

THERE IS ALWAYS TIME FOR COURTESY

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**Make
SAFETY
Your
POLICY**

The New York Central Railroad Company

**DETROIT DIVISION
MICHIGAN DIVISION**

TIME-TABLE No. 8

FOR EMPLOYEES ONLY

EFFECTIVE

1.00 A. M. Central Standard Time

2.00 A. M. Eastern Standard Time

Sunday, October 30, 1960

D. J. CHINANDER
Transportation Superintendent
Detroit Division

W. H. HINDERER
Transportation Superintendent
Michigan Division

COMPANY SURGEONS

R. A. JOHNSON, Medical Director, N. Y. C. System, Detroit
Chief Surgeon

504 Terminal Bldg., Phones—Office TASHMOO 5-7000, Ext. 205, 206 & 311; Res. WALNUT 1-2435

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

504 Terminal Bldg., Phones—Office TASHMOO 5-7000, Ext. 205, 206 & 311; Res. TU. 5-5554

E. A. HAMILTON, Chief Surgeon, West Div., Chicago

607 LaSalle St. Sta., Phones—Office WABASH 2-4200, Loc. 402-569; Res. SPRING 4-2447

E. M. JEKOT, 607 LaSalle St. Station, Phone Office: WABASH 2-4200; Local 402-569.

ANN ARBOR: Wm. E. Brown III, St. Joseph's Mercy Hospital,
326 N. Ingalls St.

Phones—Office NO 3-0571, Res. NO 3-0130

BATTLE CREEK: Harvey C. Hansen, 417 Post Bldg.

Phones—Office WO 3-8925; Res. WO 4-7847.

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, 925 Pipestone St.

Phones—Office WALNUT 5-0048; Res. WALNUT 6-2098

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

Phones—Office and Res. FULTON 5-0109.

CHICAGO: E. A. Hamilton, 607 LaSalle St. Station.

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

J. B. Watson, 607 LaSalle St. Station.

Phone WABASH 2-4200, Ext. 402.

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

Phones—Office HARRISON 7-4135 (Cases should be sent to his office when neither Dr. Hamilton nor Dr. Jekot is available).

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

(Hrs. 8:30 A.M. to 12:00 Noon daily Exc. Sunday)

Phones—WABASH 2-4811; Local 499.

7141 Jeffery Medical Bldg. (Hrs. 3 to 4 P.M. and

7 to 8 P.M. Mon., Tues. and Thurs. and 3

to 4 P.M. on Fridays.)

Phones—Office HYDE PARK 3-6096 and 3-4477,

Res. SUPERIOR 7-2380.

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

Phones—Office WENTWORTH 6-5577; Res.

DORCHESTER 3-3309.

DETROIT: George E. Dimond, 504 Terminal Bldg.

Phones—Office TASHMOO 5-7000; Ext. 205, 206 & 311

Res. LU. 1-5722.

Wm. F. Veling, 504 Terminal Bldg.

Phones—Office TASHMOO 5-7000, Ext. 205, 206 & 311

Res. UNIVERSITY 4-8085.

E. H. Hanna, 726 Maccabees Bldg.

Phones—Office TEMPLE 1-6164

Res. GREENLEAF 4-5693.

ELKHART: Elkhart Clinic, 405 S. Second St.

Phone 2-9850

T. A. Elliott, Z. W. Sobel, E. R. Billings, J. H. Ivy,

J. E. Bensen

J. O. Futterknecht, 405 S. Second St.

GARY: Robert N. Bills, 504 Broadway.

Phones—Office TURNER 5-6106; Res. TURNER 2-6208.

C. O. Almquist, 504 Broadway. Phone—Office

TURNER 6-9331.

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

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

GRAYLING: C. G. Clippert, B. E. Henig

Keyport-Clippert-Henig Clinic.

Michigan Street. Office

Phones—2781 and 4471

Res. PHONES C. G. Clippert 3031;

B. E. Henig, 3341.

HILLSDALE: W. W. Sawyer, 61 North Howell St.

Phone HERLOCK 7-4230

COMPANY OCULISTS

CHICAGO, ILL.: G. H. Mundt, 6306 South Halsted St.

G. H. Mundt, Jr.

Phone—WENTWORTH 6-6223 and 6-6224.

A. G. Peters, 7856 S. Ashland Ave.

Phone—RADCLIFFE 3-1800.

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

Phones—Office WOODWARD 2-0489.

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

ELKHART: L. F. Swihart, 214 West Marion St.

Phone—Office 2-8897, Res. 4-0693.

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

Phones—Office WESTMORE 3-0291; Res. WESTMORE 2-2012.

A. C. Remich, Medical Bldg., 30 Douglas St.

Phones—Office WESTMORE 2-3938 and 2-3939; Res.

WESTMORE 3-7530.

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

Phones—Office STATE 23672; Res. STATE 23682.

Ennis B. Corley, Office—1401 Reynolds Bldg.

Phone STATE 2-7133

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

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

Phones—Office 2-8508; Res. 6-6986.

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

Phones—Office FI 3-2621; Res. FI 2-4284.

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

Phone—FI 3-2621.

LANSING: D. M. LeDuc, 317 W. St. Joseph St.

Phone—Office IV. 9-6589.

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

Phones—Office STOREY 1-8694; Res. STOREY 1-3400.

MICHIGAN CITY: P. J. Pilecki, Clinic Associates, 125 East

Fifth St

Phones—Office, 2-5541; Res. 7-7348.

MONROE: William W. Bond, 222 North Monroe Street.

Phones—Office CHERRY 1-5251; Res. CHERRY 2-1546.

NILES: H. M. Pritchard, 1 South 5th St., Phone—Office MU

3-7500; Res. 2031 U. S. 31, north, Phone—MU 3-3961.

If no answer call MU 3-6633.

John R. Bruni, 1 South 5th St., Phone—Office MU 3-7500

Res. 1603 Ferry St., Phone—MU 3-3056.

OWOSSO: Walter L. Merz.

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

PORTER: J. P. Griffin, 139 South Calumet Road,

Chesterton, Ind.

Phones—Office and Res. 4675.

RIVERDALE: John A. Kollar, 68 East 138th St.

Phones—Office INTEROCEAN 8-9718; Res. CEDARCREST 3-0037

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

Phones—Office 24149; Res. 35056.

SOUTH BEND: P. J. Birmingham, 426 Sherland Bldg.

103 Jefferson St., Phone—CE. 3-2476; Res. AT

9-7568

TOLEDO, O.: O. W. Burkholder 723 Phillips Ave. Bldg. B.

Phone—GREENWOOD 5-6316

Frank E. Foss, 723 Phillips Ave. Bldg. C-1

Phone—GREENWOOD 4-3772.

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

Phone—Office and Res. TA—3-9111

WYANDOTTE: Wyandotte General Hospital, 2331 Van Alstyne

Ave., Phone—AVENUE 4-2400.

HAMMOND, IND.: Arthur J. Kuhn, 112 Rimbach St.

Phone—WESTMORE 2-0435.

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

Phones—Office STATE 3-6935; Res. STATE 2-3945.

SOUTH BEND: J. V. Cassady, 921 Lincoln Way East.

Phone—AT. 7-6529.

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

Phones—Office CHERRY 1-2505.

ATTENTION

TRAIN AND ENGINE CREWS

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passengers traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakemen, Porter, Sleeping car, Pullman and Dining Car employes—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, New York Central employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. New York Central engine-men have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers, mail, express and freight at destination is what customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on-time.

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.

A. The title Transportation Superintendent will be used instead of Superintendent.

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. At Trenton to McLouth Steel Company tracks. Use Toledo Division tracks between Alexis and Toledo. Use G.T.W. tracks at Bay City between G.T.W. connection at Marquette St., and G.T.W. connection north of Ohio St.

Michigan Division trains, use Toledo Division main track between Manchester and Manchester Jct. Western Division tracks between PO and Chicago, between east yard limit at Elkhart, Ind. and Elkhart Yard, and between Portage Avenue and Oliver Yard, South Bend.

Use C. & O. tracks between Benton Harbor and St. Joseph, and at 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.

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

Toledo Division trains use Michigan Division tracks between White Pigeon Jct. and "B" Elkhart.

B. & O. trains use N.Y.C. tracks between Detroit and Toledo. C. & O. trains use N.Y.C. tracks between Mershon and Paines. North Lansing and MA.

P.R.R. passenger trains use N.Y.C. tracks at Mackinaw. G.T.W. trains use N.Y.C. tracks between MX and Mershon.

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

OTHER BRANCHES

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

B-2. LAWS AND REGULATIONS.

When train or engine service employees have been on duty 14 hours they must notify the Transportation Superintendent promptly.

Employees must know when called for service that they are available under Hours of Service regulations, and if in any doubt, bring it to the attention of the proper official.

K-1. FIGHTING.

Fighting while on duty or on company property is prohibited.

L-2. MIS-USE OF COMPANY PROPERTY.

Abuse, mis-use, defacing of or deliberate damage to or destruction of company property, tools or equipment is forbidden.

M. SAFETY

Employees must provide themselves with the book of Safety Rules and be governed by the rules contained therein.

O. READING ON DUTY.

While on duty, books, magazines or papers other than company instructions, must not be read.

REPEATING INSTRUCTIONS.

All verbal instructions affecting train movements or involving equipment or track conditions must be repeated back by the employee receiving them.

1. STANDARD TIME.

Eastern Standard Time is in use between Detroit and East End and on all branches and subdivision of Detroit and Michigan Divisions, except on Michigan Division west of East End.

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

3. STANDARD CLOCKS.

Detroit.....	{ Telegraph office. Stationmasters office. Train yard.
Junction Yard.....	{ Engine house. Yard Dispatchers office. Train Dispatchers office.
Jackson Jct.....	{ Engine house. Telegraph office.
Jackson.....	{ Telegraph office. Lake St. Telegraph office. Yardmasters office.
Niles (Terminal Yard).....	{ Engine house. Old Yard office.
Niles.....	{ Old Yard office. Yardmasters office.
M. C. Yard.....	{ Telegraph office.
Saginaw.....	{ Telegraph office.
Bay City.....	{ Telegraph office.
Grayling.....	{ Telegraph office.
Mackinaw.....	{ Telegraph office.
Grand Rapids.....	{ Yardmasters office.
Benton Harbor.....	{ Telegraph office.

3b. COMPARING TIME.

When practicable, conductors and enginemen must compare watches with each other before commencing each day's work. Other engine and train employees must compare watches with the conductor or engineman as soon as practicable.

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 between Town Line, Ecorse, North Yard and Howard Ave.

6. FLAG STOPS.

f.—flag stop to receive or discharge revenue passengers.

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.

12. HAND, FLAG AND LAMP SIGNALS.

Engine while handling wrecking crane engaged in wrecking operations must not be moved until given proper hand signal with green flag or green light.

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

14. ENGINE WHISTLE SIGNALS

The whistle must be sounded at whistle posts and where required by rule or law.

In sounding whistle signal 14 (L) the forward facing horn must be used. The rear facing horn will be used alone in sounding this signal only when the forward facing horn is inoperative.

15. TORPEDOES

After exploding a torpedo or torpedoes, train or engine will proceed, reducing speed and preparing to stop short of train ahead or obstruction. After proceeding for a distance of one mile from the place where torpedo was exploded train may resume normal speed if track is seen to be clear.

18. YARD ENGINES

Yard engines will display dimmed headlight on each end, by day and by night, except that at night headlight may be extinguished on that end of engine which is coupled to a high solid end car. When headlight is not provided or is inoperative, a white light must be displayed. Yard engines will not display markers.

19. MARKERS

Reflectorized markers on each side of rear car or a circular reflectorized disc mounted in the center of the rear car of a train may be used in lieu of marker lamps on territories specified in the time table.

Engines occupying the main track with cars must display a red flag by day and a red light by night on the rear of the rear car.

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 by extra trains.

G. T. W. extra trains will display white signals between MX and Mershon.

31. ENGINE WHISTLE AND BELL

Enginemen will not sound whistle except in emergency, at the following locations:

Jackson, Mich.....	Within city limits
St. Joseph, Mich.....	Within city limits
Saginaw, Mich.....	Within city limits (except at Superior St.)

Niles, Mich. On South Bend Branch, between Fort and Wayne Streets between the hours of 7:00 PM and 7:00 AM.

33a. COMMUNICATION OF SIGNALS

Indication of signals conveyed by a combination of color and flashing of light should be communicated as "flashing yellow" or "flashing green."

34. FLAGMEN'S SIGNALS.

The following signals will be used by flagmen:

Day Signals—A red flag.	Night Signals—A white light.
Torpedoes.	Torpedoes.
Fusees.	Fusees.

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.
Niles.....	Yardmasters office
YD.....	Signal station.
Alexis.....	Signal station.
North Yard.....	Signal station.
Saginaw.....	Telegraph office.
Mershon.....	Telegraph office.
Bay City.....	Telegraph office.
Grayling.....	Telegraph office.
Mackinaw.....	Telegraph office.
Midland.....	Office.
Hughart.....	Telegraph office.
Grand Rapids.....	Yardmasters office.
Pearl St.....	Telegraph office.
Jackson Jct.....	Signal station.
Lamar.....	Signal station.
BO.....	Signal station.
White Pigeon.....	Telegraph office.
South Haven.....	Telegraph office.
Ypsilanti.....	Telegraph office.
Benton Harbor.....	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 Saginaw 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 interlocking signals; Westward trains on yard tracks by "Proceed" hand signal from the operator.

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.

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

East End: Eastward trains from yard tracks by verbal permission from operator.

Lake St.: Westward trains on main track by train order signal.

Westward trains from yard tracks by train order signal and in addition, a "Proceed" hand signal from the operator, before fouling main track.

Eastward trains on main track by interlocking and train order signals; when train order signal is dark (Rule 200) by interlocking signal.

PO: Eastward trains 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. Signalman at Alexis must obtain permission from the train dispatcher.

Jackson to Grand Rapids Branch

Rives Jct.: All trains by interlocking signal.

Saginaw Branch

Rives Jct.: All trains by interlocking signal.

Paines: All trains by interlocking signal.

Jackson Elkhart Subdivision

Jackson Jct..... Verbal permission from Operator.

B..... Eastward trains by interlocking signal.

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

Detroit to Mackinaw Branch

North Yard.....Northward trains.
Saginaw.....All trains.
Bay City.....All trains.
Grayling.....All trains during the hours of-
fice is open.
G. T. W. and C & O. trains between Saginaw and Mershon
will be cleared as follows:
Saginaw.....Northward trains by Clearance
Form "A".
Mershon.....Southward trains by Interlock-
ing signal.
N.Y.C. and G. T. W. trains between MX and Saginaw will
be cleared as follows:
MX.....Northward trains by interlock-
ing signal, during hours sig-
nal station is open.
Saginaw.....Southward trains by Clearance
Form "A".
Operators at MX, Saginaw and Mershon will obtain per-
mission from train dispatcher before clearing trains between
those stations.

Caro Branch

Vassar.....All trains.
Caro.....All trains during hours Signal
Station is open.
Bach.....Clearance Form "A" will not
be required.

Midland Branch

Bay City.....All trains. Clearance Form "A"
will not be required at Mid-
land.

Gladwin Branch

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

Jackson to Grand Rapids Branch

Pearl St.....Westward trains.

Saginaw Branch

MA.....Southward trains.
North Lansing.....Northward trains.
Owosso.....All trains during hours office is
open.
Saginaw.....All trains.

Lansing Branch

Albion.....Verbal clearance from operator.
Springport.....Clearance Form "A" will not
be required.

Ypsilanti Branch

Saline } All trains during hours office
Brooklyn } is open.

Kalamazoo Branch

Grand Rapids.....Southward trains verbal clear-
ance from operator at Lamar.
Lamar.....Southward trains.
BO.....All trains.
Three Rivers.....All trains during hours office
is open.

South Haven Branch

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

93. YARD LIMITS.

Main Line

Detroit	Albion	Lawton
Dearborn	Marshall	Decatur
Wayne	Battle Creek	Dowagiac
Ypsilanti	Augusta	Niles (Terminal)
Ann Arbor	Kalamazoo	Michigan City
*Jackson		

Jackson to Grand Rapids Branch

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

*All trains and engines on all tracks must receive "Proceed"
signal from switchtender before fouling or passing switches at
East Avenue, except passenger trains on No. 1 and No. 2 main
tracks and westward freight trains on No. 1 track.

Detroit to Toledo Branch

Ecorse	Monroe	Trenton
Wyandotte	Vienna Jct.	

Monroe Branch

Monroe

Detroit to Mackinaw Branch

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

Between the "End of Manual Block" sign at Kawkawlin and
Bay City trains regardless of class or direction will run pre-
pared to stop short of obstruction protecting against following
movements. Within these limits trains and engines must give
way for passenger trains without unnecessary delay.

Gladwin Branch

Pinconning

Denmark Jct. Branch

Bay City

Saginaw Branch

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

Old Air Line Branch

Three Rivers

Jackson Elkhart Subdivision

Jackson Elkhart

South Haven Branch

Kalamazoo South Haven Bloomingdale

Kalamazoo Branch

Grand Rapids Allegan Otsego
Kalamazoo Three Rivers

Ypsilanti Branch

Ypsilanti Hillsdale Cement City

South Bend Branch

Benton Harbor Notre Dame South Bend
Niles

S-93, D-93. PROTECTION OF TRAIN WITHIN 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, 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.

NOTE—Where automatic block signal system rules are in
effect "known to be clear" includes when track is
known to be clear by signal indication.

D-93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

Movements against the current of traffic within yard limits
must be made prepared to stop short of train or obstruction.

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 absolute
block at both YD and "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 Gibraltar 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.

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 Lansing Ave.

Westward trains by message over the signature of the Gen-
eral Yard Master on permission of the train dispatcher. At
Lansing Ave., after permission is received from signalman at
Pearl St., push the push button adjacent to dwarf signal and
wait for 'Proceed' signal to move from No. 2 track to single
track.

Eastward trains by permission of signalman at Pearl St.,
and under flag protection.

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 permis-
sion 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.

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

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

S-97. EXTRA TRAINS.

Extra trains and engines may run without train orders on:

- Lansing Branch.
C. K. & S. Branch.
Saginaw Branch, between Paines and Saginaw.

98. RAILROAD CROSSINGS AT GRADE.

Table with columns: Location, Railroad, Signals. Includes sections for Main Line, Monroe Branch, Detroit to Toledo Branch, and South Water Street Spur.

Table with columns: Location, Railroad, Signals. Includes sections for Hecla Belt, N. Y. C. Belt Line, Denmark Jct. Branch, Jackson Elkhart Subdivision, Old Air Line Branch, Kalamazoo Branch, Grand Rapids Belt, South Haven Branch, and Ypsilanti Branch.

Table with columns: Location, Railroad, Signals. Includes sections for South Bend Branch, Jackson to Grand Rapids Branch, C. K. & S. Branch, Saginaw Branch, and Junctions.

Table with columns: Location, Railroad, Signals. Includes sections for Jackson to Grand Rapids Branch, C. K. & S. Branch, Saginaw Branch, and Junctions.

Location	Railroad	Signals
Jackson Elkhart Subdivision		
Haires.....	N.Y.C.....	None.
Three Rivers Jct.....	N.Y.C.....	None.
White Pigeon Jct.....	N.Y.C.....	None.

Lansing Branch		
Albion.....	Main Line.....	Signal.

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.

98a. DRAW-BRIDGES.

Location	Stream	Signals
Michigan City.....	Trail Creek.....	Interlocking.
Saginaw.....	Saginaw River.....	Interlocking.
Bay City.....	Saginaw River.....	Signals.
Trains and engines must stop before crossing Saginaw River bridge at Bay City.		
St. Joseph.....	St. Joseph River....	None.
St. Joseph.....	Morrison Channel...	None.

Trains and engines must stop at STOP SIGNS before crossing either bridge, then proceed on hand signals from Bridgetender. Bridges will be locked open after last regular trains for the day until 5:30 A.M.

101a. PROTECTION AGAINST RETURN MOVEMENTS.

When a portion of a train is left on the main track, it must be protected against the return movement. At night, or when weather conditions require, torpedoes must be used, and, in addition, a white light must be displayed on the front of the head car. This does not relieve the engineman from using necessary caution to avoid accident in returning.

102. PROTECTION OF TRAINS ON ADJACENT TRACKS.

When a train is stopped suddenly, engineman must at once display a lighted fusee 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.

Trainmen must flag trains or engines over following crossings:

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.
Warner.....	Noble St. Yard tracks, light engines and switching movements.

Ypsilanti	Ypsilanti Branch	M-17, 2 miles west U. S. 23, 3 miles west.
Three Rivers	Old Air Line Br....	All crossings where flashing light signals are in service, when signals do not operate. Eighth & 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.
Lamar.....		South of 44th St. MP 87.79.
Plainwell.....		Bridge St., all northward movements except when northward interlocking signal indicates "Proceed." Also, all movements on P.R.R. delivery track.
Constantine.....		Centerville highway crossing south of station, all movements on side track.
Benton Harbor.....		Main St., Territorial St. and Highland Ave.
Niles (Benton Harbor Br.).....		Front St., trains and engines must stop and be flagged over crossing by member of crew.
	(Old Air Line)...	13th Street and Lake Street, trains and engines must stop and be flagged over crossing by member of crew.
Notre Dame Spur....		Highway U.S. 31, trains and engines must stop and be flagged over crossing by member of crew.
South Bend.....		Lincolnway West
Bay City.....		State and North Henry St., on G.T.W. tracks
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.; Westnedge St., also proceed with caution through station grounds.
Benton Harbor.....		East Main St.
South Bend.....		Lincolnway West.

Wyandotte.....		Mulberry St. Spur at Intersection of Mulberry and Biddle Sts. Trainmen will operate traffic signals at the intersection manually before moving onto crossing.
Monroe (Monroe Br.)..		Highway, U. S. 24, just west of C. & O. Crossing.
Midland.....		Bay City Road (M. 20) at night red and white lantern must be used to warn traffic.
Lapeer.....		Trains using siding before crossing Saginaw & Genesee Sts., to actuate flashers.

Automatic Flashing Light Signals with or without gates.

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit," trains and engines operating on such tracks must proceed past sign located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds).

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing light not operating), must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.)

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:

Ypsilanti.....		Cross and River Streets control switches at Station. Forest Ave. Control switch on W.B. track west of Station.
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.
Battle Creek.....		{ E. Michigan Ave. Control switches at crossover West of crossing, and at west switch of crossover at Grenville St. 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 switch 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	(Old Air Line Br.)..	Fourth St. Control switch at Diamond.
Lansing (Sag. Br.)...		Hazel St. Control switches at switches north and south of crossing.
Rochester.....		Main St. Control switch at depot.
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.

Electrically locked switches.

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

104a. NORMAL POSITION OF SWITCHES.

Jackson:	At Milwaukee St., lined and locked for No. 3 track. Rams Horn track, lined and locked for that track.
Haires:	For Jackson Elkhart Subdivision
Three Rivers:	East switch to new connections, lined and locked for Jackson Elkhart Subdivision.
Three Rivers Jct.:	West switch to new connection, lined and locked for Jackson Elkhart Subdivision.
White Pigeon:	East switch to new connection, lined and locked for Jackson Elkhart Subdivision.
White Pigeon Jct.:	West switch to new connection, lined and locked for Jackson Elkhart Subdivision.
Denmark Jct.:	For Detroit-Mackinaw Branch.
Saginaw:	For Detroit-Mackinaw Branch. Operator handles Saginaw Branch Junction switch for all trains.
Bay City:	For N.Y.C. at Foss near D. & M. river bridge.
Notre Dame:	For route to HF.
Midland:	Dow Chemical Co. at Carter Road. For Dow Chemical yard.

104e. Spring Switches.

Location	Normal Position
Niles:	
Old yard Diesel Facility.....	No. 2 (inbound) track. Know that switch is in proper position before proceeding.
Wenona Enginehouse..	For inbound enginehouse lead. Stop and know that switch is in proper position, then proceed at 5 miles per hour.
Paines.....	None Southward trains finding facing point switch lined wrong must manually line the switch for desired route.
Rives Jct., east end of siding.....	{ For Main track.
Lansing Avenue.....	For No. 2 track.

105. SIDINGS.

Capacity based on 44-foot cars.

Two Tracks.

Main Line

	Westward	Eastward
Dearborn.....	102	..
Wayne Jct.....	104	117
Willow Run.....	151	100
Geddes.....	..	131
Ann Arbor.....	114	52
Dexter.....	117	122
Chelsea.....	110	119
Francisco.....	142	..
Grass Lake.....	..	115
Jackson (West Hill).....	123	..
Albion.....	114	150
Marshall.....	168	126
Rumley Yard.....	105	115
Augusta.....	120	146
Botsford.....	104	145
Michigan City.....	115	120

Detroit to Toledo Branch

	Southward	Northward
Wyandotte.....	118	110
Trenton.....	107	101
Slocum Jct.....	..	75
Rockwood.....	108	{ 97 48
Newport.....	..	{ 33 101
Warner.....	118	73
LaSalle.....	114	101
Vienna.....	114	..

Single Track.

Jackson Elkhart Subdivision

Spring Arbor.....	218
Clarendon.....	222
Sherwood.....	224
Wasepi.....	226
Vistula.....	290
Bristol.....	49

Detroit to Mackinaw Branch

Centerline.....	75
Warren.....	109
Utica.....	96
Goodison.....	77
Lake Orion.....	15
Oxford.....	45
Metamora.....	53
Lapeer Jct.....	37

Vassar.....	{44 44
Shields.....	34
Zilwaukee.....	17
Standish.....	60
West Branch.....	30
Roscommon.....	69
Grayling.....	66
Gaylord.....	53
Indian River.....	46
Cheboygan.....	38

Midland Branch

Midland.....	10
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Caro Branch

Caro.....	15
Bach.....	13

Jackson to Grand Rapids Branch

Rives Jct.(Controlled Siding).....	95
Eaton Rapids.....	37
Nashville.....	55
Hastings Freight House.....	68
Middleville.....	18

Saginaw Branch

Rives Jct. ....(Controlled Siding).....	95
Leslie.....	12
Underwood.....	104
Mason.....	51
North Lansing.....	134
Bath.....	20
Owosso.....	49
Fergus.....	30
St. Charles.....	61
Paines.....	50

Kalamazoo Branch

Grand Rapids.....	28
Byron Center.....	14
Otsego.....	39
Checker Cab Siding.....	67
Kalamazoo (South Yard).....	55
Schoolcraft.....	25

South Haven Branch

Kendall.....	11
Gobles.....	36

CONTROLLED SIDINGS

Jackson Elkhart Subdivision

		Capacity
SR-RY	South.....	218
CZ-CA	South.....	222
HW-HD	South.....	224
SI-WS	South.....	226
V-VW	South.....	290

109. BULLETIN BOARDS AND BOOKS.

Notices over 12 months old will be removed and re-issued if still in effect.

Detroit.....	{ Telegraph Office. Conductors room. Brakemens room. Slip Dock Yardmasters office. Engineers room.
Junction Yard.....	{ Crew despatchers office. Engine house. Train Yard Yardmasters office.
River Rouge.....	Yardmasters office.
Wyandotte.....	Yardmasters office.
Warner.....	{ Telephone booth outside Yardmasters office.
Monroe.....	Trainmens room.
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. Yardmasters office. Passenger Station (Old Yard office). Lake St. Telegraph office.
M. C. Yard.....	Yardmasters office.
Oxford.....	Telegraph office.
Vassar.....	Passenger station.
Saginaw.....	Yardmasters office.
Bay City.....	Telegraph office.
Wenona.....	{ Yard office. Engine house.
Grayling.....	Register room.
Mackinaw.....	{ Conductors room. Engine house.
Grand Rapids.....	{ Engine house. Yardmasters office.
North Lansing.....	{ Yardmasters office. Engine house.
Owosso.....	Telegraph office.
Three Rivers.....	Telegraph office.
Benton Harbor.....	{ Freight house. Bunk Room

DESIGNATION AND USE OF MAIN TRACKS.

Single Track

Between: North Yard and Bay City
Vassar and Bach.
Denmark Jct. and Bay City
Bay City and Mackinaw.
B. C. & B. C. Jct. and Midland.
Pinconning and Gladwin.
Lansing Ave. and Grand Rapids.
Rives Jct. and MA.
North Lansing and Saginaw.
Jackson Jct. and B Elkhart.
Ypsilanti and Hillsdale
Springport and Albion.
Grand Rapids and Three Rivers Jct.
BO and South Haven.
South Bend and Benton Harbor

D-151.

Two Tracks

Between: YD and Alexis
Tracks are numbered from west and will be used as follows:
No. 1 Southward.
No. 2 Northward.

Town Line and PO.
Jackson and Lansing Ave.
Tracks are numbered from North and will be used as follows:
No. 1 Westward.
No. 2 Eastward.

MA and North Lansing.
Tracks are numbered from East and will be used as follows:
No. 1 Northward.
No. 2 Southward.

206a. MOVEMENT BY TRAIN ORDERS.

When an engine consists of more than one unit, the number of the leading unit or the numbers of both the leading and rear units may be used to identify the train.

221. TRAIN ORDER SIGNALS.

Rules 221A, 221B and 221C will apply at offices as listed under Stations, Office Calls and Office Hours.

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

223. ABBREVIATIONS.

Automatic Block Signal System.....	ABS
Manual Block Signal System.....	MBS
Traffic Control System.....	TCS

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Table with 4 columns: Track, Between, Assigned direction, Operation. Lists various tracks and their operational rules.

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.

294. SWITCH TARGETS

Lights on main track switches are not in use on South Haven, Caro, Ypsilanti, Lansing, Midland and Gladwin Branches, and Kalamazoo Branch 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.

Table with 3 columns: Location, Signal, Indication. Lists signaling details for various locations like Battle Creek, Jackson Jct., Sibley, Monroe, Warner, Trenton, Wyandotte.

Table with 3 columns: Location, Signal, Indication. Lists signaling details for various locations like Wye Track, Cheboygan, Saginaw, N. Y. C. Belt Line, Denmark Jct. Branch, Kalamazoo Branch, Grand Rapids.

Location	Signal	Indication
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.		
*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.		

STOP SIGNS.
At signs reading 'STOP' trains and engines, after making a stop, will proceed in accordance with instructions contained in the timetable under other rules, Bulletin Orders or instructions posted at the location.

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		

300. MANUAL BLOCK SIGNAL SYSTEM.
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.
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."
Manual block signal indication does not govern trains on the length of track of a block within yard limits protected by automatic block signals.
Between Kawkawlin and Bay City indication of the block signals will convey to trains, irrespective of class or direction, information as to the condition of block only to 'End of Manual Block' signs: Within these limits all trains and engines

will run prepared to stop short of obstruction, protecting against following movements. Within these limits trains and engines must give way for passenger trains without unnecessary delay.

Signalman at Vassar has control of the block between Vassar and Hoyt and between Vassar and Reese or Bay City when signal station at Reese is closed.

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

Between: MA and North Lansing

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 and 221 (C) are modified accordingly.

Jackson Elkhart Subdivision

Eastward Toledo Division trains must report when clear at White Pigeon Jct.

Southward Toledo Division trains must report when clear at Haires.

Northward Kalamazoo Branch trains must report when clear at Three Rivers Junction except when signal station is open.

305a. INTERLOCKING SIGNALS USED AS MANUAL BLOCK SIGNALS.

Interlocking signals which serve also an Manual Block signals will display Manual Block indications on top arm or light. When other than top indication is used to display a "proceed" indication, clearance form A, Clearance Form A and B, or Clearance Form A and a train order will be used to indicate the condition of the block, except at Rives Jct., interlocking signals will govern as follows:

MAIN TRACK	
Top Light.....	Saginaw Branch
Middle Light.....	Grand Rapids Branch
SIDING	
Dwarf Signal.....	Saginaw or Grand Rapids Branch

Remote 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 4¾ 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.

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

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Unless otherwise provided, Manual Block Signal System Rules will govern movements against the current of traffic.

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.

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:

Trains may pass a signal displaying 291 indication "Stop; then proceed at restricted speed" without stopping, proceeding at restricted speed, providing signal has a grade signal marker letter "G" attached to its mast.

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 701 located 2200 feet east of Ballard Road, Michigan Center, controlled by signalman at East Yard, passenger trains will be governed by Rule 291. Freight trains must obtain permission from signalman before proceeding.

Signal 741 located on westward main track 1800 feet east of Elm Ave. Jackson and controlled by Signalman at Pearl Street. All trains must obtain permission from signalman before proceeding.

Signal 792, located on eastward main track just west of Butler's Crossing, 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 943 located on westward main track east of Albion, controlled by signalman at Albion, passenger trains be governed by rule 291. Freight trains must obtain permission from 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 Nichols. All trains, after stopping as per rule 291, must stop clear of Washington Street and obtain permission from the signalman before proceeding.

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.

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.

Westward trains and engines using eastward yard lead at Lake Street, Niles, must not pass sign indicating 'END OF AUTOMATIC BLOCK' without first obtaining permission from Operator at Lake Street.

512. TRAIN DELAYED IN BLOCK.

If it can be seen or known that track is clear to next signal and that such next signal displays a proceed indication, train having been delayed may proceed in accordance with the indication received at the last signal passed before delay occurred.

514. ENTERING BLOCK BETWEEN SIGNALS.

A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal in advance unless it can be seen or known that the track is clear to next signal in advance and such signal displays a proceed indication.

663a. REMOTE CONTROL SWITCHES AND SIGNALS.

Location	Control Station	Signal	Track
Kalamazoo			
Botsford, west end. (Crank Control)	BO	75 feet west of switch	Eastward main track to siding
Botsford, west end. (Crank Control)	BO	100 feet west of switch	Westward siding to main track
Paines	Saginaw	Interlocker	Main

At locations where remote controlled switches may be operated by hand in an emergency, additional instructions are posted in the phone booth at the location.

701. OBSERVANCE OF PASSING TRAINS.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employees must give "Proceed" signal.

703. MAKE-UP OF FREIGHT TRAINS.

Trains containing cars equipped with "K" type brake equipment, limited to 50 cars.

Defective cars carded "Rear End Only" must not be placed forward of 15 cars from caboose. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Snow plows and Jordan spreaders must not be hauled backward when being 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 must not be left bridging across insulated joints in track rails where tank cars are placed.

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

715. GAMBLING.

Gambling on Company Property by employees is forbidden.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS OR DEAD HEAD EQUIPMENT 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.

HAND BRAKE TEST

A running test of hand brakes must be made on a Rail Diesel Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC car in No. 1 position (rail motor car in OFF position) 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, car must proceed at restricted speed to the nearest point at which repairs can be made.

RAIL DIESEL CARS, CLASS RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the route has been completed.

Cars M-497 and M-499 are equipped with red revolving dome light and red beacon lights on Postal end. These lights must be lighted at all times while on main track in single track territory.

AIR BRAKES

Passenger trains and trains containing more than 20 passenger carrying type cars must not exceed 30 cars.

Mail, Express and Baggage Equipment Trains must not exceed 40 cars.

When Passenger Train Equipment Cars are handled with Freight Equipment Cars in freight trains exceeding 40 cars total, such Passenger Train Equipment Cars shall be handled forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in the train shall not exceed: (a) 150 cars when handling one (1) to five (5) Passenger Equipment Cars; or (b) 100 cars when handling more than five (5) Passenger Equipment Cars.

NOTE: Passenger Train Equipment Cars having Type AB-1-B brakes may be handled in freight trains without restriction.

In trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on cars beyond the 20th head car. In freight trains of over 40 cars all cars must be conditioned for DIRECT RELEASE and the air supply to water raising systems shall be cut out.

Diesel Equipment:

A. Engines. Leaving unattended outside of Engine House territory (Oil Engine Running).

1. Remove reverser handle.
2. Make full service reduction, close doubleheading cock. (No. 6 B.L. Eqp. place 3 way cock in position "dead").

3. Place automatic and independent brake valve handles in "running" position.
4. Isolate engines, if so equipped.
5. Apply hand brakes on all units.
6. Block wheels if necessary.
7. If oil engine is shut down—pull main battery switch.
8. Enginemen taking charge of engines outside of Engine House territory, must expect to find them as listed above.

B. Air Brakes.

Diesel road engines must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train.

Engines operating light in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

Rotair Valve operating "A" unit set in "Pass" position.

Controlled Emergency Cock "B" unit set in "Pass" position.

Rotair Valve trailing "A" unit set in "Pass Lap" position.

C. Passing over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 and kept in that position until all locomotive units have passed over the crossing.

D. Diesel stopping over open flames.

Diesel engines must not be stopped over burning fuses or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be properly moved the fusee or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

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 employees 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 Transportation 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 caboos 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.

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 Transportation Superintendent.

Where a body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, 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 appears 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 position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employe must be left with the body until arrival of the Coroner.

RAIL DETECTOR CARS & CLEARANCE CAR X-8016 Cars Operating Under Own Power

Cars must be brought to full stop before movement is made on to turn tables.

Trains or engines must not be permitted to follow such cars into block between open signal stations in ABS territory or between controlled signals in TCS territory.

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.

At interlockings, remote controlled locations, and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

In Automatic Train Stop Territory, if car is not equipped with Automatic Train Stop Device, movements will be made in accordance with Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations, and in TCS territory between remote interlockings, both in advance and in rear of car.

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

When Towing Cars in Train

During freezing weather if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with anti-freeze solution, must be drained.

Rail detector cars other than NYC must not be handled in freight or passenger trains.

NYC cars X-8015 and X-8016 may be handled on rear end of passenger trains, (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car.

Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material".

AUTOMATIC TRAIN STOP

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

Engines operated:

Between West Detroit Interlocking and Town Line and between West Detroit Interlocking and Alexis on the Detroit Division.

Between Town Line and PO on the Michigan Division. Must be equipped with automatic train stop device, in working order, and cut in, except:

- a. When used as a pusher or second engine.
- b. In emergency and by specific authority of Transportation Superintendent.
- c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance with signal indication but not exceeding 40 MPH. Engineman must notify Transportation Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.
- d. Engines not equipped with automatic train stop device, operating in switching service, may be operated on main track within territory specified below at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.

Detroit Division

Main Line, West Detroit Interlocking to Town Line. Switching 4.5 Miles

Toledo Branch, West Detroit Interlocking to Ecorse. Switching 6.8 Miles

Toledo Branch, northward main track Ecorse River, Ecorse to Mile Post D-18½. Switching 9.0 Miles

Toledo Branch, northward main track Monroe Yard Limits, Mile Post D-32½ to Greening's switch.	Switching	3.87 Miles
Toledo Branch, northward main track, Ecorse River, Ecorse to Mile Post D-17 south of Trenton.	Switching	7.7 Miles
Toledo Branch, southward main track, Monroe, Mile Post D-33 to Stone Quarry switch.	Switching	3.28 Miles
Michigan Division		
Wayne, Mich., East Yard limits (500 feet east of Howe Road) to Ypsilanti, Mich. Peninsular Switch.	Switching	13.4 Miles
Jackson, Mich., Vibradamp switch east of East Yard to Butlers Crossing, Jackson, Michigan.	Switching	5.8 Miles
Albion, Mich., East Yard Limits (700 feet west of Mile Post D-94½) and west yard limits (1100 feet west of Mile Post D-97).	Switching	2.69 Miles
Battle Creek, Mich., Hinman St. bridge to Fort Custer, Mich., west yard limits (900 feet west of Mile Post D-125).	Switching	7.36 Miles
Kalamazoo, Mich., Mile Post D-140 to Mile Post D-145½.	Switching	5.5 Miles
Michigan City, Ind., Mile Post D-226 to Yard Limits, 900 feet west of Mile Post D-230½.	Switching	4.5 Miles
e. Engines not equipped with automatic train stop device operating in yard, puller, transfer or service other than switching service may be operated on main track within the territories specified below at a speed that will permit stopping short or another train or obstruction but not exceeding 20 MPH. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 40 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.		

Detroit Division		
Main Line, West Detroit Interlocking to Town Line.	Transfer	4.5 Miles
Toledo Branch, West Detroit Interlocking to Ecorse.	Transfer	6.8 Miles
Toledo Branch, northward main track Ecorse River, Ecorse to Mile Post D-18½.	Yard	9.0 Miles
Toledo Branch, northward main track Monroe Yard Limits, Mile Post D-32½ to Greening's switch.	Yard	3.87 Miles
Toledo Branch, southward main track Ecorse River, Ecorse to Mile Post D-17 south of Trenton.	Yard	7.7 Miles
Toledo Branch, southward main track, Monroe, Mile Post D-33 to Stone Quarry switch.	Yard	3.28 Miles

Michigan Division		
Wayne, Mich., East Yard limits (500 feet east of Howe Road) to Ypsilanti, Mich. Peninsular Switch.	Yard	13.4 Miles
Jackson, Mich., East Yard to Butlers Crossing, Jackson, Mich.	Yard & Pusher	5.8 Miles
Battle Creek, Mich., Hinman St. bridge to Fort Custer, Mich. west yard limits (900 feet west of Mile Post D-125).	Yard & Pusher	7.36 Miles
Kalamazoo, Mich., Mile Post D-140 to Mile Post D-145½.	Yard & Pusher	5.5 Miles
Kalamazoo, Mich. to Miller, Mich.	Pusher	8.23 Miles
Willow Run, Mich., U. S. 112 to Ypsilanti, Mich., Peninsular switch.	Yard	4.64 miles
Grass Lake, Mich., to East Yard, Jackson, Mich.	Pusher	8.16 Miles
Niles, Mich. to Mile Post D-195	Pusher	3.16 Miles
Michigan City, Ind., Mile Post D-226 to Yard Limits, 900 feet west of Mile Post D-230½.	Yard	4.5 Miles

When acknowledging whistle fails to sound while acknowledging a restrictive signal indication, engineman will reduce speed of train to not exceeding 40 MPH and notify Transportation Superintendent at the first point of communication where stop can be made without excessive delay. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 79 MPH, keeping clear of occupied block. After waiting (2) two minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of Transportation Superintendent. If engineman has occasion to again acknowledge a signal indication as prescribed by the rules and the acknowledging whistle sounds, normal speed may then be resumed. Failure of acknowledging whistle to sound must be reported to Division Superintendent on Form SC-1.

Should signal aspect change after acknowledging handle has been moved to acknowledging position, the train must be operated in accordance with the more restrictive indication.

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.

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.

SIGNAL ASPECTS, INDICATIONS AND RULES

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

SPEED RESTRICTIONS

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

General
(Unless otherwise restricted)

Engines:

Nos. 509, 510 with traction motor pin engaged.....	25	
Nos. 509, 510 with traction motor pin removed.....	45	
Nos. 567 to 957.....	45	
Nos. 1000 to 8357, light or with cabooses, limited to maximum track speed but not to exceed.....	60	
Nos. 8400 to 9820, light or with cabooses, limited to maximum track speed but not to exceed.....	45	
*Nos. 1000 to 5104 6600 to 6903 operating backward	30	
*Nos. 1000 to 5104 6600 to 6903 operating backward by night over public crossings.....	15	
Nos. 1000 to 3372..65	5808 to 5827..65	8271.....65
3700 to 3701..65	5804 to 5927..65	8275 to 8285..65
3702 to 3709..70	5946.....65	8287 to 8288..65
3800 to 3803..65	5949 to 6022..65	8290 to 8292..65
3804 to 3821..70	6025 to 6026..65	8295.....65
5000 to 5005..79	6028 to 6038..65	8297 to 8305..65
5006 to 5017..65	6041 to 6075..65	8307 to 8309..65
5100 to 5101..79	6200 to 6236..60	8311 to 8316..65
5102 to 5104..65	6600 to 6903..70	8318.....65
5600 to 5610..65	7000 to 7012..70	8320 to 8344..65
5611.....70	7100 to 7118..65	8345 to 8348..75
5612 to 5708..65	8000 to 8008..65	8349.....65
5712 to 5737..65	8100 to 8113..60	8352 to 8357..65
5739.....65	8200 to 8248..65	8400 to 9630..45
5788.....65	8250.....65	9631 to 9646..65
5792.....65	8255 to 8265..65	9800 to 9820..45
5802 to 5803..65	8267 to 8269..65	

Trains and engines operating against the current of traffic in ATS territory where wayside equipment for automatic train stop device is not provided for reverse movements, limited to maximum track speed, but not exceeding.....79

Diesel engines operating through water..... 3
Note:—Diesel engines must not be operated through water more than 3 inches above top of rail.

Clearance car X-8016, under own power or being towed..... 55

Rail detector cars, under own power or being towed..... 40

Trains handling cars equipped with K type brakes..... 40

Snow plows and flangers..... 35

Circus trains with freight equipped cars..... 30

Freight trains with pusher engines..... 30

Trains with snow loader and snow melter units not in service.. 30
(Loader and melter units to be coupled and moved in train with loader unit trailing)

Trains with loaded ore cars less than 25 feet in length..... 30

Work trains with cranes moving on own wheels..... 30

Trains handling Speno ballaster equipment..... 30

Revenue trains with cranes moving on own wheels..... 25

Trains with scale test cars or Jordan Spreader..... 25

Trains with dead engines not having all side or main rods.... 20
At night over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use.... 15

Switches and crossovers not interlocked, when diverging, unless otherwise authorized..... 15

*An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.

DIVISION (Unless otherwise restricted)	Main Line	Toledo Br.	Bay City Br.*	Grand Rapids Br.	Saginaw Br.	Mackinaw Br.	Kalamazoo Br. (bet. Kalamazoo and Gr. Rapids)	Kalamazoo Br. (bet. Three Rivers & Kalamazoo)	South Bend Br.	South Haven Br.	Jackson Elkhart Subdivision	Ypsilanti Br.	C. K. & S. Br.	Lansing Branch	Gladwin Br.	Denmark Jct. Br.	Midland Br.	Caro Br.
Passenger, Mail Express or Dead Head Equipment trains	80	70	60	40	40	50	30	45	30	20	60	25	15	10	15	35	35	20
***Flexi Van Trains	70	70	60	40	40	50	30	45	30	20	60	25	15	10	15	35	35	20
Passenger, Mail, Express or Dead Head Equipment trains with freight equipment cars	60	50	40	40	40	40	30	45	30	20	60	25	15	10	15	35	35	20
Freight and Work Trains	60	45	40	40	40	40	30	45	30	20	60	25	15	10	15	35	35	20
Wrecking cranes handled in wrecking service	45	45	30	30	30	30	30	30	30	20	45	25	15	10	15	30	30	20
RDC. Beeliner cars													**65					

*Applies to Detroit-Mackinaw Branch, between Detroit and Bay City.

**Applies on straight track only.

***A Flexi Van train is a freight train consisting of solid flexi van equipment and freight cabooses or a freight train consisting of solid flexi van equipment and passenger equipment cars with freight cabooses.

Local

Restrictions apply to trains in both directions unless otherwise designated.

	Psg. Frt.
Main Line:	
Dearborn, over public highway grade crossings.....	50...50
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
Leoni, on curves westward main track between MP D 67.8 and 70.3.....	70
East Yard, curve east of Telegraph Office, and Elm Ave..	60
Jackson, between Elm Ave., and Wildwood Ave.....	45...45
Jackson Jct. Inbound freight trains using main tracks between the Cinder Path and Knollwood Ave. Car Inspector's Cabin.....	15
Jackson, Pearl St. Interlocking, interlocked switches, when diverging.....	10...10
Parma, between MP D-88½ and MP D-91.....	75
Albion, between Albion and Hannah Sts.....	40...40
Marshall, on curve east of Marshall between MP D-106½ and MP D-107½.....	55...55
Ceresco, curve between MP D-113 and MP D-114.....	60
Battle Creek, MP D-117¾ 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 Harrison St., Kalamazoo.....	65
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 Niles Bridge and MP D 195½.....	50...50
Niles-Buchanan curves between MP D-193 and MP D-199.....	70
Michigan City, over drawbridge.....	50...50
Michigan City, curve west of passenger station.....	30...30
★Air brakes must not be applied while crossing bridges, unless absolutely necessary.	

Jackson Elkhart Subdivision

Psg. Frt.

Jackson, between OD and Fourth St.....	45...45
Constantine, through Constantine.....	45...45
Constantine, to let off or pick up third brakeman....	5...5
Elkhart, between East City limits and B.....	30...30
B Between Home Signals.....	20...20
Detroit to Toledo Branch:	
Wyandotte, over public highway grade crossings.....	30...30
Slocum, curve between MP D-17.0 and MP D-17.5 on Northward track.....	60
Rockwood between Mile Post D-21 and Huron River Bridge.....	35...35
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
Monroe Branch:	
Monroe.....	15...15
Detroit to Mackinaw Branch:	
All street crossings 800 feet south of MP D-14 and MP D-17½.....	50
Between MP D-23½ approximately 1700 feet south of Utica station and MP D-24¼, 1000 feet north of highway M-59.....	35...35
Rochester Jct., G. T. W. Crossing.....	20...20
Rochester, southward trains between station and Rochester Jct.....	50...20
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, within city limits.....	20...15
Saginaw, RDC Budd cars over Niagara St.....	5
Zilwaukee, Carrollton Road Curve.....	40
Bay City, within city limits.....	15...15
Pinconning, within city limits.....	30...30
Curve at MP, B-27.90.....	45
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-142.8 and B-143.....	45
Curves between MP, B-156 and B-158.....	45
Cheboygan, over Lincoln Ave., Seymour, Court, Davison and State St.....	30...30

Psg. Frt.

Mackinaw, on curve between MP 181.75 and Depot... Over Huron Ave.....	30...30 5...5
Midland Branch:	
On curves between B. C. and B. C. Jct. and MP BC-2.....	20...20
Between MP BC-10 and Midland.....	
Waldo (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 over Center and North Sherman Sts.....	6...6
Center St. interlocking between home signals.....	20...20
Jackson to Grand Rapids Branch:	
All trains except RDC. Beeliner cars:	
Between Jackson Passenger Station and Mechanic St.....	15...15
Between Mechanic St. and M.A.L. Crossing.....	25...25
Charlotte, Westward trains between interlocking home signals.....	20...20
Nashville, between Main and Sherman Sts.....	30...30
Hastings, between Broadway St. and C. K. & S. Crossing.....	15...15
Middleville, curve east of station.....	15...15
Grand Rapids, Buckley St. Interlocking.....	20...20
Grand Rapids, between Logan St. and Passenger Station.....	10...10
Saginaw Branch:	
Leslie, over Bellevue St.....	30...30
Lansing, G. T. Crossing, southward trains between southward distant signal and interlocking.....	25

Psg. Frt.

Between North Lansing and MA.....	20...20
Laingsburg, over Mill and Main Sts.....	30...30
Owosso, over Main Street.....	20...20
Chesaning, over Broad and Brady Sts.....	30...30
Between Paines and Saginaw.....	15...15
Caro Branch:	
Diesel engines Nos. 1000 to 8411, 8700 to 9630 over Bridge 0-52, .16 of a mile north of Caro Jct.....	10...10
Ypsilanti Branch:	
Between Jerome and Ypsilanti.....	15...15
Kalamazoo Branch:	
Schoolcraft, between interlocking home signals.....	20...20
Plainwell, between interlocking home signals.....	20...20
Lamar, between interlocking home signals.....	20...20
MP. WP-93.5 to and including Grand Rapids Yard.....	15...15
Grand Rapids, over Grand River Bridge No. 150.....	10...10
Grand Rapids Yard, Diesel engines over bridges.....	10...10
South Bend Branch:	
Pipestone Curve between Napier and Sodus.....	25
Curves through Niles.....	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
Benton Harbor; Extension	
Over St. Joseph River and Morrison Channel all Diesels.....	10...10

ENGINE AND CAR RESTRICTIONS

Engines and cars must not be operated as shown below:

Note: On Industrial sidings with sharp curvature and not shown below, care must be used in operating.

Cars weighing more than 220,000 lbs. (except where less is shown below) without permission from Transportation Superintendent.

Load limit on cars handled thru retarders maximum 120 tons.

*Restrictions apply to bridges.

Location **Classes**

MAIN LINE

Eloise:

*Infirmary track over coal trestle: All engines. Cars weighing over 200,000 lbs.

Wayne:

Wayne County Road Commission West track: Engines Nos. 526 to 566, 3500 to 5104, 5900 to 5903, 5928 to 5948, 6600 to 6903, 7100 to 7301, 8320 to 8342, 9104, 9105.

Ypsilanti:

*Peninsular Paper Co. track: Engines Nos. 3500 to 3603, 4000 to 5104, 7300, 7301. Cars weighing over 200,000 lbs.

Chelsea:

Chelsea Spring Co. track: Engines Nos. 3500 to 5104, 6600 to 6903, 7300, 7301, 8320 to 8342.

Jackson:

Rams Horn track: Engines Nos. 1000 to 8008, 8223 to 8357. Permitted single unit only, Nos. 8100 to 8222.

Battle Creek:

Old Michigan R. R. tracks: Derricks X19530 to X19534, X23157 and X-1.

Cars weighing more than 190,000 lbs.

Augusta:

Knappens Mill track, Grain Pit: All engines.

Comstock:

Consumers Power Co. tracks south of Kalamazoo River: Engines cannot be operated on Track 1, Track 2, enginehouse track, or reverse curve portion of Track 3 located south of the coal tipple, and that portion of the circle track located under the tipple.

Location **Classes**

Dowagiac:

Premier Furnace track: Engines Nos. 526 to 579, 650 to 754 800 to 810, 812 to 848, 950 to 9820.

Buchanan:

Cabinet Spur: Derrick X-19532.

Clark Equipment Co. Track:

Derrick X-19530, X-19531, X-19532.

All engines over unloading pit between Fulton and Artic Streets.

Michigan City Yard:

Tracks to sand pits and the Prison lead: Engines Nos. 526 to 566, 1000 to 5599, 5608 to 5611, 5709 to 5712, 5900 to 5903, 5928 to 6199, 6220 to 8099, 8223 to 8399, 9104, 9105, 9111 to 9120.

Detroit to Toledo Branch

Sibley:

Sibley Quarry tracks: Engines Nos. 1000 to 5104, 6220 to 7012, 7300, 7301, 8223 to 8357.

Rockwood:

Strongs Milling Co.: Engines Nos. 526 to 566, 3500 to 5104, 5900 to 5903, 5928 to 5948, 6600 to 6903, 7100 to 7301, 8320 to 8342, 9104, 9105.

Newport:

*Clayton-Niedermeir Coal Co. near Mill St., over pits: All engines.

Monroe:

Ilgenfritz Nursery track: Engines Nos. 526 to 566, 3500 to 5104, 5900 to 5903, 5928 to 5948, 6600 to 6903, 7100 to 7301, 8320 to 8342, 9104, 9105.

Monroe Branch track: Engines Nos. 526 to 566, 3500 to 5104, 5900 to 5903, 5928 to 5948, 6600 to 6903, 7100 to 7301, 8320 to 8342, 9104, 9105.

River Raisin Paper Co.: Engines Nos. 3500 to 3603, 4000 to 5005, 5100, 5101.

Jackson to Grand Rapids Branch

Hastings:

Book Case Factory: Engines No. 1000 to 5104, 6600 to 7012 7300, 7301, 8223 to 8357.

Detroit to Mackinaw Branch

Center Line:

Asphalt Paving Co., 300 ft. beyond switch point: All engines.

Location **Classes**

22 Mile Road:

Packard Jet Plant: Engines Nos. 3500 to 3603, 4000 to 5005, 5100, 5101.

Ray Gravel Pit tracks:

Beyond sign located North of Second Road crossing: All engines.

Rochester:

D.U.R. track leading off Dillman-Upton Side Track and Nowels Coal track: All engines.

Bay City:

Station, Track 2, Levelers, Spreaders, Snow Plows, Flangers & similar equipment.

*Monitor Sugar Co.: Engines Nos. 526 to 579, 650 to 754, 800 to 810, 812 to 848, 950 to 9820.

Cars weighing more than 180,000 lbs.

All derricks.

Pinconning:

Frank Chicory Co.: Engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

Grayling:

Scale Track: Over scales: All engines.

Indian River:

Gaylord Lumber and Fuel Co.: Engines Nos. 526 to 566, 3500 to 3701, 3800 to 5104, 5900 to 5903, 5928 to 5948, 6600 to 6903, 7100 to 7301, 8320 to 8342, 9104, 9105, 9111 to 9120.

Mackinaw:

Ferry Apron: All engines.

Docks: Steps on streamlined equipment must be in closed position when car is in motion.

Saginaw Branch

Lansing:

Transit R.R. Lansing Co. tracks: Engines Nos. 1000 to 5104, 6220 to 7012, 7300, 7301, 8223 to 8357.

*Lewis Fuel and Supply Co. over pit: All engines. All derricks. Cars weighing more than 170,000 lbs.

*Motor Wheel Corp., concrete portion of coal trestle near North St.: Engines Nos. 526 to 566, 3500 to 5104, 5900 to 5903, 5928 to 5948, 6600 to 6903, 7100 to 7301, 8320 to 8342, 9104, 9105.

Jackson Elkhart Subdivision

Jackson:

Jackson Brewery Track: Engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

Union City:

*North Stub track, over coal pit: All engines.

Location **Classes**

***Gladwin Branch**

Cars weighing more than 180,000 lbs. without permission of Transportation Superintendent.

Pinconning to Gladwin: Engines Nos. 526 to 566, 3504 to 3507, 3602 to 3701, 3800 to 3802, 3804 to 5104, 5709 to 5712, 5754, 5755, 5818 to 5903, 5928 to 5948, 6039, 6040, 6210, 6600 to 6607, 6900 to 6903, 7104 to 7114, 7117 to 7301, 8256, 8259, 8315 to 8318, 8330, 8332, 8339, 8341, 8342.

Derricks X19530 to X19532, X-1.

Kalamazoo Branch

Grand Rapids:

*Grand River Bridge No. 150: Engines Nos. 3504 to 3507, 3602, 3603, 4000 to 5101, 5818 to 5827, 6039, 6040, 7104, 7105, 7112 to 7114, 7300, 7301. Derrick X19532.

*Old Michigan R.R.: Engines Nos. 526 to 566, 3504 to 3507, 3602, 3603, 3700, 3701, 3800 to 5104, 5754, 5755, 5818 to 5903, 5928 to 5948, 6039, 6040, 6210, 6600 to 6903, 7104 to 7114, 7300, 7301, 8256, 8259, 8315 to 8318, 8330, 8332, 8339, 8341, 8342. Derrick X19532.

Allegan:

C. & O. Ry. Interchange track: Engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

Kalamazoo:

St. Regis Paper Mill tracks: Engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

South Haven Branch

*Kalamazoo (BO) to South Haven: Engines Nos. 3504 to 3507, 3602, 3603, 4000 to 5101, 5818 to 5827, 6039, 6040, 7104, 7105, 7112 to 7114, 7300, 7301. Derrick X19532.

South Haven (Dock track), 200 ft. from switch point: All engines.

Ypsilanti Branch

Ypsilanti to Hillsdale: Engines Nos. 526 to 566, 3500 to 5104, 5608, 5609, 5709 to 5712, 5746, 5753 to 5758, 5762, 5764, 5765, 5771, 5772, 5776, 5777, 5785, 5790, 5792, 5794, 5795, 5803, 5818 to 5827, 5900 to 5903, 5928 to 5948, 6039, 6040, 6210, 6211, 6600 to 6903, 7100 to 7301, 8228, 8256, 8259, 8299, 8303, 8315 to 8318, 8320 to 8342, 8344 to 8346, 8349 to 8352, 9104, 9105, 9111 to 9120.

***Caro Branch**

Cars weighing more than 200,000 lbs. without permission from Transportation Superintendent.

Caro Jct. to Bach: Engines Nos. 526 to 566, 3504 to 3507, 3602, 3603, 4000 to 5005, 5100, 5101, 5818 to 5827, 5900 to 5903, 6039, 6040, 7112 to 7114, 8406 to 8411, 8700 to 9008, 9102 to 9137, 9311 to 9516, 9628 to 9646. Derrick X19532.

Bank Sand:

Beyond sign located 1100 ft. east of main line switchAll engines

Location	Classes	Location	Track
South Bend Branch		Main Line	
Niles to Benton Harbor:		Ann Arbor.....	Clever Oil Co. siding
Engines Nos. 526 to 566, 1044 to 1087, 1108 to 1123, 3323 to 3332, 3500 to 3503, 3600, 3601, 3700 to 3821, 4500 to 4507, 5006 to 5017, 5102 to 5104, 5608 to 5611, 5709 to 5712, 5738 to 5807, 5818 to 5903, 5928 to 5948, 6039, 6040, 6210, 6211, 6220 to 6903, 7100 to 7301, 8101, 8223 to 8280, 8299, 8303, 8308 to 8342, 8344 to 8346, 8349 to 8352, 8715 to 8739, 9104, 9105, 9111 to 9120.		Chelsea.....	Standard Oil Co. siding
Notre Dame to old station tracks at South Bend:		Buchanan, Eastward.....	Spur from team track
Cars weighing more than 200,000 lbs. without permission from Transportation Superintendent. Engines Nos. 526 to 566, 1044 to 1087, 1108 to 1123, 3323 to 3332, 3500 to 5104, 5608 to 5611, 5709 to 5712, 5738 to 5807, 5818 to 5903, 5928 to 5948, 6039, 6040, 6210, 6211, 6220 to 6903, 7100 to 7301, 8101, 8223 to 8280, 8299, 8303, 8308 to 8342, 8344 to 8346, 8349 to 8352, 8715 to 8739, 9104, 9105, 9111 to 9120. Derrick X19532.		Buchanan, Eastward.....	Mains and team track
Benton Harbor; Extension		Buchanan, Westward.....	Main tracks
St. Joseph and Benton Harbor Spur including *Drawbridges:		Michigan City.....	Franklin St. Mains and Yard track
Cars weighing more than 200,000 lbs. without permission from Transportation Superintendent. Engines Nos. 526 to 566, 1044 to 1087, 1108 to 1123, 1647 to 1662, 2414 to 2435, 3323 to 3354, 3500 to 3503, 3600, 3601, 3700 to 3821, 4500 to 4507, 5006 to 5017, 5102 to 5104, 5608 to 5611, 5709 to 5712, 5738 to 5807, 5818 to 5903, 5928 to 5948, 6039, 6040, 6210, 6211, 6220 to 7301, 8101, 8223 to 8342, 8344 to 8346, 8349 to 8352, 8715 to 8739, 8904 to 8910, 9111 to 9120. All Derricks.		Michigan City.....	Near Monon Crossing, main tracks
G. K. & S. Branch		Kalamazoo Branch	
Vegetable Parchment to Hooper: Engines Nos. 1000 to 5104, 6600 to 6903.		Kalamazoo.....	Kalamazoo Ave. siding
Permitted single unit only, Nos. 5600 to 6236, 7000 to 7012, 7300, 7301, 8100 to 8357.		Old Air Line Branch	
Kalamazoo:		Three Rivers.....	Sheffield plant siding
Kalamazoo Stove Co.: Engines Nos. 1000 to 5104, 6600 to 6903.		Jackson Elkhart Subdivision	
60-ton Twin Flexi-Van cars		Wasepi.....	Main line crossing
Cars must not be moved over humps in classification yards. Kalamazoo. Johnson-Howard track.		Saginaw Branch	
OVERHEAD CLEARANCES		Rives Jct., Northward.....	Industry 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.		Saginaw.....	South of Fordney
The locations where such clearance is less than twenty-seven (27) feet are as follows:		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.....	Water St. Spur track
		Toledo Branch	
		Sibley.....	Northward track
		FN, Southward.....	At Tower D&TSL

DETROIT DIVISION	MICHIGAN DIVISION
DIVISION SUPERINTENDENT	DIVISION SUPERINTENDENT
E. J. Crowley.....Detroit	W. H. Shearer.....Jackson
TRANSPORTATION SUPERINTENDENT	TRANSPORTATION SUPERINTENDENT
D. J. Chinander.....Detroit	W. H. Hinderer.....Jackson
ASSISTANT TRANSPORTATION SUPERINTENDENTS	ASSISTANT TRANSPORTATION SUPERINTENDENT
R. J. Gordon.....Detroit	A. L. Purcell.....Jackson
A. E. Mitchener.....Bay City	TRAINMASTERS
TRAINMASTERS	A. Straub.....Kalamazoo
S. S. Macdonald.....Detroit	F. M. Francis.....Jackson
S. I. Vert.....Detroit	R. J. Beckwith.....Jackson
F. H. Jones.....Detroit	C. B. Lockwood.....Niles
H. E. Norton.....Detroit	ASSISTANT TRAINMASTER
ASSISTANT TRAINMASTER	L. H. Jolly.....Willow Run
M. P. Donahue.....Warren	RULES EXAMINER
RULES EXAMINER	R. J. Barry.....Jackson
H. C. Stevens.....Detroit	ROAD FOREMEN
ROAD FOREMEN	H. J. Scholz.....Jackson
N. F. McGuire.....Detroit	K. J. Ickes.....Jackson
E. E. Brockway.....Detroit	ASSISTANT ROAD FOREMAN
DIVISION ENGINEER	K. F. Kalsow.....Jackson
J. W. Westwood.....Detroit	DIVISION ENGINEER
ASSISTANT DIVISION ENGINEER	J. C. Houston.....Jackson
R. T. Dedow.....Detroit	ASSISTANT DIVISION ENGINEER
MASTER MECHANIC	A. R. Ehrsam.....Jackson
R. F. Culbreth.....Detroit	MASTER MECHANIC
CHIEF TRAIN DISPATCHER	J. J. Nicol.....Jackson
C. E. Aldrich.....Detroit	CHIEF TRAIN DISPATCHER
ASS'T CHIEF TRAIN DISPATCHERS	D. Rosling.....Jackson
E. J. Ross.....Detroit	ASS'T CHIEF TRAIN DISPATCHERS
J. P. Seehaver.....Detroit	H. E. Smith.....Jackson
E. A. Kinnunen.....Detroit	D. E. Zerbe.....Jackson
TRAIN DISPATCHERS	R. A. Hartzell.....Jackson
R. G. Griffin.....Detroit	TRAIN DISPATCHERS
O. B. Craft.....Detroit	J. E. Hafer
U. S. Wanous.....Detroit	J. V. Martineau
K. E. Boettger.....Detroit	F. S. Curtis
T. H. Gooden.....Detroit	R. P. Thompson
G. W. Wiltsie.....Detroit	N. E. Evert
F. D. Campbell.....Detroit	L. O. Daniels
	J. W. Sheeler
	G. A. Stokes
	N. C. Lantz
	R. C. Trione
	R. W. Latva
	C. E. Austin
	C. L. Fisher
	E. Adams
	C. H. Smith

EASTERN STANDARD TIME

DETROIT TO EAST END—MAIN LINE—ABS

WESTWARD—FIRST CLASS

Miles from Detroit	STATIONS	39	17	355	13	357	369		
		See notes			See note				
		North Shore Limited Passenger Daily	The Wolverine Passenger Daily	The Michigan Passenger Daily	Mail and Express Daily Except Monday	The Twilight Limited Passenger Daily	Motor City Special Passenger Daily		
	LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
.....	Detroit.....	3.40	8.10	12.01	2.20	5.15	10.45	.....	.....
5.99	Town Line.....	3.50	8.20	12.11	2.30	5.25	10.55	.....	.....
16.75	Wayne Jct.....	4.01	8.31	12.21	2.43	5.35	11.05	.....	.....
28.04	Ypsilanti.....					s 5.45	s 11.17	.....	.....
35.88	Ann Arbor.....	s 4.23	s 8.50	s 12.41	3.04	s 6.00	s 11.30	.....	.....
45.37	Dexter.....							.....	.....
52.67	Chelsea.....							.....	.....
71.76	East Yard.....	4.57	9.25	1.15	3.39	6.34	12.13	.....	.....
74.07	Jackson.....	s 5.05	s 9.31	s 1.21	s 3.44	s 6.40	s 12.43	.....	.....
94.38	Albion.....		s 9.52					.....	.....
106.12	Marshall.....		10.02					.....	.....
118.29	Nichols.....							.....	.....
119.20	Battle Creek.....	s 5.50	s 10.15	s 2.06	4.40	s 7.24	s 1.30	.....	.....
133.23	Galesburg.....		m 10.27					.....	.....
141.75	BO.....							.....	.....
142.03	Kalamazoo.....	s 6.23	s 10.43	s 2.34	5.07	s 7.52	s 2.20	.....	.....
159.25	Lawton.....							.....	.....
166.96	Decatur.....	G 6.46						.....	.....
178.17	Dowagiac.....	G 6.59						.....	.....
186.60	East End.....	7.09	11.26	3.14	5.50	8.31	3.21	.....	.....

CENTRAL STANDARD TIME

EAST END TO PO—MAIN LINE—ABS

Miles from Detroit	STATIONS	39	17	355	13	357	369		
		See notes			See note				
		North Shore Limited Passenger Daily	The Wolverine Passenger Daily	The Michigan Passenger Daily	Mail and Express Daily Except Monday	The Twilight Limited Passenger Daily	Motor City Special Passenger Daily		
	ARRIVE	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.		
186.60	East End.....	6.09	10.26	2.14	4.50	7.31	2.21	.....	.....
190.09	Lake Street.....	6.13	10.30	2.18	4.54	7.35	2.25	.....	.....
190.56	Niles.....	s 6.18	s 10.35	s 2.23	s 5.00	s 7.40	s 2.40	.....	.....
197.16	Buchanan.....							.....	.....
204.68	Galien.....							.....	.....
210.40	Three Oaks.....							.....	.....
217.61	New Buffalo.....							.....	.....
227.54	Michigan City.....	D 6.55	s 11.12	2.58	5.45	s 8.12	s 3.20	.....	.....
239.28	PO.....	7.13	m 11.30	3.15	6.00	8.35	3.40	.....	.....
		A.M.	A.M.	P.M.	P.M.	P.M.	A.M.		
					Englewood				
279.28	Chicago (LaSalle St. Sta.).....	8.10	12.25	4.10	6.45	9.30	4.40	.....	.....
		A.M.	P.M.	P.M.	P.M.	P.M.	A.M.		

Time shown at Detroit and Chicago is for information only.
 No. 17 will reduce speed to 50 miles per hour at Marshall to discharge U. S. Mail daily except Sunday.
 No. 13 will not operate Nov. 25, Dec. 27, 1960 or Jan. 3 and Feb. 23, 1961. Will not carry passengers.
 D—Stops on signal to discharge revenue passengers from Detroit and east.
 G—Stops on signal to discharge revenue passengers from Detroit and east of Detroit and receive revenue passengers for Chicago.
 m—Mail received from mail cranes.

CENTRAL STANDARD TIME

PO TO EAST END—MAIN LINE—ABS

EASTWARD—FIRST CLASS

Miles from Chicago	STATIONS	44	8	356	358	370	366	368	
		See notes	See note		See notes	See note	See notes	See notes	
		New York Special Passenger Daily	The Wolverine Passenger Daily	The Twilight Limited Passenger Daily	Canadian Niagara Passenger Daily	Express and Mail Daily Except Saturday	Motor City Special Passenger Saturday Only	Motor City Special Passenger Daily Except Sat.	
	LEAVE	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
.....	Chicago (LaSalle St. Sta.).....	9.15	1.00	4.00	7.50	11.00	11.00	11.59	.....
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
40.00	PO.....	m 10.07	1.48	4.51	8.40	11.50	11.55	12.55	.....
51.74	Michigan City.....	s 10.24	s 2.00	5.05	s 8.57	12.05	s 12.11	s 1.12	.....
61.67	New Buffalo.....								.....
68.88	Three Oaks.....						P 12.26	P 1.27	.....
74.60	Galien.....						P 12.33	P 1.33	.....
82.12	Buchanan.....								.....
88.72	Niles.....	s 11.04	s 2.40	s 5.45	s 9.34	s 12.40	s 1.02	s 2.03	.....
89.19	Lake Street.....	11.06	2.42	5.47	9.36	12.42	1.05	2.06	.....
92.68	East End.....	11.10	2.46	5.51	9.40	12.46	1.09	2.10	.....

EASTERN STANDARD TIME

EAST END TO DETROIT—MAIN LINE—ABS

Miles from Detroit	STATIONS	44	8	356	358	370	366	368	
		See notes	See note		See notes	See note	See notes	See notes	
		New York Special Passenger Daily	The Wolverine Passenger Daily	The Twilight Limited Passenger Daily	Canadian Niagara Passenger Daily	Express and Mail Daily Except Saturday	Motor City Special Passenger Saturday Only	Motor City Special Passenger Daily Except Sat.	
	ARRIVE	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	
92.68	East End.....	12.10	3.46	6.51	10.40	1.46	2.09	3.10	.....
101.11	Dowagiac.....	s 12.20			f 10.48		s 2.20	s 3.21	.....
112.32	Decatur.....				W10.59		P 2.32	P 3.33	.....
120.03	Lawton.....						P 2.43	P 3.44	.....
137.25	Kalamazoo.....	s 1.05	s 4.27	s 7.31	s 11.35	s 2.55	s 3.15	s 4.03	.....
137.53	BO.....								.....
146.05	Galesburg.....	m 1.13							.....
160.08	Battle Creek.....	s 1.32	s 4.52	s 7.57	s 12.02	s 3.20	s 3.45	s 4.36	.....
160.99	Nichols.....								.....
173.16	Marshall.....	s 1.48					P 4.01	P 4.52	.....
184.90	Albion.....	s 2.03	H 5.16		H12.25		P 4.15	P 5.06	.....
205.21	Jackson.....	s 2.35	s 5.40	s 8.44	s 12.55	s 4.35	s 4.55	s 5.55	.....
207.52	East Yard.....	2.40	5.45	8.48	1.00	4.40	5.00	6.00	.....
226.61	Chelsea.....							B 6.20	.....
233.91	Dexter.....								.....
243.40	Ann Arbor.....	s 3.20	s 6.20	s 9.24	s 1.40	5.15	s 5.50	s 6.55	.....
251.24	Ypsilanti.....				s 1.51		s 6.00	s 7.05	.....
262.53	Wayne Jct.....	3.40	6.40	9.45	2.04	5.35	6.13	7.18	.....
273.29	Town Line.....	3.50	6.50	9.55	2.15	5.45	6.30	7.30	.....
279.28	Detroit.....	4.05	7.05	10.10	2.30	6.00	6.45	7.45	.....
		P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	

Time shown at Chicago and Detroit is for information only.
 No. 370 will not carry passengers.
 No. 44 will reduce speed to 50 miles per hour at Decatur to discharge newspapers.
 B—Stops on signal daily except Saturday and holidays to receive revenue passengers for Detroit.
 f—Stops on signal to receive or discharge revenue passengers.
 H—Stops on signal to discharge revenue passengers from Chicago and receive revenue passengers for Detroit and beyond.
 m—Mail received from mail cranes.
 P—Stops on signal to discharge revenue passengers and/or newspapers from Chicago and receive revenue passengers for Detroit and beyond.
 W—Stops on signal on Friday, Saturday and Sunday to discharge revenue passengers from Chicago and receive revenue passengers for Detroit and beyond.

(DETROIT DIVISION)
DETROIT TO MACKINAW BRANCH—MBS

EASTERN STANDARD TIME

NORTHWARD—FIRST-CLASS

Miles from Detroit	STATIONS	395							
		See notes							
		The Northerner							
		Passenger Daily							
LEAVE		A.M.							
4.27	Detroit	8.45							
8.12	Woodward Ave.								
15.63	North Yard	9.01							
19.33	Warren Psgr.Sta.	f 9.10							
22.40	Warren	9.15							
	Utica	f 9.19							
29.48	Rochester	s 9.30							
38.86	Lake Orion	s 9.42							
42.16	Oxford	s 9.49							
58.40	Lapeer Jct.	10.06							
58.94	Lapeer	s 10.11							
67.61	Columbiaville	s 10.21							
72.17	Otter Lake	s 10.29							
78.17	Millington	s 10.37							
84.77	Vassar	s 10.47							
89.74	Denmark Jct.	10.54							
102.80	Hoyt	11.08							
104.90	MX	11.16							
105.79	Saginaw	s 11.25							
106.52	Mershon	11.27							
118.91	Bay City	s 11.59	394						
118.91	Bay City	12.20							
120.90	Wenona	L 12.32							
122.98	Kawkawlin	12.40							
137.10	Pinconning	f 12.57							
145.93	Standish	s 1.08							
170.95	West Branch	s 1.40							
195.34	Roscommon	s 2.11							
210.58	Grayling	s 2.28							
210.58	Grayling	2.29							
237.43	Gaylord	s 3.04							
245.87	Vanderbilt	f 3.16							
256.49	Wolverine	f 3.29							
266.64	Indian River	s 3.41							
272.15	Topinabee	f 3.48							
278.63	Mullet Lake	f 3.57							
284.47	Cheboygan	s 4.06							
300.53	Mackinaw	4.30							
	ARRIVE	P.M.							

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.
 Time shown at Detroit is for information only.
 f—Stops on signal to receive or discharge revenue passengers.
 L—Stops to receive box lunch only.

(DETROIT DIVISION)
DETROIT TO MACKINAW BRANCH—MBS

EASTERN STANDARD TIME

SOUTHWARD—FIRST-CLASS

Miles from Mackinaw	STATIONS	394							
		See notes							
		The Northerner							
		Passenger Daily							
LEAVE		A.M.							
16.06	Mackinaw	8.00							
21.90	Cheboygan	s 8.21							
28.38	Mullet Lake	f 8.29							
33.89	Topinabee	f 8.38							
	Indian River	s 8.46							
44.04	Wolverine	f 8.59							
54.66	Vanderbilt	f 9.12							
63.10	Gaylord	s 9.25							
89.95	Grayling	s 9.58							
89.95	Grayling	9.59							
105.19	Roscommon	s 10.19							
129.58	West Branch	s 10.50							
154.60	Standish	s 11.20							
163.43	Pinconning	f 11.33							
177.55	Kawkawlin	11.50							
179.63	Wenona	L 11.58							
181.62	Bay City	s 12.10	395						
181.62	Bay City	12.30							
194.01	Mershon	12.50							
194.74	Saginaw	s 12.55							
195.63	MX	12.59							
197.73	Hoyt	1.05							
210.79	Denmark Jct.	1.17							
215.76	Vassar	s 1.25							
222.36	Millington	s 1.33							
228.36	Otter Lake	E 1.40							
232.92	Columbiaville	f 1.46							
241.59	Lapeer	s 1.56							
242.13	Lapeer Jct.	1.58							
258.37	Oxford	s 2.18							
261.67	Lake Orion	G 2.23							
271.05	Rochester	s 2.37							
278.13	Utica	2.45							
281.20	Warren	2.50							
284.90	Warren Psgr.Sta.	f 2.55							
292.41	North Yard	3.05							
296.26	Woodward Ave.								
300.53	Detroit	3.30							
	ARRIVE	P.M.							

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.
 Time shown at Detroit is for information only.
 E—Stops on signal daily except Sunday to receive U.S. Mail when any for dispatch.
 f—Stops on signal to receive or discharge revenue passengers.
 G—Stops daily except Sunday.
 L—Stops to receive box lunch only.
 No. 394 stops at Columbiaville on signal daily except Sunday to receive parcel post.

(DETROIT DIVISION)
DETROIT TO TOLEDO BRANCH—ABS

EASTERN STANDARD TIME

Miles from Detroit	STATIONS	SOUTHWARD—FIRST-CLASS						
		381	383	385				
		B.&O.	B.&O.	B.&O.				
	LEAVE	A.M.	P.M.	P.M.				
5.11	Detroit	11.45	6.00	10.35				
7.99	YD.	11.56	6.11	10.46				
	Ecorse (Mill St.)	11.59	6.14	10.49				
10.30	Wyandotte	12.02	6.17	10.53				
14.10	FN	12.06	6.21	10.58				
14.66	Trenton							
20.82	Rockwood							
32.59	Warner							
33.82	Monroe	12.29	6.44	11.20				
48.93	Alexis	12.49	7.05	11.40				
57.57	Toledo	1.05	7.20	11.59				
	ARRIVE	P.M.	P.M.	P.M.				

Time shown at Toledo and Detroit is for information only.

EASTERN STANDARD TIME

Miles from Toledo	STATIONS	NORTHWARD—FIRST-CLASS						
		380	382	384				
		B.&O.	B.&O.	B.&O.				
	LEAVE	A.M.	A.M.	P.M.				
8.64	Toledo	5.55	6.35	2.40				
	Alexis	6.10	6.49	2.54				
23.61	Monroe	6.25	7.08	3.11				
25.50	Warner							
36.19	Rockwood							
42.97	Trenton							
43.53	FN	6.48	7.31	3.34				
47.33	Wyandotte	6.53	7.37	3.39				
49.64	Ecorse (Mill St.)	7.02	7.40	3.43				
52.52	YD.	7.05	7.43	3.46				
57.63	Detroit	7.20	7.55	4.00				
	ARRIVE	A.M.	A.M.	P.M.				

Time shown at Toledo and Detroit is for information only.

SAGINAW BRANCH—MBS

EASTERN STANDARD TIME

Miles from Rives Jct.	NORTHWARD—FIRST-CLASS			STATIONS	SOUTHWARD—FIRST-CLASS			Miles from Saginaw
	15	11	19		20	14	12	
	C. & O.	C. & O.	C. & O.		C. & O.	C. & O.	C. & O.	
	Passenger Daily	Passenger Daily Except Sun.	Passenger Daily Except Sun.		Passenger Daily Except Sun.	Passenger Daily Except Sun.	Passenger Daily	
	P.M.	A.M.	A.M.		A.M.	A.M.	P.M.	
5.09				Jackson				101.47
8.59				Rives Jct.				91.06
				Leslie				85.97
				Underwood				82.47
14.62				Mason				76.44
23.38	P.M.	A.M.	A.M.	Lansing Yard	A.M.	A.M.	P.M.	67.68
26.45	6.56	10.11	1.25	M.A.	12.31	8.59	5.17	64.61
26.50	s 7.07	s 10.18	s 1.45	Lansing	s 12.30	s 8.58	s 5.15	64.56
27.41	7.10	10.20	1.47	No. Lansing	12.14	8.47	5.07	63.65
41.66	P.M.	A.M.	A.M.	Laingsburg	A.M.	A.M.	P.M.	49.40
53.22				Owosso				37.84
67.68				Chesaning				23.38
75.24				St. Charles				15.82
85.19				Paines				5.87
88.45				Fordney				2.61
91.06				Saginaw				
104.18				Bay City				
	P.M.	A.M.	A.M.		A.M.	A.M.	P.M.	

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

(DETROIT DIVISION)
DENMARK JCT.—BRANCH—MBS

EASTERN STANDARD TIME

Miles from Denmark Junction	NORTHWARD	STATIONS	SOUTHWARD	Miles from Bay City
3.29		Denmark Jct.		18.49
9.74		Reese		15.20
14.92		Munger		8.75
18.49		Water St. Jct.		3.57
		Bay City		

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

(DETROIT DIVISION)
BAY CITY TO MIDLAND BRANCH—MBS

EASTERN STANDARD TIME

Miles from Bay City	WESTWARD	STATIONS	EASTWARD	Miles from Midland
.98		Bay City		18.92
10.34		BC & BC Jct.		17.94
18.92		Auburn		8.58
		Midland		

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)

JACKSON ELKHART SUBDIVISION—TCS

Table with columns: WEST-WARD, STATIONS, EAST-WARD. Rows include Jackson Jct., OD, Haires, Spring Arbor, Concord, Homer, Clarendon, Tekonsha, Union City, Sherwood, Colon, Wasepi, Centerville, Three Rivers Jct., Constantine, White Pigeon Jct., Vistula, Bristol, B Elkhart.

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)

JACKSON TO GRAND RAPIDS BRANCH—MBS

Table with columns: WEST-WARD, STATIONS, EAST-WARD. Rows include Jackson, Lansing Ave., Rives Jct., Eaton Rapids, Charlotte, Vermontville, Nashville, Hastings, Middleville, Caledonia, Hughart, Grd. Rapids.

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)

YPSILANTI BRANCH

Table with columns: WEST-WARD, STATIONS, EAST-WARD. Rows include Ypsilanti, Pittsfield Jct., Saline, Bridgewater, Manchester Jct., Manchester, Manchester Jct., Brooklyn, Cement City, Somerset, Somerset Centre, Jerome, North Adams, Hillsdale.

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)

SOUTH HAVEN BRANCH

Table with columns: WEST-WARD, STATIONS, EAST-WARD. Rows include BO, Doubling Tr'k, Alamo, Mentha, Kendall, Gobles, Bloomingdale, Grand Jct., Lacota, Kibbie, South Haven.

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)

KALAMAZOO BRANCH—MBS

Table with columns: SOUTHWARD, STATIONS, NORTHWARD. Rows include Grand Rapids, Lamar, Byron Center, Dorr, Hilliards, Hopkins, Allegan, Otsego, Plainwell, No. Yd. (K'zoo), BO, So. Yd. (K'zoo), Portage, Schoolcraft, Flowerfield, Moorepark, Three Rivers, Three Rivers Jct.

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

EASTERN STANDARD TIME (DETROIT DIVISION)

GLADWIN BRANCH—MBS

Table with columns: WESTWARD, STATIONS, EASTWARD. Rows include Pinconning, Woodville, Nine Mile, Mt. Forrest, Rhodes, Highwood, Winegars, Gladwin.

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

EASTERN STANDARD TIME (DETROIT DIVISION)

CARO BRANCH—MBS

Table with columns: NORTHWARD, STATIONS, SOUTHWARD. Rows include Vassar, Caro Junction, Watrousville, Wahjamega, Caro, Colling, Bach.

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)

C. K. & S. BRANCH

Table with columns: NORTHWARD, STATIONS, SOUTHWARD. Rows include BO, Richland Jct., Doster, Neeleys, Hooper, Richland Jct., Richland.

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)

LANSING BRANCH

Table with columns: SOUTHWARD, STATIONS, NORTHWARD. Rows include Springport, Devereaux, Albion.

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

CENTRAL STANDARD TIME (MICHIGAN DIVISION)

SOUTH BEND BRANCH

Table with columns: SOUTHWARD, STATIONS, NORTHWARD. Rows include Benton Harbor, Napier, Sodus, Eau Claire, Berrien Centre, Fairland, Niles Jct., Lake Street, Niles, Niles Jct., Bertrand, Webster, Notre Dame, NX—HF Tower, South Bend (N.Y.C. Sta.).

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

STATIONS, OFFICE CALLS, OFFICE HOURS

DETROIT TO MACKINAW—BRANCH

STATIONS	Miles from Detroit	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Detroit	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
North Yard Open day and night	8.12	B	★	★		221A North 221C South	MX Open daily exc. Sun. 8:00 AM to 4:00 PM	104.90	MX	★	★		221C
Center Line	14.69						Sag. River Drawbridge						
Warren Psgr. Sta.	15.63						West Shore Int.						
Sterling Yard	18.75						Saginaw Open day and night	105.79	NA	★	★		221A
Warren Open daily 12:01 AM to 8:00 AM. Daily Exc. Sun. & Hol. 8:00 AM to 11:59 PM.	19.33	U	★	★		221A	Mershon Open day and night	106.52	XY	★	★		221A
Utica Open daily except Sat., Sun. and Hol. 7:00 AM to 4:00 PM.	22.40	UK	★	★		221A	Shields	107.10					
Utica Bend Switch	24.71						Zilwaukee	109.33					
Packard Switch	24.83						So. Wye Switch and Crossover	118.72					
Ray's Pit Switch	27.09						Bay City Open day and night	118.91	DS	★	★		221A
Rochester Jct.	28.73						Bay City, Hart St.						
Rochester Open daily except Sun. and Hol. 7:45 AM to 11:45 PM.	29.48	RH	★	★		221A	B.C. and B.C. Jct.						
Goodison	33.48						Wenona	120.90					
Lake Orion	38.86						Kawkawlin	121.59					
Oxford Open day and night	42.16	XD	★	★		221C	Linwood	128.96					
Metamora	50.64						Pinconning	137.10	WD				
Lapeer Jct. Open day and night	58.40	G	★	★		221C	Standish	145.93	N				
Lapeer	58.94						Sterling	151.50					
Columbiaville	67.61						Alger	156.70					
Otter Lake	72.17						West Branch	170.95	WB				
Millington Open daily except Sat., Sun. and Hol. 8:00 AM to 5:00 PM.	78.17	MN	★	★		221A	Beaver Lake	179.11					
Vassar Open day and night	84.77	V	★	★		221C	St. Helen	182.68					
Caro Jct.							Hodgemans	194.48					
Denmark Jct.	89.74						Roscommon	195.34	RM				
Richville	91.23												
Harger Track													
Hoyt Open day and night	102.80	HT	★	★		221C							

STATIONS, OFFICE CALLS, OFFICE HOURS

DETROIT TO MACKINAW—BRANCH

STATIONS	Miles from Detroit	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Detroit	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Horrigan	205.72						Indian River	266.64	ND				
Grayling Open daily 9:00 AM to 6:00 PM.	210.58	GN	★	★		221A	Topinabee	272.15					
Frederic	219.29						Mullet Lake	278.63					
Gaylord	237.43	GY					Cheboygan Open daily exc. Sat., Sun. and Hol. 7:45 AM to 4:45 PM.	284.47	CN	★	★		221A
Vanderbilt	245.87						Mackinaw Open daily 7:30 AM to 4:30 P.M.	300.53	MC	★	★		221A
Wolverine	256.49												

GLADWIN BRANCH													
STATIONS	Miles from Pinconning	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Pinconning	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Pinconning							Gladwin	27.43					

MIDLAND BRANCH													
STATIONS	Miles from Bay City WS	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Bay City WS	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Bay City Open day and night		DS	★	★		221A	B.C. and B.C. Jct.	0.98					
							Midland	18.92					

CARO BRANCH													
STATIONS	Miles from Vassar	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Vassar	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Vassar Open day and night		V	★	★		221C	Wahjamega	9.36					
Bank Sand							Caro Open daily except Sat., Sun. and Hol. 8:00 AM to 5:00 PM.	13.66		★	★		221A
Watrousville	5.44												

DENMARK JUNCTION BRANCH													
STATIONS	Miles from Denmark Jct.	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Denmark Jct.	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Denmark Jct.							Munger	9.74					
Reese Open daily exc. Sat., Sun. and Hol. 8:00 AM to 5:00 PM.	3.29	J	★	★		221A	Water St. Jct.	14.92					
							Bay City Open day and night	18.49	DS	★	★		221A

STATIONS, OFFICE CALLS, OFFICE HOURS

JACKSON TO GRAND RAPIDS—BRANCH

STATIONS	Miles from Jackson	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Jackson	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Jackson Open daily except Sat., Sun. and Hol. 7:00 AM to 4:00 PM.							Nashville	49.80					
Pearl St. Open day and night		PS	★		★	221C	Hastings	61.41	X				
M.A.L. Crossing	1.47						Middleville	73.23	MD				
Lansing Ave.	2.71						Caledonia	79.29					
Rives Jct.	10.41						Dutton	84.01					
Onondaga	17.54						Hughart Open day and night	92.64	BO	★	★		221A
Eaton Rapids	24.20	RP					Grand Rapids	94.47	GN				
Charlotte	34.93	CX											
Chester	40.16												
Vermontville	46.15												

SAGINAW BRANCH—RIVES JUNCTION TO SAGINAW

STATIONS	Miles from Rives Jct.	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Rives Jct.	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Rives Jct.							Owosso Open daily except Sun., Mon. and Hol. 12:01 AM to 8:00 AM.	53.22	SW	★	★		221A
Leslie	5.09						Henderson	61.54					
Underwood	8.59						Oakley	65.57					
Eden	10.12						Chesaning Open daily except Sat., Sun. and Hol. 8:00 AM to 5:00 PM.	67.68	NG	★	★		221A
Mason	14.62	SN					St. Charles Open daily exc. Sat., Sun. and Hol. 8:00 AM to 5:00 PM.	75.24	HS	★	★		221A
Holt	20.12						Paines	85.19					
Lansing Yard	23.38						Fordney	88.45					
"MA" Open day and night.	26.45	MA	★	★	★	221C	Saginaw Open day and night	91.06	NA	★	★		221A
Lansing	26.50												
North Lansing Open day and night.	27.41	J	★	★	★	221C							
Laingsburg	41.66					221A							

STATIONS, OFFICE CALLS, OFFICE HOURS

JACKSON ELKHART SUBDIVISION

STATIONS	Miles from Jackson Jct.	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Jackson Jct.	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Jackson Jct. Open day and night		XN	★	★		221A	Sherwood West Remote Int.	47.20	HD				
OD Remote Int.	0.83	OD					Colon	53.73					
Haires	4.80						Wasepi Remote Int.	60.66	SI				
Spring Arbor Remote Int.	11.00	SR					Wasepi West Remote Int.	62.70	WS				
Reynolds Remote Int.	13.00	RY					Centerville	64.34					
Concord	14.73						Three Rivers Jct.	69.96					
Homer	23.58						Constantine	75.66	CR				
Clarendon Remote Int.	27.00	CZ					White Pigeon Jct.	79.88					
Clarendon West Remote Int.	29.00	CA					Vistula Remote Int.	81.12	V				
Tekonsha	33.44						Vistula West Remote Int.	83.97	VW				
Union City	41.60	UY					Bristol	89.06					
Sherwood Remote Int.	45.20	HW					B Elkhart Open day and night.	97.28	B	★			221C

KALAMAZOO BRANCH—GRAND RAPIDS TO THREE RIVERS JCT.

STATIONS	Miles from Grand Rapids	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Grand Rapids	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Grand Rapids		GN					Plainwell	46.45					
Eagle Mills							North Yard, Kalamazoo	57.65					
Lamar Open day and night.	3.41	MR	★	★		221C	BO Open day and night	57.83	BO	★	★		221C
Byron Center	11.89						Kalamazoo						
Dorr	17.82						South Yard	60.40					
Hilliards	21.49						Portage	64.67					
Hopkins	25.41						Schoolcraft Open daily except Sat., Sun. and Hol. 8:00 AM to 5:00 PM.	71.53	CF	★	★		221C
Allegan	32.68						Three Rivers Open daily exc. Sun. and Hol. 8:00 AM to 5:00 PM.	83.75	VE	★	★		221A
Otsego Open daily except Sun. and Hol. 8:00 AM to 5:00 PM.	42.47	N	★	★		221A	Three Rivers Jct.	85.03					

STATIONS, OFFICE CALLS, OFFICE HOURS

SOUTH HAVEN BRANCH

STATIONS	Miles from B. O.	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from B. O.	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
BO Open day and night		BO	★			221C	Bloomingtondale Open daily except Sat., Sun. and Hol. 8:00 AM to 5:00 PM.	23.00	BM	★			221A
Kalamazoo							Grand Jet.	29.21					
Doubling Track	5.52						Lacota	31.98					
Alamo	9.10						South Haven Open daily except Sun., Mon. and Hol. 8:00 AM to 5:00 PM.	39.59	HN	★			221A
Mentha	12.78												
Kendall	14.86												
Gobles	18.52												

YPSILANTI BRANCH

STATIONS	Miles from Ypsilanti	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Ypsilanti	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Ypsilanti Open daily 8:50 AM to 5:50 PM.		YN	★			221B	Manchester Open daily except Sat., Sun. and Hol. 8:00 AM to 5:00 PM.	26.07	UD	★			221A
Pittsfield Jct.							Brooklyn Open daily except Sat., Sun. and Hol. 8:00 AM to 5:00 PM.	35.68	G	★			221A
Saline Open daily except Sat., Sun. and Hol. 9:00 AM to 6:00 PM.	11.08	SA	★			221A	North Adams	53.62					
Bridgewater	17.32						Hillsdale Open daily except Sat., Sun. and Hol. 7:00 AM to 4:00 PM.	61.12	D	★			221A
Manchester Jct.	25.43												

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.

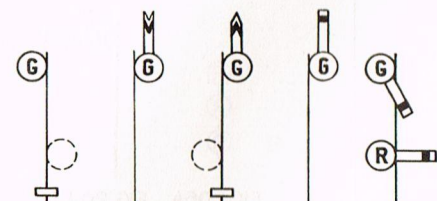


FIG.21A FIG.220 FIG.22C FIG.16A FIG.16C

Rule 281

INDICATION Proceed

NAME Clear

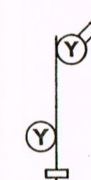


FIG.87A

Rule 282A

INDICATION 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.

NAME Advance Approach

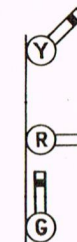


FIG.121A

Rule 284

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

NAME Approach Slow

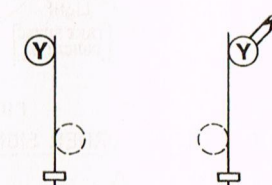


FIG.136A FIG.137B

Rule 285

INDICATION 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.

NAME Approach



FIG.272C

Rule 300

INDICATION Proceed

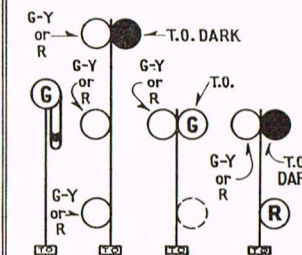


FIG.2B FIG.1A FIG.1B FIG.1C

Rule 200

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

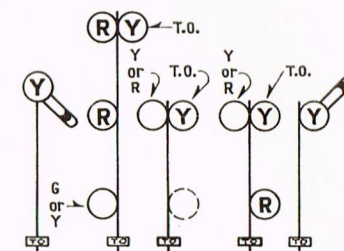


FIG.7A FIG.7B FIG.7C FIG.7D FIG.7E

Rule 200B

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

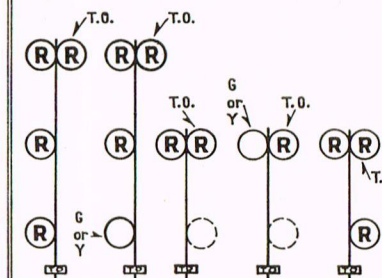


FIG.3A FIG.3B FIG.3C FIG.3D FIG.3E

Rule 200A

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

NOTE

Color light units shown in dotted lines on masts of signals are normally dark "light out".

INSTRUCTIONS: 1. Indications of signals FIG.3B and FIG.3D 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.



FIG.191A

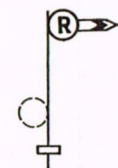


FIG.192B

Rule 291

INDICATION Stop, then proceed at restricted speed.

NAME Stop and Proceed.

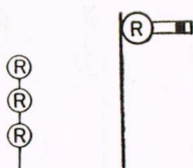


FIG.206A



FIG.204A

Rule 292

INDICATION Stop.

NAME Stop.

TAKE SIDING SIGNALS
Located on Signal Masts

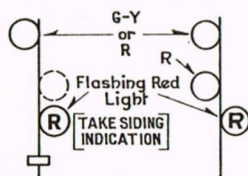


FIG.210A

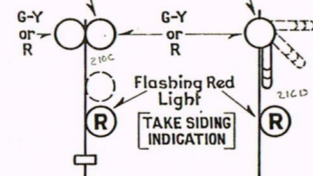


FIG.210B

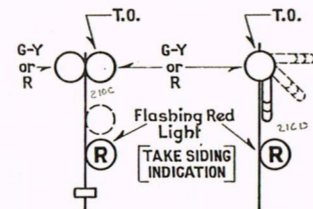


FIG.210C

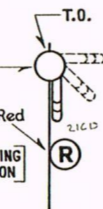


FIG.210D

INTERLOCKING AND AUTOMATIC
BLOCK SIGNALS

TRAIN ORDER SIGNALS

Rule 293A

INDICATION
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.

TEMPORARY SPEED BOARDS
Rule 295
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.

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

LEGEND:
 ——— NORTHERN DISTRICT
 ——— OTHER N.Y.C. DISTRICTS
 - - - - FOREIGN ROADS

MICHIGAN

IND. OHIO