

# 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. 10

FOR EMPLOYEES ONLY

EFFECTIVE

1.00 A. M. Central Standard Time

2.00 A. M. Eastern Standard Time

**Sunday, October 29, 1961**

**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. NICRELS, 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. W. DACH, 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 3-3341, 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.

J. F. Van de Roovaart, 12757 Western Ave.  
Phone—Fulton 8-0325

CHICAGO: E. A. Hamilton, 607 LaSalle St. Station.  
Phones—Office Wabash 2-4200, Local 402-569;  
E. W. Dach, 607 LaSalle St. Station.  
Phone Wabash 2-4200, Ext. 402.

H. E. Turner, 14 East Jackson Blvd.

Phones—Office Harrison 7-4135 (Cases should be sent  
to his office when neither Dr. Hamilton nor  
Dr. Dach 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 Avenue (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 TRIANGLE 3-5577;  
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: The Industrial Clinic, 506 S. Second St.  
Phone JA 3-4206

S. T. Miller B. E. Kintner  
G. R. Bloom D. D. Swihart  
Galen R. Miller

903 West Franklin St.

Phones—JA. 4-0322 and JA. 4-0313.

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. RI. 2-2642.

## COMPANY OCULISTS

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

G. H. Mundt, Jr.

Phones—TRIANGLE 3-6223 and 3-6224.

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: R. C. Boling, 214 West Marion St.  
Phone—Office JA. 2-4165; Res. JA. 3-2965.

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 HEMLOCK 7-4230

HAMMOND: A. C. Remich or K. J. Long,  
Medical Bldg., 30 Douglas Street.  
Phone WE. 2-3938 and WE. 2-3939.

JACKSON: E. A. Thayer, 1104 Jackson National Tower Bldg.  
Phones—Office State 2-3672; Res. State 2-3682.

Ennis H. Corley, Office—1401 Reynolds Bldg.

Phone State 2-7133

Res. 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.

Phones—FI 3-2621; Res. FI. 3-1077.

LANSING: D. M. LeDuc, 317 W. St. Joseph St.  
Phone—Office IV. 9-6589.

MARSHALL: Archie E. Humphrey, 122 N. Madison Street.  
Phones—Office Story 1-2809; Res. Story 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, 419 So. Jackson Blvd.,  
Chesterton, Ind.

Phones—Office WA. 6-1440; Res. WA. 6-1706.

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

Phones—Office INTEROCEAN 8-9718; Res. BE 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, 801 City Bank Bldg.  
Phones—Office State 3-6935; Res. State 2-3945.

SOUTH BEND: J. V. Cassidy, 921 Lincolnway East.  
Phone—AT. 8-0657-8-9.

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.

#### Defective Cars.

Cars becoming defective enroute when loaded with livestock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

#### K-1. FIGHTING.

Fighting while on duty or on company property is prohibited.

#### L-1. UNAUTHORIZED REMOVAL OF MATERIAL

The unauthorized possession of, removal or disposal of any material from railroad property or property served by the railroad 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.

Employees are prohibited from riding or walking on the roof of any moving car unless car is equipped with roof running board.

#### 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.

#### STATIONS.

Controlled point. A location where signals and/or other functions of a traffic-control system are controlled from the control machine.

#### 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.
Jackson Jct.....	Engine house.
Jackson.....	Telegraph office. Engine house.
Niles.....	Old Yard office.
Niles (Terminal Yard).....	Yardmasters office.
M. C. Yard.....	Yardmasters office.
Saginaw.....	Telegraph office.
Bay City.....	Telegraph office.
Wenona.....	Eng. Desprs. 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

##### WHISTLE POSTS

W —Rule 14 (L) whistle signal to be sounded at whistle post.

W —Rule 14 (L) whistle signal to be sounded at whistle post for multiple crossings and prolonged or repeated until last crossing is reached.

W —Rule 14 (L) whistle signal not to be sounded except in emergency at locations listed in Rule 31.

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.

#### Additional Whistle Signals for TCS Territory

- Flagman return from west or south No. 2 track.
- o----- Flagman return from west or south No. 1 track.
- oo----- Flagman return from west or south on controlled siding.
- Flagman return from east or north No. 1 track.
- o----- Flagman return from east or north No. 2 track.
- oo----- Flagman return from east or north on controlled siding.

#### 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.

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.

#### 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:

Michigan City, Ind. ....	Within city limits
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.....	Engine House
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.
Hughart.....	Telegraph office.

Grand Rapids.....	Yardmasters office.
Pearl St.....	Telegraph office.
BO.....	Signal station.
Notre Dame.....	Telephone Booth
Benton Harbor.....	Freight 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.

Niles: Trains from yard tracks by verbal permission from operator.

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

**Midland Branch**

Bay City.....All trains.  
Midland.....Clearance Form "A" will not  
be required.

**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.

**Kalamazoo Branch**

Grand Rapids.....Southward trains verbal clear-  
ance from operator at Plas-  
ter Creek.  
BO.....All trains.

**92. LEAVING STATION**

A train must not leave a station in advance of its scheduled  
leaving time.  
Note—Where Rule 550 is in effect, or on two or more tracks  
where Rule 251 is in effect, a train may run in advance of its  
scheduled leaving time, except at a station where it is sched-  
uled to receive traffic and not otherwise specified in the time-  
table.

**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  
signalman at Nichols after receiving 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 Detroit to Mackinaw Branch, Saginaw, Bay City, 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, Junctions, and Jackson to Grand Rapids Branch.

Location	Railroad	Signals
<b>Jackson Elkhart Subdivision</b>		
Haires.....	N.Y.C.....	None.
Three Rivers Jct.....	N.Y.C.....	None.
White Pigeon Jct.....	N.Y.C.....	None.
<b>Lansing Branch</b>		
Albion.....	Main Line.....	Signal.
<b>Instructions</b>		
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.		
<b>98a. DRAW-BRIDGES.</b>		
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.		
<b>101a. PROTECTION AGAINST RETURN MOVEMENTS.</b>		
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.		
<b>102. PROTECTION OF TRAINS ON ADJACENT TRACKS.</b>		
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 other members of the crew on the engine 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.		
<b>103. PUBLIC CROSSINGS AT GRADE.</b>		
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.
<b>Three Rivers</b>		
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.	
<b>Lansing</b>		
Old Lansing Branch.	Saginaw and Turner Sts.; East Grand River Ave.; and alley north of Michigan Ave. viaduct.	
<b>Albion</b>		
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	
<b>Grand Rapids</b>		
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.	
<b>Niles (Benton Harbor Br.).....</b>		
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.	
<b>Trains and engines must stop before moving over following crossings:</b>		
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.	
<b>Automatic Flashing Light Signals with or without gates.</b>		
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.)		
<b>Manual Control of Highway Crossing Signals:</b>		
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 Monon R.R. 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.	
<b>Three Rivers</b>		
(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.	
<b>104. SWITCHES.</b>		
<b>Electrically locked switches.</b>		
Instructions pertaining to the operation are posted in lock box or adjacent thereto.		
<b>104a. NORMAL POSITION OF SWITCHES.</b>		
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.		
<b>104e. Spring Switches.</b>		
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.	
<b>105. SIDINGS.</b>		
Capacity based on 44-foot cars.		
<b>Two Tracks.</b>		

Main Line		
	Westward	Eastward
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.	..	95
Rockwood	..	{ 97 48
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
Lake Orion	15
Oxford	45
Metamora	53
Lapeer Jct.	37

Vassar	{44 44
Shields	34
Zilwaukee	17
Standish	60
West Branch	30
Grayling	66
Gaylord	27
Indian River	46

**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	18
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

**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	Engine house.
Jackson Jct.	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).
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	Freight office.
Three Rivers	Freight 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
Controlled Point	CP

**MOVEMENT OF TRAINS BY BLOCK SIGNALS.**

Track	Between	Assigned direction	Operation
No. 1 Town Line & PO,		Westward	Rules 251 to 254 incl.
No. 2 PO & Town Line,		Eastward	Rules 251 to 254 incl.
No. 1 YD and Alexis,		Southward	Rules 251 to 254 incl.
No. 2 Alexis and YD,		Northward	Rules 251 to 254 incl.
No. 1 Jackson and Lansing Ave.		Westward	Rules 251 to 254 incl.
No. 2 Lansing Ave. and Jackson		Eastward	Rules 251 to 254 incl.
No. 1 MA and North Lansing		Northward	Rules 251 to 254 incl.
No. 2 North Lansing and MA		Southward	Rules 251 to 254 incl.
Single Lansing Ave. and Rives Jct.		None	Rules 550 to 562 incl.
Single Rives Jct. and MA		None	Rules 300 to 373 incl.
Single North Lansing and Paines		None	Rules 300 to 373 incl.
Single Rives Jct. and Hughart		None	Rules 300 to 373 incl.
Single OD and B Elkhart		None	Rules 550 to 562 incl.
Single North Yard and Bay City		None	Rules 251 to 254 incl. Rules 300 to 373 incl.
Single Bay City and Mackinaw		None	Rules 251 to 254 incl.
Single Kawkawlin and Mackinaw		None	Rules 300 to 373 incl.
Single Denmark Jct. and Bay City		None	Rules 300 to 373 incl.
Single Pinconning and Gladwin		None	Rules 300 to 373 incl.

**MOVEMENT OF TRAINS BY TIMETABLE AND TRAIN ORDER ONLY.**

Track	Between	Assigned Direction	Operation Time-table	Train Order
Single	Paines & Saginaw	None	x	
Single	BO and Doster	None	x	
Single	Richland Jct. & Richland	None	x	
Single	Springport & Albion	None	x	
Single	Lamar & Three Rivers	None	x	x
Single	Hillsdale & Ypsilanti	None	x	x
Single	BO & South Haven	None	x	x
Single	Bay City & Midland	None	x	x
Single	Vassar & Bach	None	x	x
Single	Benton Harbor & South Bend	None	x	x

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.

Location	Signal	Indication
<b>Main Line</b>		
Battle Creek		
*Track to D.T.&M. G. T. W.	Derails, Electrically locked. Non-Derailing Position	Proceed
Jackson Jct.		
No. 6 Switches	Target Operated by Switch-tender.	Horizontal... Eastward trains stop clear of Elm Ave. Diagonal... Eastward trains proceed on Jackson Elkhart Subdivision without stopping. Vertical... Eastward trains proceed on freight main without stopping.
<b>Detroit to Toledo Branch</b>		
Sibley		
*Stone Quarry Track D. & T. S. L.	Derails, Time Locked Non-Derailing Position	Proceed
Monroe		
*Greenings Track D. & T. S. L.	Derails, Time Locked Non-Derailing Position	Proceed
Warner		
*Ford Motor Co. track D. & T. S. L.	Gate, Time Locked Across D. & T. S. L.	Proceed
*Gibraltar		
McLouth Steel Spur track	Derails and Signals Time Locked. Signals indicate "PROCEED"	Proceed
Trenton		
*Monsanto Chemical Co. track D. & T. S. L.	Derails, Time Locked Non-Derailing Position	Proceed
Slocum Jct.		
*South Wye D. & T. S. L.	Derails and Signals Signals indicate "PROCEED"	Proceed
Wyandotte		
*Grove St. Track D. T. & I	Signals, Time Locked Signals indicate "PROCEED"	Proceed

Location	Signal	Indication
*Eureka Ave. Track D. T. & I.	Signals, Time Locked Signals indicate "PROCEED"	Proceed
*Mulberry St. Track D. T. & I.	Signals, Time Locked Signals indicate "PROCEED"	Proceed
*Wyandotte Chemical No. 2 track D. T. & I.	Derails and Signals Time Locked. Signals indicate "PROCEED"	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
<b>Monroe Branch</b>		
Monroe		
*D. & T. S. L.	Derails, Time Locked. Non-Derailing position	Proceed
*Detroit to Toledo Branch Northward Main Track	Gate, Time Locked. Across Detroit to Toledo Branch	Proceed
*Detroit to Toledo Branch Southward Main Track	Gate, Time Locked. Across Detroit to Toledo Branch	Proceed
*C. & O.	Derails, Time Locked. Non-Derailing Position	Proceed
Permission must be obtained from C. & O. before operating electric lock. Instructions in telephone box at crossing.		
*Normal against Monroe Br. Operated by Trainmen on Monroe Branch.		
<b>Detroit to Mackinaw Branch</b>		
Saginaw		
*Eastman Spur G. T. W.	Gate Across G. T. W.	Proceed
Salzburg		
*Brooks-Bay Mfg. Spur G. T. W.	Gate Across G. T. W.	Proceed
*Packing Spur G. T. W.	Gate Across G. T. W.	Proceed
*Nichols-Foss Track G. T. W.	Gate Across G. T. W.	Proceed
Bay City		
*Foss Lumber Co. Spur C. & O.	Two-Arm Signal. Lower Arm governs movements on N. Y. C. Lower Arm 60° below horizontal	Proceed
*Trumbull Ave. Spur C. & O	Target Diagonal HORIZONTAL (Normal)	Proceed
*Near D. & M. Bridge C. & O.	Target Horizontal Vertical (NORMAL)	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		

Location	Signal	Indication
Wye Track	Target Horizontal.	Trains to or from Wye tracks... Proceed without stopping.
	Vertical.	Trains to or from other than Wye tracks... Proceed without stopping.
Trains must in addition to signal indications receive a proceed hand signal from the Signalman.		
Cheboygan		
*Paper Mill Spur D. & M.	Gate Across D. & M.	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
<b>South Water Street Spur</b>		
Saginaw		
South of Drawbridge Detroit to Mackinaw Branch-Main Track	Gate, Time Locked Across South Water St. Spur	Proceed
Normal against South Water Street Spur. Operated by trainmen on South Water Street Spur.		
<b>N. Y. C. Belt Line</b>		
*Jefferson St. Track	Derails, Time Locked. Non-Derailing Position	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		
<b>Denmark Jct. Branch</b>		
Reese		
C. & O.	Target Vertical	Proceed
<b>Kalamazoo Branch</b>		
Kalamazoo		
South of G. T. W.	Target Horizontal	Proceed Operated by N. Y. C. Trainmen.
Grand Rapids		
Lake Mich. Drive P. R. R.	Target Horizontal	Proceed
*Front St. P. R. R.	Gate Across P. R. R.	Proceed
*Watson St. C. & O.	Gate Across C. & O.	Proceed
*Normal against N. Y. C. Operated by N. Y. C. Trainmen.		



Location	Signal	Indication
<b>South Haven Branch</b>		
*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.		
<b>Saginaw Branch</b>		
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.		
<b>Ypsilanti Branch</b>		
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.		
<b>C. K. &amp; S. Branch</b>		
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 Bay City.

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 4 3/4 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 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 Genesee 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 1444, located on eastward main track, one and one half (1-1/2) miles west of Kalamazoo station; controlled by signalman at BO. Trains receiving indication as prescribed by rule 292 at this signal must obtain permission from signalman at BO 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.

**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	Interlocker	Eastward main to main track
Botsford, west end. (Crank Control)	BO	Interlocker	Westward siding track to siding
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.

Cars equipped with steam train line must have the steam connectors securely connected to adjacent cars. If an adjacent car is not equipped, the steam heat connector should be secured by use of chain support to assure proper clearance above rail.

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 trains, and must be handled on rear of train next ahead of caboose.

Snow loader and snow melter units must be coupled and moved in train with loader unit trailing.

Jet Engine Snow Blowers, when moving dead in train, must be placed in train next ahead of caboose. The unit may be headed in either direction.

**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.

Cars equipped with steam train line must have the steam connectors securely connected to adjacent cars. If an adjacent car is not equipped, the steam heat connector should be secured by use of chain support to assure proper clearance above rail.

**921. FREIGHT BRAKEMEN.**

The proper place for the forward brakeman while train is in motion is in the leading unit of the engine.

**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.

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

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.

#### Instructions For Movement In Trains, Passenger or Freight

In passenger trains, RDC cars should be hauled as the rear-most unit, or units, unless:

1. Car involved has been equipped with train air signal pipe (*DO NOT* connect RDC car main reservoir equalizing hose to signal hose of cars in passenger train).
2. Steam heat is *NOT REQUIRED* for heating cars behind such RDC car (Steam train line through RDC cars is 1½" only).

In freight trains, RDC cars must be hauled in accordance with instructions for handling passenger cars in freight trains. Control valves must be conditioned for "Direct Release" of brakes.

When RDC cars moving in a passenger train are occupied, one diesel engine must be kept running to provide battery charging, light and air conditioning.

In freezing weather RDC cars must have both diesel engines running, or must be connected to steam supply, and main battery switch must be closed. If diesel engines are not running, or steam supply is not available, engine cooling water must be drained from system of engine shut down, two engines if necessary. Steam heat and wash water systems must be given attention in accordance with instructions for draining passenger cars when left off steam.

When necessary to haul an RDC car in a train without either diesel engine running, the main battery switch *MUST* be *CLOSED* to provide ROLOKRON (wheel slide) protection. All lights and air conditioning *MUST* be turned off, to avoid serious battery discharge. If electrical trouble necessitates hauling car with main battery switch open, the engine-man and conductor must be so advised so that all precautions may be taken to avoid wheel sliding.

RDC cars left unattended must have hand brake applied. If on grade, chain or block wheels.

RDC cars hauled in trains must have air brake and electrical equipment conditioned in accordance with existing instructions.

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.

Flexi-Van trains must have brake pipe feed valve adjusted to 90 pounds.

### Diesel Equipment:

#### A. Movement of Diesel Units.

##### 1. Road Freight and Road Switch Type Units.

Road Freight Type units may be operated, coupled together, with a maximum of twelve (12), including those hauling train and those in tow.

The total number of units hauling train may not exceed seven (7).

The Units being towed may be either dead or on idle.

##### 2. Yard Switch Type Units.

Only one yard switch type unit, dead or on idle, whether hauling or being towed, should be placed on rear of locomotive consist and on head end of train. Additional switch type units should be placed in train in accordance with Air Brake Rule 1612.

##### 3. Backing Trains With Road Switch and Yard Switch Type Units Hauling or In Tow.

Sufficient lead units must be isolated, and power of not more than three (3) rear hauling units used against the train.

#### B. 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.

#### C. 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.

#### D. 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.

#### E. 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 fuse 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 caboose equipment and train crew equipment in passenger service.

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

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

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

#### INSTRUCTIONS FOR HANDLING PASSENGER CARS WITH FLAT WHEELS ENROUTE

1. When flat spots are developed on wheels of a train en route due to emergency or unduly heavy service brake application, train crew in charge will proceed as outlined in paragraphs 2 and 3, before proceeding to next terminal.
2. Before proceeding, dispatcher should be notified and advised that wheel inspection may be necessary at next terminal.
3. When leaving a point where an incident resulting in flat spots occurred and while running at SLOW SPEED, the Conductor in charge shall pass through each car in the train to ascertain by sound and operation, whether train may continue at normal speed to the next inspection point. If in his judgment it is necessary to do so, the Conductor should signal to the engineman to stop for special inspection.
4. If flat spots occur from stuck brakes, hand brakes set up, seized bearings, etc., train crew must make necessary inspection to determine extent of wheel damage, safe speed of train to next terminal or whether car must be set out.
5. When it is necessary to make a terminal inspection for flat wheels on a through train, competent supervision and inspectors must be used.
6. If advance notice is available, men must be lined up so that cars will pass by them so they can observe the condition of the wheels.
7. Sufficient time must be taken to properly examine wheels to locate flat spots, moving train for complete inspection as necessary. Succeeding terminals must be informed as to results of such inspection.
8. If flat spots are found, restrictions are to be observed, as follows:

Size of Flat Spot	Restriction
Less than 2"	No restriction.
2" to 2½" inclusive	Speed not to exceed 40 MPH.
Over 2½"	Speed not to exceed 20 MPH to nearest point where car can be set out of train.

9. Two or more adjoining or overlapping flat spots each 2" or over in length are to be treated in accordance with restrictions for flat spots of over 2½".
10. It is to be understood that the above dimensions refer to a flat spot slid to these dimensions and does not represent small shallow spots.
11. Built-up metal should be removed from wheel treads, if possible. Cars having built up metal not in excess of 1/32" depth may continue to destination without restriction. When built-up metal exceeds 1/32" depth, and cannot be removed, restrictions for flat spots over 2½" should apply.
12. When it is necessary to move cars through to a terminal where equipment is available to transfer passengers, or mail and express into, a competent supervisor, if available, or a competent inspector must ride the train to observe (a) effects of damaged wheels on performance, (b) to supervise the speed of the train, (c) to advise next inspection point of any additional or special attention required.

13. When reporting flat spots on wheels, it is important that the dimensions be properly designated to avoid confusion.

#### 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 employee 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 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.

<b>Detroit Division</b>			
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, southward 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	
<b>Michigan Division</b>			
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 of 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.

<b>Detroit Division</b>			
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	
<b>Michigan Division</b>			
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. Engines equipped with Automatic Train Stop Device operating in territories not equipped with wayside train stop control equipment must have train stop equipment cut in and operative, with MG sets running, on lead unit of all locomotive consists.

**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. X509, X510 with traction motor pinion engaged.....	25
No. X509, X510 with traction motor pinion removed.....	45
Nos. 574 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
<b>*Nos. 1000 to 5104</b>	
6600 to 6903 operating backward .....	30
<b>*Nos. 1000 to 5104</b>	
6600 to 6903 operating backward by night over public crossings .....	15
Nos. 1000 to 3372 ..65	5759 .....
3702 to 3709 ..70	5792 to 5793 ..65
3803 .....	5802 to 5803 ..65
3804 to 3821 ..70	5808 to 5827 ..65
5001 to 5003 ..79	5904 to 5927 ..65
5006 to 5017 ..65	5946 .....
5101 .....	5949 to 6038 ..65
5102 to 5104 ..65	6041 to 6075 ..65
5600 to 5610 ..65	6100 to 6114 ..65
5611 .....	6200 to 6236 ..60
5612 to 5709 ..65	6600 to 6903 ..70
5712 to 5737 ..65	7000 to 7012 ..70
5739 to 5740 ..65	7100 to 7118 ..65
5742 .....	8000 to 8008 ..65
5746, 5748 ..65	8020 to 8034 ..65
5752, 5754 ..65	8100 to 8113 ..60
5756 to 5757 ..65	8200 to 8248 ..65

NOTE—When handling Flexi Van trains 65 MPH engines may operate at speed not exceeding 70 MPH.

In emergency when necessary to handle passenger trains with 65 MPH engines such engines may be operated at speed not exceeding 70 MPH to a terminal where passenger power is available.

All 45 MPH NYC engines, except units X509 and X510, 567 to 573 inclusive and 800 to 810 inclusive may be operated at a maximum speed of 60 MPH when coupled as a trailing unit with other units or when handled dead in train.

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

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.

	<b>DIVISION</b>																	
	(Unless otherwise restricted)																	
	Main Line	Toledo Br.	Bay City Br.*	Grand Rapids Br.	Saginaw Br.	Mackinaw Br.	Kalamazoo Br. (bet. Kazoo and Gr. Rapids)	Kalamazoo Br. (bet. Three Rivers & Kazoo)	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	Psgr. Frt.	Jackson Elkhart Subdivision	Psgr. Frt.
<b>Restrictions apply to trains in both directions unless otherwise designated.</b>			
<b>Main Line:</b>			
Dearborn, over public highway grade crossings.....	50...50	Jackson, between OD and Fourth St.....	45...45
Ypsilanti, between second overhead bridge, east of Ypsilanti to MP D-30½ west of Ypsilanti.....	45...45	Constantine, through Constantine.....	45...45
Ypsilanti, MP D-30½ west of Ypsilanti to first curve west of Ann Arbor station.....	60	Constantine, to let off or pick up third brakeman....	5...5
Ann Arbor, first curve west of Ann Arbor station.....	40...40	Elkhart, between East City limits and B.....	30...30
Ann Arbor, from curve west of Ann Arbor station to MP D-50½.....	60	B Between Home Signals.....	20...20
Leoni, on curves westward main track between MP D 67.8 and 70.3.....	70	<b>Detroit to Toledo Branch:</b>	
East Yard, curve east of Telegraph Office, and Elm Ave..	60	Wyandotte, over public highway grade crossings.....	30...30
Jackson, between Elm Ave., and Wildwood Ave.....	45...45	Slocum, curve between MP D-17.0 and MP D-17.5 on Northward track.....	60
Jackson Jct. Inbound freight trains using main tracks between the Cinder Path and Knollwood Ave. Car Inspector's Cabin.....	15	Rockwood between Mile Post D-21 and Huron River Bridge.....	35...35
Jackson, Pearl St. Interlocking, interlocked switches, when diverging.....	10...10	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
Parma, between MP D-88½ and MP D-91.....	75	<b>Monroe Branch:</b>	
Albion, between Albion and Hannah Sts.....	40...40	Monroe.....	15...15
Marshall, on curve east of Marshall between MP D-106½ and MP D-107½.....	55...55	<b>Detroit to Mackinaw Branch:</b>	
Ceresco, curve between MP D-113 and MP D-114.....	60	All street crossings 800 feet south of MP D-14 and MP D-17½.....	50
Battle Creek, MP D-117¾ east of Hinman Yard to west end of curve at MP D-119.....	60	Between MP D-23½ approximately 1700 feet south of Utica station and MP D-24¼, 1000 feet north of highway M-59.....	35...35
Battle Creek, between MP D-119 and Division St.....	40...40	Over Bridge MP D-28.74, 400 feet north of Avon Road at Yates Cider Mill.....	40...40
Battle Creek, between Division St. and Kalamazoo St.....	20...20	Rochester Jct., G. T. W. Crossing.....	20...20
Augusta, curves between MP D-127½ and MP D-130½.....	65	Rochester, southward trains between station and Rochester Jct.....	50...20
East of Botsford Yard MP D-139½ to Harrison St., Kalamazoo.....	65	Goodison curve, southward MP D-35 to D-34¼.....	50
Kalamazoo, over interlockings and curve west of Passenger Station.....	30...30	Lake Orion, over street crossings.....	30...30
Kalamazoo, between Kalamazoo St. and West Michigan Ave.....	40...40	Oxford, over East St.....	30...30
Streator Curve, MP D-145½ and MP D-146½.....	60	Oxford, southward trains over East Burdick St.....	30...30
★Niles Bridge.....	35...35	Lapeer, between Lapeer and Lapeer Jct.....	20...20
Niles, curves on Westward main track between Niles Bridge and MP D 195½.....	50...50	Columbiaville, over the three public crossings north of station.....	30...30
Niles-Buchanan curves between MP D-193 and MP D-199.....	70	Millington, through village.....	30...30
Michigan City, over drawbridge.....	50...50	Vassar, northward trains between interlocking home signals.....	20...20
Michigan City, curve west of passenger station.....	30...30	Saginaw, within city limits.....	20...15
★Air brakes must not be applied while crossing bridges, unless absolutely necessary.		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

Psgr. Frt.	Psgr. Frt.
Mackinaw, on curve between MP 181.75 and Depot...30...30	Between North Lansing and MA.....20...20
Over Huron Ave.....5...5	Laingsburg, over Mill and Main Sts.....30...30
<b>Midland Branch:</b>	<b>Owosso, over Main Street.....20...20</b>
On curves between B. C. and B. C. Jct. and MP BC-2...20...20	Chesaning, over Broad and Brady Sts.....30...30
Between MP BC-10 and Midland.....20...20	<b>Between Paines and Saginaw.....15...15</b>
Waldo (Carter) road 3 miles east of Midland.....10...10	<b>Caro Branch:</b>
Midland. Highway M. 20, two miles east of Midland...10...10	Diesel engines Nos. 1000 to 8411, 8700 to 9630 over Bridge 0-52, .16 of a mile north of Caro Jct.....10...10
US-10 1¼ miles east of Midland.....10...10	<b>Ypsilanti Branch:</b>
<b>Denmark Jct. Branch:</b>	Between Jerome and Ypsilanti.....15...15
Denmark Jct., over junction switch.....15...15	<b>Kalamazoo Branch:</b>
Bay City over Center and North Sherman Sts.....6...6	Schoolcraft, between interlocking home signals.....20...20
Center St. interlocking between home signals.....20...20	Plainwell, between interlocking home signals.....20...20
<b>Jackson to Grand Rapids Branch:</b>	Between Byron Center and Lamar, over highway crossings.....5...5
All trains except RDC. Beeliner cars:	Lamar, between interlocking home signals.....20...20
Between Jackson Passenger Station and Mechanic St...15...15	MP. WP-93.5 to and including Grand Rapids Yard.....15...15
Between Mechanic St. and M.A.L. Crossing.....25...25	Grand Rapids, over Grand River Bridge No. 150.....10...10
Charlotte. Westward trains between interlocking home signals.....20...20	Grand Rapids Yard, Diesel engines over bridges.....10...10
Nashville, between Main and Sherman Sts.....30...30	<b>South Bend Branch:</b>
Hastings, between Broadway St. and C. K. & S. Crossing.....15...15	Curves through Niles.....20
Middleville, curve east of station.....15...15	Niles, (N. Y. C.), from Lake St. to City Limits.....15...15
Grand Rapids, between Franklin St. and Passenger Station.....15...15	Notre Dame on turn-out to HF.....20...20
<b>Saginaw Branch:</b>	Between Notre Dame and South Bend city limits, on curves.....25...25
Leslie, over Bellevue St.....30...30	South Bend, within city limits.....15...15
Lansing, G. T. Crossing, trains between distant signals of interlocking.....25...25	<b>Benton Harbor; Extension</b>
	Over St. Joseph River and Morrison Channel all Diesels...10...10

Pagr	Frnt.	Location	Classes
<b>ENGINE AND CAR RESTRICTIONS</b>			
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.			
Maximum gross weight of cars handled through retarders 240,000 lbs.			
*Restrictions apply to bridges.			
<b>Location</b>		<b>Classes</b>	
<b>MAIN LINE</b>			
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.	
		<b>Dowagiac:</b>	
		Premier Furnace track: Engines Nos. 526 to 579, 650 to 754 800 to 810, 812 to 848, 950 to 9820.	
		<b>Buchanan:</b>	
		Cabinet Spur: Derrick X-19532.	
		<b>Clark Equipment Co. Track:</b>	
		Derrick X-19530, X-19531, X-19532.	
		<b>All engines over unloading pit between Fulton and Artie Streets.</b>	
		<b>Michigan City Yard:</b>	
		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.	
		<b>Detroit to Toledo Branch</b>	
		<b>Sibley:</b>	
		Sibley Quarry tracks: Engines Nos. 1000 to 5104, 6220 to 7012, 7300, 7301, 8223 to 8357.	
		<b>Rockwood:</b>	
		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.	
		<b>Newport:</b>	
		*Clayton-Niedermeir Coal Co. near Mill St., over pits: All engines.	
		<b>Monroe:</b>	
		Hgenfritz 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.	
		<b>Jackson to Grand Rapids Branch</b>	
		<b>Hastings:</b>	
		Book Case Factory: Engines No. 1000 to 5104, 6600 to 7012 7300, 7301, 8223 to 8357.	

Location	Classes	Location	Classes
<b>Detroit to Mackinaw Branch</b>			
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.
<b>Saginaw Branch</b>			
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.
<b>Jackson Elkhart Subdivision</b>			
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.
<b>*Gladwin Branch</b>			
			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.
<b>Kalamazoo Branch</b>			
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.
<b>South Haven Branch</b>			
			*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.
<b>Ypsilanti Branch</b>			
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.
<b>*Caro Branch</b>			
			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 switch ..... All engines

Location	Classes	Location	Track
<b>South Bend Branch</b>		<b>Main Line</b>	
Niles to Benton Harbor:		Chelsea.....Standard 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.		Buchanan, Eastward.....Spur from team track	
Notre Dame to old station tracks at South Bend:		Buchanan, Eastward.....Mains and 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, Westward.....Main tracks	
<b>Benton Harbor; Extension</b>		Michigan City.....Franklin St. Mains and Yard track	
St. Joseph and Benton Harbor Spur including *Drawbridges:		Michigan City.....Near Monon Crossing, main tracks	
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.		<b>Kalamazoo Branch</b>	
<b>C. K. &amp; S. Branch</b>		Kalamazoo.....Kalamazoo Ave. siding	
Vegetable Parchment to Hooper: Engines Nos. 1000 to 5104, 6600 to 6903.		<b>Old Air Line Branch</b>	
Permitted single unit only, Nos. 5600 to 6236, 7000 to 7012, 7300, 7301, 8100 to 8357.		Three Rivers.....Sheffield plant siding	
Kalamazoo:		<b>Jackson Elkhart Subdivision</b>	
Kalamazoo Stove Co.: Engines Nos. 1000 to 5104, 6600 to 6903.		Wasepi.....Main line crossing	
<b>60-ton Twin Flexi-Van cars</b>		<b>Saginaw Branch</b>	
Cars must not be moved over humps in classification yards. Kalamazoo. Johnson-Howard track.		Rives Jct., Northward.....Industry track	
<b>OVERHEAD CLEARANCES</b>		Saginaw.....South of Fordney	
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.		<b>Bay City Branch</b>	
The locations where such clearance is less than twenty-seven (27) feet are as follows:		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	
		<b>Toledo Branch</b>	
		Sibley.....Northward track	
		FN, Southward.....At Tower D&TSL	

DETROIT DIVISION	MICHIGAN DIVISION
DIVISION SUPERINTENDENT E. J. Crowley	DIVISION SUPERINTENDENT W. H. Shearer
TRANSPORTATION SUPERINTENDENT D. J. Chinander	TRANSPORTATION SUPERINTENDENT W. H. Hinderer
ASSISTANT TRANSPORTATION SUPERINTENDENTS R. J. Gordon A. E. Mitchener	ASSISTANT TRANSPORTATION SUPERINTENDENT A. L. Purcell
TRAINMASTERS S. I. Vert F. H. Jones H. E. Norton J. A. R. Draper	TRAINMASTERS A. Straub F. M. Francis R. J. Beckwith C. B. Lockwood
ASSISTANT TRAINMASTER M. P. Donahue J. R. Beckner	ASSISTANT TRAINMASTER L. H. Jolly
ROAD FOREMEN E. E. Brockway K. F. Kalsow	ROAD FOREMEN H. J. Scholz K. J. Ickes
DIVISION ENGINEER J. C. Houston	DIVISION ENGINEER J. C. Houston
MASTER MECHANIC F. L. Hoffman	MASTER MECHANIC F. L. Hoffman
CHIEF TRAIN DISPATCHER C. E. Aldrich	CHIEF TRAIN DISPATCHER D. Rosling
ASS'T CHIEF TRAIN DISPATCHERS E. J. Ross J. P. Seehaver E. A. Kinnunen	ASS'T CHIEF TRAIN DISPATCHERS H. E. Smith D. E. Zerbe R. A. Hartzell
TRAIN DISPATCHERS R. G. Griffin O. B. Craft U. S. Wanous K. E. Boettger T. H. Gooden G. W. Wiltsie F. D. Campbell	TRAIN DISPATCHERS J. V. Martineau F. S. Curtis R. P. Thompson N. E. Evert 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	19	355	See note	357	369	
		See notes	See notes						
		North Shore Limited	The Wolverine	The Wolverine	The Michigan	Mail and Express	The Twilight Limited	Motor City Special	
		Passenger Daily	Passenger Daily Except Sun.	Passenger Sunday Only	Passenger Daily	Daily Except Monday	Passenger Daily	Passenger Daily	
	LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	
.....	Detroit.....	2.55	8.10	8.25	12.01	2.25	5.15	11.15	.....
5.99	Town Line.....	3.05	8.20	8.35	12.11	2.35	5.25	11.25	.....
16.75	Wayne Jct.....	3.16	8.31	8.46	12.21	2.48	5.35	11.35	.....
28.04	Ypsilanti.....	.....	.....	.....	.....	.....	s 5.45	f 11.46	.....
35.88	Ann Arbor.....	s 3.38	s 8.50	s 9.05	s 12.41	3.09	s 6.00	s 11.59	.....
45.37	Dexter.....	.....	.....	.....	.....	.....	.....	.....	.....
52.67	Chelsea.....	.....	.....	.....	.....	.....	.....	.....	.....
71.76	East Yard.....	4.12	9.25	9.39	1.15	3.44	6.34	12.34	.....
74.07	Jackson.....	s 4.20	s 9.31	s 9.44	s 1.21	s 3.49	s 6.40	s 1.00	.....
94.38	Albion.....	.....	s 9.52	s 10.04	.....	.....	.....	.....	.....
106.12	Marshall.....	.....	.....	.....	.....	.....	.....	.....	.....
118.29	Nichols.....	.....	.....	.....	.....	.....	.....	.....	.....
119.20	Battle Creek.....	s 5.05	s 10.15	s 10.28	s 2.06	4.45	s 7.24	s 1.50	.....
133.23	Galesburg.....	.....	m 10.27	.....	.....	.....	.....	.....	.....
141.75	BO.....	.....	.....	.....	.....	.....	.....	.....	.....
142.03	Kalamazoo.....	s 5.43	s 10.43	s 10.54	s 2.34	5.12	s 7.52	s 2.35	.....
159.25	Lawton.....	.....	.....	.....	.....	.....	.....	.....	.....
166.96	Decatur.....	G 6.06	.....	.....	.....	.....	.....	.....	.....
178.17	Dowagiac.....	G 6.19	.....	.....	.....	.....	.....	.....	.....
186.60	East End.....	6.29	11.26	11.37	3.14	5.55	8.31	3.16	.....

CENTRAL STANDARD TIME		EAST END TO PO—MAIN LINE—ABS							
Miles from Detroit	STATIONS	39	17	19	355	See note	357	369	
		See notes	See notes						
		North Shore Limited	The Wolverine	The Wolverine	The Michigan	Mail and Express	The Twilight Limited	Motor City Special	
		Passenger Daily	Passenger Daily Except Sun.	Passenger Sunday Only	Passenger Daily	Daily Except Monday	Passenger Daily	Passenger Daily	
	LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	
186.60	East End.....	5.29	10.26	10.37	2.14	4.55	7.31	2.16	.....
190.09	Lake Street.....	5.33	10.30	10.41	2.18	4.59	7.35	2.20	.....
190.56	Niles.....	s 5.38	s 10.35	s 10.46	s 2.23	s 5.05	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 6.15	s 11.12	s 11.22	2.58	5.45	s 8.12	s 3.20	.....
239.28	PO.....	6.33	m 11.30	11.40	3.15	6.00	8.35	3.40	.....
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	
		.....	.....	.....	.....	Englewood	.....	.....	.....
279.28	Chicago (LaSalle St. Sta.).....	7.30	12.25	12.35	4.10	6.45	9.30	4.40	.....
	ARRIVE	A.M.	P.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.  
 No. 13 will not operate Nov. 24, Dec. 26, 1961, Jan. 2, and Feb. 23, 1962.  
 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.  
 f—Stops on signal to receive or discharge revenue passengers.  
 m—Mail received from mail cranes.

CENTRAL STANDARD TIME		PO TO EAST END—MAIN LINE—ABS							
		EASTWARD—FIRST CLASS							
Miles from Chicago	STATIONS	354	8	356	358	370	366	368	
		See notes	See note	See notes	See notes	See note	See notes	See notes	
		New York Special	The Wolverine	The Twilight Limited	Canadian	Mail and Express	Motor City Special	Motor City Special	
		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Daily Except Saturday	Passenger Saturday Only	Passenger Daily Except Sat.	
	LEAVE	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
.....	Chicago (LaSalle St. Sta.).....	9.30	1.00	3.45	8.15	10.30	11.00	11.59	.....
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
40.00	PO.....	m 10.20	1.48	4.36	9.05	11.20	11.55	12.55	.....
51.74	Michigan City.....	s 10.35	s 2.00	4.49	s 9.20	11.35	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 11.13	s 2.40	s 5.26	s 9.56	s 12.10	s 1.02	s 2.03	.....
89.19	Lake Street.....	11.15	2.42	5.28	9.58	12.12	1.05	2.06	.....
92.68	East End.....	11.19	2.46	5.32	10.02	12.16	1.09	2.10	.....

EASTERN STANDARD TIME		EAST END TO DETROIT—MAIN LINE—ABS							
Miles from Chicago	STATIONS	354	8	356	358	370	366	368	
		See notes	See note	See notes	See notes	See note	See notes	See notes	
		New York Special	The Wolverine	The Twilight Limited	Canadian	Mail and Express	Motor City Special	Motor City Special	
		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Daily Except Saturday	Passenger Saturday Only	Passenger Daily Except Sat.	
	LEAVE	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
92.68	East End.....	12.19	3.46	6.32	11.02	1.16	2.09	3.10	.....
101.11	Dowagiac.....	s 12.29	.....	.....	f 11.10	.....	s 2.20	s 3.21	.....
112.32	Decatur.....	.....	.....	.....	W11.20	.....	P 2.32	P 3.33	.....
120.03	Lawton.....	.....	.....	.....	.....	.....	P 2.43	P 3.44	.....
137.25	Kalamazoo.....	s 1.10	s 4.24	s 7.12	s 11.54	s 2.15	s 3.15	s 4.03	.....
137.53	BO.....	.....	.....	.....	.....	.....	.....	.....	.....
146.05	Galesburg.....	m 1.18	.....	.....	.....	.....	.....	.....	.....
160.08	Battle Creek.....	s 1.37	s 4.49	s 7.38	s 12.20	s 2.45	s 3.45	s 4.36	.....
160.99	Nichols.....	.....	.....	.....	.....	.....	.....	.....	.....
173.16	Marshall.....	.....	.....	.....	.....	.....	P 4.01	P 4.52	.....
184.90	Albion.....	s 2.08	H 5.13	.....	H12.43	.....	P 4.15	P 5.06	.....
205.21	Jackson.....	s 2.40	s 5.37	s 8.25	s 1.13	s 4.00	s 4.55	s 5.55	.....
207.52	East Yard.....	2.45	5.42	8.30	1.18	4.05	5.00	6.00	.....
226.61	Chelsea.....	.....	.....	.....	.....	.....	.....	B 6.20	.....
233.91	Dexter.....	.....	.....	.....	.....	.....	.....	.....	.....
243.40	Ann Arbor.....	s 3.22	s 6.17	s 9.05	s 1.55	4.40	s 5.50	s 6.55	.....
251.24	Ypsilanti.....	.....	.....	.....	.....	.....	s 6.00	s 7.05	.....
262.53	Wayne Jct.....	3.43	6.40	9.28	2.18	5.02	6.13	7.18	.....
273.29	Town Line.....	3.55	6.50	9.40	2.30	5.15	6.30	7.30	.....
279.28	Detroit.....	4.10	7.05	9.55	2.45	5.30	6.45	7.45	.....
	ARRIVE	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. 354 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.





**SAGINAW BRANCH**

EASTERN STANDARD TIME

NORTHWARD—FIRST-CLASS				SOUTHWARD—FIRST-CLASS										
Miles from Rives Jct.	15		11		19		STATIONS	20		14		12		Miles from Saginaw
	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		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.				Lansing Yard	A.M.	A.M.		P.M.			67.68
26.45	6.56		10.11				M.A.	12.31	9.01		5.17			64.61
26.50	s 7.07		s 10.18				Lansing	s 12.30	s 9.00		s 5.15			64.56
27.41	7.10		10.20				No. Lansing	12.14	8.51		5.07			63.65
41.66	P.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.		P.M.			

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

**SOUTH BEND BRANCH**

CENTRAL STANDARD TIME

MICHIGAN DIVISION

SOUTHWARD — SECOND CLASS				NORTHWARD — SECOND CLASS						
Miles from Benton Harbor	South Bend Transfer		Benton Harbor Turn		STATIONS	South Bend Transfer		Benton Harbor Turn		Miles from South Bend
	Daily Exc. Sat., Sun. & Hol.		Daily Exc. Sat., Sun. & Hol.			Daily Exc. Sat., Sun. & Hol.		Daily Exc. Sat., Sun. & Hol.		
	P.M.		P.M.			P.M.		P.M.		
2.77			8.45	6.45	Benton Harbor			7.45	5.30	37.41
7.14					Napier					34.63
12.72					Sodus					30.27
14.99					Eau Claire					24.69
					Berrien Centre					22.42
18.98					Fairland					18.43
26.11	A.M.		9.45	7.30	Niles Jct.	P.M.		6.30	4.30	11.30
28.28	7.00		10.15	8.00	Niles			12.05	6.00	13.47
26.11			P.M.	P.M.	Niles Jct.			P.M.	P.M.	11.30
28.72					Bertrand					8.69
30.77					Webster					6.64
33.47	8.00				Notre Dame			11.30		3.94
36.40					NX - HF Tower					1.01
37.41	9.00				South Bend (Oliver Yard)			10.00		
	A.M.							A.M.		

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)

**JACKSON ELKHART SUBDIVISION—TCS**

WEST-WARD		EAST-WARD	
Miles from Jackson Jct.	STATIONS	Miles from "B" Elkhart	STATIONS
0.83	Jackson Jct.	97.28	Jackson Jct.
4.80	OD	96.45	OD
11.00	Haires	92.48	Haires
14.73	Spring Arbor	86.28	Spring Arbor
23.58	Concord	82.55	Concord
27.00	Homer	73.70	Homer
33.44	Clarendon	70.28	Clarendon
41.60	Tekonsha	63.84	Tekonsha
45.20	Union City	55.68	Union City
53.73	Sherwood	52.08	Sherwood
60.66	Colon	43.55	Colon
64.34	Wasepi	36.62	Wasepi
69.96	Centerville	32.94	Centerville
75.66	Three Rivers Jct.	27.32	Three Rivers Jct.
79.88	Constantine	21.62	Constantine
81.12	White Pigeon Jct.	17.40	White Pigeon Jct.
89.06	Vistula	16.16	Vistula
97.28	Bristol	8.22	Bristol
	B Elkhart		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**

WEST-WARD		EAST-WARD	
Miles from Jackson	STATIONS	Miles from Grand Rapids	STATIONS
2.71	Jackson	94.47	Jackson
10.41	Lansing Ave.	91.76	Lansing Ave.
24.20	Rives Jct.	84.06	Rives Jct.
34.93	Eaton Rapids	70.27	Eaton Rapids
46.15	Charlotte	59.54	Charlotte
49.80	Vermontville	48.32	Vermontville
61.41	Nashville	44.67	Nashville
73.23	Hastings	33.06	Hastings
79.29	Middleville	21.24	Middleville
92.64	Caledonia	15.18	Caledonia
94.47	Hughart	1.83	Hughart
	Grd. Rapids		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**

WEST-WARD		EAST-WARD	
Miles from Ypsilanti	STATIONS	Miles from Hillsdale	STATIONS
7.06	Ypsilanti	61.12	Ypsilanti
11.08	Pittsfield Jct.	54.06	Pittsfield Jct.
17.32	Saline	50.04	Saline
25.43	Bridgewater	43.80	Bridgewater
26.07	Manchester Jct.	35.69	Manchester Jct.
25.43	Manchester	36.33	Manchester
35.68	Manchester Jct.	35.69	Manchester Jct.
40.69	Brooklyn	25.44	Brooklyn
43.45	Cement City	20.43	Cement City
45.26	Somerset	17.67	Somerset
48.88	Somerset Centre	15.86	Somerset Centre
53.62	Jerome	12.24	Jerome
61.12	North Adams	7.50	North Adams
	Hillsdale		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**

WEST-WARD		EAST-WARD	
Miles from BO	STATIONS	Miles from South Haven	STATIONS
5.52	BO	39.59	BO
9.10	Doubling Tr'k.	34.07	Doubling Tr'k.
12.78	Alamo	30.49	Alamo
14.86	Mentha	26.81	Mentha
18.52	Kendall	24.73	Kendall
23.00	Gobles	21.07	Gobles
29.21	Bloomington	16.59	Bloomington
31.98	Grand Jct.	10.38	Grand Jct.
35.05	Lacota	7.61	Lacota
39.59	Kibbie	4.54	Kibbie
	South Haven		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

Table with columns for SOUTHWARD and NORTHWARD directions, listing stations and distances from Grand Rapids and 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 for WESTWARD and EASTWARD directions, listing stations and distances from Pinconning and 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

Table with columns for NORTHWARD and SOUTHWARD directions, listing stations and distances from Vassar and 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 for NORTHWARD and SOUTHWARD directions, listing stations and distances from Kalamazoo and Hooper.

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 for SOUTHWARD and NORTHWARD directions, listing stations and distances from Springport and Albion.

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

(DETROIT DIVISION)

DENMARK JCT.—BRANCH—MBS

Table with columns for NORTHWARD and SOUTHWARD directions, listing stations and distances from Denmark Junction and 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

Table with columns for WESTWARD and EASTWARD directions, listing stations and distances from Bay City and Midland.

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

STATIONS, OFFICE CALLS, OFFICE HOURS

Main table listing stations, office calls, office hours, and manual block status for various lines including MAIN LINE, Kalamazoo Branch, Gladwin Branch, Caro Branch, and Bay City to Midland Branch.

**STATIONS, OFFICE CALLS, OFFICE HOURS**

**SOUTH BEND BRANCH**

STATIONS	Miles from Benton Harbor	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Benton Harbor	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Benton Harbor Open daily except Sat., Sun. and Hol. 8:00 AM to 5:00 PM.		BR	★			221A	Notre Dame	33.47					
Eau Clair	12.72						Lincoln Way West						
Niles							Olivers Yard, South Bend						
Lake St.	28.19						HF Tower Open day and night	36.40	HF	★			221A
							South Bend	37.41					

**DETROIT TO TOLEDO BRANCH—SOUTHWARD**

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
YD Open day and night	5.11	YD	★		★	221C	Newport	26.44					
Ecorse	7.54						Warner Yard	32.59					
Wyandotte	10.30	WY					Monroe	33.82					
Sibley Quarry Track	13.80						LaSalle	38.69					
FN Open day and night	14.10	FN	★		★	221C	Vienna	43.60					
Trenton	14.66						Vienna Jct.	46.47					
Rockwood	20.82						Alexis Open day and night	48.93	N	★		★	221C

**DETROIT TO TOLEDO BRANCH—NORTHWARD**

STATIONS	Miles from Toledo	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221	STATIONS	Miles from Toledo	Office Calls	★ Train Order Office	★ Manual Block Sta.	★ Manual Block Sta. for movements against current of traffic	Rule 221
Alexis Open day and night	8.64	N	★		★	221C	Trenton	42.99					
Vienna Jct.	11.10						FN Open day and night	43.53	FN	★		★	221C
Vienna	13.97						Sibley Quarry Track	44.41					
LaSalle	18.88						Wyandotte	47.33	WY				
Monroe	23.61	MO					Ecorse	50.09					
Warner	25.50						YD Open day and night	52.52	YD	★		★	221C
Newport	31.31												
Rockwood	36.19												

**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. Sat. & Sun. 8:00 AM to 4:00 PM	104.90	MX	★	★		221C
Center Line	14.69						Sag. River Drawbridge	105.12					
Warren Psgr. Sta.	15.63						West Shore Int.	105.26					
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	22.40	UK					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	DI	★	★		221A
Rochester Jct.	28.73						Bay City, Hart St.	119.29					
Rochester	29.48	RH					B.C. and B.C. Jct.	119.91					
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 Open daily exc. Sat., Sun. & Hol. 1:30 PM to 5:00 PM.	170.95	WB	★	★		221A
Millington	78.17	MN					Beaver Lake	179.11					
Vassar Open day and night	84.77	V	★	★		221C	St. Helen	182.68					
Caro Jct.	85.36						Hodgemans	194.48					
Denmark Jct.	89.74						Roscommon	195.34	RM				
Richville	91.23												
Harger Track	101.97												
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 A.M. to 6:00 P.M.	210.58	GN	★	★		221A	Topinabee	272.15					
Frederic	219.29						Mullet Lake	278.63					
Gaylord	237.43	GY					Cheboygan	284.47	CN				
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		DI	★	★		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	13.66					
Watrousville	5.44						Colling	22.06					
							Bach	28.06					

**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	3.29	J					Water St. Jct.	14.92					
							Bay City Open day and night	18.49	DI	★	★		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 12:01 AM to 5:00 PM.		XN					Nashville	49.80					
							Hastings	61.41	X				
Pearl St. Open day and night		PS	★		★	221C	Middleville	73.23	MD				
M.A.L. Crossing	1.47						Caledonia	79.29					
Lansing Ave.	2.71						Dutton	84.01					
Rives Jct.	10.41						Hughart Open day and night	92.64	BO	★	★		221A
Onondaga	17.54						Grand Rapids	94.47	GN				
Eaton Rapids	24.20	RP											
Charlotte	34.93	CX											
Chester	40.16												
Vermontville	46.15												

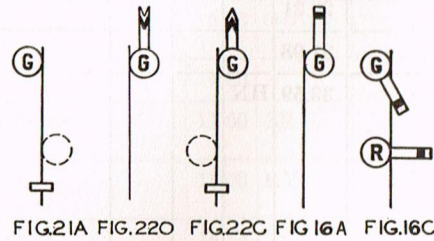
**SAGINAW BRANCH—RIVES JUNCTION TO SAGINAW**

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 Sat., Sun., Mon. & Hol. 12:01 AM to 7:00 AM; 11:00 PM to 11:59 PM. Open Sat. 12:01 A.M. to 7:00 A.M. Open Mon. 11:00 P.M. to 11:59 P.M.	53.22	SW	★	★		221A
Leslie	5.09												
Underwood	8.59												
Eden	10.12						Henderson	61.54					
Mason	14.62	SN					Oakley	65.57					
Holt	20.12						Chesaning	67.68	NG				
Lansing Yard	23.38						St. Charles	75.24	HS				
"MA" Open day and night.	26.45	MA	★	★	★	221C	Paines	85.19					
Lansing	26.50						Fordney	88.45					
North Lansing Open day and night.	27.41	J	★	★	★	221C	Saginaw Open day and night	91.06	NA	★	★		221A
Laingsburg	41.66					221A							



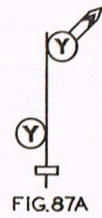
**SIGNAL ASPECTS, INDICATIONS AND RULES**

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.



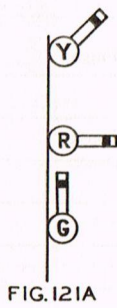
**Rule 281**

INDICATION Proceed  
NAME Clear



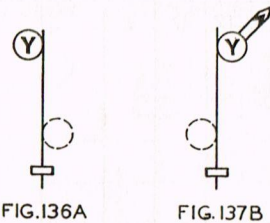
**Rule 282A**

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



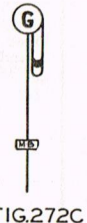
**Rule 284**

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



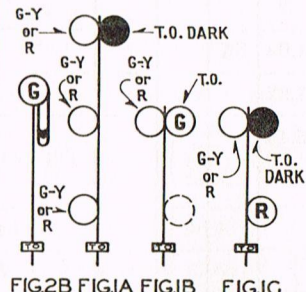
**Rule 285**

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



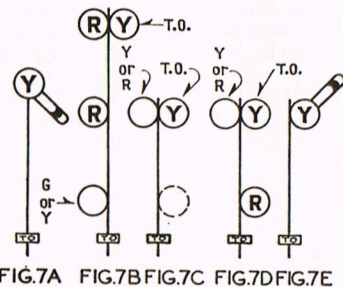
**Rule 300**

INDICATION Proceed



**Rule 200**

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

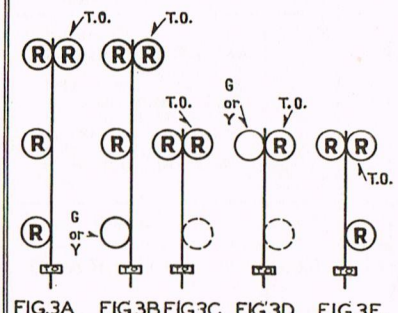


**Rule 200B**

INDICATION Reduce speed; preparing to get clearance Form 'A', Form 19 orders or messages, 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".



**Rule 200A**

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

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.

**REDUCE SPEED BOARD**

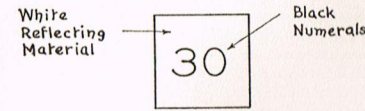
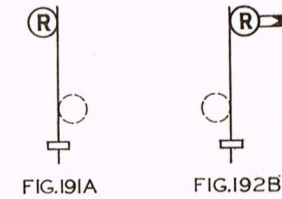


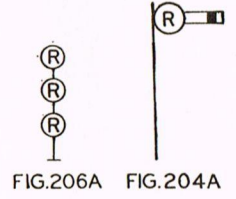
FIG. 231A  
**Rule 295**

LOCATION Upon the right of and adjoining the track to which it refers, approximately 7,000 feet from the point to be protected. In TCS territory, denotes speed restriction in effect on other track or tracks. In event train is crossed over to track on which speed restriction applies, approach Slow Speed Board on such track at speed not exceeding speed shown on REDUCE SPEED BOARD.  
NOTE.—(Speed may be indicated as restricted speed (15 R) 15, 30, 40, 50, 60 or 70 as required.)



**Rule 291**

INDICATION Stop, then proceed at restricted speed.  
NAME Stop and Proceed.



**Rule 292**

INDICATION Stop.  
NAME Stop.

**TAKE SIDING SIGNALS**  
Located on Signal Masts

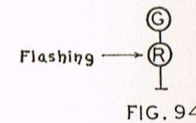


FIG. 94  
**Rule 283**

INDICATION Proceed: Medium speed within interlocking limits.  
NAME Medium Clear

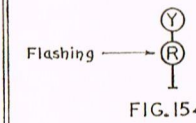


FIG.154  
**Rule 286**

INDICATION Proceed at medium speed preparing to stop at next signal.  
NAME Medium Approach

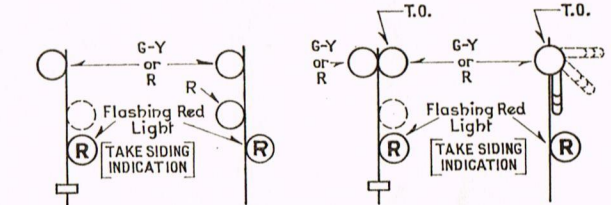


FIG.210A FIG.210B FIG.210C FIG.210D  
**INTERLOCKING AND AUTOMATIC BLOCK SIGNALS**  
**Rule 293A**

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.

**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



MONSTER ON THE RAMPAGE:

**FREIGHT DAMAGE GOBBLES UP RAILROAD DOLLARS**



**DON'T COUPLE OVER 4 M.P.H.**

**! REMEMBER !  
IT'S YOUR BREAD & BUTTER**