOO, BATTLE CREEK, JACKSON, DETROIT AND WINDSOR

CENTRAL STANDARD TIME EASTWARD-FREIGHT TRAINS-LOCALS

Table for local freight trains between Chicago and stations like Botsford, K.J., Wayne, Niles, Gibson, Joliet, and N.K. Includes service days and times.

EASTERN STANDARD TIME

Table showing Eastern Standard Time for the local freight train routes.

For information only—not conferring time table superiority.

DETROIT-TOLEDO BRANCH STANLEY YARD AND VIENNA JCT. TO DETROIT

NORTHWARD-FREIGHT TRAINS

Table for Detroit-Toledo Branch Northward Freight Trains, listing stations (Stanley Yard, Vienna Jct., Detroit) and times for various freight services (P.D., T.J., T.B., T.L., M.C.).

For information only; not conferring time table superiority.

DETROIT-TOLEDO BRANCH DETROIT TO VIENNA JCT. AND STANLEY YARD

SOUTHWARD-FREIGHT TRAINS

Table for Detroit-Toledo Branch Southward Freight Trains, listing stations (Detroit, Vienna Jct., Stanley Yard) and times for various freight services (J.T., D.S.L., E.T.).

For information only; not conferring time table superiority.

DETROIT TO MACKINAW BRANCH DETROIT TO SAGINAW, BAY CITY AND MACKINAW

NORTHWARD-FREIGHT TRAINS

Table for Detroit to Mackinaw Branch Northward Freight Trains, listing stations (Detroit, Mackinaw, Bay City, Saginaw, Vassar, Lake Orion, Oxford) and times for various freight services (T.B., NO. 209, Warren, Roch., Caro, D.B.).

For information only; not conferring time table superiority.

DETROIT TO MACKINAW BRANCH MACKINAW, BAY CITY, AND SAGINAW TO DETROIT

SOUTHWARD-FREIGHT TRAINS

Table for Detroit to Mackinaw Branch Southward Freight Trains, listing stations (Mackinaw, Bay City, Saginaw, Vassar, Lake Orion, Rochester, Warren, Detroit) and times for various freight services (B.D., S.D., Caro, Lake, NO. 210, Warren, Roch.).

For information only; not conferring time table superiority.

SAGINAW BRANCH JACKSON TO LANSING, SAGINAW AND BAY CITY

NORTHWARD-FREIGHT TRAINS

Table for Saginaw Branch Northward Freight Trains, listing stations (Jackson, Lansing, Saginaw, Bay City) and times for various freight services (J.B., T.L., Lansing, Jackson, J.B.).

For information only; not conferring time table superiority.

SAGINAW BRANCH BAY CITY TO SAGINAW, LANSING AND JACKSON

SOUTHWARD-FREIGHT TRAINS

Table for Saginaw Branch Southward Freight Trains, listing stations (Bay City, Saginaw, Lansing, Jackson) and times for various freight services (B.J., Lansing, Jackson, L.J., B.J.).

For information only; not conferring time table superiority.

JACKSON TO GRAND RAPIDS BRANCH JACKSON TO GRAND RAPIDS

WESTWARD-FREIGHT TRAINS

Table for Jackson to Grand Rapids Branch Westward Freight Trains, listing stations (Jackson, Charlotte, Grand Rapids) and times for various freight services (J.R., J.R.).

For information only; not conferring time table superiority.

JACKSON TO GRAND RAPIDS BRANCH GRAND RAPIDS TO JACKSON

EASTWARD-FREIGHT TRAINS

Table for Jackson to Grand Rapids Branch Eastward Freight Trains, listing stations (Grand Rapids, Charlotte, Jackson) and times for various freight services (R.J., R.J.).

For information only; not conferring time table superiority.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES DETROIT TO CHICAGO

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Detroit..... Open day and night	C.S.	F			Telegraph office.....		T.D.-YD-DM-B
Town Line..... Open day and night	C.S.	J	71 T.O.	INT. T.O.	Signal station.....	N	T.D.-YD-M-B-Y
			81	82	Signal 81 in booth.....	N	B
				92	Crossover at Smith's Creek in booth....	N	T.D.-M-B
			91		East of Elm St. Ford crossing in booth..	N	T.D.-M-B
Dearborn.....	C.S.	DN	8.80		Freight office.....	N	T.D.-M-B
			101	102	East switch westward siding in booth...	N	T.D.-M-B
			111	112	Middlecrossover westward siding in booth.	N	T.D.-M-B
			123	124	West End westward siding in booth.....	N	T.D.-M-B
					900' east of MP D-13 in booth.....	N	B
Inkster.....			13.6	133	West side of Inkster Rd. in booth.....	N	T.D.-M-B
				143	At Signal 143-144 in booth.....	N	B
Eloise.....			13.84		At switch east of station in booth.....	N	T.D.-M-B
				153	500' west MP D-16 in booth.....	N	B
Wayne.....	C.S.		16.12	163 TS	East end eastward siding in booth.....	N	T.D.-M-B
					Wayne freight house.....	N	T.D.-M-B
				172	Between freight house & tower in booth.	N	T.D.-M-B
Wayne Jct..... Open day and night	C.S.	WA	16.75	INT.	INT.	S	T.D.-M-B
				191	West end westward siding in booth.....	N	T.D.-M-B
				201	Signal 201-202 in booth.....	N	B
				213	Signal 213-214 in booth.....	N	B
				223	Signal 223 in booth.....	N	B
				233	Signal 233 in booth.....	N	B
Denton.....			23.39		West side of Denton Road in booth.....	N	T.D.-M-B
				251 TS	¼ mi. west MP D-25 in booth.....	S	B
					East end westward siding in pole box...	N	T.D.-M-B
Willow Run.....	C.S.		26.17	261	Freight office.....	S	T.D.-M-B
				271	500' east MP D-27 in pole box.....	N	T.D.-M-B
				274	West end westward siding in booth.....	N	T.D.-M-B
				283	Signal 284 MP D-22½ in booth.....	N	B
					284 G TS	N	B
Ypsilanti..... 12:01 AM to 7:50 AM 8:10 AM to 4:10 PM 11:50 PM to 12 Midnight	C.S.	YN	28.04	T.O.	T.O.	N	T.D.-M-B
					Martin Dawson track in pole box.....	N	T.D.-M-B-Y
					Ticket office.....	N	T.D.-M-B-Y
					Baggage room.....	N	T.D.-M-B-Y
					Freight office.....	S	M-Y
					Forest Ave. in booth.....	N	T.D.-M-B-Y
					Ypsilanti branch in booth.....	S	T.D.-M-B-Y
				293	Paper mill switch in booth.....	N	T.D.-M-B
				303	Signal 303 in booth.....	N	B
Shanghai Pit.....			30.40	313	East end in pole box.....	N	T.D.-M-B
					3400' west MP D-32.....	N	B
Geddes.....			31.95	331	100' east of Geddes Road in booth.....	N	T.D.-M-B
					East end eastward siding in booth.....	S	T.D.-M-B
				341	At signal 341 in booth.....	N	B
					West end Geddes siding in booth.....	S	T.D.-M-B
				353 TS	At signal 353 in booth.....	S	B
				363	University switch in booth.....	N	T.D.-M-B
					East end westward siding in booth.....	N	T.D.-M-B
Ann Arbor..... Open day and night	C.S.	SY	35.88	T.O.	T.O.	S	T.D.-M-B
					Telegraph office entrance on wall.....	S	T.D.-M
					Freight office.....	S	T.D.-M-B
					Booth at E. end of delivery track.....	S	T.D.-M-B
					Booth at Crossover from siding to main track.....	N	T.D.-M-B
				373	West end of south siding in booth.....	N	T.D.-M-B
				383	Between U.S.-23 and Barton Dam in booth	N	B
				393	At curve west of Barton Dam.....	N	B
				403	Fosters Crossing in booth.....	N	B
				411	Slab Crossing in booth.....	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES DETROIT TO CHICAGO

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
Delhi.....		41.17	421 433	432	East of highway in booth.....	N	T.D.-M-B	
					Near Semaphore Spring in booth.....	N	T.D.-M-B	
					King Seeley Plant Sw in booth.....	N	T.D.-M-B	
Kinnear.....		43.76	443	444	2½ miles east of Dexter in booth.....	N	T.D.-M-B	
			453 461-TS T.O.	454 T.O.	East end of Dexter south siding in booth.	S	T.D.-M-B	
					Westward H.I. & O.S. signal in booth...	N	T.D.-M	
					Telegraph & in waiting room on wall...	S	T.D.-M-B	
					East end of north siding in booth.....	N	T.D.-M-B	
					At eastward H.I. & O.S. signal.....	N	T.D.-M	
					West end of north siding in booth.....	N	T.D.-M-B	
Dexter..... 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	D	45.37	471	472			
				483 493	482-TS 492 502	At Prospect Pit curve in booth.....	N	B
					At woods near crossing in booth.....	N	B	
Four Mile Lake.....		49.89	511	512	East end of Elevator in booth.....	N	B	
Chelsea Track Pan.....			521 531-TS	522 532	East of track pan in booth.....	N	T.D.-M-B	
					Track pan pumping station in booth...	S	T.D.-M-B	
					East of Chelsea on Dexter Rd. in booth.	N	B	
Chelsea..... Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	CS	52.67	T.O. 541	T.O. 542	Chelsea westbound H.I. & O.S. signal in booth S-531.....	N	T.D.-M-B
						Opposite freight office in booth.....	N	T.D.-M-B
						East end of eastward siding in booth...	N	T.D.-M-B
						West end of eastward siding in booth...	N	T.D.-M-B
						At Eastbound H.I. & O.S. signal in booth	N	T.D.-M-B
				561-G	564-TS	Just west of U.S.-12 underpass in box on pole.....	N	T.D.-M-B
				571-G	574	At Hoppe Road near spring in booth....	N	B
				581-G	592			
				593-TS	604			
Francisco.....		59.68	603	612	Near H.I. & O.S. signal 593 in booth....	N	B	
			613	622	At Francisco west bound H.I. & O.S. signal in booth S-593.....	N	T.D.-M	
			623	632	North siding east end in booth.....	N	T.D.-M-B	
			633	632	At crossover in booth.....	N	T.D.-M-B	
					North siding west end in booth.....	N	T.D.-M-B	
Grass Lake..... Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	G	63.78	643-TS T.O.	644 T.O.	Second Road east of Grass Lake in booth.	N	B
						At south siding east end in booth.....	S	T.D.-M-B
						At crossover in booth.....	N	T.D.-M-B
						At eastbound H.I. & O.S. signal 654 in booth.....	N	T.D.-M
				661	654-TS 664	At north siding west end in booth.....	N	T.D.-M-B
Leoni.....		66.83	671 683	682 692	At Craft Road along Old U.S.-12 in booth	N	B	
					At Haybill Road along Old U.S.-12 in booth.....	N	B	
					At Old U.S.-12 in booth.....	N	T.D.-M-B	
					Along Old U.S.-12 west of Leoni.....	N	B	
Michigan Center.....		69.13			At Reverse Curve east of Michigan Center in box on pole.....	N	T.D.-M-B	
					East of Ballard Road in booth.....	N	B	
					At Sixth St. in booth.....	N	B	
					At Sparks Withington Plant switch in booth.....	N	T.D.-M-B	
					At Falahee Road in booth.....	N	B	
East Yard..... Day and night	C.S.	YD	71.76	INT. 741	INT. 744	Telegraph office.....	S	T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
DETROIT TO CHICAGO

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
Jackson 7:00 AM to 6:15 PM Exc. Sat. and Sun. Pearl St. Day and night	C.S. C.S.	SF PS	74.07	INT. T.O. INT. 761-G-TS	752 T.O. INT. INT. 762	Telegraph office. In Yard Master's office In tower. At Blackstone St. in box on pole At Stewart St. in box on pole At Wisner St. in box on pole	N N S N N N	T.D.-M-B T.D.-M-YD-LS T.D.-M-B-YD. T.D.-M-B T.D.-M-B T.D.-M-B
West Hill			77.01	771-G 781 793	774 792 802	At Wildwood Ave. east end west siding in booth. West Hill in booth. West end of westbound siding in booth. At west end Butlers crossing in booth. At signal No. 792 in booth. At signal No. 802 in booth. At Sandstone Creek in booth.	N N N N N N N	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B B B B
Sandstone			80.26	811 823 833 843-TS	812 824 844	At switch in booth. At signal 823 in booth. At signal 824 in booth. At signal No. 833 in booth. At signal No. 843 in booth.	N N N N N	T.D.-M-B B B B B
Parma Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	P	84.87	861-T.O. 871	862-T.O. 874	At crossover (lumber yard) Signal shanty east end. Westbound siding in booth. West end west bound siding in booth.	N N N N	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B
				883 893 903 921 931 943		Two (2) miles west of Parma in booth. At North Concord M.P.-89 plus 37 in box on pole. At Big S curve in booth. Five miles west of Parma in booth. Bath Mills in booth. First booth west of Bath-Mills in booth. Second booth east of Albion foot ball. Field in booth. At Albion college field in booth.	N N N N N N N	B T.D.-M-B B B B B B
Albion Day and night	C.S.	A	94.38	INT. T.O. 973	962-T.O. 972 982-TS	Telegraph office. At signal shanty in booth. Albion St. east end W.B. siding in booth. West end of W.B. siding in booth.	S N N N	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B
				983	994	First booth along highway west of west-bound siding in booth. First booth west of Starr Commonwealth in booth. First booth east of Marengo.	N N N	B B B
Marengo			99.68	1003 1021 1032 1033	1004 1022 1032	In box on pole at switch. At signal No. 1021 in booth. At signal No. 1032 in booth. At signal No. 1033 in booth.	N N N N	T.D.-M-B B B T.D.-M-B
Marshall Track Pan			105.06	1043 1061-TS	1042 1052 1062	One mile east of Marshall track pan in booth. East end of Marshall track pan in booth. In pump house. At signal No. 1062 west end of pan in booth.	N N S N	B B T.D.-M-B B
				1063	1072	East yard limits of Marshall in booth. At signal shanty in booth.	N S	B B
Marshall Daily 12:01 AM to 4:00 PM	C.S.	MH	106.12	T.O. 1073 1091 1101	T.O. 1082 1092 1104-TS	Telegraph office. At Kalamazoo Ave. west of depot at crossover in booth. Section men's shanty in booth. At crossover near furnace factory in booth.	N S S S	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B
				1111 1121	1114 1124	West end of eastbound siding in booth. West end westbound siding in booth. First booth east of eastbound H.I. & O.S. signal in booth. 200 ft. west of eastbound H.I. & O.S. signal in booth. First booth east of Ceresco.	S N N N N	T.D.-M-B T.D.-M-B B B B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
DETROIT TO CHICAGO

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
Ceresco		113.38	1131 1143	1142 1152	Opposite station in booth. West of Ceresco in booth.	N B	T.D.-M-B B	
Signal 1161 (3 miles east of Nichols)			1161 1173	1162 1174	Second booth west of Ceresco. M.P.-115 plus 23 in booth. At signal 1161 in box on pole. Just east of U.S.-12 overhead bridge in booth. Just east of 2nd overhead bridge in booth.	N N N N S	B B T.D.-M-B B B	
			1183	1184	Opposite Kelloggs in box on pole. Across from Kelloggs east of crossing. At Lansing Ave. in booth. One block east of Nichols Tower in booth.	S S S S	T.D.-M-B T.D.-M-B T.D.-M-YD T.D.-M-YD	
Nichols Open day and night	C.S.	HI	118.29	INT. INT. 1195	1202	Booth just east of Grenville St. In booth at Elm Ave. Yard masters' office Division St.	N N N	T.D.-M-B-YD T.D.-M-YD T.D.-M
Battle Creek Daily except Saturdays & Sundays 8:00 AM to 5:00 PM	C.S.	B	119.20	1203 T.O.-TS 1204 T.O. 1212	1212	Telegraph office.	N	T.D.-M-B-YD
Rumley Yard				1211 1223 1233	1214 1224 1234 TS	East crossover in booth. In yard office. In cabin west end. Eastbound head-in switch in booth. West end westward siding in booth. Booth 400 ft. west of Harmonia Rd.	S S S S N N	T.D.-M-YD T.D.-M-YD T.D.-M-YD T.D.-M T.D.-M-B B
Fort Custer Crossover				1243 1253	1244	In Cabin at Crossover. Booth MP 126. Booth MP 127.	N N N	T.D.-M-B B T.D.-M-B
				1271 1283 1293 TS	1254 1272 1282	Booth between MP 127-128. At signal 1282 in booth. Booth. At crossover in booth.	N N N N	B B B T.D.-M-B
Augusta Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	GS	128.82	T.O. T.O. 1304	T.O.	Across from station in Booth. Telegraph Office. East end westward siding in booth. 3500 ft. east of Coal Chutes in box on pole.	S S S S	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B
Augusta Coal Chutes		130.03	1303 1321	1322 TS	In cabin at coal chutes. In cabin at west crossover East bound head-in signal in box on pole	N N S	T.D.-M-B B T.D.-M-B	
				1331 1341	1334	Booth. Booth. Booth at east crossover.	S S S	B B T.D.-M-B
Galesburg		133.23	1351 1363	1352 1364	Booth east end of station. Booth. Booth. Booth.	S N N N	T.D.-M-B B B B	
Consumers Power Siding			1373		Booth at cross over.	N	T.D.-M-B	
Comstock		138.15	1383 1401 TS	1374 1384 1402	Booth west of crossing flagman's cabin.	N	T.D.-M-B	
Botsford		140.61	1411 INT.	1404 1414 INT.	Booth at Rex Paper Mill switch. Booth at Hawthorne Paper Mill switch. Booth at Kalamazoo Paper Mill east end, westward siding. In box on pole at crossover. Cabin near pump house. In yard office. In box on pole west end westward siding. Booth west crossover.	N N N N NS S N N	T.D.-M-B T.D.-M-B T.B.-M-YD T.D.-M-B T.D.-M-B T.D.-M-YD T.D.-M-YD T.D.-M-YD T.D.-M-YD	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
DETROIT TO CHICAGO

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
"BO" Open day and night	C.S. BO	141.75	INT. INT.	INT.	Tower..... In Pennsylvania Tower.....	N N	T.D.-M-YD T.D.-M-YD-LS
Kalamazoo..... Daily except Saturdays & Sundays 9:00 AM to 6:00 PM	C.S. K	142.03	1433 T.O. 1441 G	1434 T.O. 1436	Station..... In general yard masters office..... In Church St. Tower..... Booth at Cooley St..... In box on pole west of Michigan Ave..... In box on pole asylum switch.....	N S N N N N	T.D.-M-YD-LS T.D.-MD-Y YD TD-YD T.D.-M-B T.D.-M-B
Kalamazoo Hill.....			1451 G 1461 1473 1483	1444 1462 1472 1484	In booth at crossover..... In booth Kalamazoo Hill..... Booth..... Booth.....	N N N N	T.D.-M-B B B B
Miller.....		149.31	1501 TS 1511 1521 1533 1543	1502 1514 1524 GTS 1534 1544	Booth..... Booth east end westward siding..... Booth at main track crossover..... Booth at west switch, westward siding..... Booth at Curve..... Booth at US-12 underpass..... Booth..... Booth.....	N N N N N N N N	B T.D.-M-B T.D.-M-B T.D.-M-B B B B B
Mattawan..... Open 8:00 AM to 5:00 PM Exc. Sat., Sun. & Holidays	C.S. RN	155.06	1561 T.O. 1571 1583	1554 T.O.	Booth at east crossover switches..... Pole box in waiting room..... Booth..... Booth..... Booth at underpass..... Booth at signal 1571..... Booth at crossover switches.....	N N N N N N N	T.D.-M-B T.D.-M-B B B B B T.D.-M-B
Lawton..... Daily Ex. Sat. Sun. & Mon. 12:01 AM to 6:30 AM, 8:00 AM to 4:00 PM 10:30 PM to 12:00 midnight Sat. 12:01 AM to 6:30 AM 12:15 PM to 2:15 PM Sun. 3:15 AM to 6:15 AM 12:15 PM to 3:15 PM Mon. 3:45 AM to 5:45 AM 8:00 AM to 4:00 PM 10:30 PM to 12:00 midnight.	C.S. Q	159.25	1593 TS T.O. 1603 1613	1594 G T.O.	Station vestibule..... Booth, west end, eastward siding..... Booth, west end, westward siding..... Booth east end of track pan.....	N N N N	T.D.-M-B T.D.-M-B T.D.-M-B B
Lawton Track Pan....			1623 1633 1651 G 1663	1624 1634 1652 1664	Inside pump house booth outside..... Booth..... Booth..... Booth..... Booth..... Booth.....	N N N N N N	T.D.-M-B B B B B B
Decatur..... Open 8:00 AM to 5:00 PM Exc. Sat., Sun. & Holidays	C.S. DR	166.96	1673 T.O. 1691 1701 1713 TS	1674 T.O. 1684 1702 1714	Station..... Booth at east end of station..... Booth..... Booth..... Booth.....	N N N N N	T.D.-M-B T.D.-M-B B B B
Glenwood.....		171.88	1723 1733 1743 1761 1771 1783	1724 1734 TS 1744 1754 1764 1782	Booth east end westward siding..... Booth east end eastward siding..... Booth at crossover..... Booth..... Booth..... Booth opposite side of track from Sig. 1764..... Booth opposite side of track from Sig. 1782..... Pole box at Rudy Furnace Co. switch..... Booth at Division Street.....	N N N N N N N S S	T.D.-M-B T.D.-M-B T.D.-M-B B B B B T.D.-M-B T.D.-M-B
Dowagiac..... Daily, 12:01 AM to 2:00 PM 10:00 PM to 12:00 midnight.	C.S. DW	178.17	T.O. 1801 1811 1821 1831	T.O. 1802 1812 1822 TS 1834	Station vestibule..... Booth east end eastward siding..... Cabin at west crossover..... Booth at eastbound head-in sig 1822..... Booth at signal 1831..... Booth at signal 1834.....	N S S N N N	T.D.-M-B T.D.-M-B T.D.-M-B B B B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
DETROIT TO CHICAGO

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Pokagon.....		184.02	1843	1844	Booth..... Booth.....	N N	T.D.-M-B B
East End..... Open day and night	C.S. NE	186.60	1853 1863 INT. T.O.	1854 1864 1882 T.O.	Cabin at eastbound switch..... Telegraph office..... Pole box west end main crossover.....	N S N	T.D.-M-B T.D.-M-B-YD T.D.-M
Niles Terminal.....			1891	1892	East and westbound humps in yd. masters ofc..... East and westbound yards in yd. masters ofc..... West end of westbound yard in yd. masters ofc..... General yard masters office Terminal Bldg.....	S S	T.D.-M-YD T.D.-M-YD
Lake Street..... Open day and night	C.S. NS	190.09	1911 T.O.	INT. T.O.	Telegraph office..... Old yard office.....	S N	TD-M-YD-B T.D.-M-YD
Niles Depot.....	C.S. VN	190.56			In ticket and yard masters office..... West of crossover switches near frt. house in booth.....	N N	T.D.-M-B T.D.-M-B
Niles (West Hill).....			1921 1931 G 1941 G 1951	INT. 1932 1942 1952	1/2 mi. west of MP 192 in booth..... 100 ft. west of MP 193 in booth..... At signal 1932 in booth..... At signal 1941 in booth..... Crossover, 1000 ft. W of MP 195 in booth. 3000 ft. W of MP 195 in booth..... 3400 ft. W of MP 196 in booth..... 1000 ft. W of MP 197 in booth..... MP 198 in booth.....	N N N N N N N N N	B B T.D.-M-B T.D.-M-B T.D.-M-B B B B B
Buchanan..... Open Daily ex. Sat. Sun. and Hol., 7:00 AM to 4:00 PM	C.S. UN	197.16	1981 T.O. 1991 2001 2003 2021 2031 2041 TS 2051	T.O. 1982 G 2002 2012 2022 2032 G 2042 2052	1/2 mi. west of MP 198 in booth..... Opposite depot in pole box..... 600 ft W of MP 199 in booth..... 300 ft. W of MP 200 in booth..... At signal 2003 MP 201 in booth..... 900 ft. W of MP 202 in booth..... 200 ft. W of MP 203 in booth..... 2000 ft. W of MP 203 in booth..... 1600 ft. W of MP 204 in booth..... East crossover 1400 ft. W MP 205 in booth.	S S S N N N N N N N	T.D.-M-B T.D.-M-B B B B B B B B T.D.-M-B
Galien..... Open daily ex. Sat. Sun. and Hol., 8:00 AM to 5:00 PM	C.S. N	204.68	T.O. 2061 2071	T.O. 2062 G TS 2072 G	100 ft. W of MP 206 in booth..... 1000 ft. west of MP 207 in booth..... 2100 ft. west of MP 208 in booth.....	S N N	T.D.-M-B T.D.-M-B B
Avery Track Pan.....			2081 TS 2091 2111	2082 2092 2112	Boilerhouse 400 ft. W of track pan in booth. 1000 ft. east of MP 210 in booth.....	N N	T.D.-M-B B
Three Oaks..... Daily 11:30 PM to 7:30 AM Daily except Sat, Sun & Hol. 8:00 AM to 4:00 PM	C.S. HR	210.40	T.O. 2121 2131 2141 2151	T.O. 2122 G TS 2132 2142 2152 G	East end of passing track in booth..... Crossover 1900 ft. E of MP 212 in booth. 1300 ft. east of MP 212 in booth..... 1000 west of MP 212 in booth..... 800 ft. W of MP 213 in booth.....	N N S N N	T.D.-M-B T.D.-M-B B B B
			2161 2171	2162 2172 G 2182 G	900 ft. west of MP 214 in booth..... 800 ft. west of MP 215 in booth..... 800 ft. west of MP 216 in booth..... 100 ft. west of MP 217 in booth..... US-12 2500 ft. west of MP 217 in booth. 1000 ft. west of MP 218, in booth..... 1/2 mile west of MP 218 in booth.....	N N N N N N N	B B B B B B B
New Buffalo..... Daily except Sat., Sun. and Hol., 8:00 AM to 5:00 PM	C.S. UF	217.61	T.O. 2201 2211	T.O. 2194 2212	Across from depot in pole box..... 1500 ft. east of MP 220 in booth..... West end of passing track in pole box... 200 ft. west of MP 221 in booth.....	N N N N	T.D.-M-B B T.D.-M-B B
Grand Beach.....		220.74	2221 2231 2241 2251	2222 2232 2242 2252	Station 400 ft. west of MP 222 in pole box 900 ft. west of MP 223 in booth..... 850 ft. west of MP 224 in booth..... 900 ft. west of MP 225 in booth..... 200 ft. east of MP 226 in booth.....	N S S S S	T.D.-M-B B B B B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DETROIT TO CHICAGO

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
MC Yard.....		226.01	2261 TS	2262	East end of passing track in booth.....	S	T.D.-M-B
				2273	Coal dock 1400 ft. west of MP 227 in booth.....	S	T.D.-M-B-Y
Mich. City.....			INT.	INT.	Center St. yd. office in pole box.....	N	T.D.-M-B-Y
Draw Bridge.....					Center St. crossing shanty.....	N	B-Y
					Section foreman's tool house drawbridge.	N	T.D.-M-B-Y
					Signal maintainers shanty.....	N	T.D.-M-B-Y
					Franklin St. crossing shanty.....	N	B-Y
Michigan City.....	C.S.	MC	227.54	INT.	Depot.....	S	T.-D.M-B-Y
Monon Crossing.....				INT.	10th St. tower.....	N	T.D.-M-B-Y
10th St. Tower.....				2301 G	500 ft. west of Chicago St. in booth.....	N	B-Y
				2311	2200 ft. west of MP 230 in booth.....	N	B
					1800 ft. east of MP 231 in booth.....	S	B
				2321	3200 ft. west of MP 231 in booth.....	N	B
					750 ft. west of MP 232 in booth.....	S	B
				2331	900 ft. west of MP 233 in booth.....	N	B
				2341	800 ft. west of MP 234 in booth.....	N	B
				2351 G	1200 ft. west of MP 235 in booth.....	N	B
					1700 ft. west of MP 236 in booth.....	N	B
Furnessville.....		235.26	2361-G	2362	Depot, 2100 ft. east of MP 237.....	N	T.D.-M-B
			2371	2372	2000 ft. east of MP 238 in booth.....	N	B
			2381	2382	2500 ft. east of MP 239 in booth.....	N	B
					3000 ft. west of MP 239 in booth.....	N	B
Porter.....	C.S.	PO	239.28	2391	East end eastward siding in pole box.....	S	T.D.-M-B
en day and night				INT.	Tower MP 240-10.....	N	T.D.-M-B
				2411	Freight house.....	S	T.D.-M-B
				2421	2000 ft. west of MP 241-4 in booth.....	N	B
					Remote control switch in booth 241-9.....	N	T.D.-M-B
				2431	2300 ft. west of MP 242 in booth.....	N	B
					2200 ft. west of MP 243 in booth.....	N	B
				2441 TS	2700 ft. west of MP 244 in booth.....	N	B
				2451 G	East end eastward siding signal 2451 in booth.....	S	T.D.-M-B
Willow Creek.....	C.S.	WC	245.26	INT.	Tower.....	N	T.D.-M-B
Open day and night				2471	2100 ft. west of MP 247 in booth.....	N	B
					2100 ft. west of MP 248 in booth.....	N	B
				2481	1400 ft. west of MP 249 in booth.....	N	T.D.-M-B
East Gary.....	C.S.	AK	248.46	INT.	Station.....	N	T.D.-M-B
Open day and night				2511	East end of track pan in booth 250-4.....	N	B
					West end of track pan in booth 251.....	N	T.D.-M-B
				2521	Kale siding 3000 ft. W of MP 251-5 in booth.....	N	B
					1800 ft. west of MP 252 in booth.....	N	B
				2531	800 ft. east of MP 253 in booth.....	N	B
Gary.....	C.S.	GR	253.73	2541	300 ft. east of Indiana Ave. in booth 254.....	N	T.D.-M-B
				2551	300 ft. west of Indiana Ave. in booth, 254.5.....	N	B
					Virginia St. in booth 255-1.....	N	B
					In ticket and freight office.....	N	T.D.-M-B
					West side of Madison St. in booth MP255-4	N	T.D.-M-B
Tolleston.....	C.S.	JI	254.96	INT.	Tower.....	N	T.D.-M-B
Open day and night				2571	Taft St. 3100 ft. west of MP 256 in pole box.....	N	T.D.-M-B
					West end of westw'd siding in b'th MP-257	N	T.D.-M-B
				2581	Burr St. in booth MP 258.....	N	B
Ivanhoe.....	C.S.	IH	259.09	INT.	Tower.....	N	T.D.-M-B
Open day and night				2601	3600 ft. west of MP 260 in pole box.....	N	B
Gibson Transfer.....					LCL yard east end in pole box.....	N	B
Gibson.....	C.S.	GB	260.36	INT.	Tower.....	N	T.D.-M-B
Open day and night				2623	1500 ft. W of MP 262 in booth.....	N	B
					500 ft. east of MP 263 in booth.....	N	B
					300 ft. west of Columbia Ave.....	N	B
Hammond.....	C.S.	MD	263.36	2641	In ticket office.....	S	T.D.-M-B
				INT.	Hohman St. tower.....	S	T.D.-M-B
				2653	Wentworth St. in booth.....	S	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DETROIT TO CHICAGO

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES			
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE	
Calumet Park.....	C.S.	MS	265.21	INT.	INT.	Tower, IHB yard office.....	N	T.D.-M-B
Open day and night						3300 ft. west of MP 266 in booth.....	N	T.D.-M-B
Calumet River Bridge..				INT.	INT.	Drawbridge in tower.....	N	T.D.-M-B
				2681	2682	2900 ft. west of MP 267 in booth.....	N	T.D.-M-B
						3400 ft. west of MP 268 in booth.....	N	T.D.-M-B
						East of 130th St. in booth.....	N	T.D.-M-B
Kensington KD.....				2691	2692	Cabin at 124th St.....	S	T.D.-M-B
				2701	2704	200 ft. east of MP 271 in booth.....	N	T.D.-M-B
Kensington.....	C.S.	CA	270.36	INT.	INT.	In tower.....	S	T.D.-M-B
Open day and night								
Chicago station.....	C.S.	DO	283.48			In old telegraph office.....	S	T.D.-Y
Chicago Yard.....	C.S.	SW				Yard masters office and engine house...		Y
Randolph St.....	C.S.					Engine house.....		Y

DETROIT TO TOLEDO BRANCH—SOUTHWARD

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES			
			Track	Southward Track	LOCATION	Side of Track	LINE	
YD.....	C.S.	YD	5.11		INT.	Signal station.....	E	T.D.-M-B-Y
Open day and night						Yard masters office River Rouge.....	E	T.D.-M-Y
						River Rouge hump in cabin.....	E	Y
Ecorse.....			7.54		D-73	150 ft. north of signal D-73 in pole box..	E	B-Y
					D-83	South side of Visgar Rd. in pole box....	E	T.D.-M-B-Y
					D-93	Signal D-82 in booth.....	W	T.D.-M-B
						Signal D-83 in booth.....	W	T.D.-M-B-Y
						50 ft. north of Mill St. in booth.....	W	T.D.-M-B-Y
						Signal D-93 in booth.....	W	B
					D-103 TS	South of Goddard Rd. in pole box.....	W	T.D.-M-B
Wyandotte.....	C.S.	WY	10.30		D-113 T.O.	Station and in hallway to station.....	E	T.D.-M-B-Y
Daily 11:00 AM to 8:00 PM						Freight house.....	E	M-Y
						Yard masters office in cabin	E	T.D.-M-Y
					D-123	Crossover in booth.....	E	T.D.-M-B
					D-133	South end southward siding in booth.....	W	T.D.-M-B
						Penn Salt Co. switch in pole box.....	E	T.D.-M-B
Sibley Quarry Track...			13.80		D-143	In box on pole.....	W	T.D.-M-B
FN.....	C.S.	FN	14.10		INT.	Signal station.....	E	T.D.-M-B
Open day and night					D-161	At crossover switch in booth.....	E	T.D.-M-B
Trenton.....			14.66		D-163	Signal D-163 in pole box.....	W	T.D.-M-B
					D-173	Signal D-173 in booth.....	W	B
					D-183	Signal D-183 in booth.....	W	B
					D-191	Signal D-191 in booth.....	W	B
					D-201-TS	Signal D-201 in booth.....	W	B
					D-211	North end of passing track in booth....	W	T.D.-M-B
Rockwood.....			20.82			In station.....	W	T.D.-M-B
					D-221	South end of station in pole box.....	W	T.D.-M-B
					D-231	Signal D-231 in booth.....	W	B
					D-241	Signal D-241 in booth.....	W	B
					D-251	Signal D-251 in booth.....	W	B
					D-261	Signal D-261 in booth.....	W	B
					D-263-TS	Signal D-263 in booth.....	W	B
Newport.....			26.44		D-273	North end of passing track in booth....	W	T.D.-M-B
					D-283	South end of passing track in pole box..	W	T.D.-M-B
					D-293	Signal D-293 in booth.....	W	B
					D-303	Signal D-303 in booth.....	W	B
					D-313	Signal D-313 in booth.....	W	B
					D-323-TS	Signal D-323 in booth.....	W	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DETROIT TO TOLEDO BRANCH—SOUTHWARD

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Track	Southward Track	LOCATION	Side of Track	LINE
Warner Yard		32.59		D-333	North end passing track in booth. Crossover Warner Yard in booth. North end of yard office in booth. Yard masters office cabin.	W W E E	T.D.-M-B T.D.-M-B T.D.-M-B-Y T.D.-M-B-Y
Monroe Daily 10:15 AM to 7:15 PM	C.S. MO	33.82		INT. D-361 D-371 D-381 D-391-TS	Station. North end of station in booth. Freight house. Stone quarry tracks in booth. Yard Limit Board.	W W W W W	T.D.-M-B-Y T.D.-M-B-Y M-Y T.D.-M-B B
LaSalle		38.69		D-401 D-411 D-421 D-423 D-441-TS	North end of siding in booth. South end of siding in booth.	E W	T.D.-M-B T.D.-M-B
Vienna		43.60		D-451 D-461	North end of siding in booth. South end of siding in booth.	W W	T.D.-M-B T.D.-M-B
Vienna Jct.		46.47		D-473 D-491	Station. 1/4 mile south, in booth. Yard Limit board in booth. 2 miles north of Alexis in booth. 1 mile north of Alexis in booth.	E E E E E	T.D.-M-B-YD T.D.-M-B-YD B T.D.-M-B-YD T.D.-M-B-YD
Alexis Open day and night	C.S. N	48.93		INT.	Signal station.	E	T.D.-M-B-YD

DETROIT TO TOLEDO BRANCH—NORTHWARD

STATIONS	Office Calls	Miles from Toledo	SIGNALS		TELEPHONES		
			Northward Track	Track	LOCATION	Side of Track	LINE
Alexis Open day and night	C.S. N	8.64	INT.		Signal station. 1 mile north of Alexis in booth. 2 miles north of Alexis in booth. Yard limit board. 1/4 mile south of Vienna Jct.	E W W W W	T.D.-M-B-YD T.D.-M-B-YD T.D.-M-B-YD B T.D.-M-B-YD
Vienna Jct.		11.10	D-472		Station.	W	T.D.-M-B-YD
Vienna		13.97	D-462 D-452 D-442 D-424 D-422-TS		South end southward siding in booth North end southward siding in booth.	W W	T.D.-M-B T.D.-M-B
LaSalle		18.88	D-412 D-402 D-384 D-374 TS		South end northward siding in booth. North end northward siding in booth.	W W	T.D.-M-B T.D.-M-B
Monroe	C.S. MO	23.61	D-364 INT.		Yard limit board. South end of siding in booth. Station. South end of depot in pole box. Monroe branch crossover in booth.	W W W W W	B T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B
Warner		25.50	D-342 D-332 D-314 D-304 D-294 TS		South end northward passing trk. in booth North end northward passing trk. in booth Yard limit board. Signal D-314 in booth. Signal D-304 in booth. Signal D-294 in booth.	W W W W W W	T.D.-M-B T.D.-M-B B B B B
Newport		31.31	D-284 D-274 D-262 D-252 TS		South end of siding in booth. North end of siding in booth. Signal D-262 in booth. Signal D-252 in booth.	W W W W	T.D.-B T.D.-B B B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DETROIT TO TOLEDO BRANCH—NORTHWARD

STATIONS	Office Calls	Miles from Toledo	SIGNALS		TELEPHONES		
			Northward		LOCATION	Side of Track	LINE
			Track	Track			
Rockwood		36.19	D-234 D-224 D-214 D-204 INT-TS		South end of passing track in booth. At water tank in booth. Signal D-214 in booth. Signal D-204 in booth. Int. Signal in booth.	W W W W W	T.D.-B T.D.-B B B B
Trenton		42.99	D-182 D-164		Yard limit board in booth. Monsanto switch. South end Slocum passing track in booth Slocum Jct. crossover. North end of passing track at crossover in booth.	W W W W W	T.D.-B T.D.-B T.D.-B T.D.-B T.D.-M-B
FN Open day and night	C.S. FN	43.53	INT.		Signal station.	W	T.D.-M-B
Sibley Quarry Track		44.41	D-144 D-134		Stone quarry tracks in booth.	W	T.D.-M-B
Wyandotte Daily 11:00 AM to 8:00 PM	C.S. WY	47.33	D-124 D-114 T.O. D-104		Penn Salt Co. switch in pole box. South end southward siding in booth. Crossover in booth. Yard masters office in cabin. Freight office. Station and in hallway to station. South of Goddard Road in pole box.	W W W W E W W	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-Y M-Y T.D.-M-B-Y T.D.-M-B
Ecorse		50.09	D-92 D-82 D-74		Signal D-93 in booth. 50 ft. north of Mill St. in booth. Signal D-83 in booth. Signal D-82. South side of Visgar Rd. in pole box. 150 ft. north of signal D-73 in pole box. River Rouge hump in cabin. Yard masters office River Rouge.	W W W W W W E E	B T.D.-M-B-Y T.D.-M-B-Y T.D.-M-B T.D.-M-B-Y B-Y Y T.D.-M-Y
YD Open day and night	C.S. YD	52.52	INT.		Signal station.	W	T.D.-M-B-Y

DETROIT TO MACKINAW—BRANCH

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Northward	Southward			
North Yard Open day and night	C.S. B	8.12	INT.-M.B. B-991 B-983 B-971 B-961	INT. B-984 B-972 B-962	Signal station. Nevada Ave. 1000 ft. north at MP D 10 1/2 in booth. Briggs crossover just north of Milbank Ave., in booth MP D11 1/2. Eight Mile Rd. at crossover in booth MP D-11 3/4. Mound Road in Yard Office. Mound Road north end at crossovers in booth. MP D-12 1/2. Ford switch at crossover just south of Rinke Road, in pole box MP D-13 1/2.	E E E E E E	TD-M-B-YD-Y T.D.-M-B B T.D.-M-B B T.D.-M-B T.D.-M-B
Center Line			Adv. M.B.	B-952 D	Just north of Ten Mile Road crossing at Signal B-952 in Booth MP D-13 3/4. 900 ft. north of 10 Mile Road at Chrysler Parts plant switch. Tank Arsenal, south gate, in pole box MP D-15. Center Line siding No. end at 12 Mile Road in pole box MP D-15 3/4.	E E E E	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B
Warren Daily except Sun. and Mon. 8:30 AM to 5:30 PM	C.S. U	15.63	M.B.	M.B.	Siding, south end in pole box MP D-16 1/2. Siding north end at station, in box. At MP D-19 1/4 North of 16 Mile Road in Pole Box. South of 17 Mile Road at Chrysler Jet Switch, MP D-20.29	E W E E	B T.D.-M-B B T.D.-M-B
Utica Daily except Sat. & Sun. 8:15 AM to 4:15 PM Daily 10:45 PM to 11:59 PM Daily 12:01 AM to 6:45 AM	C.S. UK	22.40	M.B.	M.B.	Siding south end in booth MP D-23. In booth at station. MP D-24 1/2 in pole box. 30 ft. south of Industrial switch to Packard Jet Motor Plant at MP D-26. North end Packard Storage track 1/3 Mile South of MP D-27.	E E W W	B T.D.-M-B B T.D.-M-B B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DETROIT TO MACKINAW—BRANCH

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Northward	Southward				
Depews Siding		26.84			South end, in booth MP D-27½	W	T.D.-M-B	
Ray's Pit		27.09			At switch, in booth MP D-28	W	T.D.-M-B	
Yates		27.84	Sta. Sema.		In Pole Box MP D-29 Avon Road	W	B	
Rochester Jct.		28.73	INT.	INT.	Near Diamond, in booth MP D-30	W	T.D.-M-B	
Rochester Open day and night	C.S.	RH	29.48	M.B.	Sta. Sema. M.B. Sta. Sema.	West siding south end in booth West siding north end in booth MP D-31½	W W	T.D.-M-B B
Goodison		33.48	Sta. Sema.	Sta. Sema.	South end of siding in booth MP D-34 North end of siding in booth MP D-35	W W	T.D.-M-B T.D.-M-B	
Rudd's		37.26			In Booth MP D-37½	W	T.D.-M-B	
Lake Orion Open 7:45 AM to 4:45 PM daily exc. Sat. & Sun., 7:45 AM to 9:45 AM Sat.	C.S.	RO	38.86	B-683 M.B. B-681	M.B. B-682	Siding, south end in booth MP D-40¼ Siding, north end in booth MP D-40¾	E E	T.D.-M-B T.D.-M-B
Bailey's Wye		40.39	B-663	B-664	South end of Wye in booth MP D-41¾	W	T.D.-M-B	
Oxford Open day and night	C.S.	XD	42.16	INT.-M.B.	INT.-M.B.	South Extension Switch MP D-42¼ South end at crossover from main track #1 track, in booth MP D-42¾ In freight house North end at crossover from passing track to main track, in booth MP D-44 North end of North Ind in booth MP D-44¾	W W W W	T.D.-M-B T.D.-M-B T.D.-M-B-YD T.D.-M-B T.D.-M-B
Metamora		50.64			2¾ miles south of, in pole box MP D-49¼ Siding, south end, in booth MP D-52 Siding, north end, in booth MP D-52¼ 2 miles No. of MP D 53½	W W W W	T.D.-M-B T.D.-M-B B T.D.-M-B	
Hunters Creek		53.87			Sectionman's cabin MP D-55½	W	B	
Lapeer Jct. Open day and night	C.S.	G	58.40	Sta. Sema. INT.-M.B.	INT.-M.B. D	Shingle track, in booth MP-D-60 Signal station	W W	T.D.-M-B T.D.-M-B
Lapeer		58.94			South of depot, in booth MP D-60¼ In ticket office North end in booth MP D-61	W W W	T.D.-M-B T.D.-M-B B	
Carpenter		64.09			About middle of siding in booth MP 65½	W	T.D.-M-B	
Columbiaville Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	K	67.61	M.B.	M.B.	100 ft. south of depot in booth MP D-69	W	T.D.-M-B
Otter Lake Daily except Sat. and Sun 11:00 PM to 11:59PM Daily except Sun. and Mon. 12:01 AM to 7:00 AM	C.S.	RA	72.17	M.B.	M.B.	Siding, south end in booth MP D-73 Siding, north end in booth MP D-73½ Sisters Lake Road, MP D-72, in pole box ¼ mile north of overhead bridge in pole box MP D-75½	W W W	B T.D.-M-B T.D.-M-B
Millington Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	MN	78.17	M.B.	M.B.	Siding south end in booth MP D-79 Station At Frt. house in booth	W W W	B T.D.-M-B T.D.-M-B
Vassar Open day and night	C.S.	V	84.77	Sta. Sema. Adv. M.B. INT.-M.B. Adv. M.B.	Adv. M.B. Adv. M.B. INT.-M.B. Adv. M.B.	South end of storage track in booth MP D-85½ Signal station In ticket office in hall In freight office	W E W W	B T.D.-M-B T.D.-M-B T.D.-M-B
Caro Jct.					Sta. Sema.	In booth	W	T.D.-M-B
Denmark Jct. Daily 12:01 AM to 9:00 AM	C.S.	DK	89.74	M.B.	M.B.	At West Wye Switch in booth Weber's switch ¼ mile south in pole box In office	E W W	B B T.D.-M-B
Richville		91.23			In car house	W	B	
Buena Vista		99.16			In booth	W	B	
Harger Track					In booth at switch	E	B	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DETROIT TO MACKINAW—BRANCH

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Northward	Southward				
Hoyt Open day and night	C.S.	HT	102.80	S-35 INT. S-23	INT.-MB S-24	In tower	W	T.D.-B
Saginaw E.S.				S-15 S-11	S-16 S-12	West end of hill siding in booth Water St. Switch in booth	E E	T.D.-B T.D.-B
MX Open day and night	C.S.	MX	104.90	INT.-MB	INT.-MB	Tower	E	T.D.-B
Sag. River Drawbridge. West Shore Int.				INT. INT.	INT. INT.	In the Bridge Office In booth C&O Crossing	E E	Y TD-Y
Saginaw Open day and night	C.S.	NA	105.79	S-3 R-909 T.O.	S-2 T.O. R-910	Yardmaster and car insp. offices North side of yardmasters office, in booth Genesee Ave Sta.	E E E	T.D.-M-B T.D.-B T.D.-M-B-Y
Mershon Open day and night	C.S.	XY	106.52	INT. M.B.	INT. T.O.	Tower	E	T.D.-M-B
G.T.W. Crossing						1000 feet north of Mershon tower in cabin	E	T.D.-M-B
Shields			107.10	R-921 R-923	R-922 R-932	South switch in booth	E	T.D.-M-B
Zilwaukee			109.33	R-933 R-943	R-934 R-944 R-952	Freight house North switch in booth	E E	T.D.-M-B T.D.-M-B
Brooks			115.86			Spur track switch in booth	E	B
Salzburg			116.87			W. D. Young switch, in booth At switch, in pole box	E E	T.D.-M-B T.D.-M-B
G.T.W. Crossing				D INT.	INT. D	In booth	E	B
So. Wye Switch and Crossover			118.72			In booth	E	T.D.-M-B
Bay City W.S. Open day and night	C.S.	DS	118.91	Sta. Sema. M.B.	M.B. Sta. Sema.	In station Old freight house, in booth Hart St. crossing, in booth	W W E	T.D.-M-B B B
Bay City Drawbridge				INT.	INT.	West end in booth Drawbridge office	S N	T.D.-B Y
Woodside Open day and night	C.S.	W	119.42	INT.-MB	INT.-MB	Tower	S	T.D.-M-B
Bay City E. S. Bay City, Hart St.	C.S.	DI	119.61	INT.	INT.	Station	S	T.D.-M-B-Y
B.C. and B.C. Jct.						In booth	E	B-Y
Wenona Open day and night	C.S.	YD	122.30	M.B.	M.B.	South switch in booth Yardmasters office Engine crew dispatchers office Top end yard, in cabin North end, in booth	E E E W E	B-Y T.D.-M-B-Y T.D.-M-Y Y T.D.-B
Kawkawlin			122.99			In booth opposite elevator	E	T.D.-B
Linwood			130.36			Opposite station in booth So. Switch in booth	E E	T.D.-B T.D.-B
Pinconning Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	WD	138.50	M.B.	M.B.	Station So. End station in pole box Baggage Room	W W W	T.D.-B-M T.D.-B T.D.-M-B
Standish Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	N	147.33	M.B.	M.B.	Station 8 poles north of station in Section men's car house So. switch in booth	E W E	T.D.-M-B T.D.-B TD-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
DETROIT TO MACKINAW—BRANCH

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Northward	Southward			
Sterling.....		152.90			In booth.....	E	T.D.-B
Dunham.....		153.40			So. Switch in pole box.....	E	T.D.-B
Alger.....		158.10			In cabin.....	E	T.D.-B
Loranger.....		165.19			In booth.....	E	T.D.-B
Hauptman.....		167.35			North switch in booth.....	E	T.D.-B
West Branch..... Daily 12:01 AM to 5:00 AM, 12:00 Noon to 8:00 PM 9:00 PM to 12 midnite	C.S. WB	172.35	M.B.	M.B.	Station..... In baggage room..... So. switch in booth.....	W W E	T.D.-M-B T.D.-M-B T.D.-B
Beaver Lake.....		180.51	M.B.	M.B.	South switch in booth..... North switch in booth.....	E E	T.D.-B T.D.-B
St. Helen.....		184.08			In booth opposite station.....	E	T.D.-M-B
Geels.....		189.03			In booth.....	E	T.D.-B
Moore.....		191.20			In booth.....	E	T.D.-B
Hodgemans.....		195.88			In booth.....	E	B
Roscommon..... Week days only 8:00 AM to 5:00 PM	C.S. RM	196.74	M.B.	M.B.	Station..... Baggage Room..... North switch in booth.....	E E E	T.D.-M-B T.D.-B T.D.-B
Horrigan.....		207.12	M.B.	M.B.	South switch in booth.....	E	T.D.-B
Grayling..... Daily 12:01 AM to 6:30 AM 10:00 AM to 6:00 PM 10:30 PM to 11:59 PM	C.S. GN	211.98	M.B.	M.B.	Kerry Hanson switch in booth..... Scale House Cabin..... Engine Foreman Office..... Trainmens Room, Freight Office..... Car House north of Lake St..... Station..... South wye switch in booth..... North End yd—in booth.....	E E W E E E W W	T.D.-B Y T.D.-M-Y T.D. T.D.-M-B T.D.-M-B-Y Y T.D.
Frederic.....		220.65			South Switch in booth.....	E	T.D.-B
Waters.....		228.58			In booth.....	E	T.D.-B
Otsego Lake.....		231.30			In freight house.....	E	T.D.-B
Sallings.....		234.98			In booth.....	E	T.D.-B
Gaylord..... Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S. GY	238.83	M.B.	M.B.	South switch in booth..... Station..... Baggage Room..... North switch in booth.....	E E E E	T.D.-B T.D.-M-B T.D.-B T.D.-B
Vanderbilt.....		247.27			In booth No. end of station.....	E	T.D.-B
Trowbridge.....		254.57			In booth.....	E	T.D.-B
Wolverine..... Daily except Sat. and Sun. 6:00 AM to 3:00 PM	C.S. NE	257.89	M.B.	M.B.	In station..... Station entrance..... North switch in booth.....	E E E	T.D.-M-B T.D.-B T.D.-B
Indian River..... Daily Exc. Sat. and Sun. 3:00 PM to 11:00 PM Sat. and Sun. 7:30 PM to 10:30 PM	C.S. ND	268.04	M.B.	M.B.	Station..... So. switch in booth.....	W E	T.D.-M-B T.D.-B
Topinabee.....		273.55			Booth South of Station.....	W	T.D.-B
Long Point.....		276.84			In booth.....	W	T.D.-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
DETROIT TO MACKINAW—BRANCH

STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Northward	Southward			
Mullet Lake.....		280.03			Station Baggage Room.....	W	T.D.-B
Cheboygan..... Daily Exc. Sat. and Sun. 6:30 AM to 10:30 PM Sat and Sun. 6:30 AM to 8:30 AM 7:00 PM to 10:00 PM	C.S. CN	285.87	M.B.	M.B.	Baggage Room..... North switch in booth..... 8 poles south of Station in car house.....	E E E	T.D.-B T.D.-B T.D.-M-B
Freedom.....		296.13			In booth.....	E	T.D.-B
Mackinaw..... Daily 7:30 AM to 11:30 PM	C.S. MC	301.93	Sta. Sema.		Station..... Station protection signal in booth..... South wye switch in booth..... Engine House..... R.R. Ferry Dock house.....	W E W W E	T.D.-M-B-Y T.D.-B T.D.-B T.D.-M-Y Y
GLADWIN BRANCH							
STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Pinconning..... Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S. WD		M.B.	M.B.	Station..... So. End station in pole box..... Baggage Room.....	W W W	T.D.-B-M T.D.-B T.D.-M-B
MIDLAND BRANCH							
STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Bay City W.S..... Open day and night	C.S. DS		Sta. Sema. M.B.	M.B. Sta. Sema.	In station..... Old freight house, in box..... Hart St. crossing in booth.....	W W E	T.D.-M-B Y B
B.C. and B.C. Jct.					In booth.....	E	B-Y
CARO BRANCH							
STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Northward	Southward			
Vassar..... Open day and night	C.S. V		Sta. Sema. Adv. M.B. INT. M.B. Adv. M.B.	Adv. M.B. INT. M.B. Adv. M.B.	South end of storage track in booth MP D-85½..... Signal Station..... In ticket office in hall..... In freight office.....	W E W W	B T.D.-B T.D.-B T.D.-B
Bank Sand.....					2½ miles north of Vassar at switch serving Great Lakes Sand Co.....	E	B
Caro..... Daily except Sat. and Sun. 8:00 AM to 5:00 PM					South end near elevator in box..... In freight house.....	W W	B B
DENMARK JUNCTION BRANCH							
STATIONS	Office Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Northward	Southward			
Denmark Jct..... Daily 12:01 AM to 9:00 AM	C.S. DK		M.B.	M.B.	In office.....	W	T.D.-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DENMARK JUNCTION BRANCH

STATIONS	Office Calls	Miles from Jackson	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Northward	Southward			
Reese Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	J	M.B.	M.B.	At south end of station in booth. Siding north end in booth.	W W	T.D.-M-B B
Munger Water St. Jct. Bay City, Center St.			D INT.	INT. D	In freight house. At Jct. in C. & O. pole box.	E E	T.D.-B B
Bay City E.S.	C.S.	D1	ADV. M.B.	ADV. M.B.	At fair grounds switch in booth. South side of Trumbull St. in pole box. 250 feet south of Sherman St., in booth.	W W W	B B T.D.-B

JACKSON TO GRAND RAPIDS—BRANCH

STATIONS	Office Calls	Miles from Jackson	SIGNALS		TELEPHONES		
			Two Tracks		LOCATION	Side of Track	LINE
			Westward Track	Eastward Track			
Jackson 7:00 AM to 6:15 PM Exc. Sat. and Sun.	C.S.	SF			Telegraph office. In yard masters office.	N N	T.D.-M-B T.D.-M YD-LS
Pearl St. Day and night	C.S.	PS	T.O. INT.	INT.	In tower.	S	T.D.-M-B-YD
			J-3	J-4	Adams Lumber Yd. in booth.	S	B
			J-11	J-12	Between Trail and Ganson Sts., in booth. North St., in booth. Monroe St., 125 feet east, in booth.	S S N S	B B T.D.-B T.D.-B
M.A.L. Crossing		1.47	INT. J-31 J-41	INT. J-32 J-42	100 feet west of crossing in pole box. Parnell Road 1000 feet east in pole box. Signal J 41, 50 feet west of Cunningham Road booth. Signal J 51 pole box.	S N N N	B B B B
Van Horn		6.14	J-61 J-71 J-83	J-62 J-72 J-84	Signal J-61 in booth. Signal J-71 in booth. Signal J-83 pole box.	N N N	T.D.-B B B
Rives Jct. Open day and night Exc. Closed Sun., Wed. & Fridays 3:00 PM to 11:00 PM	C.S.	JN	J-91 T.S. INT.-M.B.	J-94 INT. J-114	Siding east end in booth. In office.	N E	T.D.-B T.D.-B
Onondaga		17.54	Single Track		East side in booth.	N	T.D.-B
Eaton Rapids Daily except Sat. and Sun. 8:00 AM to 5:00 PM Sat. 1:00 PM to 3:00 PM	C.S.	RP	M.B.	M.B.	In office. At crossing in booth. Siding, west end, in booth. In freight house.	N N N N	T.D.-B T.D.-B T.D.-B T.D.-B
Charlotte Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	CX	J-341 M.B. INT.	M.B. INT. J-354	Siding, both ends in booth. Station. G.T.W. Station.	N S N	T.D.-B T.D.-B T.D.
Chester		40.16			In pole box.	N	T.D.-B
Vermontville		46.15			On pole east of old house track.	S	T.D.-B
Nashville Daily except Sat. and Sun. 8:00 AM to 5:00 PM Sat. 1:00 PM to 3:00 PM	C.S.	VI	Sta. Sema. M.B.	M.B.	In booth, east switch. In office. In baggage room. Near MP J-53 west, in booth.	N N N N	T.D.-B T.D.-B T.D.-B T.D.-B
Morgan		54.85			In booth.	N	T.D.-B
Quimby		57.67			In pole box.	N	T.D.-B
Hastings Freight House Daily except Sat. and Sun. 8:00 AM to 5:00 PM Sat. 8:00 AM to 10:00 AM	C.S.	X	Sta. Sema. M.B. INT.	M.B. INT.	Siding, east end, in booth. East end of freight house in box. West end of C.K. & S. Wye, on pole. CK & S Diamond in box.	S S N N	T.D.-B T.D.-B T.D.-B T.D.-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

JACKSON TO GRAND RAPIDS—BRANCH

STATIONS	Office Calls	Miles from Jackson	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Westward	Eastward				
Hastings		62.03			D	West switch to furniture factory in booth. In ticket office.	S S	T.D.-B T.D.-B
Irving		69.48				In booth at MP J-66 1/4. 3 miles east of Irving in box on pole.	N N	T.D.-B T.D.-B
Middleville Daily except Sat. and Sun. 8:00 AM to 5:00 PM Sat. 11:30 AM to 1:30 PM	C.S.	MD	73.23	Sta. Sema. M.B.	M.B. Sta. Sema	In station. In booth just west of station.	N N	T.D.-B T.D.-B
Caledonia Daily except Sat. and Sun. 8:00 AM to 5:00 PM Sat. 8:00 AM to 10:00 AM	C.S.	CA	79.29	M.B.	M.B.	In station. West end of siding in booth.	S N	T.D.-B T.D.-B
Dutton		84.01				West end of siding in booth.	N	T.D.-B
Bowen		87.87				In booth. Just west of airport in box on pole.	S N	T.D.-B B
Hughart Open day and night	C.S.	BO	92.64	Sta. Sema. T.O. D.	M.B. Sta. Sema.	In office.	S	T.D.-B
Grand Rapids	C.S.	GN	94.47	INT.	INT.	Hall St. in booth. Franklin St. in yard masters office. Engine house office, Second Ave. interlocking tower. In freight office. In gateman's cabin, Union Station. In Stationmaster's office.	N N S N N N	T.D.-B T.D.-B T.D.-B T.D.-M-B T.D.-M-B T.D.

SAGINAW BRANCH—RIVES JUNCTION TO SAGINAW

STATIONS	Office Calls	Miles from Rives Jct.	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Northward	Southward				
Rives Junction Open day and night, except closed Sun., Wed. & Fri. 3:00 PM to 11:00 PM	C.S.	JN	INT.-M.B.	INT. R-4	Signal station. Siding east end in booth.	E N	T.D.-M-B T.D.-B	
Leslie Open daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	R	5.09	M.B.	M.B.	In station. In baggage room.	W W	T.D.-M-B T.D.-M-B
Underwood		8.59		M.B.	M.B.	North and south switch in booth.	E	T.D.-B
Eden		10.12				Opposite station in box on pole.	E	T.D.-B
Mason Week days except Sat. Sun. & Mon. 12:01 AM to 7:00 AM, 8:00 AM to 4:00 PM, 11:00 PM to 12:00 midnight. Sat. 12:01 AM to 7:00 AM 11:00 PM to 12:00 midnight. Sun. 12:01 AM to 7:00 AM Mon. 8:00 AM to 4:00 PM 11:00 PM to 12:00 midnight.	C.S.	SN	14.62	M.B.	M.B.	About one mile south in pole box at MP J-24. North and south switch in booth. Office.	E E	T.D.-B T.D.-M-B
Holt		20.12				North end of depot in booth.	E	T.D.-M-B
Lansing Yard		23.38		Sta. Sema. R-233 INT.	INT. R-254	Yard office. In car repairers shanty in middle of yard North end in booth. Office—Cedar St.	E E E E	T.D.-M-B-Y T.D.-M-B-Y Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
SAGINAW BRANCH—RIVES JUNCTION TO SAGINAW

STATIONS	Office Calls	Miles from Rives Jct.	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Northward	Southward			
"MA" Open day and night	C.S. MA	26.45	INT.-M.B.	INT.-M.B.	Pacific St. in pole box.....	E	Y
					Baker St. in box.....	E	T.D.-M-B-Y
					Grand Trunk transfer in booth.....	E	B
					Grand Trunk tower.....	W	T.D.-M-B-Y
					Office.....	W	T.D.-M-B
Freight house lead in booth.....	E	T.D.-B					
Lansing.....		26.50			Station.....	W	T.D.-M-B
					W. K. Prudden switch in booth.....	E	B
					Potts track and C&O wye in booth.....	W	B
					Saginaw St., tower Shiawassee St. in box	W	B
North Lansing Open day and night	C.S. J	27.41	INT.-M.B. R-273	INT.-M.B. R-274 R-284	Yard Master's office.....	W	T.D.-M-B-Y
					North siding south switch in booth.....	E	B
					Engine house lead in booth.....	W	T.D.-M-B
					Engine foreman's office.....	W	T.D.-M-B
					North siding north switch in booth.....	E	B
Chandler.....		31.87			In pole box.....	E	T.D.-M-B
Bath.....		34.54			Opposite station in box on pole.....	E	T.D.-M-B
Lalngsburg Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S. UR	41.66	M.B.	M.B.	South switch in booth.....	E	B
					In baggage room.....	E	T.D.-M-B
Bennington.....		48.18			In booth near station.....	E	T.D.-M-B
Owosso Weekdays 12:01 AM to 6:00 AM 10:00 AM to 6:00 PM 10:00 PM to 12:00 midnight Sunday 12:01 AM to 6:00 AM 10:00 PM to 12:00 midnight	C.S. SW	53.22	INT. M.B.	M.B. INT.	In station.....	E	T.D.-M-B
					Freight house in office.....	E	T.D.-M-B
					No. team track in booth.....	E	T.D.-M-B
					No. Hill track in booth.....	E	T.D.-M-B
Henderson.....		61.54			South switch in booth.....	E	T.D.-M-B
Oakley.....		65.57			In booth.....	E	T.D.-M-B
Chesaning Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S. NG	67.68	M.B.	M.B.	In station.....	E	T.D.-M-B
					Freight house in box on pole.....	E	T.D.-M-B
					North switch in booth.....	E	B
St. Charles Open daily Exc. Sat and Sun 8:00 AM to 5:00 PM	C.S. HS	75.24	M.B.	M.B.	South switch in booth.....	E	T.D.-M-M
					In station.....	W	T.D.-M-B
					In baggage room.....	W	T.D.-M-B
Garfield.....		79.06			In box on pole.....	E	T.D.-M-B
Swan Creek.....		82.10			In box on pole.....	E	T.D.-M-B
Paines Open day and night	C.S. SV	85.19	R-841 T.O. R-849 R-857	M.B. R-862 R-874	South switch in pole box.....	E	B
					In station.....	E	T.D.-M-B
					South End, Improvement Co. switch in booth.....	E	B
Fordney.....		88.45	INT. R-889 R-890 R-895 R-899	INT. R-886 R-890 R-896 R-898	C&O crossing in booth.....	E	T.D.-M-B
Saginaw Open day and night	C.S. NA	91.06	R-901 R-905 R-911 T.O.	R-902 R-904 T.O. R-908	Bliss and Van Auken SW in booth.....	E	T.D.-M-B
					Mackinaw St. in booth.....	E	B
					West side freight office.....	W	Y
					Jackson and Church Sts., in booth.....	W	B
					Engine house, in office.....	W	Y
					Signal dept., in office.....	E	T.D.-M-B-Y
					Yard office SB Jet., in office.....	E	T.D.-M-B-Y
					Yard office SB Jet., in booth.....	E	T.D.-B
					Car dept., in shanty.....	E	M-Y
					Car dept., in office.....	E	Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
AIR LINE BRANCH

STATIONS	Office Calls	Miles from Jackson	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Jackson Daily 7:00 AM to 6:15 PM Exc. Sat. and Sun.	C.S. SF				Telegraph office.....	N	T.D.-M-B
					In yard master's office.....	N	T.D.-M-Y
"OD" Open day and night	C.S. OD	1.09	M.B.		Office.....	S	T.D.-M-B
Haires.....		5.08			In booth at switch.....	S	T.D.-M-B
Spring Arbor.....		10.54			In box on pole at switch.....	S	T.D.-M-B
Concord.....		15.00			West of Main St. in booth.....	S	T.D.-M-B
Homer Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S. HM	24.41	M.B.	M.B.	In office.....	S	T.D.-M-B
Tekonsha.....		34.26			In office.....	S	T.D.-M-B
Union City Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S. UY	42.44	M.B.	M.B.	In office.....	N	T.D.-M-B
Sherwood.....		49.28			In box on pole.....	S	T.D.-M-B
Colon Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S. CN	54.56	M.B.	M.B.	In office.....	N	T.D.-M-B
Wasepi.....		61.49	D INT.	INT. D	In tower.....	N	T.D.-M-B
Centerville Daily except Sat. and Sun. 8:00 AM to 5:00 PM Sat. 9:00 AM to 11:00 AM	C.S. CE	65.16	M.B.	M.B.	In office.....	N	T.D.-M-B
Three Rivers Daily except Sat. and Sun. 8:00 AM to 5:00 PM Sat. 9:00 AM to 11:00 AM	C.S. VE	70.35			West end of freight house in booth.....	N	T.D.-M-B
					Siding east end in pole box.....	N	T.D.-M-B

KALAMAZOO BRANCH—GRAND RAPIDS TO WHITE PIGEON							
STATIONS	Office Calls	Miles from Grand Rapids	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Northward	Southward			
Grand Rapids.....	C.S. GN				Office.....	E	T.D.-M-B
					Outside old passenger station in booth.....	W	T.D.-M-B
					Near Emperor St., in pole box.....	W	T.D.-M-B
Eagle Mills.....					American Cement & Plaster Co. switch on pole.....	W	T.D.-M-B
Lamar Open day and night	C.S. MR	3.41	INT.-M.B. D	D INT.-M.B.	In office.....	E	T.D.-M-B
Byron Center Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S. OU	11.89	M.B.	M.B.	In office.....	E	T.D.-M-B
					Outside station in box.....	W	T.D.-M-B
Dorr.....		17.82			North of station on pole.....	W	T.D.-M-B
Hilliards.....		21.49			Outside station in box.....	W	T.D.-M-B
Hopkins.....		25.41			Outside station in box.....	W	T.D.-M-B
Allegan Daily except Sun. and Mon. 8:00 AM to 5:00 PM	C.S. AG	32.68	M.B.	M.B.	Office.....	W	T.D.-M-B
					Outside station in box on pole.....	W	T.D.-M-B
					Abronia, in box on pole.....	E	T.D.-M-B
Otsego Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S. N	42.47	M.B.	M.B.	In office.....	E	T.D.-M-B
					South switch, in booth.....	E	T.D.-M-B
					Farmer St. crossing in box on pole.....	E	T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
KALAMAZOO BRANCH—GRAND RAPIDS TO WHITE PIGEON

STATIONS	Office Calls	Miles from Grand Rapids	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Northward	Southward				
Plainwell Week days only 9:30 AM to 1:30 AM except on Saturday open 9:00 AM to 5:00 PM	C.S.	JN	46.45	INT.-M.B.	INT.-M.B.	In station PRR tower 300 feet No. of tower in pole box.	E E	T.D.-M-B T.D.-M-B
Argenta						On pole	E	T.D.-M-B
North Yard, Kalamazoo			57.65			Paper Makers Chemical Co. switch, in pole box Checker Cab siding, north switch in pole box Office	E E E	T.D.-M-B T.D.-M-B T.D.-M-B
B. O. Open day and night	C.S.	BO	57.83	INT.-M.B.	INT.-M.B.	Office		
Kalamazoo						Office South of crossing on pole Yardmaster's office, NYC yd.	E E E	T.D.-M-Y T.D.-M-Y T.D.-M-Y
South Yard			60.40			Pump house Office	W W	T.D.-M-Y T.D.-M-B
Portage			64.67			Pole box at crossing	E	T.D.-M-B
Schoolcraft Week days only 8:00 AM to 5:00 PM	C.S.	CF	71.53	INT.-M.B. D	INT.-M.B. D	Office At crossing SW in pole box	W E	T.D.-M-B T.D.-M-B
Moore Park			78.13			On pole	E	T.D.-M-B
Three Rivers Daily except Sat. and Sun. 8:00 AM to 5:00 PM Sat. 9:00 AM to 11:00 AM	C.S.	VE	83.75			Office Outside old station in box	E E	T.D.-M-B T.D.-M-B
Constantine Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	CR	90.63	M.B.	M.B.	Office Opposite station on pole	W E	T.D.-M-B T.D.-M-B
White Pigeon Daily except Sun. 9:00 AM to 6:00 PM	C.S.	GN	94.47		R1-1	Wye, north end on pole Office	N E	T.D.-M-B T.D.-M-B

SOUTH HAVEN BRANCH

STATIONS	Office Calls	Miles from B O	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Westward	Eastward				
B. O. Open day and night	C.S.	BO		INT.	INT.	In tower	N	T.D.-M-B
Kalamazoo						Office Cooley St., in booth	S N	T.D.-M-B T.D.-M-B
Doubling Track			5.52			In booth	N	T.D.
Alamo			9.10			In booth	N	T.D.
Mentha			12.78			Opposite depot in booth	N	T.D.
Kendall			14.86			First pole west of station in pole box	N	T.D.
Gobles			18.52			East of station on pole	N	T.D.
Bloomington Daily Exc. Sat. & Sun. 8:00 AM to 5:00 PM	C.S.	BM	23.00			In office and east of station on pole	S	T.D.
Berlamont						Pole box	N	T.D.
Grand Jct.			29.21	D	D	Just east of crossing, on pole	N	T.D.
Lacota			31.98			In pole box east of highway	N	T.D.
South Haven Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	HN	39.59			North end of freight house in pole box	N	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
YPSILANTI BRANCH

STATIONS	Office Calls	Miles from Ypsilanti	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Westward	Eastward				
Ypsilanti Daily 12:01 AM to 7:50 AM 8:10 AM to 4:10 PM 11:50 PM to 12:00 midnight	C.S.	YN			Office Opposite engine house on pole in box	N	T.D.-M-B T.D.	
Pittsfield Jct.				D	D	Opposite station on pole	N	T.D.
Saline 8:00 AM to 5:00 PM except Sat. and Sun.	C.S.	SA	11.08	M.B.	M.B.	Office	S	T.D.
Bridgewater			17.32			North of depot on pole in box	N	T.D.
Manchester Jct.			25.43			In cabin	S	T.D.
Manchester Daily except Sat. and Sun. 8:30 AM to 5:30 PM	C.S.	UD	26.07			Office (Jackson Branch Station) East of old station in pole box	S N	T.D. T.D.
Brooklyn Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	G	35.68	M.B.	M.B.	Office	N	T.D.
North Adams Daily except Sat. and Sun. 8:00 AM to 5:00 PM	C.S.	NR	53.62			Office	S	T.D.
Hillsdale Daily except Sat. and Sun. 6:30 AM to 10:30 PM Sat. 2:30 PM to 10:30 PM Sun. closed	C.S.	D	61.12			Intersection of NYC, pole box	N	T.D.-M-B

SOUTH BEND BRANCH

STATIONS	Office Calls	Miles from Benton Harbor	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Northward	Southward				
Benton Harbor Daily except Sat., Sun. and Hol., 8:00 AM to 5:00 PM	C.S.	BR			In freight agents office In P.M. Ticket Office	N N	T.D.-M T.D.-M	
Eau Clair Daily except Sat., Sun. and Hol., 7:00 AM to 4:00 PM			12.72			In station	E	T.D.-M
Niles						At Big Four wye in booth	W	T.D.-M
Lake St. Open day and night	C.S.	NS	28.19			In Telegraph office	S	T.D.-M
Notre Dame			33.47			In booth	E	T.D.
Notre Dame Jct.				M.B.	M.B.	In booth	W	T.D.
Drewrys Brewery						In pole box	W	T.D.
Lincoln Way West						In pole box	W	T.D.
Olivers Yard, South Bend	C.S.	NX				In yard office G.T.W. Crossing in G.T.W. Yard Office G.T.W. Crossing, South side, in pole box	N N N	T.D.-Y T.D.-Y T.D.-Y
HF Tower Open day and night	C.S.	HF	36.40	INT.	INT.	In tower	N	T.D.-Y
South Bend			37.41			In freight agents office	N	T.D.-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

JOLIET BRANCH

STATIONS	Office Calls	Miles from East Gary	SIGNALS		TELEPHONES			
			Single Track		LOCATION	Side of Track	LINE	
			Westward	Eastward				
East Gary Open day and night	C.S.	AK			Kell's siding in pole box..... In waiting room..... West end of yard in booth.....	N S S	T.D.-YD-M M-B M-B	
Liverpool.....	C.S.	DW	2.93	D INT.	INT. D	In tower.....	S	T.D.M-B
South Gary Open day and night	C.S.	JO	5.39	D INT. M.B.	INT. M.B. D	In station..... East end of siding in pole box.....	S S	T.D.-M B
Ross.....			7.81			In box on pole.....	S	B
Griffith.....	C.S.	FH	10.15	D INT.	INT. D	In tower.....	S	T.D.-B
Hartsdale Open day and night	C.S.	HD	12.18	D INT.	INT. D	East end of yard opposite standpipe in booth..... East end of yard in booth..... In agents office.....	N N S	T.D.-M-B B T.D.-M-B
Dyer..... Daily exc. Sat., Sun. & Hol. 7:00 AM to 4:00 PM	C.S.	RU	15.44	D INT. M.B.	INT. M.B. D	In station..... West end of station in pole box..... East end of siding in pole box.....	S S N	T.D.-M T.D.-M-B B
Chicago Heights Open day and night	C.S.	MC	21.37	D INT.-M.B.	INT.-M.B. D	Euclid Ave., in booth..... East end and west end of hill tracks, in booth..... In freight office..... In tower.....	N S N N	B T.D.-M-B T.D.-M-B T.D.-M-B
Matteson..... Daily 6:00 PM to 2:00 AM Daily Exc. Sun 7:00 AM to 3:00 PM	C.S.	MS	24.80	M.B.	M.B.	East end of yard in booth..... In agents office.....	N N	B T.D.-M-B
Frankfort..... Daily exc. Sat., Sun. & Hol. 7:30 AM to 4:30 PM	C.S.	RF	32.47	M.B.	M.B.	West end of station in box..... In telegraph office..... East end of siding in pole box.....	S S S	T.D.-M-B T.D.-M-B B
Spencer.....	C.S.	SN	37.14			West end of siding in booth..... East end of siding in pole box.....	S S	T.D.-M-B B
Steele.....	C.S.	SR	38.60			In agents office..... In booth.....	S S	T.D.-M M-B
Joliet Open day and night	C.S.	CK	44.37	D INT.	INT.	In engine house..... In C.R.I. & P. tower..... In freight office.....	N N S	T.D.-M-B T.D.-M-B T.D.-M-B

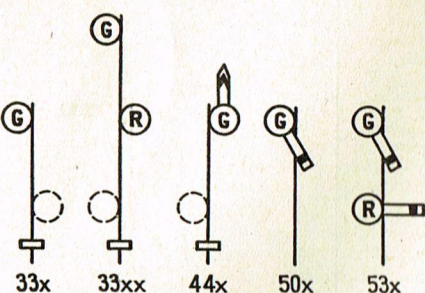
ABBREVIATIONS

Communicating station.....	C.S.	Message.....	M
Manual block.....	M.B.	Block.....	B
Train order.....	T.O.	Yard.....	Y
Interlocking.....	INT.	North.....	N
Switch.....	SW	South.....	S
Distant.....	D	East.....	E
Advance block signal.....	ADV.	West.....	W
Train dispatching.....	T.D.	Station Semaphore.....	Sta Sema
Take siding.....	T.S.		

SIGNAL ASPECTS, INDICATIONS AND RULES

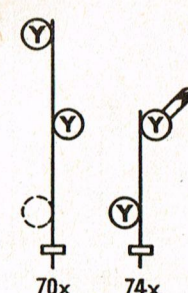
THE RULES AND ASPECTS SHOWN ARE ADDITIONAL TO OR DO NOT CONFORM TO THE SIGNAL ASPECTS, INDICATIONS AND RULES OF THE RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT, AND ARE SO DESIGNATED BY THE LETTER "X" FOLLOWING THE RULE OR FIGURE NUMBER.

INTERLOCKING AND AUTOMATIC BLOCK SIGNALS



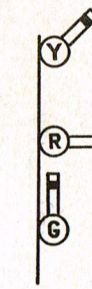
Rule 281

Proceed.



Rule 282A

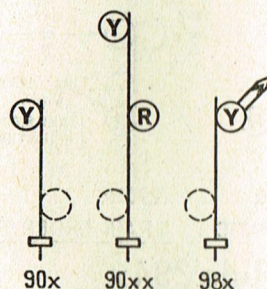
Proceed preparing to stop at second signal. Train exceeding limited speed must at once reduce to that speed. Reduction to limited speed must commence before passing signal and be completed before accepting a more favorable indication.



Rule 284

Proceed approaching next signal at slow speed. Train exceeding medium speed must at once reduce to that speed.

AUTOMATIC BLOCK SIGNALS



Rule 285

Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.

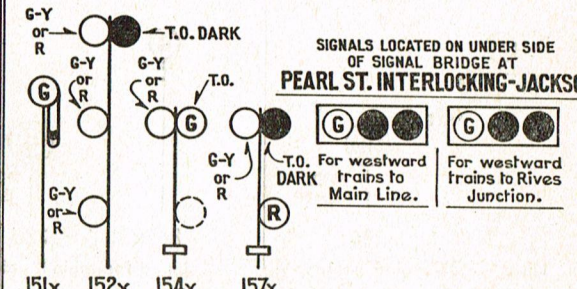
MANUAL BLOCK SIGNAL



Rule 289

Proceed.

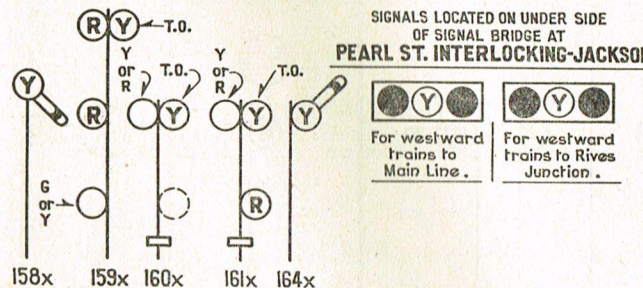
TRAIN ORDER SIGNALS



Rule 289C

No train orders; also be governed by Interlocking or Automatic Block Signal Indications.

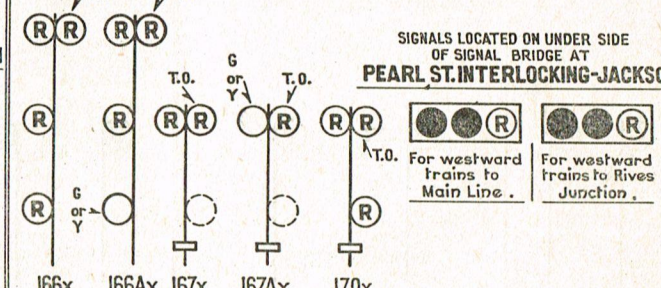
TRAIN ORDER SIGNALS



Rule 289Dx

Reduce speed; preparing to get clearance Form 'A', Form 19 orders or messages, also be governed by Interlocking or Automatic Block Signal Indications.

TRAIN ORDER SIGNALS



Rule 289E

Train orders; also be governed by Interlocking or Automatic Block Signal Indications.

NOTES:

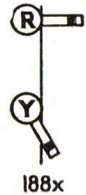
- Automatic block signals are designated by a horizontal number plate $\frac{\square}{\square}$ on the signal mast.
- Color light units shown in dotted lines on masts of signals are normally dark "light out".

INSTRUCTIONS: 1. Indications of signals 166Ax and 167Ax are to be given only after clearance Form 'A' and train orders have been delivered and trains are released in accordance with Rule 211a.

SIGNAL ASPECTS, INDICATIONS AND RULES

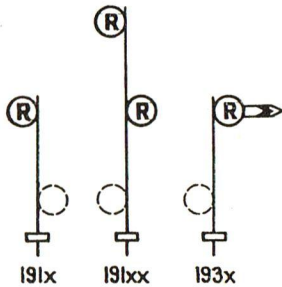
THE RULES AND ASPECTS SHOWN ARE ADDITIONAL TO OR DO NOT CONFORM TO THE SIGNAL ASPECTS, INDICATIONS AND RULES OF THE RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT, AND ARE SO DESIGNATED BY THE LETTER "X" FOLLOWING THE RULE OR FIGURE NUMBER.

INTERLOCKING AND AUTOMATIC BLOCK SIGNALS



Rule 290

Proceed at restricted speed.



Rule 291

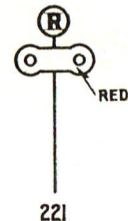
Stop, then proceed at restricted speed.



Rule 292

Stop.

MAIN TRACK SWITCH TARGETS



221

Lined for diverging route.



224

Rule 293

Lined for main track.



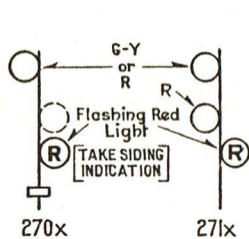
225x



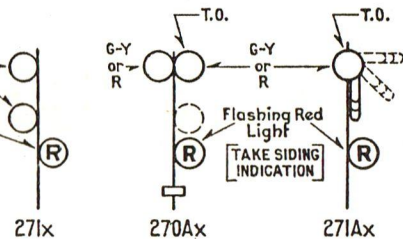
228

TAKE SIDING SIGNALS

Located on Signal Masts



270x



271x

Rule 294x

FREIGHT TRAINS take siding; be governed also by the indication of the signal on the mast on which take siding indication unit is located. OTHER TRAINS:- Call operator or signalman for instructions.

INTERLOCKING AND AUTOMATIC BLOCK SIGNALS

TRAIN ORDER SIGNALS

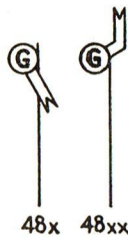
TEMPORARY SPEED BOARDS

Rule 295x

REDUCE SPEED BOARD

Where reduced speed is required, the point may be marked as prescribed by Rule 295, and in addition, trains must be notified by train order or bulletin order and the rate of speed permissible over the defective track specified.

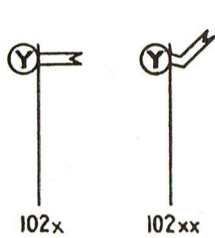
DISTANT SIGNALS



48x

Rule 281

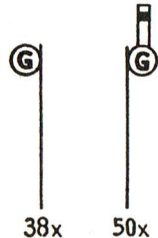
Proceed.



102x

Rule 285x

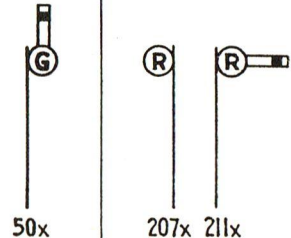
Proceed preparing to stop at switch or next signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.



38x

Rule 281

Proceed.



207x

Rule 292x

Stop; then proceed at restricted speed and unless the way is seen to be clear must be preceded by a flagman.

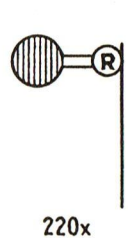
SMASH BOARDS; BAY CITY DRAWBRIDGE



180x

Rule 281

Proceed.



220x

Rule 292

Stop.

INSTRUCTIONS: ALL TRAINS MUST STOP BEFORE PASSING THE SIGNAL, THEN BE GOVERNED BY SIGNAL INDICATION.

**INDEX OF STICKERS
COVERING CHANGES IN BOOK OF OPERATING RULES**

Dated September 26, 1937

Reprint of May 15, 1944

Reprint of June 1, 1948

Reprint of January 1, 1951

Page Nos.	Rule	Date of Sticker	Change	Book Dated September 26, 1937	Reprint of May 15, 1944	Reprint of June 1, 1948
11	M.	10- 1-46	Addition	X	X	
16-17	2-3 (Standard Time)	3-15-48	Revised	X	X	
23	14 (1)	2-15-41	"	X		
23	14 S(n)	11- 1-41	"	X		
25	16 (1)	11- 1-41	Eliminated	X		
25	17	1-10-49	Revised	X	X	X
39	S-90	11- 1-41	"	X		
40	93 (Note)	5- 1-43	"	X		
42	99 (Note)	10- 1-46	Addition	X	X	
45-46	109	11- 1-42	Revised	X		
52	210-211-211a	4-15-44	"	X		
56-57	221 (C)	3-15-48	"	X	X	
84	Clearance Form A	4-15-44	"	X		
85	Clearance Form B	4-15-44	"	X		
90	Signal Definitions (Speed)	2-15-41	"	X		
93	281A	2-15-41	"	X		
94	282	12-20-49	"	X	X	X
95	282A	4-26-49	"	X	X	X
97	284	2-15-41	"	X		
98	285	2-15-41	"	X		
101	289A	8-15-47	"	X	X	
104	291	2-15-41	"	X		
117	326a	4-15-44	Eliminated	X		
117	327	5- 1-45	Revised	X	X	
118	330	3-15-48	"	X	X	
139	Hot Journals	10-24-50	"	X	X	X
140	703	11- 1-41	"	X		
140	706	12-20-49	"	X	X	X
141	708	4-15-44	"	X		
146	733	No date	Addition	X		
161-162	937	4-15-44	Eliminated	X		

NOTE—

Date of reprinted Book of Rules appears on inside cover page 1 immediately under the original date of September 26, 1937

Reprint of May 15, 1944 includes all changes up to and including that date.

Reprint of June 1, 1948 includes all changes up to and including that date.

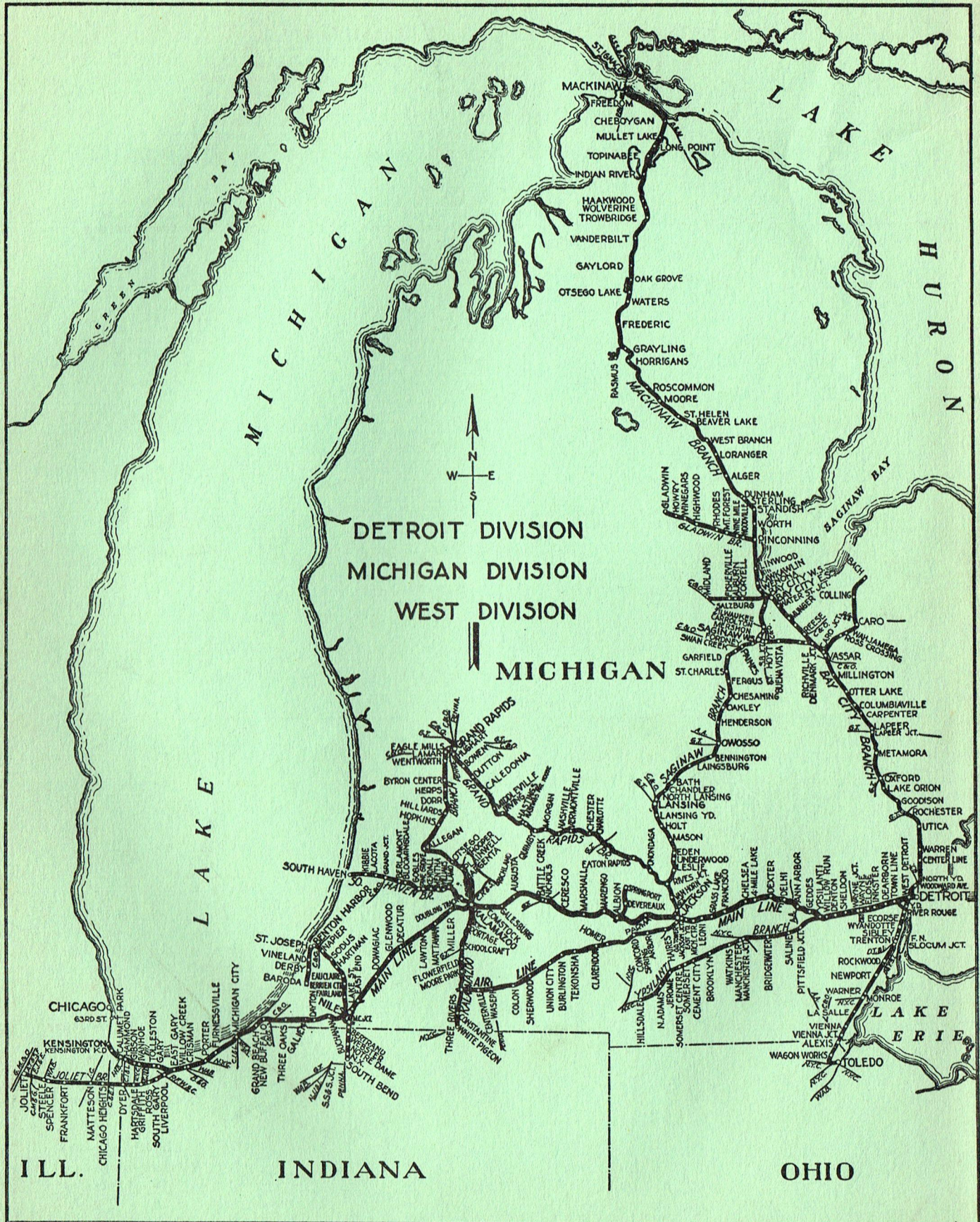
Reprint of January 1, 1951 includes all changes up to and including that date.

NOTE—Symbol X indicates sticker has been issued for the book listed.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00



DETROIT DIVISION
MICHIGAN DIVISION
WEST DIVISION

MICHIGAN

ILL.

INDIANA

OHIO