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MICHIGAN CENTRAL RAILROAD

THE N. Y. C. R. R. CO., LESSEE

DETROIT DIVISION
MICHIGAN DIVISION
WEST DIVISION

TIME-TABLE No. 19

FOR EMPLOYES ONLY

EFFECTIVE

1:01 A. M. Eastern Standard Time

12:01 A. M. Central Standard Time

Sunday, November 1, 1942

R. F. DeFOREST,

Superintendent
Detroit Division

E. G. WRIGHT,

Superintendent
Michigan Division

T. L. GREEN,

Superintendent
West Division

COMPANY SURGEONS

- GEO. P. MYERS, Medical Director, N. Y. C. System, Detroit
Chief Surgeon, M. C. R. R. (excl. of West Div.)
803 Terminal Bldg., Phones—Office Laf. 7000, Ext. 205; Res. Univ. 2-5958
- E. HOWARD HANNA, Asst. Medical Director, N. Y. C. System, Detroit
Asst. Chief Surgeon, M. C. R. R. (excl. of West Div.)
807 Terminal Bldg., Phones—Office Laf. 7000, Ext. 205; Res. Town. 8-9677
- F. E. PIERCE, Chief Surgeon, M. C. R. R. West Div., Chicago
403 LaSalle St. Sta., Phones—Office Wab. 4200, Loc. 402; Res. Superior 7125
- ANN ARBOR:** Hugh M. Beebe, St. Joseph's Mercy Hospital,
326 N. Ingalls St.
Phones—Office 23211; Res. 5724.
- BATTLE CREEK:** J. E. Rosenfeld, 1202 Central National
Tower.
Phones—Office 3009; Res. 9648.
- BAY CITY:** V. H. Dumond, 231 Shearer Block.
Phones—Office 22061; Res. 23162.
Geo. M. Brown, 207 No. Walnut Street.
Phones—Office and Residence 7891.
- BENTON HARBOR:** C. A. Mitchell, 84 W. Main Street.
Phones—Office 6523; Res. 7823.
- BLUE ISLAND:** A. B. Snider, 2458 W. Walnut Street.
Phones—Office and Residence Blue Island 109.
- CHEBOYGAN:** W. E. Chapman, 337 Sammons Street.
Phones—Office and Residence 74-F-2.
- CHICAGO:** F. E. Pierce, 403 LaSalle St. Station.
Phones—Office Wabash 4200, Loc. 402; Res. Superior 7125.
I. D. Siminson, 432 LaSalle St. Station.
Phones—Office Wabash 4200, Loc. 402; Res. Kenwood 5500.
H. I. Smith, Suite 1331, 166 W. Jackson Blvd.
Phones—Office Harrison 4135.
(Dr. Smith's office is open day and night. Cases should
be sent to his office only when Dr. Pierce and Dr. Simin-
son are not available.)
J. F. Curry, Room 2375, Palmer House, State and
Monroe Sts. and 1344 E. 63rd St.
Phones—Office (Hotel) and Residence Randolph 7500.
Office (63rd St.) Hyde Park 6096.
R. S. Westline, 334 W. 63rd St.
Phones—Office Wentworth 1031 and Normal 0342. Res.
Dorchester 3309.
C. F. Clayton, 10827 State St.
Phones—Office and Residence Pullman 0138.
- DETROIT:** G. B. Lowrie, 1405 Stroh Building.
Phones—Office Randolph 0722; Res. Niagara 3946.
Earl G. Krieg, 1842 David Whitney Bldg.
Phones—Office Cadillac 8118; Res. Lenox 7804.
H. Belanger, 10593 W. Jefferson Ave.
Phones—Office Vinewood 2-0310; Res. Vinewood 2-3807.
- GARY:** Robert N. Bills, 504 Broadway
Phones—Office 6106; Res. 26208.
- GRAND RAPIDS:** R. F. Webb, 127 Fountain St. N.E.
Phones—Office 8-0623; Res. 3-1350.
- GRAYLING:** C. R. Keyport, Michigan Street.
Phones—Office 78; Res. 3.
- HAMMOND:** B. W. Chidlaw, 111 Citizens National Bank Bldg.
Phones—Office Hammond 291; Res. 2012.
- HILLSDALE:** C. T. Bower, North Howell Street.
Phones—Office 565; Res. 225.
- JACKSON:**
Thomas E. Hackett, 401 Carter Bldg.
Phones—Office 25271; Res. 25281.
E. A. Thayer, 1104 National Bank of Jackson Bldg.
Phones—Office 23672; Res. 23682.
- JOLIET:** W. B. Huey, 512 Joliet National Bank Bldg.
Phones—Office 2850; Res. 3450.
- KALAMAZOO:** W. O. Jennings, 420 John St.
Phones—Office 4153; Res. 2-7437.
C. E. Boys, 420 John Street.
Phones—Office 4153; Res. 21133
- LANSING:** H. A. Haze, 402 American State Savings Bank.
Phones—Office 22948; Res. 23050.
Howard B. Haynes, 426 W. Ottawa.
Phones—Office 4-5510; Res. 2-2564.
- MANCHESTER:** P. A. Scheurer, Jefferson Street.
Phones—Office and Residence 164.
- MARSHALL:** S. K. Church, 156 W. Michigan Ave.
Phones—Office 68-F-1; Res. 68-F-2.
- MICHIGAN CITY:** Leroy A. Wilson, The Clinic.
Phones—Office 2020 and 2021; Res. 45.
- MONROE:** William W. Bond, Monroe Hospital, 120 Maple Blvd.
Phones—Office and Residence 1800.
- NILES:** Robt. Henderson, 107 N. Second Street.
Phones—Office 18-F-1; Res. 18-F-2.
R. S. Waterson, 103 N. Third St.
Phones—Office and Residence 92.
- OWOSSO:** Harold A. Hume, 224 N. Ball Street.
Phones—Office Red 81; Res. Black 81.
- PORTER:** Ross H. Axe, 118 W. Indiana Avenue.
Phones—Office Chesterton 30; Res. Chesterton 33
- SAGINAW:** H. J. Meyer, 301 S. Jefferson Avenue.
Phones—Office and Residence 2-9451.
- SOUTH BEND:** T. A. Olney, 415 Associates Bldg.
Phones—Office 3-1513; Res. 3-4636.
- TOLEDO:** Norris W. Gillette, 320 Michigan St.
Phones—Office Main 4291; Res. Main 3010.
E. Benjamin Gillette, 320 Michigan St.
Phones—Office Main 4291; Res. Forest 5363.

OCULISTS

- WALTER R. PARKER, Chief Oculist, Detroit
1025 David Whitney Bldg., Phones—Office Randolph 0489; Res. Niagara 2266
- CHICAGO:** G. H. Mundt, 30 N. Michigan Ave.
6306 S. Halsted St.
Phones—Office (Michigan Ave.) Central 7764.
Office (Halsted St.) Normal 1772;
Res. Plaza 0108.
A. G. Peters, 7854 S. Ashland Ave.
Phones—Office Radcliffe 1800; Res. Beverly 5724.
- HAMMOND:** E. M. Shanklin, 5141 Hohman Ave.
Phones—Office Hammond 517; Res. Hammond 569.
- JACKSON:** Ray E. Newton, 1010 Reynolds Bldg.
Phones—Office 26123; Res. 38735.
- NILES:** Thomas Scott Moore, 107 N. Second St.
Phones—Office 1015-W; Res. 1015-R.
- TOLEDO:** E. C. Unckrich, 416 Colton Bldg.
Phone—Office Main 2505.

SPECIAL INSTRUCTIONS

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

A1. OTHER RAILROADS.

Tracks are used as follows and M. C. time-table and rules govern unless otherwise specified:

M. C. trains use N. Y. C. tracks between Alexis and Toledo. N. Y. C. time-table and rules govern.

M. C. trains use I. C. tracks between Kensington and Chicago. I. C. time-table and rules govern.

N. Y. C. trains use M. C. tracks between Porter and Calumet Park.

M. C. trains use I. H. B. tracks between Ivanhoe and West End of Gibson Yard, and between Calumet Park and U. S. Yards. I. H. B. time-table and rules govern.

M. C. trains use N. Y. C. tracks between HF and Oliver Yard, South Bend. N. Y. C. time-table and rules govern.

M. C. trains use N. Y. C. main track between Manchester and Manchester Jct. N. Y. C. time-table and rules govern.

Ypsilanti Branch ends at cross-over leading to N. Y. C. at Hillsdale and track west of this cross-over will be operated under N. Y. C. yard rules and will be known as the Ypsilanti Spur. The normal position of the Ypsilanti Spur switch will be for that track. N. Y. C. time-table and rules govern.

P. M. trains use M. C. tracks between Mershon and Paines, and between North Lansing and MA Tower.

M. C. trains use P. M. tracks in Lansing between Grand River Ave. and Turner Ave.

M. C. trains use G. T. W. tracks in Battle Creek between Elm St. and Main St.

N. Y. C. and C. C. C. & St. L. trains use M. C. tracks at Jackson.

P. R. R. passenger trains use M. C. tracks and passenger station at Kalamazoo and Mackinaw City.

G. T. W. trains use M. C. tracks between MX Tower and Mershon.

D. & M. trains use North Water St. Belt Line between D. & M. Saginaw River Bridge and Bay City E. S., and M. C. tracks and passenger station at Cheboygan. Trains must approach Cheboygan passenger station with caution, expecting to find D. & M. trains occupying the main track.

I. H. B. and N. Y. C. trains use M. C. tracks 3 and 4 between Columbia Ave., Hammond, and Calumet Park.

B3. LAWS AND REGULATIONS.

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

DEFINITIONS.

Passenger Train—any train carrying passengers.

Passenger Extra—for passenger train extra.

1. STANDARD TIME.

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

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

2a. WATCH INSPECTION.

The watch of each employe subject to inspection must be presented to a designated inspector between the 15th and 25th of each calendar month, that its performance may be noted and record made on Watch Inspection Certificate and on Watch Comparison Registration Form by the inspector.

3. STANDARD CLOCKS.

Detroit.....	Stationmasters office.
	{ Train yard.
Junction Yard.....	{ Engine house.
	{ Yard Despatchers office.
Ypsilanti.....	{ Telegraph office.
Jackson Jct.....	{ Train Masters office.
	{ Engine house.

Jackson.....	Telegraph office.
Battle Creek.....	Telegraph office.
Kalamazoo.....	Telegraph office.
	{ Engine house.
Niles (Terminal Yard).....	{ Yardmasters office, west end of yard.
M. C. Yard.....	Yardmasters office.
Michigan City.....	Engine house.
East Gary.....	Telegraph office.
Chicago.....	12th St. station.
Chicago Yard.....	{ M. C. engine house.
	{ M. C. Yardmasters office.
Saginaw.....	Telegraph office.
Bay City W. S.....	Telegraph office.
Bay City E. S.....	Telegraph office.
Wenona.....	Telegraph office.
Grayling.....	Telegraph office.
Mackinaw City.....	Telegraph office.
Grand Rapids.....	Telegraph office.
Benton Harbor.....	Telegraph office.
Joliet.....	Telegraph office.

3b. COMPARING TIME.

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

4. TIME-TABLES.

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

6. LETTERS AND SIGNS.

"★"—See foot notes.

Detroit to Chicago

- B—Reduce speed to 10 miles per hour to insure safe delivery of U. S. Mail and Newspapers.
- C—Stops on signal to discharge passengers from points east of Detroit, and on signal to receive passengers for Chicago.
- D—Stops on signal to discharge passengers from points east of Detroit.
- E—Stops on signal to discharge passengers from Buffalo and beyond and receive passengers for Chicago.
- G—Stops on signal to discharge passengers from Detroit and beyond.
- H—Stops on signal to receive passengers for Hammond and Chicago.
- J—Stops on signal to discharge passengers from Buffalo and east thereof.
- K—Stops on signal to discharge passengers from points beyond Kalamazoo.
- M—Stops on signal to discharge passengers from Kalamazoo and beyond and receive passengers for Chicago.
- N—Stops on signal to discharge passengers from New York.
- P—Stops on signal to discharge passengers.
- Q—Stops on signal to discharge passengers from Detroit and Saginaw Branch.
- U—Stops on signal to discharge passengers from Detroit and beyond and receive passengers for Chicago.

Chicago to Detroit

- B—Stops on signal to discharge passengers from Chicago and receive passengers for New York.
- D—Stops on signal to receive passengers for Detroit and beyond.
- H—Stops on signal to discharge passengers from Chicago.
- N—Stops on signal to receive passengers for beyond Kalamazoo.
- P—Stops on signal to discharge passengers from Chicago and receive passengers for Detroit and beyond.

- Q—Stops on signal to receive passengers for Kalamazoo and beyond.
- R—Stops on signal to discharge passengers from Chicago and receive passengers for Kalamazoo and beyond.
- U—Stops on signal to receive passengers for Albany and beyond.

Detroit to Toledo

- B—Stops daily except Sundays and holidays to handle express.

Jackson to Grand Rapids

- B—Stops daily except Sundays to receive and discharge passengers and handle U. S. Mail.

Grand Rapids to Jackson

- C—Stops on signal week days to discharge passengers from Grand Rapids and receive passengers for Jackson and beyond and regular stop on Sunday.
- E—Stops daily except Monday to receive and discharge passengers and handle U. S. Mail.
- H—Stops on signal to receive passengers for Detroit.

Detroit to Mackinaw City

- B—Stops on signal to discharge passengers from Bay City and beyond.
- C—Stops week days to receive and discharge passengers and handle baggage, mail and express; on signal Sunday to receive and discharge passengers.
- E—Stops week days to receive and discharge passengers and handle baggage, mail and express.
- H—Stops on signal to discharge passengers from Detroit.

Mackinaw City to Detroit

- B—Stops on signal to discharge passengers from Saginaw and beyond and receive passengers for Detroit.
- C—Stops on signal to discharge passengers and receive passengers for Bay City and beyond.
- D—Stops on signal to receive passengers for Bay City and beyond.
- E—Stops on signal daily except Sunday to receive parcel post when any for dispatch.
- G—Stops daily except Sunday.

9. SIGNALS.

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

11. FUSEES.

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

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(bb) Succession of short sounds	Relief engine required. To be sounded passing first two open stations after defect develops and operator or signalman must immediately inform the train dispatcher.
(cc) Eight long blasts	"Distress" and call for assistance. Sectionmen and other employes must go at once to the train making the call.

17. HEADLIGHTS.

When a train enters a siding to clear the main track for an opposing train and finds the siding occupied by another train or by cars which will obscure the headlight, a flagman must be sent ahead a sufficient distance to stop the opposing train until the main track is seen or known to be clear.

19. MARKERS.

Markers showing red to the rear and green (or yellow) to the front and side will be displayed to indicate rear of the train by night, except:

A red flag by day and a red light by night will be displayed to indicate the rear of the train on following branches:

South Haven	Kalamazoo	Ypsilanti
Lansing	Air Line	Midland

Caro, between Wenona and Bach.

Gladwin, between Wenona and Gladwin

Mackinaw, Trains 209 and 210, and extra freight trains.

By night, before a train fouls the main track when moving from a siding, the marker lights must show red to the rear. A following train must move prepared to stop unless the main track is seen or known to be clear.

D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted on two or more tracks.

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 Tower and Mershon.

25. TRAIN AIR SIGNALS.

The conductor must promptly report to the Superintendent by wire all train air signal failures.

35. FLAGMEN'S SIGNALS.

The use of white light on engine is not required.

83. TRAIN REGISTERS.

Detroit.....	Telegraph office.
Town Line.....	Telegraph office.
East Yard.....	Telegraph office.
Jackson Jct.....	{ Trainmasters office. Westbound yard.
Jackson.....	Telegraph office.
Kalamazoo.....	Telegraph office.
East End.....	Telegraph office.
Niles.....	{ Yardmasters office, Westbound Hump. Yardmasters office, Eastbound Hump.
Chicago Station.....	Telegraph office.
Chicago Yard.....	Yardmasters office.
YD.....	Interlocking station.
Alexis.....	Interlocking station.
North Yard.....	Interlocking station.
Oxford.....	Interlocking station.
Vassar.....	Interlocking station.
Saginaw.....	Telegraph office.
Mershon.....	Telegraph office.
Bay City W. S.....	Telegraph office.
Bay City E. S.....	Telegraph office.
Wenona.....	Yard office.
Grayling.....	Telegraph office.
Mackinaw City.....	Telegraph office.
Pinconning.....	Telegraph office.
Gladwin.....	Office.
Midland.....	Office.
Rives Jct.....	Telegraph office.
Hughart.....	Telegraph office.
Grand Rapids.....	Telegraph office.
Paines.....	Telegraph office.
OD.....	Signal station.
Lamar.....	Interlocking station.
BO Tower.....	Interlocking station.
White Pigeon.....	Telegraph office.
South Haven.....	Telegraph office.
Ypsilanti.....	Telegraph office.
Hillsdale.....	Telegraph office.
North Lansing.....	Interlocking station.
Jonesville.....	Telegraph office.
Benton Harbor.....	Telegraph office.
East Gary.....	Telegraph office.
Joliet.....	Telegraph office.

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

Operator will register trains not required to stop.

P. M. and G. T. W. trains will register at Mershon.

Operator at Paines will register M. C. and P. M. trains.

83d. CLEARING OF TRAINS.

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

Main Line

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

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

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

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

East End: Westward passenger trains by train order signal.

Lake St.: Westward freight trains by train order signal and, in addition, a "Proceed" hand signal from the operator, before fouling main track; except when authorized by operator, Lake St., to use cross-over at west end of Westbound Classification Yard.

Porter: Westward trains coming off the N. Y. C., by interlocking signal.

Ivanhoe: Eastward freight trains coming off Gary Branch of the I. H. B. by interlocking signal.

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

Calumet Park: Eastward trains from Central Station, Chicago, or Chicago Yard, by interlocking signal.

Eastward trains coming off the I. H. B. by interlocking signal.

Westward trains using track 3 enroute to Kensington or Chicago by interlocking signal.

Toledo Branch

YD: Southward trains by home 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 home interlocking signal. Northward yard engines and yard runs moving from Alexis to yard at Vienna Jct. must report to signalman at Alexis and obtain permission to proceed. Signalman at Alexis must obtain such permission from the train dispatcher. Conductors must report to train dispatcher when clear of main track.

Vienna Jct.: Trains leaving yard at Vienna Jct. via long or short lead in either direction, by verbal permission or "Proceed" hand signal from operator, who will obtain such permission from the train dispatcher. Train crews will obtain this permission direct from the train dispatcher during hours this signal station is closed.

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

Grand Rapids Branch

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

Rives Jct.: Eastward trains by train order signal.

Trains will not leave the following stations without Clearance Form "A":

Bay City Branch

North YardNorthward trains.
VassarAll trains.
SaginawAll trains.
Bay City E. S.Passenger trains.

G. T. W. and P. M. trains between Saginaw and Mershon will be cleared as follows:

SaginawNorthward regular and P. M. extra trains by Clearance Form "A;" G. T. W. extra trains by train order and Clearance Form "A."

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

G. T. W. trains between MX Tower and Saginaw will be cleared as follows:

MX TowerNorthward trains by home interlocking signal.

SaginawSouthward trains by Clearance Form "A."

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

Caro Branch

VassarAll trains.

Midland Branch

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

Gladwin Branch

PinconningAll trains. Clearance Form "A" will not be required at Gladwin.

Mackinaw Branch

Bay City E. S.....Passenger trains.

Bay City W. S.....All trains starting from Wenona during hours signal station at Wenona is closed.

WenonaAll trains during hours signal station is open.

GraylingAll trains during hours signal station is open.

Grand Rapids Branch

Rives Jct.Westward trains.

Saginaw Branch

Rives Jct.Northward trains.

MA TowerSouthward trains.

North LansingNorthward trains.

Saginaw.....All trains.

Air Line Branch

OD.....Westward trains.

Three RiversAll trains during the hours office is open.

East EndEastward trains.

Lansing Branch

AlbionAll trains.

SpringportNo Clearance Form A required.

Kalamazoo Branch

Grand Rapids Southward trains by train despatcher by telephone.
 Lamar Southward trains.
 BO Tower All trains.
 Three Rivers All trains during the hours office is open.

93. YARD LIMITS.

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

Yard movements on main or running tracks, whether standing or moving, must display a red light on the rear car, and on the leading car when the engine is detached, between sunset and sunrise or when weather conditions obscure day signals. The yardmaster may relieve crews of this duty.

Main Line

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

Grand Rapids Branch

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

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

Toledo Branch

Ecorse	Monroe	Trenton
Wyandotte	Alexis	

Bay City Branch

North Yard	Bailey's Pit	Vassar
Center Line	Oxford	Saginaw
Utica	Lapeer Jct.	Bay City
Rochester	Lapeer	

Mackinaw Branch

Pinconning	Grayling	Cheboygan
Standish	Gaylord	Mackinaw City
West Branch		
Roscommon		

Gladwin Branch

Pinconning

Midland Branch

Midland

Caro Branch

Vassar Caro

Denmark Jct. Branch

Bay City

Saginaw Branch

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

Air Line Branch

*Jackson	Tekonsha	Wasepi
Concord	Union City	Three Rivers
Homer	Colon	

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

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

South Haven Branch

Kalamazoo	South Haven	Bloomington
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Ypsilanti Branch

Ypsilanti	Hillsdale
-----------	-----------

Lansing Branch

Albion	Jonesville
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South Bend Branch

Benton Harbor	Notre Dame	South Bend
Niles		

Joliet Branch

East Gary	Chicago Heights	Joliet
Hartsdale	Matteson	

S-97. MOVEMENTS WITHOUT TRAIN ORDERS.

Trains and engines may run without train orders between St. Joseph and Glendora.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Main Line		
Wayne Jct.	P. M.	Interlocking.
Nichols	G. T. W.	Interlocking.
Battle Creek		
McCambley St. So.	G. T. W.	Derails electrically locked.
		Normal against M. C. Operated by M. C. trainmen.
BO Tower	{ C. K. & S. Kalamazoo Br. G. T. W. }	Interlocking.
Kalamazoo		
Tower No. 1	P. R. R.	Interlocking.
East End	Yard Lead across Air Line Branch	Target.
Michigan City		
West of station	C. I. & L.	Interlocking.
10th St.	C. S. S. & S. B.	Interlocking.
Porter	N. Y. C.	Interlocking.
Willow Creek	{ B. & O. Wabash }	Interlocking.
Gary, Broadway	Gary St. Ry.	None.
Tolleston	P. R. R.	Interlocking.
Ivanhoe	E. J. & E.	Interlocking.
Gibson	I. H. B.	Interlocking.
Hammond	{ N. Y. C. & St. L. Erie C. I. & L. }	Interlocking.
Calumet Park	{ I. H. B. B. & O. P. R. R. }	Interlocking.
Kensington	I. C.	Interlocking.

Location	Railroad	Signals
Toledo Branch		
FN.....	{D. T. & I. D. & T. S. L.}	Interlocking.
Monroe		
Southward Main Track..	N. Y. C. (Monroe Br.)	Signals for southward movements.
Northward Main Track..	N. Y. C. (Monroe Br.)	Signals.
N. Y. C. (Monroe Br.)....	{D. & T. S. L. Derails. Time locked. M. C. Gate. Time locked. Northward Main Track M. C. Gate. Time locked. Southward Main Track P. M. Interlocking. P. M. Interlocking. A. A. Interlocking.	
Alexis.....	{P. M. A. A.}	Interlocking.
From Southward Main Track:		
Sibley Stone Quarry.....	D. & T. S. L.	Derails. Time locked.
Signals normal against M. C. Operated by M. C. trainmen.		
From Northward Main Track:		
Signals at following points normal against M. C. Operated by M. C. trainmen.		
Monroe		
Greenings.....	D. & T. S. L.	Derails. Time locked.
Warner		
Republic Steel.....	D. & T. S. L.	Gate. Time locked.
Trenton (2½ miles south of) Monsanto Chemical Co. Track.....	D. & T. S. L.	Derails time locked.
Slocum Jct.		
South Wye.....	D. & T. S. L.	Derails and signals.
Wyandotte		
Grove St.....	D. T. & I.	Signals. Time locked.
Eureka Ave.....	D. T. & I.	Signals. Time locked.
Mulberry St.....	D. T. & I.	Signals. Time locked.
Alkali No. 2.....	D. T. & I.	Derails and signals. Time locked.
Bay City Branch		
North Yard.....	Det. Term.	Interlocking
**Rochester Jct.....	G. T. W.	Interlocking.
Operated from Rochester Station. Instructions in telephone booth at crossing.		
Oxford.....	G. T. W.	Interlocking.
Lapeer Jct.....	G. T. W.	Interlocking.
Vassar.....	P. M.	Interlocking.
Hoyt.....	P. M.	Interlocking.
MX Tower.....	G. T. W.	Interlocking.
Saginaw		
West Shore.....	P. M.	Interlocking.
South Water St. Spur.....	M. C.	None.
Mershon.....	P. M.	Interlocking.
Mershon		
1300 ft. north.....	G. T. W.	Signals.
Eastman Spur.....	G. T. W.	Gate.
Salzburg		
Brooks-Bay Mfg. Spur....	G. T. W.	Gate.
Packing Spur.....	G. T. W.	Gate.
Nichols-Foss Track.....	G. T. W.	Gate.

Location	Railroad	Signals
Bay City W. S.		
West Main St.....	G. T. W.	Signals.
Bay City E. S.		
Foss Lumber Co.....	P. M.	Two-arm signal.
Trumbull Ave.....	P. M.	Target.
Near D. & M. Bridge.....	P. M.	Target.
Woodside.....	P. M.	Interlocking.
Mackinaw Branch		
Bay City W. S.		
Hart St.....	G. T. W.	Signals.
Hecla Belt.....	D. & M.	Signals.
Signals at Hecla Belt normal against M. C. Operated by M. C. trainmen.		
Cheboygan		
Paper Mill Spur.....	D. & M.	Gate
Dock Track.....	D. & M.	Gate
Caro Branch		
Caro		
Main Track.....	D. C. & S.	Gate.
Forbes Mill Siding.....	D. C. & S.	Gate.
Denmark Jct. Branch		
Reese.....	P. M.	Target
Bay City E. S.		
Jefferson St.....	P. M.	Interlocking.
Signals normal against M. C. Operated by M. C. trainmen.		
South of Center St.....	P. M.	Interlocking.
Air Line Branch		
*OD.....	Industrial Track	None.
*Homer.....	Lansing Br.	None.
Wasepi.....	P. R. R.	Interlocking.
Signals normal against M. C. Trains and engines must stop at home signal, then be governed by signal indications.		
*Three Rivers.....	Kalamazoo Br.	None.
Cassopolis.....	G. T. W.	Interlocking.
Kalamazoo Branch		
*Three Rivers.....	Air Line Br.	None.
Schoolcraft.....	G. T. W.	Interlocking.
Kalamazoo		
South of.....	{P. R. R. G. T. W.}	Target.
Wye at Tower 1.....	G. T. W.	Target.
Tower No. 1.....	P. R. R.	Interlocking.
BO Tower.....	Main Line	Interlocking.
Plainwell.....	P. R. R.	Interlocking.
Lamar.....	P. M.	Interlocking.
Grand Rapids		
P. M. Crossing.....	P. M.	Target.
Lake Mich. Drive.....	P. R. R.	Target.
Grand Rapids Belt		
Front St.....	P. R. R.	Gate.
Watson St.....	P. M.	Gate.
Godfrey Ave.....	P. R. R.	Gate.
South Haven Branch		
Grand Jct.....	P. M.	Interlocking.
South Haven.....	P. M.	Gate.
Ypsilanti Branch		
Pittsfield Jct.....	A. A.	Interlocking.
Signals normal against M. C. Operated by M. C. trainmen.		
Lansing Branch		
*Homer.....	Air Line Br.	None.
Joliet Branch		
Liverpool.....	P. R. R.	Interlocking.
South Gary.....	Gary St. Ry.	None.
South Gary.....	N. Y. C. & St. L.	Interlocking.

Location	Railroad	Signals
Griffith	{ E. J. & E. Erie G. T. W. }	Interlocking.
Hartsdale	P. R. R.	Interlocking.
Dyer	C. I. & L.	Interlocking.
Chicago Heights	C. & E. I.	Interlocking.
Joliet		
E. J. & E. Crossing	E. J. & E.	Interlocking.
M. C. Junction	C. R. I. & P.	Interlocking.
Union Station	{ A. T. & S. F. C. & A. }	Interlocking.

South Bend Branch

South Bend		
*Orange Ave. 1900 ft. north of NX-HF Tower	C. S. S. & S. B.	None.

Grand Rapids Branch

Jackson		
MAL Crossing	G. T. W.	Interlocking.
Charlotte	G. T. W.	Interlocking.
**Hastings	C. K. & S.	Signals.
Signals normal against C. K. & S. Operated by trainmen, who will obtain instructions from signalman.		
Grand Rapids		
Buckley St.	P. M.	Interlocking.

Saginaw Branch

Lansing		
Cedar St. (Saginaw Br. and Old Lansing Br.)	G. T. W.	Interlocking.
Owosso		
Main Track	{ G. T. W. A. A. }	Signals.
Owosso		
M. C. Spur	A. A. Spur	Target.
Fordney	P. M.	Interlocking.

JUNCTIONS

Main Line

Town Line	Eastward Main Track	Signals.
East Yard	Westward Main Track	Signals.
East Ave.	Westward Main Track	Signals.
Jackson		
Pearl St.	Grand Rapids Branch	Interlocking.
Jackson Yard		
Jackson Jct.	No. 6 Switches	Target.
Albion	Westward Main Track	Interlocking.
Operated from station.		
Battle Creek		
E. Main St.	G. T. W.	Signals
Elm Ave.	G. T. W.	Signals
Signals operated from Nichols. Trainmen will call signalman for instructions, who will obtain permission from G. T. W. yardmaster before authorizing M. C. movements onto G. T. W. tracks.		
Kalamazoo		
**Botsford, west end	Switches	Interlocking.
Operated from BO Tower. Instructions in telephone booth.		
East End	Main Tracks	Signals.
Lake St.	Eastward Main Track	Signals.
Kensington	C. S. S. & S. B.	Interlocking.

Location	Railroad	Signals
Bay City Branch		
Bay City W. S.		
Wye	M. C.	Target.

Grand Rapids Branch

Jackson		
Pearl St.	Main Line	Interlocking.
Mechanic St.	D. T. Switch	Interlocking.
Operated from Pearl St.		
Rives Jct.	Saginaw Br.	Interlocking.

Saginaw Branch

Rives Jct.	Grand Rapids Branch	Interlocking.
MA Tower	P. M.	Interlocking.
North Lansing	P. M.	Interlocking.

Air Line Branch

Haires	N. Y. C.	None.
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Lansing Branch

Albion	Main Line	Interlocking
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DRAW-BRIDGES.

Location	Stream	Signals
Calumet Drawbridge	Little Calumet River	Interlocking.
Signal indicating "Stop" may be passed after conductor or engineman has inspected track over bridge, and bridge locks and de-rails at each end, and found all in proper condition.		
Michigan City	Trail Creek	Interlocking.
Saginaw	Saginaw River	Signals.
Bay City	Saginaw River	Signals and Smash Boards.

During periods when navigation is open trains and engines must stop before crossing Saginaw River Bridges.

St. Joseph	St. Joseph River	Signals.
St. Joseph	Morrison Channel	Signals.

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

Instructions

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

*Hand signals from trainman at crossing will govern.

**Home interlocking signal indicating "Stop" may be passed on proper hand signal from trainman at crossing after conductor or engineman has received permission from signalman.

101. UNSAFE TRACK CONDITIONS.

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

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

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

102a. PROTECTION OF TRAINS ON ADJACENT TRACKS.

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

103. PUBLIC CROSSINGS AT GRADE.

Trainmen must flag trains or engines over following crossings:

- Wyandotte.....Vine St., Extension Track, light engines and switching movements.
- Monroe.....First St., northward main track, light engines and switching movements.
- Monroe (Monroe Br.)..First and Monroe Sts., trains and engines must stop and be preceded over crossing by a member of crew, who will flag trains across street in accordance with indication of traffic lights.

- Ypsilanti
Ypsilanti Branch....M-17, 2 miles west.
- Hillsdale.....Union St. over Ypsilanti Spur.
- Three Rivers
Air Line Branch....All crossings where flashing light signals are in service, when signals do not operate.
- Kalamazoo Branch..Mill and Fourth Sts., switching movements.

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

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

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

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

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

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

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

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

- South Bend.....Western Ave. over M. C. Connection during hours crossing watchman is off duty. At night lighted fusee must be used.

Trains and engines must stop before moving over following crossings:

- Jackson.....Liberty St., on single track between East Ave. switches and OD Tower.
- Battle Creek.....D. T. & M. yard tracks, South Jefferson St. and Fountain St. (U. S. 12).
- Comstock.....U. S. 12, Spur to Consumers Power Co. 1 mile east. 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.

- Jones.....Main St.
- Benton Harbor.....East Main St.
- South Bend.....Lincoln Highway (4857 feet north of NX-HF Tower).

- Wyandotte.....Mulberry St. Spur at intersection of Mulberry and Biddle Sts. Trainmen will operate traffic signals at the intersection as follows:

Turn control switch handle to left position to indicate "Stop" to street traffic. When movement over crossing is completed turn control switch handle to normal (right) position.

Manual Control of Highway Crossing Signals:

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

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

- Willow Run.....Crossing of M-17 and Ford Industrial Track.

Control switch 700 feet north of crossing.

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

At switches on westward and eastward main tracks east of depot.

At depot.

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

Spencer St. Control switches at Lansing Ave. and at crossover east of crossing.

E. Michigan Ave. Control switches at crossover east of crossing, and at west switch of crossover at Grenville St.

Kendall St. Control Switch at Rumley Switch.

Angel St. Control Switch at Mutchler Coal Co.'s track.

- Battle Creek.....Main St. Control switch at depot.

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

- Michigan City.....Main St. Control switches at depot and at switch east of crossing.

- Eaton Rapids.....Main St. Control switch at depot.

- Nashville.....Broadway. Control switch at depot.

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

- Middleville.....Broadway and Fourth Sts. Control switch at Diamond.

- Three Rivers
(Air Line Br.).....Hazel St. Control switches at switches north and south of crossing.

- Lansing (Sag. Br.).....South Broadway. Control switch at switch south of crossing.

- Lake Orion.....Lake St. Control switch at depot.

- Roscommon.....Oak St. Control switches at crossings of northward and southward main tracks.

- Wyandotte.....

104. SWITCHES.

Switches must not be lined for a diverging movement until the diverging train has been definitely identified and is complying with Time-Table speed restrictions for diverging movements over switches and crossovers.

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

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

Spring Switches.

Salzburg: At junction of northward and southward main tracks. Normal position for northward main track. Southward movements will trail switch. Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement, unless switch is properly lined.

The color light switch indicator displays the following indications:

Green: Switch lined for straight track.

Yellow: Switch lined for diverging route.

Red: Switch points in open position. Before proceeding over switch, enginemen and trainmen must know that switch is properly lined.

Switch must be operated manually for all shifting movements.

104a. NORMAL POSITION OF SWITCHES.

Denmark Jct.: For Bay City Branch.
 S. B. Jct.: For main tracks.
 Saginaw: For Bay City Branch main track. Handled by operator.
 Paines: Junction switch for M. C.
 Bay City E. S.: For D. & M. at Foss near D. & M. river bridge.
 Haires: Junction switch for M. C.
 Notre Dame: For route to HF.
 In yards the normal position for inside switches is that which leaves them lined for the lead.

105. SIDINGS.

Capacity based on 44-foot cars.

Two Tracks.

	Main Line	
	Westward	Eastward
Dearborn.....	200	..
Wayne.....	112	72
Wayne Jct.....	104	116
Willow Run.....	147	143
Geddes.....	..	126
Ann Arbor.....	166	53
Dexter.....	113	128
Chelsea.....	112	117
Francisco.....	142	..
Grass Lake.....	74	112
Jackson (West Hill).....	126	..
Parma.....	116	..
Albion.....	114	150
Marshall.....	114	126
Rumley Yard.....	115	105
Augusta.....	169	146
Botsford.....	104	145
Miller.....	115	77
Lawton.....	109	112
Glenwood.....	100	80
Dowagiac.....	..	111
Galien.....	87	65
Three Oaks.....	..	79
New Buffalo.....	107	..
Porter.....	117	120
Crisman.....	96	115
East Gary.....	..	91
Tolleston.....	145	96
Ivanhoe.....	..	123

Toledo Branch

	Southward	Northward
Wyandotte.....	118	125
Trenton.....	107	..
Slocum Jct.....	..	{ 75
		{ 101
Rockwood.....	105	{ 96
		{ 48
		{ 33
Newport.....	113	{ 97
Warner.....	121	{ 68
Monroe.....	..	{ 23
		{ 95
LaSalle.....	112	99
Vienna.....	111	..
Alexis.....	95	78

Single Track.

Bay City Branch

Centerline.....	76
Warren.....	76
Utica.....	95
Depew's Siding.....	28
Rochester.....	28
Goodison.....	75
Lake Orion.....	38
Oxford.....	48
Metamora.....	52
Lapeer Jct.....	39
Carpenter.....	43
Columbiaville.....	13
Otter Lake.....	45

Millington.....	45
Vassar.....	{ 44
	{ 44
Shields.....	34
Zilwaukee.....	17

Mackinaw Branch

Linwood.....	28
Pinconning.....	39
Standish.....	91
Sterling.....	12
West Branch.....	43
Beaver Lake.....	70
Roscommon.....	69
Horrigan.....	71
Grayling.....	200
Frederic.....	20
Otsego Lake.....	6
Gaylord.....	86
Wolverine.....	45
Indian River.....	46
Topinabee.....	21
Mullet Lake.....	28
Cheboygan.....	38

Gladwin Branch

Woodville.....	6
Mt. Forest.....	9
Rhodes.....	12
Winegars.....	18
Gladwin.....	21

Midland Branch

Auburn.....	12
Midland.....	10

Caro Branch

Wahjamega.....	16
Caro.....	15
Bach.....	13

Denmark Jct. Branch

Reese.....	50
Munger.....	31

Grand Rapids Branch

Rives Jct.....	{ Middle 96
Onondaga.....	30
Eaton Rapids.....	37
Charlotte.....	34
Chester.....	24
Vermontville.....	50
Nashville.....	55
Hastings Freight House.....	68
Middleville.....	18
Caledonia.....	52
Bowen.....	18

Saginaw Branch

Rives Jct.....	{ Middle 96
Leslie.....	36
Underwood.....	104
Eden.....	25
Mason.....	51
Holt.....	56
North Lansing.....	134
Bath.....	20
Laingsburg.....	50
Bennington.....	13
Owosso.....	49
Oakley.....	23
Chesaning.....	66
Fergus.....	17
St. Charles.....	61
Garfield.....	18
Paines.....	52

Air Line Branch

Union City.....	North 100
Three Rivers.....	79

Kalamazoo Branch

Grand Rapids.....	28
Wentworth.....	53
Byron Center.....	14
Hopkins.....	22
Allegan.....	28
Otsego.....	39
Plainwell.....	50
Checker Cab Siding.....	67
Kalamazoo (South Yard).....	55
Schoolcraft.....	39
Flowerfield.....	18
Moore Park.....	18
White Pigeon.....	44

South Haven Branch

Doubling Track.....	11
Alamo.....	11
Kendall.....	11
Gobles.....	36
Bloomington.....	32
Grand Jct.....	18
Lacota.....	15

Ypsilanti Branch

Ypsilanti.....	23
Saline.....	23
Bridgewater.....	16
Brooklyn.....	16
Somerset.....	14
Jerome.....	10
North Adams.....	13

Lansing Branch

Springport.....	17
Devereaux.....	12
Albion.....	20
Homer.....	18
Litchfield.....	14
Jonesville.....	24

Joliet Branch

Ross.....	75
Hartsdale.....	125
Dyer.....	76
Chicago Heights, Hill Track No. 3.....	74
Matteson.....	68
Frankfort.....	78
Spencer.....	71

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train and Yard service employes.

Detroit.....	{	Conductors room
	{	Brakemens room
	{	Slip Dock Yardmasters office
Junction Yard.....	{	Crew despatchers office
	{	Engine house
	{	Train Yard Yardmasters office
River Rouge.....	{	Yardmasters office
Wyandotte.....	{	Passenger station.
Warner.....	{	Telephone booth outside
	{	Yardmasters office
Monroe.....	{	Trainmens shanty
Toledo.....	{	Depot
	{	No. Yds. Yardmasters office
Ypsilanti.....	{	Telegraph office.
	{	Engine house.
Jackson Jct.....	{	Trainmasters office.
	{	Engine house.
Jackson.....	{	Telegraph office.
Battle Creek.....	{	Engine house.
	{	Yardmasters office.
Kalamazoo.....	{	Engine house.
	{	N. Y. C. Yardmasters office.
	{	Engine house.
Niles.....	{	W. B. hump office.
	{	W. End Yardmasters office.
	{	East End Telegraph office.
	{	Lake St. Telegraph office.
M. C. Yard.....	{	Yardmasters office.
Michigan City.....	{	Engine house.
East Gary.....	{	Telegraph office.
Chicago.....	{	12th St. station.
Chicago Yard.....	{	Yardmasters office.
	{	Engine house.

Oxford.....	{	Freight house.
	{	Passenger station.
Vassar.....	{	Yardmasters office.
S. B. Jct.....	{	Telegraph office.
Bay City W. S.....	{	Telegraph office.
Bay City E. S.....	{	Yardmasters office.
Wenona.....	{	Engine house.
	{	Register room.
Grayling.....	{	Waiting room.
Mackinaw City.....	{	Engine house.
	{	Engine house.
	{	Telegraph office.
Grand Rapids.....	{	Pennsylvania Bldg.
	{	Yardmasters office.
	{	Yardmasters office.
	{	Engine house.
North Lansing.....	{	Telegraph office.
Owosso.....	{	Telegraph office.
Hillsdale.....	{	Engine house.
	{	Engine house.
Benton Harbor.....	{	Passenger station.
	{	Engine house.
Joliet.....	{	Yardmasters office.
	{	Engine house.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track

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

D-151.

Two Tracks

Between: YD and Alexis.
 Town Line and west end of Gibson Yard.
 Calumet Park and Kensington.
 Jackson and Rives Jct.
 MA Tower and North Lansing.
 Salzburg and Wenona.

Four Tracks

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

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

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

210, 211. MOVEMENT BY TRAIN ORDERS.

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

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

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

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

(b) To fix a meeting point between trains, other than a passenger train, at a point not a train-order office, or at one at which the office is closed, by sending the order to the superior train at least two open train-order offices in advance of, and to the last open train-order office before reaching such meeting point.

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

(d) In connection with Form B train orders.

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

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

In starting a train from a point where there is no train register, also in relieving conductors and enginemen from checking the train register as provided in Rule 83c, the form "At 6.50 A.M. all overdue.....trains except.....have passed" or "have arrived at or departed from....." must be used, as circumstances require.

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

221(B). TRAIN ORDER SIGNALS.

Rule 221(B) governs on Single Track and Two Tracks in Automatic Block System territory.

Niles, Lake St.: Train-order signals will not govern eastward trains entering yard.

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

Rules S-241 to S-244, inclusive, govern on Single Track in the Same Direction,

- Between: North Yard and Salzburg.
- Rives Jct. and Hughart.
- Rives Jct. and MA Tower.
- North Lansing and Saginaw.

Rules D-251 to D-254, inclusive, govern on Two or More Tracks With the Current of Traffic;

- Between: Town Line and Kensington.
- YD and Alexis.
- Jackson and Rives Jct.
- MA Tower and North Lansing.
- Salzburg and Wenona.

292. STATION SEMAPHORES.

- Rochester Jct... Automatic.. North and south.
- Rochester..... Automatic.. North.
- Goodison..... Automatic.. North and south.
- Lapeer..... South.
- Vassar..... North and south.

- Bay City W. S. { Automatic.. 1220 feet south of passenger station on northward track.
- { Automatic.. 1155 feet north of passenger station on southward track.
- { Automatic.. Midland St. on southward track.
- { Automatic.. Bay City W. S. freight house on southward track.
- Mackinaw City. Automatic.. South.
- Charlotte..... Automatic.. East and west.
- Nashville..... Automatic.. East.
- Hastings..... Automatic.. East.
- Middleville.... Automatic.. East and west.
- Hughart..... East and west.
- Lansing Yard... Automatic.. South.
- Lamar..... North and South.
- White Pigeon... Automatic.. North.

293. SWITCH TARGETS.

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

297. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Position	Indication
Main Line			
Jackson Jct.	No. 6 Switches. Target....	Horizontal....	Eastward trains stop 200 feet from target.
		Diagonal....	Eastward trains proceed on Air Line track.
		Vertical....	Eastward trains proceed on freight main.
East End			
Yard Lead across	Air Line..... Target....	Horizontal....	Stop.
		Diagonal....	Proceed on yard lead.
		Vertical....	Proceed on Air Line.
			When signal indicates "Proceed" trains or engines may proceed over crossing without stopping at not exceeding 20 miles per hour.

Toledo Branch

- Monroe
- Southward
- Main Track.. Gates..... Normal across
- (time N. Y. C... Proceed on M. C.
- locked)
- Northward
- Main Track.. Gate..... Normal across
- (time N. Y. C... Proceed on M. C.
- locked)
- (Instructions in lock box)

Bay City Branch

- Saginaw
- Eastman Spur
- (G. T. W.).... Gate..... Normal across
- M. C..... Stop.
- Salzburg
- Brooks-Bay
- Mfg. Spur
- (G. T. W.)... Gate..... Normal across
- M. C..... Stop.

Location	Signal	Position	Indication
Salzburg			
Packing Spur (G. T. W.)	Gate	Normal across M. C.	Stop.
Nichols-Foss Track (G. T. W.)	Gate	Normal across M. C.	Stop.
Bay City W. S. Wye	Target	Horizontal	Proceed to trains to or from Wye tracks.
		Vertical	Proceed to trains on northward main track.
Foss Lbr. Co. (P. M.)	Two Arm Signal	Normal Lower Arm Horizontal	Stop.
Trumbull Ave. (P. M.)	Target	Diagonal	Proceed.
Near D. & M. Bridge (P. M.)	Target	Normal Ver- tical	Stop.
Mackinaw Branch			
Cheboygan Paper Mill Spur (D. & M.)	Gate	Normal across M. C.	Stop.
Dock Track (D. & M.)	Gate	Normal across M. C.	Stop.
Caro Branch			
Caro Main Track (D. C. & S.)	Gate	Normal across M. C.	Stop.
Forbes Mill Siding (D. C. & S.)	Gate	Normal across M. C. Derail on M. C.	Stop.
Denmark Jct. Branch			
Reese (P. M.)	Target	Vertical Diagonal (Normal)	Proceed. Stop.
Kalamazoo Branch			
Kalamazoo South of (P. R. R.) —G. T. W.)	Target	Horizontal	Proceed.
Wye at Tower 1 (G. T. W.)	Target	Horizontal	Proceed.
Grand Rapids P. M. Crossing	Target	Vertical	Proceed.
Lake Mich. Drive (P. R. R.)	Target	Horizontal	Proceed.
Front St. (P. R. R.)	Gate	Normal across M. C.	Stop.
Watson St. (P. M.)	Gate	Normal across M. C.	Stop.
Godfrey Ave. (P. R. R.)	Gate	Normal across P. R. R.	Proceed.
South Haven Branch			
South Haven (P. M.)	Gate	Normal across M. C.	Stop.

Saginaw Branch

Owosso
Main Track
(G. T. W.—A. A.) Signals
(operated
by M. C.
trainmen
when sig-
nalman is
not on
duty) ... Normal against
M. C. ... Stop

M. C. Spur
(A. A. Spur) .. Target ... Vertical ... Proceed.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single Track:

Between: North Yard and Lake Orion

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

Oxford and Hoyt

Denmark Jct. and Bay City W. S.

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

Rives Jct. and Hughart

Lamar and White Pigeon

Rives Jct. and MA Tower

Note: All northward extra freight trains and engines moving from Lansing Yard to MA Tower during hours when signal station at Lansing Yard is closed must obtain permission from signalman at MA Tower.

North Lansing and Paines

Mershon and Salzburg

East Gary and Joliet

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

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

Vassar: A southward freight train may pass the manual block signal at Vassar to enter siding just south of the interlocking station as follows:

When the block between Vassar and Otter Lake is occupied the signalman at Vassar may authorize a southward freight train to pass the stop indication of the block signal to enter the siding by the issuance of Clearance Form "A" and indicating thereon the train orders to be received, if any, with the line giving block indication left blank.

A southward freight train receiving Clearance Form "A" from the signalman at Vassar with the line giving block indication left blank may pass the block signal to enter the siding. After the train has entered the siding it must not again enter the block until the conductor communicates with the signalman at Vassar and obtains verbal permission to enter the block for the purpose of leaving part of his train on West Storage Track, or clearance of the block and permission for the train to proceed; and the conductor must so inform the engineman.

Rules 317-A and 362 are modified accordingly.

Two Tracks:

Between: MA Tower and North Lansing

Salzburg and Bay City W. S.

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

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

Lansing: When the northward block is occupied and the main track is seen and known by the signalman at MA Tower to be clear for approximately 1000 feet north of the passenger station, he may admit a northward passenger train to the block, for following movement only, with Clearance Form A with the line giving block indication left blank, after such train has been stopped at home interlocking signal. When so authorized train may pass the block signal to a point 1000 feet north of the

passenger station, but must not proceed beyond that point without receiving Clearance Form A with the word "Clear" written on the line giving block indication. Rules 318-A and 221(C) are modified accordingly.

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

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

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

Single and Two Tracks:

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

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

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

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

North Yard, 12,000 feet north of interlocking station for northward trains; controlled from North Yard.

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

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

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

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

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

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

326a. TRAINS OTHER THAN PASSENGER TRAINS MEETING AT CLOSED BLOCK STATION, NON-BLOCK STATION, OR SIDING BEYOND BLOCK SIGNAL.

Not in effect.

373. BLOCK STATIONS

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

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

Between: Lake Orion and Oxford when signal station at Lake Orion is open
Paines and Saginaw
Hoyt and Mershon

Two or More Tracks:

Between: Jackson and Rives Jct.
YD and Alexis
Town Line and Kensington

On Track 4, Calumet Park Interlocking and Hammond Interlocking.

On Track 3, Westward Automatic Block Signal 2653-3, located on signal bridge 3,900 feet west of Hammond Interlocking Station, and Calumet Park Interlocking.

Trains may pass Eastward Automatic Block Signal 2654-4 and Westward Automatic Block Signal 2653-3 located on signal bridge 3,900 feet west of Hammond Interlocking, when displaying indication as prescribed by Rule 291 without stopping, proceeding at restricted speed.

Freight trains receiving indication as prescribed by Rule 291 at the following automatic block signals must obtain permission from the signalman before proceeding:

Signal D92, located on northward main track at Ecorse; controlled by signalman at YD. Applies to all trains and engines.

Signal 1436, located on eastward main track west of Kalamazoo station; controlled by operator at BO Tower. Trains must stop clear of West Michigan Ave. before calling signalman.

Signal 762, located on eastward main track just west of Steward Ave., Jackson; controlled by signalman at Pearl St. Interlocking Station.

Signal 734, located on eastward main track west of East Yard; controlled from East Yard. Both freight and passenger crews are required to obtain permission from signalman at East Yard before passing this signal.

Signal 1183, located on westward main track east of Nichols Interlocking Station; controlled by signalman at Nichols.

Signal J12, located on eastward main track, Monroe St., Jackson; controlled by signalman at Pearl St. Interlocking Station.

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.

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

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

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

Automatic block signals are also in use in Manual Block territory as follows:

Between: North Yard and Signal B972 at Eight Mile Road
Oxford and Signal B642, 7000 feet north of Oxford
Mershon and 2400 feet north of Zilwaukee
North Lansing and Signal R284, 1.5 miles north of North Lansing

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

605. REMOTE CONTROLLED SWITCHES.

Remote controlled switch is located at:

Location	Signal Station	Signal	Track
1.2 miles west of	Porter	25 feet west of switch	Eastward main track to siding

Enginemen or trainmen finding signal governing movement over switch displaying the "Stop" indication, will call signalman at signal station for instructions. Additional instructions are located in the telephone box.

703. MAKE-UP OF FREIGHT TRAINS.

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

705. LEAVING CARS ON SIDE TRACKS.

Public crossings must not be obstructed for a period exceeding five minutes at any one time.

When cars are left near public crossings not protected by a watchman or by gates or automatic highway crossing signals, they must stand at least four car-lengths from the crossing, or a greater distance whenever conditions at the crossing require it to afford a better view of traffic to the public when approaching the crossing.

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

824. MAKE-UP OF PASSENGER TRAINS.

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

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

932. AIR BRAKES.

Rules for the Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment, Locomotives and Cars, effective February 1, 1930, govern.

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.

When cars are being moved from one yard to another over or across a main track, or across a public highway at grade, air brakes must be coupled and in use.

A passenger train must not be backed any considerable distance without suitable back-up hose, or its equivalent, and a trainman on the rear platform.

When the air brakes become inoperative on a train, after proper understanding with the engineman and hand brakes arranged for, it will proceed carefully to the first available point of communication and report to the train dispatcher for instructions.

In case of air pump failure on descending grades, train must be immediately brought to a stop and secured by hand brakes before engineman begins investigation for defects. If trouble cannot be remedied train will proceed carefully to the first available point of communication and report to the train dispatcher for instructions.

When a test application of air brakes is made at points where air brake inspectors are not located, trainmen must see that the air brakes are all set properly, and must give the proper signal for releasing the air brakes and see that they are released. At points where air brake inspectors are located the trainmen will assist the air brake inspector.

An air brake which becomes inoperative en route and cannot be made effective must be cut out and the engineman notified.

AUTOMATIC TRAIN STOP

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

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

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

- a—When used as pusher or second engine.
- b—By specific authority of Superintendent.
- c—When train stop device becomes inoperative after leaving terminal, passenger, mail and express trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station, and relief engine, if available, must be obtained at first engine terminal. Train may proceed at normal speed when authorized by train order. Train Dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

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

FATALITIES

In case of death on trains the usual proprieties must be observed and the Coroner notified. The body must be removed as soon as possible to a proper place and left in charge of an employe of the railroad until the Coroner's arrival. If the body is accom-

panied by an attendant, he should be consulted and his wishes respected. Prompt report must be made to the Superintendent.

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

FREIGHT AND YARD TRAINMEN

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

HAND BRAKE TEST

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

HAULING ENGINES AND TENDERS IN TRAINS

Not more than four dead engines may be hauled in any train and they must be separated by at least five cars, and side rods must be in place.

When disconnected engines are hauled in trains, the dispatcher and engineman must be notified and speed of 20 miles per hour must not be exceeded.

A dead engine in company's service hauled in a freight train must be placed next to the operating engine. Except when a rider is provided, the head brakeman must ride the dead engine, unless relieved by the Superintendent.

A live engine provided with a rider, when hauled in a freight train, must be placed next to the operating engine, to enable the rider to give engine whistle signal to the engineman in case of trouble on his engine.

LIGHT WEIGHT PASSENGER CARS EQUIPPED WITH ROLLER BEARINGS

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

PASSENGER TRAINMEN

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

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

SIGNAL ASPECTS, INDICATIONS AND RULES

Signal Aspects, Indications and 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

	Main Line	Toledo Br.	Bay City Br. (Grand Rapids Br.)	Saginaw Br.	Mackinaw Br.	Kalamazoo Br.	South Bend Br.	Joliet Br.	South Haven Br.	Air Line Br.	St. Joseph Br. Ypsilanti Br. Lansing Br.	Gladwin Br.	Denmark Jct. Br.	Midland Br.	Caro Br.
Passenger, Mail and Express Trains.....	60	60	50	35	35	45	30	35	25	20	35	35	30		
With not more than 20% baggage, mail or express cars:															
18 cars or less.....	80	70													
19 to 25 cars, inclusive.....	70	60													
With 20% to 50% baggage, mail or express cars:															
16 cars or less.....	80	70													
17 to 20 cars.....	75	65													
21 to 25 cars, inclusive.....	65	55													
With more than 50% baggage, mail or express cars:															
13 cars or less.....	80	70													
14 to 16 cars.....	75	65													
17 to 20 cars.....	70	60													
21 to 35 cars, inclusive.....	65	55													
Passenger, Mail and Express Trains with freight equipped cars .	50	40	40	40	35	30	30	40	30	30	25	20	35	35	30
Freight Trains:															
Under 2100 tons.....	50	50	40	40											
2100 to 3200 tons.....	50	45	40	40											
3200 to 4300 tons.....	50	40	35	40	35	30	30	40	30	30	25	20	35	35	30
4300 to 6700 tons.....	45	35	30	40											
Over 6700 tons.....	40	35	30	30											
Engines, light or with caboose and work trains.....	40	40	40	40	35	30	30	40	30	30	25	20	20	35	30
Engines running backward.....	25	25	25	25	20	20	20	25	15	15	15	10	15	15	15
Engines running backward by night over public crossings.....	15	15	15	15	15	15	15	15	15	15	15	10	15	15	15
Switch engines.....	20	20	20	20	20	20	20	20	20	20	20	15	20	20	20
Trains with dead engines not having all side or main rods.....	20	20	20	20	20	20	20	20	20	20	20	15	20	20	20
Revenue freight trains with cranes, moving on own wheels.....	30	30	30	30	30	30	30	30	30	30	25	15	20	20	20
Switches and cross-overs, not interlocked, when diverging.....	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Circus Trains with freight equipped cars.....	30	30	30	30	30	30	30	30	30	30	25	15	20	20	20
Troop trains with freight cars.....	50	50	40	40	35	30	30	40	30	30	25	15	20	20	20
Trains handling scale test cars, spreaders and levelers.....	25	25	25	25	25	25	25	25	25	25	25	15	20	20	20
Engines:															
Classes H and L (except 2995 and 2998 in Main Line Passenger Mail and Express Trains).....	50	40	40	40	40	30	30	40		30			20	35	
Classes H and L on sidings.....	10	10	10	10	10	10	10	10		10					
Class G.....	50	45	45	45	45	35	35	40	30	35		15	20	35	30
Motors operating under their own power or being towed;															
M-14 and M-404.....	50	50	50	50	50	35	35	45	30	35	25		20	20	20
M-10 and M-201.....	55	55	55	55	50	35	35	45	30	35	25		20	20	20
All other Motors (except Diesel Switch Engines).....	60	60	60	60	50	35	35	45	30	35	25		20	20	20
Diesel Switch Engines.....	40	40	40	40	35	30	30	30	30	30	25	15	20	20	20
When train-stop device becomes inoperative after leaving terminal, or when forestalling whistle fails to sound while forestalling:															
Passenger, mail and express trains.....	35	35													
Other trains.....	20	20													

When running against current of traffic, in automatic block territory, trains must not exceed 10 miles per hour, over all hand operated switches, where switch lamps are not in use.

Rail Detector car X-8015 when moving under own power or on rear of passenger train, must not exceed 40 miles per hour. Must not be handled in freight trains.

Local

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

Passenger:

Dearborn, between Oakwood Drive and Nowlin St.....	30
Ypsilanti, between overhead bridge east of Ypsilanti and MP D-30½ west of Ypsilanti.....	45
Ypsilanti, between MP D-30½ west of Ypsilanti and curve west of Ann Arbor station.....	60
Ann Arbor, curve west of station.....	30
Ann Arbor, from curve west of Ann Arbor to Four Mile Lake.....	60

Four Mile Lake to MP D-55 west of Chelsea.....	70
East Yard, curve east of Telegraph Office, and Wildwood Ave.....	60
Jackson, Pearl St. Interlocking, interlocked switches, when diverging.....	10
Parma, between MP D-88½ and MP D-95.....	75
Albion, between Hannah and Albion Sts.....	40
Marshall, on curve east of Marshall between MP D-100½ and MP D-107½.....	55
Ceresco, curve between MP D-113 and D-114.....	60
Battle Creek, on curve between Gulf Road overhead bridge, MP D-118 and MP D-119.....	55
Battle Creek, between MP D-119 and MP D-121½.....	40
Augusta, curves between MP D-127 and MP D-131.....	65
East of Botsford Yard, MP D-139½ to MP D-141½.....	70
Botsford Yard, MP D-141½, to Harrison St., Kalamazoo.....	60
Kalamazoo, over interlockings and curve west of Passenger Station.....	30
Kalamazoo, between Kalamazoo St. and West Michigan Ave.....	40
Streator Curve, MP 145½ and MP D-146½.....	60
★Niles Bridge.....	35

Niles, curves on westward main track between top of Niles Hill and Niles Bridge.....	50
Michigan City, over drawbridge.....	40
Michigan City, curve west of passenger station.....	30
Porter, North Wye, when diverging.....	10
Porter, South Wye, when diverging.....	15
Gary, through city limits.....	25
Hammond, between Columbia Ave. and Hohman St.....	25
Calumet Park Interlocking, cross-over between Tracks 3 and 4 and between Tracks 2 and 3; also turn-out to Yard Lead; when diverging.....	10
★Calumet River, over drawbridge.....	40

Freight:

Dearborn, between Oakwood Drive and Nowlin St.....	30
Ypsilanti, between overhead bridge east of Ypsilanti and MP D-30½.....	45
Ann Arbor, curve west of station.....	30
Jackson, Pearl St., Interlocking, all interlocked switches, when diverging.....	10
Albion, between Hannah and Albion Sts.....	40
Battle Creek, between MP D-119 and D-121½.....	40
Kalamazoo, over interlockings and curve west of Passenger Station.....	30
Kalamazoo, between Kalamazoo St. and West Michigan Ave.....	40
Kalamazoo, between Old U. S. 12 Highway, (3½ Miles east of Miller) and W. Michigan Ave., Kalamazoo, eastward trains.....	30
★Niles Bridge.....	35
Michigan City, over drawbridge.....	40
Michigan City, curve west of passenger station.....	30
Porter, North Wye, when diverging.....	10
Porter, South Wye, when diverging.....	15
Gary, through city limits.....	25
Hammond, between Columbia Ave. and Hohman St.....	25
Calumet Park Interlocking, cross-over between Tracks 3 and 4 and between Tracks 2 and 3; also turn-out to Yard Lead; when diverging.....	10
★Calumet River, over drawbridge.....	40
★Air brakes must not be applied while crossing bridges, unless absolutely necessary.	

Toledo Branch:

Monroe.....	25
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Bay City Branch:

Rochester Jct., G. T. W. Crossing.....	30
Rochester, southward trains between passenger station and Rochester Jct. {Passenger.....	50
{Freight.....	20
Lake Orion, over street crossings.....	30
Oxford, over East St.....	30
Oxford, southward trains over East Burdick St.....	30
Lapeer, between Lapeer and Lapeer Jct.....	20
Columbiaville, over the three public crossings north of station.....	30
Columbiaville, curve north between MP 69¼ and 70¼, southward passenger trains.....	50
Columbiaville, second curve north, passenger trains.....	50
Millington, through village.....	30
Vassar, northward trains between northward distant signal and interlocking {Passenger.....	55
{Freight.....	30
Denmark Jct., over junction switch.....	20
Saginaw, through Yard.....	15
Saginaw, over drawbridge.....	10
Zilwaukee, Carrollton Road Curve.....	40
Bay City W. S., over Salzburg Ave., Wenona Ave. and Midland St.....	15
Bay City W. S., West Main St. Interlocking between home signals.....	20
Bay City E. S., over drawbridge.....	10
Woodside, between home interlocking signals.....	20

Midland Branch:

Between B. C. and B. C. Jct. and MP BC-2.....	20
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Denmark Jct. Branch:

Denmark Jct., over junction switch.....	15
Bay City E. S., over Center and North Sherman Sts.....	6

Mackinaw Branch:

Bay City W. S., Hart St. Interlocking between home signals.....	20
Sterling, over first two crossings south of passenger station.....	30
West Branch, over Houghton and Wright Aves. between 7:00 P.M. and 7:00 A.M.....	30
Gaylord, over First and Second Sts.....	30

Between MP BC-157½ and BC-162.. {Passenger.....	40
{Freight.....	25
Cheboygan, over Lincoln Ave., Seymour, Court, Davison and State Sts.....	30

Grand Rapids Branch:

Between Jackson Passenger Station and M.A.L. Crossing.....	25
Curves between MP J-13 and J-13½.....	45
Curve west of Onondaga, passenger trains between MP J-18 and J-18¼.....	45
Eaton Rapids, passenger trains over Main St.....	30
Eaton Rapids, eastward trains between interlocking home signals.....	20
Curve east of Charlotte, passenger trains between MP J-31 and J-31½.....	50
Curve west of Vermontville, passenger trains at MP J-47.....	45
Nashville, between Main and Sherman Sts.....	30
Curves west of Nashville, passenger trains between MP J-52½ and J-59.....	45
Hastings, between Broadway St. and C. K. & S. Crossing.....	15
Middleville, curve east of station.....	15
Parmalee, curve between MP J-76 and J-76¼, passenger.....	50
Hughart, over Burton St.....	20
Grand Rapids, Buckley St. Interlocking.....	20

Saginaw Branch:

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

Caro Branch:

Between Caro and Bach.....	20
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Air Line Branch:

OD, switches, when diverging.....	10
Cassopolis, between interlocking home signals.....	20

Ypsilanti Branch:

Manchester Jct., Bridge No. 88 east of.....	15
Hillsdale, Oak to Union Sts., inclusive.....	15

Lansing Branch:

Devereaux and Springport.....	20
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Kalamazoo Branch:

Engines, Class H-7 between Florence and White Pigeon.....	25
Grand Rapids, over Grand River bridge No. 150.....	15
Schoolcraft, between interlocking home signals.....	20

Joliet Branch:

Liverpool, between interlocking home signals.....	20
South Gary, turn-out to Glenn Park Side Track, when diverging.....	10
Griffith, turn-outs to G. T. W. Wye and Erie Wye, when diverging.....	10
Griffith, eastward trains between interlocking home signals.....	20
Hartsdale, between interlocking home signals.....	20
Dyer, between interlocking home signals.....	20
Chicago Heights, through yard limits.....	20
Chicago Heights, trains in both directions while engine is passing over East End Ave.....	20
Joliet (E. J. & E. Crossing), between interlocking home signals.....	20
Joliet, C. R. I. & P. Interlocking, Double Slip Switch in old Main Track and Track 67; and turn-out to Yard Track; when diverging.....	10

South Bend Branch:

Pipestone Curve between Napier and Sodus {Passenger.....	30
{Freight.....	20
Curves through Niles {Passenger.....	30
{Freight.....	20
Niles, within City Limits.....	15
South Bend, within City Limits.....	15
Notre Dame on turn-out to HF.....	20
Between Notre Dame and Portage Ave. on curves.....	25
Portage Ave. on curve.....	20
Portage Ave. to Wilber St.....	15
Wilber St. to HF.....	15

ENGINE AND CAR RESTRICTIONS

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

Location	Classes
Main Line	
*Eloise: Infirmary Track.....	M, NU Cars, maximum gross weight 200,000 pounds.
*Ypsilanti: Peninsular Paper Co. Track.....	M, NU Cars, maximum gross weight 200,000 pounds.
Ann Arbor: Over Dock Track Switch and Frog.....	M, NU
Chelsea: Lewis Spring & Axle Co. Track.....	H-10, L, M, NU Cars, maximum gross weight 150,000 pounds.
Jackson: Robert Lake Company Track.....	All Classes
Albion: *Albion Mills Track.....	J, M, NU, U-3 Cars, maximum gross weight 200,000 lbs. Derricks X-19530, X-1001, X-19532.
Battle Creek: D. T. & M. Yard Tracks. Engines.....	G, H, J, K, L, M, NU, U Cars, maximum gross weight 190,000 lbs. Derricks X-19530, X-1001, X-19532, X-1003, X-19534, X-23157 and DRT-1. Diesel engines permitted.
Comstock: Consumers Power Co., south of Kalamazoo River.....	H-7, H-10, L
Lawton: *United Grape Products Track.....	H-7, H-10, J, K, L, M, NU, U
Hungerford Smith Track, beyond derail.....	All Classes
Decatur: House Track.....	M, NU, U
Dowagiac: Premier Furnace Track.....	H-7, H-10, J, K, L, M, NU, U
Buchanan: Buchanan Cabinet Spur.....	H-6, H-7, H-10, J, K, L, M, NU, NE, U Cars, maximum gross weight 210,000 lbs. Derrick X-19532.
Clark Equipment Company Track.....	H-6, H-7, H-10, J, K, L, M, NU, NE, U Cars, maximum gross weight 170,000 lbs. Derricks X-19530, X-1001, X-19532.
Toledo Branch	
Sibley: Sibley Quarry Tracks.....	H-7, H-10, J-1, K, L, M, NB, NE
Sibley Quarry Track Scales.....	H-7, H-10, J-1, K, L, M, NB, NE
Rockwood: Strong's Milling Track.....	J-1, K, M, NB, NE
Monroe: Ilgenfritz Nursery Track.....	H-7, H-10, J-1, K, L, M, NB, NE
Monroe Branch Track.....	H-7, H-10, J-1, K, L, M, NB, NE
River Raisin Paper Co. Tracks.....	H-7, H-10, J-1, K, L, M, NB, NE
Territory where Automatic Train stop is installed.....	NU, M-1
Grand Rapids Branch	
Charlotte: Kraut Factory.....	Engines heavier than G-6 and H-5
Hastings: Book Case Factory.....	Engines heavier than G-6 and H-5
Bay City Branch	
Cars, maximum gross weight 210,000 lbs.	
Center Line: Ulrich Lumber & Coal Company siding Engines must not operate beyond gate.	
Depew Siding: Ray Gravel Pit, beyond sign.....	All Classes
Lake Orion: *Absopure Ice Company Track.....	M, NU, U-3 Cars, maximum gross weight 200,000 lbs. Derrick X-19532.

Location	Classes
Oxford: Ward Sand and Gravel Company, northerly track off lead.....	All Classes
American Aggregates.....	Engines heavier than G-6 and H-5 restricted
Bay City: *Monitor Sugar Company Tracks.....	B-11, G, H, J, K, L, M, NU, U Cars, maximum gross weight 180,000 lbs. All derricks.
Mackinaw Branch	
Cars, maximum gross weight 210,000 lbs.	
West Branch: Mill Track.....	H, J, K, L, M, NU, U
Roscommon: Mill Track, beyond 250 feet from back end.....	All Classes
Grayling: Scale Track over scales.....	All Classes
Portage Lake Branch beyond sign "1000 feet north of Lake St.".....	All Classes heavier than F-82
Kerry & Hanson Lbr. and Grayling Lbr. Co. Mill Tracks.....	All Classes heavier than G-6
Wye Track 500 feet east of Highway US-27.....	All Classes
Wolverine: Veneer Mill Track.....	H-7, H-10, J, K, L, M, NU, U
Indian River: Gaylord Lumber & Fuel Co. Track.....	H-7, H-10, J, K, L, M, NU, U
Mackinaw City: Ferry Apron.....	H-7, H-10, J, L, M, NU
Saginaw Branch	
Cars, maximum gross weight 210,000 lbs.	
Holt: Lumber and Yard Track.....	B, E, G, H, J, L, M, NU, U
Lansing: *Motor Wheel Corp.....	G, H, J, K, L, M, NU, U Cars, maximum gross weight 180,000 lbs. All derricks.
*Transit R. R.....	H-7, H-10, J, L, M, NU Cars, maximum gross weight 200,000 lbs. Derrick X-19532.
*Lewis Fuel and Supply Co.....	G, H, J, L, M, NU, U Cars, maximum gross weight 170,000 lbs. All derricks.
Oakley: Elevator tracks. Spouts will not clear.....	H
Chesaning: Elevator tracks. Spouts will not clear.....	H
Air Line	
Concord: Mill Track; west of Main St.....	All engines
Union City: North Stub Track; over coal pit.....	All engines and cars
Three Rivers: East House Track Switch.....	H-7, H-10, J, K, L, M, NU, U
Cassopolis: Kellogg Switch Board Track.....	H-7, H-10, J, K, L, M, NU, U
*Gladwin Branch	
Engines.....	G, H, J, K, L, M, NU, U
O. K. for Class G-6 between Pinconning and Nine Mile. Cars, maximum gross weight 180,000 lbs. Derricks X-19530, X-1001, X-19532, DRT 1.	
Pinconning: H-7 locomotives can use Lumber Track, Elevator Track and south Leg of former Wye at speed not exceeding 5 miles per hour.	
*Midland Branch	
Cars, maximum gross weight 210,000 lbs.	

Location	Classes
Kalamazoo Branch	
*Engines, between Grand Rapids and Kalamazoo	H-10, J, L, M, NU, U
*Engines, between Kalamazoo and White Pigeon	H-10, J, L, M, NU, U
*Cars, maximum gross weight 220,000 lbs.	
Grand Rapids	
*Grand River Bridge No. 150	H-7, H-10, J, K-3, L, M, NU, U
Derrick X-19532.	
*All Michigan Ry. Bridges	G, H, J, K, L, M, NU, U
Allegan:	
P. M. Ry. Interchange Track	H-7, H-10, J, K-3, L, M, NU, U
Otsego:	
Paper Mills Tracks, north of Station	H-7, H-10, J, K-3, L, M, NU, U
Kalamazoo:	
Paper Mill Tracks	H-10, J, K-3, L, M, NU, U
Three Rivers:	
Industrial Tracks	H-10, J, L, M, NU, U
Fairbanks Morse Tracks	G, H, J, K-3, L, M, NU, U
Engines are restricted on curve on track at east end of building.	
Portage:	
Industrial Tracks	H-10, J, L, M, NU, U
Constantine:	
Industrial Tracks	H-10, J, L, M, NU, U
Paper Mill Tracks	H-7, J, K, L, M, NU, U
South Haven Branch	
Engines	H-7, H-10, J, K-3, L, M, NU, U
Cars, maximum gross weight 210,000 lbs.	
Derrick X-19532.	
South Haven (Dock Track)	All engines beyond east end of open cement dock

Location	Classes
*Ypsilanti Branch	
Engines	H-7, H-10, J, K-3, L, M, NU, U
Cars, maximum gross weight 220,000 lbs.	
*Lansing Branch	
Engines	H-7, H-10, J, K-3, L, M, NU
Cars, maximum gross weight 220,000 lbs.	
*Caro Branch	
Engines	B-11, H-7, H-10, J, L, M, NU, U
Cars, maximum gross weight 200,000 lbs.	
Derrick X-19532.	
South Bend Branch	
South Bend:	
Between Notre Dame and Old MC Station	
H, J, L, M, NU, U-3	
Cars, maximum gross weight 200,000 lbs.	
Derrick X-19532.	
Benton Harbor:	
Paw Paw River Bridge No. 1	
G, H, J, K, L, M, NU, U	
Cars, maximum gross weight 200,000 lbs.	
Derricks, X-19530, X-1001, X-19532.	
Michigan Fuel & Light Company Trestle—No engines.	
St. Joseph Branch	
Track South Bend to Glendora not to be used.	
Track Glendora to St. Joseph	
G, H, J, K, L, M, NU, U	
Cars, maximum gross weight 170,000 lbs.	
All derricks.	
Benton Harbor:	
Over St. Joseph River and Morrison Channel drawbridges	
All classes heavier than B-11	
All derricks.	
C. K. & S. R. R.	
Kalamazoo:	
Kalamazoo Stove Co.	
H-7, H-10, K, J, L, M, NU	
K. V. P. Co. to Richland Jct.	
and Hooper Bridge	
G, H, K, J, L, M, NU, U	

DETROIT DIVISION

R. F. DeFOREST, Superintendent.
L. J. ROBBINS, Asst. Superintendent.

W. A. KEAVY
G. L. PREHN
H. E. BRATT
L. W. FISHER
JOHN DRING,

} Train Masters.
Asst. Train Master

C. L. TOWNS,
W. T. TRUAX,

J. M. COYNE
G. H. HANLON
K. H. BEITLER
S. A. PRENTICE
C. E. ALDRICH

Chief Train Dispatcher.
Night Chief Train Dispatcher.

} Train Dispatchers, Detroit.

MICHIGAN DIVISION

E. G. WRIGHT, Superintendent.
W. H. LEAHY, Asst. Superintendent.
E. H. O'KEEFE, Asst. Superintendent

B. D. MALTBY
O. F. McISAAC
W. H. SHEARER

A. E. MITCHENER,

E. J. WHOLIHAN
F. I. VAN WAGNEN
C. H. KEEFE
F. G. WICKS
A. J. WORTH
J. E. HAFER
C. R. HARTZELL
J. V. MARTINEAU
F. S. CURTIS

} Train Masters.
Asst. Train Master.

G. H. STOKES
S. C. FLOOD
W. L. AUSUM
L. R. PORTER
W. S. ADRIAN

Chief Train Dispatcher.
Night Chief Train Dispatcher.

} Train Dispatchers,
Bay City.

WEST DIVISION

T. L. GREEN, Superintendent.
F. H. GARNER, Asst. Superintendent
A. W. LASKOSKE, Asst. Superintendent

F. C. BABCOCK
E. W. HOBBS

} Trainmasters.

J. P. SMILIE,
W. R. LOUGEE
R. C. FREDERICK

O. H. HERRAN
G. A. QUANCE
E. W. McLEAN
F. A. ZAHN

Chief Train Dispatcher
Night Chief Train Dispatchers.

} Train Dispatchers, Chicago.

H. M. SENFF, Superintendent Passenger Transportation.

EASTERN STANDARD TIME **DETROIT TO EAST END—MAIN LINE**

Miles from Detroit	STATIONS	WESTWARD—FIRST-CLASS										
		7	39	17	33	41*	75	139*	23	31	109	45*
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Monday	Daily	Daily	Daily Except Sunday	Daily
		LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	<i>Detroit</i>	12.31	3.15	7.50	8.35	8.40	1.00	2.13	2.50	4.45	5.35	10.40
5.99	Town Line.....	12.41	3.25	8.00	8.45	8.50	1.10	2.23	3.00	4.55	5.45	10.50
8.80	Dearborn.....	.....	.....	.....	.....	s 8.57	.....	.....	3.03	.....	.....	s 10.55
16.75	Wayne Jct.....	12.52	3.35	8.10	8.55	9.17	1.20	2.35	3.11	5.06	5.58	11.04
28.04	Ypsilanti.....	1.05	.....	E 8.25	.....	s 9.32	1.29	2.47	s 3.24	5.16	s 6.13	s 11.19
35.88	Ann Arbor.....	s 1.19	3.55	s 8.40	s 9.19	s 9.50	s 1.39	2.56	s 3.36	s 5.26	s 6.30	s 11.34
45.37	Dexter.....	.....	.....	.....	.....	s 10.05	.....	3.08	3.48	.....	f 6.45	f 11.49
52.67	Chelsea.....	1.40	.....	.....	.....	s 10.19	1.57	3.16	3.56	5.44	f 6.56	f 11.59
63.78	Grass Lake.....	.....	.....	.....	.....	s 10.34	.....	3.28	4.07	.....	.....	.....
71.76	East Yard.....	2.00	4.30	9.15	9.54	10.45	2.14	3.36	4.15	6.01	7.25	12.22
74.07	Jackson.....	s 2.05	s 4.34	s 9.19	s 9.58	s 10.50	s 2.18	s 3.41	s 4.19	s 6.05	7.30	s 12.26
74.07	Jackson.....	2.15	4.37	9.22	10.00	11.00	2.19	3.41	4.23	6.07	P. M.	12.41
84.87	Parma.....	.....	.....	.....	.....	s 11.15	.....	3.57	4.35	.....	.....	12.56
94.38	Albion.....	2.40	B 5.04	.....	U 10.24	s 11.32	2.40	4.07	s 4.45	6.27	.....	s 1.11
106.12	Marshall.....	3.00	.....	.....	U 10.37	s 11.49	.....	4.20	s 5.00	.....	.....	s 1.28
118.29	Nichols.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
119.20	Battle Creek.....	s 3.20	s 5.34	s 10.07	s 10.52	s 12.14	s 3.06	4.35	s 5.17	s 6.52	.....	s 1.48
128.82	Augusta.....	3.40	.....	.....	.....	s 12.29	.....	4.46	5.29	.....	.....	2.08
133.23	Galesburg.....	.....	.....	.....	.....	s 12.39	.....	.....	.....	.....	.....	.....
141.75	BO Tower.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
142.03	Kalamazoo.....	s 4.10	s 6.09	s 10.32	s 11.17	s 12.54	s 3.31	5.09	s 5.47	s 7.18	.....	s 2.28
142.03	Kalamazoo.....	4.15	6.12	10.35	11.20	1.11	3.34	5.09	5.55	7.20	.....	2.48
159.25	Lawton.....	4.55	.....	.....	.....	s 1.36	3.53	5.33	s 6.17	7.40	.....	f 3.13
166.96	Decatur.....	.....	.....	.....	.....	s 1.51	.....	.....	f 6.27	.....	.....	K 3.23
178.17	Dowagiac.....	5.30	C 7.00	.....	U 12.00	s 2.15	4.08	5.52	s 6.44	.....	.....	s 3.50
186.60	East End.....	5.45	7.12	11.17	12.12	2.30	4.17	6.01	6.55	8.05	.....	4.05

MICHIGAN DIVISION

CENTRAL STANDARD TIME **EAST END TO CHICAGO—MAIN LINE**

186.60	East End.....	4.45	6.12	10.17	11.12	1.30	3.17	5.01	5.55	7.05	.....	3.05
190.09	Lake Street.....	4.49	6.16	10.20	11.15	1.34	3.20	5.05	5.59	7.08	.....	3.09
190.56	Niles.....	s 4.54	s 6.18	s 10.21	s 11.16	s 1.40	s 3.21	s 5.06	s 6.00	s 7.09	.....	s 3.13
197.16	Buchanan.....	.....	.....	.....	.....	s 1.54	.....	.....	s 6.12	.....	.....	s 3.28
204.68	Galien.....	.....	.....	.....	.....	s 2.06	.....	.....	.....	.....	.....	M 3.37
210.40	Three Oaks.....	.....	.....	.....	.....	s 2.16	.....	.....	f 6.29	.....	.....	M 3.46
217.61	New Buffalo.....	.....	.....	.....	.....	s 2.26	.....	.....	f 6.39	.....	.....	M 3.55
220.74	Grand Beach.....	.....	.....	.....	.....	f 2.31	.....	.....	H 6.44	.....	.....	.....
227.54	Michigan City.....	5.45	D 6.58	J 10.57	G 11.53	s 2.55	3.57	5.50	s 6.55	7.46	.....	s 4.13
239.28	Porter.....	.....	.....	.....	.....	s 3.10	.....	6.05	.....	8.01	.....	4.30
245.26	Willow Creek.....	.....	.....	.....	.....	.....	.....	P. M.	.....	P. M.	.....	.....
248.46	East Gary.....	6.13	7.22	11.17	12.14	s 3.26	4.17	.....	7.20	.....	.....	4.43
253.73	Gary.....	Q 6.21	D 7.28	.....	G 12.20	s 3.33	.....	.....	s 7.27	.....	.....	s 4.50
254.96	Tolleston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
259.09	Ivanhoe.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
260.36	Gibson.....	6.33	7.36	11.30	12.28	3.43	4.29	.....	7.35	.....	.....	5.00
263.36	Hammond.....	Q 6.38	D 7.41	N 11.34	.....	s 3.54	.....	.....	s 7.44	.....	.....	s 5.10
265.21	Calumet Pk.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
270.36	Kensington.....	Q 6.50	7.50	11.43	12.42	P 4.05	4.41	.....	P 7.55	.....	.....	P 5.25
277.01	63d Street.....	s 7.03	s 8.00	s 11.51	s 12.50	s 4.15	s 4.50	.....	s 8.05	.....	.....	s 5.38
283.48	Chicago.....	7.20	8.15	12.00	1.00	4.30	5.00	.....	8.20	.....	.....	5.55
	ARRIVE	A. M.	A. M.	Noon	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

WEST DIVISION

I. C. R. R.

Time shown at *Detroit, Chicago, and 63rd Street*, is for information only.
 No. 41 stops at Wayne, Ceresco, Mattawan, Glenwood and Dayton to receive and discharge passengers, baggage, mail and express; at Inkster and Eloise to handle U.S. Mail.
 No. 139 will not carry passengers. Stops at Botsford to change engineers.
 No. 45 will stop at Augusta Coal Chutes on Fridays to receive Augusta newspapers.

CENTRAL STANDARD TIME

CHICAGO TO EAST END—MAIN LINE

EASTWARD—FIRST-CLASS

Miles from Chicago	STATIONS	46*	76	44*	8	30	58	40	42	16			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
I. C. R. R.	Chicago	1.15	9.15	9.30	12.15	.....	8.00	10.20	10.50	11.59	.....	.....
	6.47 63rd Street.....	1.26	s 9.24	s 9.42	s12.27	.....	s 8.10	s10.30	s11.02	s12.14	.....	.....
	13.12 Kensington.....	1.33	9.32	9.52	12.37	.....	8.20	10.40	N11.12	12.25	.....	.....
WEST DIVISION	18.27 Calumet Park.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	20.12 Hammond.....	s 1.43	.....	Q10.01	U12.47	.....	Q 8.30	.....	s11.21	.....	.....	.....
	23.12 Gibson.....	1.48	9.44	10.05	12.51	.....	8.35	10.53	11.25	12.43	.....	.....
	24.39 Ivanhoe.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	28.52 Tolleston.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	29.75 Gary.....	.....	.....	D10.12	D12.58	.....	Q 8.43	.....	f11.32	.....	.....	.....
	35.02 East Gary.....	2.02	9.57	10.18	1.05	.....	8.49	11.06	11.38	1.01	.....	.....
	38.22 Willow Creek.....	.....	.....	.....	.....	.....	P. M.	.....	.....	.....	.....	.....
	44.20 Porter.....	.....	.....	.....	.....	.....	5.15	.....	.....	.....	.....	.....
	55.94 Michigan City..	s 2.25	10.17	s10.40	D1.29	5.28	f 9.11	11.26	s11.59	1.28
	62.74 Grand Beach.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	65.87 New Buffalo.....	s 2.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	73.08 Three Oaks.....	s 2.59	.....	.....	.....	.....	.....	.....	.....	P12.18	.....	.....
	78.80 Galien.....	s 3.11	.....	.....	.....	.....	.....	.....	.....	H12.25	.....	.....
	86.32 Buchanan.....	s 3.27	.....	.....	.....	.....	.....	.....	.....	P12.34	.....	.....
	92.92 Niles.....	s 3.47	s10.53	s11.23	s 2.12	s 6.04	s 9.52	s12.03	s12.57	s 2.20	.....	.....
93.39 Lake Street.....	3.54	10.55	11.25	2.14	6.06	9.54	12.05	1.00	2.24	.....	.....
96.88 East End.....	4.00	10.59	11.30	2.19	6.10	9.59	12.10	1.05	2.28	.....	.....

EASTERN STANDARD TIME

EAST END TO DETROIT—MAIN LINE

MICHIGAN DIVISION	96.88 East End.....	5.00	11.59	12.30	3.19	7.10	10.59	1.10	2.05	3.28	.....	.....
	105.31 Dowagiac.....	s 5.12	.....	s12.39	R 3.27	.....	f 11.09	.....	s 2.16	3.38	.....	.....
	116.52 Decatur.....	s 5.25	.....	R12.53	.....	.....	H11.19	.....	.....	.....	.....	.....
	124.23 Lawton.....	s 5.40	12.24	R 1.05	.....	.....	P 11.26	.....	2.36	3.58	.....	.....
	141.45 Kalamazoo.....	s 6.15	s12.42	s 1.24	s 4.06	s 7.53	s11.45	s 1.53	s 3.00	s 4.19	.....	.....
	141.45 Kalamazoo.....	6.25	12.44	1.30	4.10	7.55	11.49	1.56	3.20	4.24	.....	.....
	141.73 BO Tower.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	150.25 Galesburg.....	s 6.37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	154.66 Augusta.....	s 6.47	.....	1.45	4.25	8.12	12.04	.....	3.40	4.44	.....	.....
	164.28 Battle Creek...	s 7.10	s 1.09	s 2.00	s 4.40	s 8.24	s12.16	2.21	s 4.05	s 4.59	.....	.....
	165.19 Nichols.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	177.36 Marshall.....	s 7.30	.....	s 2.15	4.55	.....	.....	.....	s 4.25	5.19	.....	.....
	189.10 Albion.....	s 7.50	1.34	s 2.30	P 5.10	8.49	s12.42	.....	s 4.40	5.32	.....	.....
	198.61 Parma.....	s 8.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	209.41 Jackson.....	s 8.25	s 1.54	s 3.02	s 5.35	s 9.09	s 1.05	s 3.06	s 5.05	s 6.00	.....	.....
	209.41 Jackson.....	8.40	1.55	3.10	5.38	9.11	1.10	3.09	5.25	6.05	.....	.....
211.72 East Yard.....	8.45	1.59	3.14	5.42	9.15	1.14	3.13	5.30	6.10	.....	.....
219.70 Grass Lake.....	s 8.57	.....	.....	.....	.....	.....	.....	.....	6.21	.....	.....
230.81 Chelsea.....	s 9.14	2.16	.....	5.59	9.32	.....	.....	5.48	6.35	.....	.....
238.11 Dexter.....	s 9.27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
247.60 Ann Arbor.....	s 9.47	s 2.33	s 3.50	s 6.26	s 9.49	s 1.52	3.49	s 6.10	s 7.01	.....	.....
255.44 Ypsilanti.....	s10.02	2.43	s 4.02	B 6.41	.....	.....	.....	s 6.30	s 7.12	.....	.....
266.73 Wayne Jct.....	10.17	2.54	4.15	6.57	10.10	2.14	4.09	6.45	7.28	.....	.....
274.68 Dearborn.....	s10.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
277.49 Town Line.....	10.45	3.05	4.30	7.10	10.20	2.25	4.20	7.00	7.45	.....	.....
283.48 Detroit.....	11.00	3.15	4.40	7.20	10.30	2.35	4.30	7.10	7.55	.....	.....
ARRIVE		A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		

Time shown at Chicago, 63rd Street, and Detroit is for information only.

No. 46 stops at Mattawan, Comstock, Wayne, and Ceresco, to receive and discharge passengers, baggage, mail, parcel post and express; Michigan Center to handle U. S. mail; reduce speed to 10 miles per hour at Comstock Sundays to insure safe delivery of newspapers.

No. 44 will reduce speed to 40 miles per hour at Dexter to insure safe delivery of U. S. Mail.

(DETROIT DIVISION)

DETROIT TO TOLEDO

EASTERN STANDARD TIME

SOUTHWARD—FIRST-CLASS

Miles from Detroit	STATIONS	227	301	303	305	761	307	309				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
.....	<i>Detroit</i>	12.05	8.00	11.25	1.10	5.30	11.30	11.45	.....	.....	.....	.....
5.11	YD.....	12.19	8.12	11.37	1.22	5.39	11.42	11.57	.....	.....	.....	.....
7.54	Ecorse.....	12.23	8.16	11.41	1.26	5.42	11.46	12.01	.....	.....	.....	.....
10.30	Wyandotte.....	s12.28	s 8.21	s11.46	s 1.31	5.46	s 11.51	s 12.06	.....	.....	.....	.....
14.10	FN.....	12.33	8.26	11.50	1.35	.....	11.56	12.11	.....	.....	.....	.....
14.66	Trenton.....	.....	B 8.28	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.82	Rockwood.....	.....	B 8.35	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.59	Warner.....	12.52	8.48	12.09	1.54	.....	12.16	12.31	.....	.....	.....	.....
33.82	Monroe.....	s 1.01	s 8.58	s12.14	s 1.59	6.09	s 12.21	s12.36	.....	.....	.....	.....
46.47	Vienna Jct.....	1.22	9.12	12.27	2.17	.....	12.40	12.55	.....	.....	.....	.....
48.93	Alexis.....	1.25	9.15	12.30	2.20	6.24	12.44	12.59	.....	.....	.....	.....
57.57	<i>Toledo</i>	1.45	9.35	12.50	2.40	6.35	1.05	1.20	.....	.....	.....	.....
ARRIVE		A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.				

Time shown at *Detroit* and *Toledo* is for information only.

(DETROIT DIVISION)

TOLEDO TO DETROIT

EASTERN STANDARD TIME

NORTHWARD—FIRST-CLASS

Miles from Toledo	STATIONS	222	302*	304	750	312	306	228				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
LEAVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
.....	<i>Toledo</i>	3.20	5.20	6.00	9.33	2.45	6.30	8.10	.....	.....	.....	.....
8.64	Alexis.....	3.40	5.40	6.20	9.45	3.05	6.50	8.30	.....	.....	.....	.....
11.10	Vienna Jct.....	3.43	5.43	6.23	.....	3.08	6.53	8.33	.....	.....	.....	.....
23.61	Monroe.....	s 4.09	s 6.00	s 6.37	10.01	s 3.27	s 7.10	s 8.50	.....	.....	.....	.....
25.50	Warner.....	4.12	6.03	6.40	.....	.....	7.13	8.53	.....	.....	.....	.....
36.19	Rockwood.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
42.97	Trenton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43.53	FN.....	4.39	6.25	7.02	.....	3.50	7.32	9.12	.....	.....	.....	.....
47.33	Wyandotte.....	s 4.44	f 6.35	s 7.09	10.24	s 3.58	s 7.39	s 9.19	.....	.....	.....	.....
50.09	Ecorse.....	4.50	6.43	7.13	10.28	4.03	7.43	9.23	.....	.....	.....	.....
52.52	YD.....	4.55	6.47	7.17	10.31	4.06	7.46	9.26	.....	.....	.....	.....
57.63	<i>Detroit</i>	5.10	7.00	7.30	10.40	4.20	8.00	9.40	.....	.....	.....	.....
ARRIVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				

Time shown at *Toledo* and *Detroit* is for information only.

No. 302, when carrying Pittsburgh-Detroit R. P. O. car, will stop at Wyandotte daily, except Sundays and holidays, to handle U. S. mail.

(MICHIGAN DIVISION)
JACKSON TO GRAND RAPIDS

EASTERN STANDARD TIME

WESTWARD—FIRST-CLASS

Miles from Jackson	STATIONS	71			101*			105								
		Daily	Daily	Daily	Daily	Daily	Daily									
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.									
	LEAVE	A. M.	A. M.	A. M.												
10.41	Jackson.....	2.00	2.30	9.35												
17.54	Rives Jct.....	2.15	2.45	9.50												
24.20	Onondaga.....	A. M.														
34.93	Eaton Rapids...		s 3.04	s 10.08												
40.16	Charlotte.....		s 3.20	s 10.24												
46.15	Chester.....															
49.80	Vermontville....		B 3.45	10.36												
57.67	Nashville.....		s 3.54	f 10.41												
61.41	Quimby.....															
62.03	Hast. Fr. Hse....			10.54												
73.23	Hastings.....		s 4.15	s 10.58												
79.29	Middleville.....		B 4.35	11.14												
84.01	Caledonia.....		4.44	11.21												
92.64	Dutton.....															
94.47	Hughart.....		4.59	11.39												
	Grd. Rapids.....		5.05	11.45												
	ARRIVE	A. M.	A. M.	A. M.												

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
 No. 101 reduce speed to 10 miles per hour at Onondaga, Vermontville and Middleville Sundays, and Caledonia daily to insure safe delivery of newspapers.

(MICHIGAN DIVISION)
GRAND RAPIDS TO JACKSON

EASTERN STANDARD TIME

EASTWARD—FIRST-CLASS

Miles from Grand Rapids	STATIONS	78			108			106								
		Daily	Daily	Daily	Daily	Daily	Daily									
		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.									
	LEAVE	A. M.	P. M.	P. M.												
1.83	Grd. Rapids.....		12.50	11.30												
10.46	Hughart.....		12.56	11.36												
15.18	Dutton.....															
21.24	Caledonia.....		H 1.11	11.52												
32.44	Middleville.....		C 1.20	s 12.01												
33.06	Hastings.....		s 1.35	s 12.21												
36.80	Hast. Fr. Hse....		1.37	12.23												
44.67	Quimby.....															
48.32	Nashville.....		f 1.52	s 12.40												
54.31	Vermontville....		1.58	E 12.48												
59.54	Chester.....															
70.27	Charlotte.....		s 2.13	s 1.08												
76.93	Eaton Rapids...		s 2.28	s 1.28												
84.06	Onondaga.....	A. M.														
94.47	Rives Jct.....	1.05	2.45	1.45												
	Jackson.....	1.30	3.00	2.00												
	ARRIVE	A. M.	P. M.	A. M.												

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

EASTERN STANDARD TIME

DETROIT TO MACKINAW CITY

Miles from Detroit	STATIONS	NORTHWARD—FIRST-CLASS				SECOND CLASS	
		71	203	207*		209	39*
		M.C.	M.C.	M.C.		M.C. LOCAL FREIGHT	G.T.W. MIXED
		Daily	Daily	Daily		Daily	Daily Except Sunday
LEAVE		A. M.	A. M.	P. M.		A. M.	P. M.
.....	<i>Detroit</i>		8.30	11.00			
4.27	<i>Woodward Ave.</i>		s 8.40	s11.09			
8.12	North Yard.....		8.48	11.17			
14.38	Center Line.....		8.56	11.25			
15.63	Warren.....		E 8.58	11.27			
22.40	Utica.....		C 9.08	11.34			
29.48	Rochester.....		s 9.22	11.43			
38.86	Lake Orion.....		s 9.36				
42.16	Oxford.....		s 9.45	s12.08			
50.64	Metamora.....		s 9.56				
58.40	Lapeer Jct.....		10.06	12.31			
58.94	Lapeer.....		s10.10	s12.35			
67.61	Columbiaville.....		s10.25	H12.48			
72.17	Otter Lake.....		s10.33	12.55			
78.17	Millington.....		s10.41	H 1.04			
84.77	Vassar.....		s10.54	s 1.18			
84.77	Vassar.....		s10.54	s 1.18			
89.74	Denmark Jct.....		11.04	1.26			
102.80	Hoyt.....		11.22	1.44			P. M.
104.90	MX Tower.....	A. M.	11.27	1.49			5.47
105.48	S. B. Jct.....	4.43	11.30	1.52			5.50
105.79	Saginaw.....	s4.48	s11.36	s 2.05			s5.55
106.52	Mershon.....	4.58	11.39	2.08			6.00
116.87	Salzburg.....	5.22	11.53	2.25			P. M.
118.91	Bay City W.S.....	5.28	11.58	2.35			
119.42	Woodside.....						
119.61	Bay City E.S.....	5.35	12.05	s 2.40			
119.61	Bay City E.S.....	A. M.	P. M.	2.50		9.45	
119.80	Woodside.....						
120.31	Bay City W.S.....			2.58	202	9.50	
122.30	Wenona.....			3.04		10.30	
130.36	Linwood.....			3.14			
138.50	Pinconning.....			s 3.24			
147.33	Standish.....			s 3.37			
152.90	Sterling.....			3.44			
172.35	West Branch.....			s 4.15			
184.08	St. Helen.....			B 4.35			
196.74	Roscommon.....			s 4.55			
211.98	Grayling.....			s 5.20		s 2.30	
211.98	Grayling.....			5.26		3.30	210
231.30	Otsego Lake.....			B 5.55			
238.83	Gaylord.....			s 6.09			
247.27	Vanderbilt.....			s 6.23			
257.89	Wolverine.....			s 6.40			
268.04	Indian River.....			s 7.00			
273.55	Topinabee.....			s 7.10			
280.03	Mullet Lake.....			s 7.23			
285.87	Cheboygan.....			s 7.40			
301.93	Mack'w City.....			8.10		8.00	
	ARRIVE	A. M.	P. M.	A. M.		P. M.	P. M.

DETROIT DIVISION

MICHIGAN DIVISION

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

Time shown at *Detroit* and *Woodward Ave.* is for information only.

No. 207 stops at Frederic and Oak Grove to discharge passengers from Bay City and beyond and at Long Point to discharge passengers from Detroit and beyond.

No. 39 carries passengers.

EASTERN STANDARD TIME

MACKINAW CITY TO DETROIT

SOUTHWARD—FIRST-CLASS

SECOND CLASS

MICHIGAN DIVISION

DETROIT DIVISION

Miles from Mackinaw City	STATIONS	SOUTHWARD—FIRST-CLASS				SECOND CLASS	
		208*	202*	78		210*	38*
		M.C.	M.C.	M.C.		M.C. LOCAL FREIGHT	G.T.W. MIXED
		Daily	Daily	Daily		Daily	Daily Except Sunday
	LEAVE	P. M.	P. M.	P. M.		A. M.	P. M.
.....	Mack'w City.....		9.30			9.15	
16.06	Cheboygan.....		s10.00			s10.00	
21.90	Mullet Lake.....		s10.10			s10.12	
28.38	Topinabee.....		s10.20			s10.25	
33.89	Indian River.....		s10.30			s10.40	
44.04	Wolverine.....		s10.50			s11.20	
54.66	Vanderbilt.....		s11.10			s11.40	
63.10	Gaylord.....		s11.30			s12.30	
70.63	Otsego Lake.....		D11.39				
89.95	Grayling.....		s12.07			s 1.30	
89.95	Grayling.....		12.13			3.00 209	
105.19	Roscommon.....		s12.39			s 3.45	
117.85	St. Helen.....		12.54			s 4.10	
129.58	West Branch.....		s 1.15			s 4.50	
149.90	Sterling.....		1.45			s 5.25	
154.60	Standish.....		C 1.55			s 6.00	
163.43	Pinconning.....		s 2.10			s 6.40	
171.57	Linwood.....		2.22				
179.63	Wenona.....		2.41			7.10	
181.62	Bay City W.S.....		2.58 207			7.15	
182.13	Woodside.....						
182.32	Bay City E.S.....	P. M.	s 3.03	P. M.		8.00	
182.32	Bay City E.S.....	1.25	3.18	10.00		P. M.	
182.51	Woodside.....						
183.02	Bay City W.S.....	1.29	3.23	10.05			
185.06	Salzburg.....	1.35	3.28	10.10			P. M.
195.41	Mershon.....	1.47	3.42	10.25			12.24
196.14	Saginaw.....	s 1.50	s 3.48	s10.30			s12.30
196.45	S. B. Jct.....	1.51	3.50	10.40			12.31
197.03	MX Tower.....	1.54	3.53	P. M.			12.37
199.13	Hoyt.....	1.59	3.58				P. M.
212.19	Denmark Jct.....	2.17	4.15				
217.16	Vassar.....	s 2.26	s 4.25				
217.16	Vassar.....	s 2.26	s 4.25				
223.76	Millington.....	E 2.36	B 4.36				
229.76	Otter Lake.....	E 2.45	B 4.46				
234.32	Columbiaville.....	f 2.51	B 4.53				
242.99	Lapeer.....	s 3.02	s 5.07				
243.53	Lapeer Jct.....	3.05	5.10				
251.29	Metamora.....		B 5.23				
259.77	Oxford.....	s 3.27	s 5.36				
263.07	Lake Orion.....	G 3.32	B 5.42				
272.45	Rochester.....	s 3.44	s 5.56				
279.53	Utica.....	3.54	B 6.06				
286.30	Warren.....	4.04	B 6.16				
287.55	Center Line.....	4.06	6.18				
293.81	North Yard.....	4.15	6.28				
297.66	Woodward Ave.....	s 4.25	s 6.38				
301.93	Detroit.....	4.35	6.50				
	ARRIVE	P. M.	A. M.	P. M.		P. M.	P. M.

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.
 Time shown at *Detroit* and *Woodward Ave.* is for information only.
 No. 208 stops at Columbiaville on signal daily except Sunday to receive parcel post when any for dispatch.
 No. 202 stops on signal, at Long Point to receive passengers for Detroit and beyond, and at Frederic to receive passengers for Bay City and beyond.
 No. 210 will make regular stop at Frederic and Alger.
 No. 38 carries passengers.

(MICHIGAN DIVISION)
SAGINAW BRANCH

EASTERN STANDARD TIME

NORTHWARD		NORTHWARD—FIRST-CLASS						
Miles from Rives Jct.	STATIONS	71*	3	7				
		M.C.	P.M.	P.M.				
		Daily	Daily Except Sunday	Daily				
LEAVE		A. M.	A. M.	P. M.				
.....	Jackson.....	2.00	.....	.....	.....	.....	.....	.....
.....	Rives Jct.....	2.15	.....	.....	.....	.....	.....	.....
5.09	Leslie.....	2.23	.....	.....	.....	.....	.....	.....
8.59	Underwood.....	.....	.....	.....	.....	.....	.....	.....
10.16	Eden.....	.....	.....	.....	.....	.....	.....	.....
14.62	Mason.....	2.33	.....	.....	.....	.....	.....	.....
19.91	Holt.....	.....	.....	.....	.....	.....	.....	.....
23.38	Lansing Yard.....	.....	A. M.	P. M.	.....	.....	.....	.....
26.45	MA Tower.....	.....	10.21	6.49	.....	.....	.....	.....
26.50	Lansing.....	s 2.53	s 10.28	s 6.58	.....	.....	.....	.....
27.41	No. Lansing.....	2.58	10.31	7.01	.....	.....	.....	.....
34.54	Bath.....	.....	A. M.	P. M.	.....	.....	.....	.....
41.66	Laingsburg.....	.....	.....	.....	.....	.....	.....	.....
48.11	Bennington.....	.....	.....	.....	.....	.....	.....	.....
53.22	Owosso.....	s 3.38	.....	.....	.....	.....	.....	.....
59.74	Henderson.....	.....	.....	.....	.....	.....	.....	.....
63.81	Oakley.....	.....	.....	.....	.....	.....	.....	.....
67.68	Chesaning.....	f 4.03	.....	.....	.....	.....	.....	.....
75.24	St. Charles.....	f 4.18	.....	.....	.....	.....	.....	.....
85.19	Paines.....	4.33	.....	.....	.....	.....	.....	.....
88.45	Fordney.....	4.38	.....	.....	.....	.....	.....	.....
90.75	S. B. Jct.....	4.43	.....	.....	.....	.....	.....	.....
91.06	Saginaw.....	s 4.48	.....	.....	.....	.....	.....	.....
104.88	Bay City, E.S....	5.35	.....	.....	.....	.....	.....	.....
ARRIVE		A. M.	A. M.	P. M.				

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

Time shown at Jackson and Bay City E. S. is for information only.

No. 71 will reduce speed to 15 miles per hour at Laingsburg to insure safe delivery of U. S. Mail. Will reduce speed to 30 miles per hour at Chesaning and St. Charles to dispatch first-class mail and newspapers.

(MICHIGAN DIVISION)
DENMARK JCT.—BRANCH

EASTERN STANDARD TIME

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

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

(MICHIGAN DIVISION)
SAGINAW BRANCH

EASTERN STANDARD TIME

SOUTHWARD		SOUTHWARD—FIRST-CLASS						
Miles from Saginaw	STATIONS	4	6	78				
		P.M.	P.M.	M.C.				
		Daily Except Sunday	Daily	Daily				
LEAVE		P. M.	P. M.	P. M.				
.....	Bay City, E. S.			10.00				
.....	Saginaw			s 10.30				
.31	S. B. Jct.			10.40				
2.61	Fordney			10.47				
5.87	Paines			10.51				
15.82	St. Charles			f 11.03				
23.38	Chesaning			f 11.13				
27.25	Oakley							
31.32	Henderson							
37.84	Owosso			s 11.33				
42.95	Bennington							
49.40	Laingsburg							
56.52	Bath	P. M.	P. M.					
63.65	No. Lansing	1.56	6.32	12.08				
64.56	Lansing	s 2.05	s 6.40	s 12.20				
64.61	MA Tower	2.06	6.41					
67.68	Lansing Yard	P. M.	P. M.	12.30				
71.15	Holt							
76.44	Mason			12.42				
80.90	Eden							
82.47	Underwood							
85.97	Leslie							
91.06	Rives Jct.			1.05				
101.47	Jackson			1.30				
ARRIVE		P. M.	P. M.	A. M.				

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

(MICHIGAN DIVISION)
NORTH WATER STREET, BELT LINE

EASTERN STANDARD TIME

Miles from Bay City, E. S.	NORTHWARD—First Class				STATIONS	SOUTHWARD—First Class				Miles from Foss
	3		1			4		12		
	D & M		D & M			D & M		D & M		
	Daily Except Sunday		Daily			Daily Except Sunday		Daily		
	P. M.		A. M.		LEAVE	ARRIVE	A. M.		P. M.	
.....	1.30	6.00	Bay City E.S.	11.45	9.45	1.92				
0.15	.....	.....	Woodside .....	.....	.....	1.77
0.34	1.35	6.05	No. Water St., Jct.	11.40	9.40	1.58				
1.92	1.40	6.10	Foss	11.35	9.35	.....			
	P. M.		A. M.		ARRIVE	LEAVE	A. M.		P. M.	

(MICHIGAN DIVISION)

AIR LINE

EASTERN STANDARD TIME

Miles from Jackson	WESTWARD				STATIONS	EASTWARD				Miles from East End
				LEAVE	ARRIVE					
.....	Jackson.....	.....	.....	.....	.....	101.50
.....	Jackson Jct.....	.....	.....	.....	.....	101.21
1.09	OD.....	.....	.....	.....	.....	100.41
5.08	Haires.....	.....	.....	.....	.....	96.42
10.54	Spring Arbor.....	.....	.....	.....	.....	90.96
15.00	Concord.....	.....	.....	.....	.....	86.50
24.41	Homer.....	.....	.....	.....	.....	77.09
27.67	Clarendon.....	.....	.....	.....	.....	73.83
34.26	Tekonsha.....	.....	.....	.....	.....	67.24
38.25	Burlington.....	.....	.....	.....	.....	63.25
42.44	Union City.....	.....	.....	.....	.....	59.06
49.28	Sherwood.....	.....	.....	.....	.....	52.22
54.56	Colon.....	.....	.....	.....	.....	46.94
61.49	Wasepi.....	.....	.....	.....	.....	40.01
65.16	Centerville.....	.....	.....	.....	.....	36.34
70.35	Three Rivers.....	.....	.....	.....	.....	31.15
79.70	Jones.....	.....	.....	.....	.....	21.60
85.63	Vandalia.....	.....	.....	.....	.....	15.87
90.80	Cassopolis.....	.....	.....	.....	.....	10.70
97.86	A. L. Jct.....	.....	.....	.....	.....	3.64
101.50	East End.....	.....	.....	.....	.....	.....
105.45	Niles.....	.....	.....	.....	.....	.....
				ARRIVE	LEAVE					

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)
YPSILANTI BRANCH

EASTERN STANDARD TIME (MICHIGAN DIVISION)
SOUTH HAVEN BRANCH

Miles from Ypsilanti	WESTWARD		STATIONS	EASTWARD		Miles from Hillsdale
		LEAVE	ARRIVE			
.....	61.12
7.06	54.06
11.08	50.04
17.32	43.80
25.43	35.69
26.07	36.33
25.43	35.69
35.68	25.44
40.69	20.43
43.45	17.67
45.26	15.86
48.88	12.24
53.62	7.50
61.12
		ARRIVE	LEAVE			

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

Miles from BO Tower	WESTWARD		STATIONS	EASTWARD		Miles from South Haven
		LEAVE	ARRIVE			
.....	39.59
5.52	34.07
9.10	30.49
12.78	26.81
14.86	24.73
18.52	21.07
23.00	16.59
29.21	10.38
31.98	7.61
35.05	4.54
39.59
		ARRIVE	LEAVE			

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)
KALAMAZOO BRANCH

SOUTH-WARD		STATIONS		NORTH-WARD	
Miles from Grand Rapids					Miles from White Pigeon
		LEAVE	ARRIVE		
1.71	.....	Grand Rapids	.....	94.47	.....
3.41	.....	Eagle Mills	.....	92.82	.....
5.87	.....	Lamar	.....	91.12	.....
11.89	.....	Wentworth	.....	88.66	.....
17.82	.....	Byron Center	.....	82.64	.....
21.49	.....	Dorr	.....	76.71	.....
25.41	.....	Hilliards	.....	73.04	.....
32.68	.....	Hopkins	.....	69.12	.....
42.47	.....	Allegan	.....	61.85	.....
46.45	.....	Otsego	.....	52.06	.....
57.65	.....	Plainwell	.....	48.08	.....
57.83	.....	No. Yd. (Kalamazoo)	.....	36.88	.....
57.95	.....	BO Tower	.....	36.76	.....
60.40	.....	Kalamazoo	.....	36.58	.....
64.67	.....	So. Yd. (Kalamazoo)	.....	34.13	.....
71.53	.....	Portage	.....	29.86	.....
74.64	.....	Schoolcraft	.....	23.05	.....
78.13	.....	Flowerfield	.....	19.89	.....
83.75	.....	Moorepark	.....	16.40	.....
90.63	.....	Three Rivers	.....	10.78	.....
94.47	.....	Constantine	.....	3.92	.....
		White Pigeon	.....	

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

NORTH-WARD		STATIONS		SOUTH-WARD	
Miles from Kalamazoo					Miles from Delton
		LEAVE	ARRIVE		
8.88	.....	Kalamazoo	.....	17.28	.....
17.28	.....	Richland Jct.	.....	8.40	.....
		Delton	.....	
		ARRIVE	LEAVE		
WESTWARD			EASTWARD		
NORTH-WARD		STATIONS		SOUTH-WARD	
Miles from Richland					Miles from Hooper
		LEAVE	ARRIVE		
	.....	Richland	.....	9.89	.....
2.94	.....	Richland Jct.	.....		.....
5.79	.....	Doster	.....	4.10	.....
8.88	.....	Neeleys	.....	1.01	.....
9.89	.....	Hooper	.....		.....
		ARRIVE	LEAVE		

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

EASTERN STANDARD TIME (MICHIGAN DIVISION)
LANSING BRANCH

SOUTH-WARD		STATIONS		NORTH-WARD	
Miles from Springport					Miles from Jonesville
		LEAVE	ARRIVE		
4.07	.....	Springport	.....	32.79	.....
10.46	.....	Devereaux	.....	28.72	.....
18.83	.....	Albion	.....	22.33	.....
26.11	.....	Homer	.....	13.96	.....
32.79	.....	Litchfield	.....	6.68	.....
		Jonesville	.....	
		ARRIVE	LEAVE		

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

(MICHIGAN DIVISION)
EASTERN STANDARD TIME
GLADWIN BRANCH

WESTWARD		STATIONS		EASTWARD	
Miles from Pinconning					Miles from Gladwin
		LEAVE	ARRIVE		
3.28	.....	Pinconning	.....	27.43	.....
5.42	.....	Woodville	.....	24.15	.....
7.94	.....	Nine Mile	.....	22.01	.....
		Mt. Forrest	..... T	19.49	.....
11.24	.....	Rhodes	..... T	16.19	.....
17.79	.....	Highwood	..... T	9.64	.....
21.15	.....	Winegars	..... T	6.28	.....
27.43	.....	Gladwin	..... T		
		ARRIVE	LEAVE		

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

(MICHIGAN DIVISION)
EASTERN STANDARD TIME
MIDLAND BRANCH

WESTWARD		STATIONS		EASTWARD	
Miles from Bay City E. S.					Miles from Midland
		LEAVE	ARRIVE		
0.70	.....	Bay City E. S.	.....	19.62	.....
1.68	.....	Bay City W. S.	.....	18.92	.....
11.04	.....	B. C. & B. C. Jct.	.....	17.94	.....
19.62	.....	Auburn	.....	8.58	.....
		Midland	.....	
		ARRIVE	LEAVE		

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

(MICHIGAN DIVISION)
EASTERN STANDARD TIME
CARO BRANCH

(WEST DIVISION)
CENTRAL STANDARD TIME
JOLIET BRANCH

NORTH- WARD		STATIONS	SOUTH- WARD		
Miles from Vassar				Miles from Bach	
		LEAVE	ARRIVE		
0.36	.....	Vassar	.....	28.06	.....
5.44	.....	Caro Junction	.....	27.70	.....
9.36	.....	Watrousville	.....	22.62	.....
13.66	.....	Wahjamega	.....	18.70	.....
22.06	.....	Caro	.....	14.40	.....
28.06	.....	Colling	.....	6.00	.....
		Bach	.....	
		ARRIVE	LEAVE		

WEST- WARD		STATIONS	EAST- WARD		
Miles from East Gary				Miles from Joliet	
		LEAVE	ARRIVE		
2.93	.....	East Gary	.....	44.37	.....
5.39	.....	Liverpool	.....	41.44	.....
7.81	.....	South Gary	.....	38.98	.....
10.15	.....	Ross	.....	36.56	.....
12.18	.....	Griffith	.....	34.22	.....
15.44	.....	Hartsdale	.....	32.19	.....
21.37	.....	Dyer	.....	28.93	.....
24.80	.....	Chicago Heights	.....	23.00	.....
32.47	.....	Matteson	.....	19.57	.....
37.14	.....	Frankfort	.....	11.90	.....
38.60	.....	Spencer	.....	7.23	.....
44.37	.....	Steele	.....	5.77	.....
		Joliet	.....	
		ARRIVE	LEAVE		

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

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

(WEST DIVISION)
CENTRAL STANDARD TIME
SOUTH BEND BRANCH

(WEST DIVISION)
CENTRAL STANDARD TIME
ST. JOSEPH BRANCH

SOUTH- WARD		STATIONS	NORTH- WARD		
Miles from Benton Harbor				Miles from South Bend	
		LEAVE	ARRIVE		
2.77	.....	Benton Harbor	.....	37.41	.....
7.14	.....	Napier	.....	34.64	.....
12.72	.....	Sodus	.....	30.27	.....
14.99	.....	Eau Claire	.....	24.69	.....
18.98	.....	Berrien Centre	.....	22.42	.....
23.76	.....	Fairland	.....	18.43	.....
26.11	.....	Niles (C.C.C. & St. L.)	.....	13.65	.....
28.28	.....	M. C. Jct.	.....	11.30	.....
28.19	.....	Niles (M.C.)	.....	13.47	.....
		Lake Street	.....	13.38	.....
26.11	.....	M. C. Jct.	.....	11.30	.....
28.72	.....	Bertrand	.....	8.69	.....
30.77	.....	Webster	.....	6.64	.....
33.47	.....	Notre Dame	.....	3.94	.....
36.40	.....	NX—HF Tower	.....	1.01	.....
37.41	.....	South Bend (N.Y.C. Sta.)	.....	
		ARRIVE	LEAVE		

WEST- WARD		STATIONS	EAST- WARD		
Miles from South Bend				Miles from St. Joseph	
		LEAVE	ARRIVE		
2.58	.....	So. Bend (Oliver Yd.)	.....	39.71	.....
18.04	.....	S. S. & S. Jct.	.....	37.13	.....
23.34	.....	Galien	.....	21.67	.....
25.99	.....	Glendora	.....	16.37	.....
28.25	.....	Snow	.....	13.72	.....
32.32	.....	Baroda	.....	11.46	.....
35.47	.....	Derby	.....	7.39	.....
39.71	.....	Vineland	.....	4.24	.....
		St. Joseph	.....	
		ARRIVE	LEAVE		

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

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

TIME SIGNAL STATIONS ARE OPEN AND TELEPHONES

*—Block Telephones not connected with Train Despatcher.
DN—Day and Night Signal Stations.

Stations	Time Signal Stations are Open	Location of Despatchers and Block Telephones
Main Line		
Detroit	DN	
Town Line	DN	
Dearborn		{ Cross-over east of Dearborn at Ford Village, North side, in booth. Westward siding, east switch, in booth. In station. Cross-over leading from middle of westward siding, north side, in booth. Westward siding, west end, in booth, north side.
Inkster		West of Inkster Road, in booth, north side.
Eloise		At switch east of station, north side.
Wayne		{ Eastward siding, east end, in booth, south side. Westward siding, east end, in booth. In freight house. Between freight house and tower, north side, in booth.
Wayne Jct.	DN	Westward siding, west end, in booth, north side.
Denton		West of road crossing, in booth, north side.
Willow Run		{ Eastward siding, middle crossover, in office, north side. East of road crossing, north side, in booth. Westward siding, both ends, in booth, north side.
Ypsilanti	DN	{ Martin-Dawson Track (500 feet east of depot) on pole, north side. Entrance to telegraph office. In freight house. West of station at Forest Ave., north side, in booth. Paper Mill Switch, on pole, north side. Ypsilanti Branch Connection, in booth, south side.
Shanghai Pit		East end, in booth, north side.
Geddes		Both ends of siding, in booth, south side.
Ann Arbor	DN	{ West of University Switch, in booth, north side. Westward siding, both ends, in booth, north side. Ticket office entrance, on wall. Westward siding, at cross-over from siding to main track, in booth, north side. West of stock yards, in booth, south side.
Delhi		East of highway, in booth, north side.
Dexter	{ Week days 7:45 A. M. to 4:45 P. M. { Sundays 7:45 A. M. to 9:45 A. M. }	{ Westward siding No. 2, both ends, in booth, north side. Eastward siding, east end, in booth, south side. In waiting room, on wall.
Four Mile Lake		Opposite Cement Works, in booth, north side.
Chelsea Track Pan		In pumping station.
Chelsea	DN	{ North side, opposite freight office, in booth. Eastward siding No. 2, both ends, in booth, north side.
Sylvan Crossing		{ Between Chelsea and Francisco, 7 poles west of MP D-58, in box, 1/3 mile west of US-12 Bridge.
Francisco		{ Westward siding, both ends, in booth, north side. West of crossing, in booth, north side.
Grass Lake	{ Week days only 7:45 A. M. to 4:45 P. M. }	{ Eastward siding, east end, in booth, south side. Westward siding, at cross-over east of station, in booth, north side.
Leoni		First pole west of crossing, north side.
Michigan Centre		{ 1 1/2 miles east of Michigan Centre, in box on pole, north side. Sparks-Withington Plant Switch, in booth, north side.
East Yard	DN	
Jackson	DN	{ East Ave., in switch tenders' cabin. Yardmaster's office, east of station. Stewart Ave., in box on pole, north side.

Stations	Time Signal Stations are Open	Location of Despatchers and Block Telephones
Main Line—Continued		
West Hill		{ Westward siding, east of Butlers Crossing, both ends, north side. At cross-over, north side. West of Wildwood Ave. at Signal 774, north side.
Sandstone		At switch, in booth, north side.
Parma	{ Week days 7:45 A. M. to 4:45 P. M. Sundays 7:45 A. M. to 9:45 A. M. }	{ At cross-over, in booth, north side. Westward siding, both ends, north side.
M. P. D.—90½		In box, on pole, north side.
Albion	DN	{ West of Eaton St., in booth, north side. East of Albion St., north side, in booth. Westward siding, west end, in booth, north side.
Marengo		At cross-over, on pole, north side.
Marshall Track Pan		In pump house.
Marshall	DN	{ East of station, on pole, south side, west of bridge. At main track crossovers, south side, in booth. Eastward siding, both ends, in booths, south side. At cross-over near Furnace Factory, in booth, south side. Westward siding, at west end, in booth, north side.
Ceresco		Opposite station in booth.
Signal 1161 (3 miles east of Nichols)		In box, on pole, north side.
Nichols	DN	
Battle Creek	DN	{ At west end of cross-over leading from main track to Hinman yard, south side of track, in booth. At Lansing Ave., in booth, south side. At Grenville St., in booth, north side. At East Michigan and Elm Aves., in crossing tender's cabin. At Division St., in yardmaster's office, north side.
Rumley Yard		{ East cross-over, in booth, south side. In yard office. West cross-over, in booth, south side. In cabin, west end. Westward siding, west end, north side.
Ft. Custer Cross-Over Augusta	Daily 6:00 A. M. to 6:00 P. M.	North side of main track cross-overs, in cabin. { Westward siding, east end, in booth, north side. Eastward siding, east end, in booth, south side.
Augusta Coal Chute	Daily 6:00 P. M. to 6:00 A. M.	At coal chutes, in booth, outside of cabin, north side.
Galesburg		Outside of station, in booth, south side.
Consumers Power Siding		In booth at cross-over, north side.
Comstock		West of crossing flagman's cabin, in booth, north side.
Botsford		{ At Rex Paper Mill, in booth, north side. East end of Hawthorne Lead, in booth, north side. At cross-over, east end of yard, in booth, north side. Near pump house, in booth. In engine despatcher's office. In Yard office. North side of track, at westward interlocking signal in pole box. West of US 12A at bridge, in booth, north side. West switch, in box, south side.
BO Tower	DN	
Kalamazoo	DN	{ *Cooley St., in booth, north side. North side of tracks just west of Michigan Ave., in pole box.
Kalamazoo Hill		At cross-over, in booth, north side.
Miller		{ Westward siding, both ends, in booths, north side. Eastward siding, west end, in booth, north side.
Mattawan		In waiting room.
Lawton	DN	{ West end of cross-over switches, in booth, north side. North of westward siding, opposite west end of eastward siding, in booth, north side. Westward siding, west end, in booth, north side.
Lawton Track Pan		In pump house.

Stations	Time Signal Stations are Open	Location of Despatchers and Block Telephones
Main Line—Continued		
Decatur		East end of station in box.
Glenwood		{ Westward siding, east end, in booth, north side. { North side, opposite station, in booth.
Dowagiac	DN	{ Division St., second street east of depot, in booth, south side. { Eastward siding, east end, in booth, south side. { Eastward siding, west end, in booth, north side.
Pokagon		In booth, north end.
East End	DN	East of East End at yard lead switch, in booth.
Niles Terminal		{ East and westbound humps, in yardmasters office. { East and westbound yards, in yardmasters office. { West end of westbound yard, in yardmasters office.
Lake St.	DN	{ In ticket and yardmasters offices. { West of crossover switches near freight house, north side, in booth.
Niles Depot		At cross-over switches, in booth.
Niles (West Hill)		At cross-over switches, in booth.
Buchanan	{ Week days only 8:00 A. M. to 5:00 P. M.	{ Just west of station, in box. { House track, west end, in booth.
Dayton		200 feet west of depot, north side, in booth.
Galien	DN	{ In gateman's tower. { Extension track, east end, in booth. { In station. { In boiler house.
Avery Track Pan		In boiler house.
Three Oaks	{ Week days only 7:30 A. M. to 4:30 P. M.	Siding, both ends, in booth.
New Buffalo	{ Week days 10:00 A. M. to 7:00 P. M. { Sundays 5:00 P. M. to 7:00 P. M.	{ East of P. M. overhead bridge, in booth. { In baggage room. { Westward siding, west end, in booth.
Grand Beach		{ In ticket office, entrance through baggage room and in box on pole just east of station north side of track.
M. C. Yard		{ South lead, east end, in booth. { Eastward siding, east end of yard opposite cross-over switches, in booth. { Yardmasters office at Center St. and in box on pole outside of yard office. { Drawbridge in tower.
Michigan City		{ Signal supervisors office. { Engine despatchers office. { Ticket office. { 10th St. Tower. { Chicago St., north side, in pole box.
Furnessville		Waiting room.
Porter	DN	{ Freight agents office. { Westward siding, west end, in booth.
Crisman		Eastward siding, east end, in booth.
Willow Creek	DN	In tower.
East Gary	DN	{ In waiting room. { West end of yard, in booth.
Gary		{ In pole box, north side, Virginia St. { In ticket and freight office. { In crossing watchmans cabin, Madison St. { In crossing watchmans cabin, Taft St.
Tolleston	DN	{ Westward siding, west end, in booth. { In crossing watchman's cabin, Roosevelt St.
Ivanhoe	DN	In tower.
Gibson Transfer		L. C. L. Yard, east end, in pole box.
Gibson	DN	In tower.
Hammond		{ In ticket office. { In tower. { In freight office.
Calumet Park	DN	{ In I. H. B. yard office. { In tower.

Stations	Time Signal Stations are Open	Location of Dispatchers and Block Telephones
Main Line—Continued		
Calumet River Bridge		{Drawbridge in tower. {In booth.
Kensington KD		{At 124th St., in cabin. {In Clerks office, Belt Yard. {Just east of 130th St., in booth.
Kensington		In tower.
Chicago Station		In old telegraph office.
Chicago Yard		{Yardmasters office. {Engine house.
Toledo Branch—Southward		
River Rouge Drawbridge		Signal station.
YD	DN	Signal station.
Ecorse		{Yardmasters office (River Rouge). {Hump office. {Visger Road, on pole at road crossing. {Salliotte Road, on pole. {500 feet north of station, in booth. {Mill St., on pole.
Wyandotte	DN	{Michigan Alkali Switch, on pole. {Southward siding, north end, in booth, at Vine St. {Yardmasters office. {Middle of yard, in booth. {Southward siding, south end, in booth. {Penn. Salt Co. switch, on pole.
Sibley Quarry Track		On pole, west side of track.
FN	DN	Signal station.
Trenton		{Station. {Cross-over switch, in booth. {Siding, south end, on pole. {6,500 feet south of Monsanto Chemical Co. switch, in pole box.
Rockwood		{Siding, north end, in booth. {Station, south side, in box.
Newport		{Siding, north end, on pole. {Siding, south end, on pole.
Warner		{North end, passing track, in booth. {Cross-over, wye switch, in booth. {Yardmasters office, south end. {Outside yardmasters office, in booth.
Monroe	{Daily 12:01 A. M. to 1:30 A. M.) {Daily 7:30 A. M. to 12:00 Mid.}	{Station. {Freight house. {Stone Quarry tracks, in booth.
LaSalle		{Siding, north end, in booth. {Siding, south end, in booth.
Vienna		{Siding, north end, on pole. {Northward siding, south end, in booth. {Southward siding, south end, on pole.
Vienna Jct.	Daily 7:30 P. M. to 3:30 A. M.	{Station. {¼ mile south, east side of track, in booth.
Alexis	DN	{2 miles north, east side of track, in booth. {1 mile north, east side of track, in booth. {Signal station.
Toledo Branch—Northward		
Alexis	DN	{Signal station. {1 mile north, in booth. {2 miles north, in booth.

Stations	Time Signal Stations are Open	Location of Dispatchers and Block Telephones
Toledo Branch—Northward—Continued		
Vienna Jct.	Daily 7:30 P. M. to 3:30 A. M.	{ $\frac{1}{4}$ mile south, in booth. Station.
Vienna		{Southward siding, south end, on pole. Northward siding, south end, in booth. Siding, north end, in booth.
LaSalle		Siding, north end, in booth.
Monroe	{Daily 1:30 A. M. to 7:30 A. M. Daily 2:00 P. M. to 10:00 P. M.}	{West siding, south end, in booth. Station, on south side, in box.
Warner		{Siding, south end, in booth. Siding, north end, in booth.
Newport		{West siding, south end, in booth. West siding, north end, in booth.
Rockwood		{East siding, south end, in booth. East siding, north end, in booth.
Slocum Jct.		{In pole box at signal D-192. 116 feet north of Monsanto Switch, west of main track. East siding, south end, in booth. East siding, north end, in booth.
Trenton		{In station. At cross-over, in booth.
FN	DN	Signal station.
Sibley Quarry Track		West side Quarry track, in booth.
Wyandotte	DN	{Penn Salt Co. track switch, on pole. South end of yard, in booth. Yardmasters office, north of Eureka Ave. Middle of yard, in booth. Vine St., south end of west siding, in booth. Michigan Alkali switch, on pole. Station, south end.
Ecorse		{Siding, south end, in booth. Salliotte Road, on pole. Visger Road, on pole at road crossing. Hump office. Yardmasters office (River Rouge). Mill St., on pole.
YD	DN	Signal station.
River Rouge Drawbridge		Signal station.
Bay City Branch		
North Yard	DN	Nevada Ave., 1000 feet north, in booth.
Rotary Switch		In booth.
Eight Mile Road		In booth.
Mound Road Yard		{At switch leading into Hudson Naval Ordnance Plant. North end, in booth.
Center Line	{Week days only 4:00 P. M. to 8:00 A. M.}	In booth.
Alliance Brick Co.		Siding, in booth.
Warren	{Week days only 8:30 A. M. to 5:30 P. M.}	{*Siding, south end, in booth. Station, east side, in box.
Utica	{Week days only 8:30 A. M. to 5:30 P. M.}	{*Siding, south end, in booth. In freight house.
Depews Siding		In booth.
Rays Pit		Opposite switch.
Yates		*In box, on pole, 16 poles north of crossing.
Rochester Jct.		In booth.

Stations	Time Signal Stations are Open	Location of Dispatchers and Block Telephones
Bay City Branch—Continued		
Rochester	DN	*West siding, north end, in booth.
Rochester (Sand and Gravel Co.)		In booth.
Goodison		{ East siding, north end, in booth. East siding, south end, in booth.
Rudds		In box, on pole.
Lake Orion	{ Week days only 8:00 A. M. to 5:00 P. M.	{ Siding, north end, east side of track, in booth. Siding, south end, 1½ telephone poles south of depot, in booth.
Baileys Pit		South end of wye, in booth.
Oxford	DN	{ In freight house. South end, west of cross-over No. 1 track, in booth. *Siding, north end, in booth. North end of new track, in booth.
Metamora		{ Outside of station, in box. Siding, north end, in booth.
Lapeer Jct.	DN	Opposite freight house, in booth.
Lapeer		{ In ticket office. South of depot, in booth.
Carpenter		In booth.
Columbiaville	{ Week days only 8:15 A. M. to 5:15 P. M.	*100 feet south of depot, in booth.
Otter Lake	{ Daily 11:00 P. M. to 7:00 A. M., except Saturdays	{ Siding, north end, in booth. *Siding, south end, in booth.
Millington	{ Week days only 8:00 A. M. to 5:00 P. M.	{ In freight house. *Siding, south end, in booth.
Smiths Pit		In booth.
Vassar	DN	{ *South end of storage track, in booth. In ticket office and in freight office.
Caro Jct.		In booth.
Denmark Jct.	{ Week days only 11:00 P. M. to 7:00 A. M.	In office.
Richville		In office.
Buena Vista		In booth.
Hoyt	DN	In tower.
Saginaw E. S.		{ West end of Hill siding, in booth. Freight house switch, in booth. Tilden and Emerson Sts., Emerson St. Tower, in booth.
MX Tower	DN	
S. B. Jct.		{ Yardmaster's and car inspector's offices. North side of yardmaster's office, in booth.
Saginaw W. S.	DN	
Mershon	DN	Spur switch north of tower, in booth.
G. T. W. Interlocker		*1000 ft. north of Mershon Tower, in booth.
Shields		South switch, in booth.
Zilwaukee		Freight house and north switch, in booth.
Brooks		*Spur track switch, in booth.
Salzburg		{ In box, east side, at D. T. Switch. W. D. Youngs switch, in booth.
Bay City W. S.	DN	{ *Old freight house switch in box. South wye switch, 100 feet south, in booth. *G. T. W. Interlocker, in booth. West end of bridge, in booth, south side.

Stations	Time Signal Stations are Open	Location of Dispatchers and Block Telephones
Bay City Branch—Continued		
Woodside Bay City E. S. Bay City Drawbridge	DN {DN (Closed Sundays 7:00 A. M. to 3:00 P. M.)}	West end, in booth.
Mackinaw Branch		
Bay City E. S. Woodside Bay City W. S. B. C. & B. C. Jct.	{DN (Closed Sundays 7:00 A. M. to 3:00 P. M.)} DN DN	*Hart St. Crossing, in booth. In booth.
Wenona	{Daily 12:01 A. M. to 8:00 A. M. {Week days 4:00 P. M. to 12:00 Mid.}	{*South switch, in box. Yardmasters and switch tenders office. North switch, in booth. Crew dispatchers office.
Kawkawlin		In booth, opposite elevator.
Linwood		South switch, in booth.
Pinconning	{Week days only 9:00 A. M. to 6:00 P. M.}	{Outside station, in box. South switch, in booth.
Standish	{Week days only 10:00 A. M. to 7:00 P. M.}	South switch, in booth.
Sterling	{Week days only 10:00 A. M. to 7:00 P. M.}	In baggage room.
Dunham		In pole box, south switch.
Alger		In shanty, east side.
Loranger		East side of main track, in booth.
West Branch	{Week days except Mondays 12:01 A. M. to 5:00 A. M. Week days except Mondays 10:00 A. M. to 6:00 P. M. Week days except Mondays 9:00 P. M. to Midnight Sundays 12:01 A. M. to 5:00 A. M. Mondays 12:30 A. M. to 2:30 A. M. Mondays 3:30 A. M. to 5:30 A. M. Mondays 10:00 A. M. to 6:00 P. M. Mondays 9:00 P. M. to Midnight}	{South switch, in booth. In baggage room.
Beaver Lake		North and south switch, in booth.
St. Helen		East side, in booth.
Geels		In booth at switch.
Moore		In booth.
Hodgemans		*In booth.
Roscommon	{Week days only 9:00 A. M. to 6:00 P. M.}	North switch, in booth.
Horrigan		South switch, in booth.
Grayling	{Daily except Sunday and Monday 10:00 A. M. to 6:00 P. M. and 10:45 P. M. to 6:45 A. M. Sunday 12:01 A. M. to 6:45 A. M., 1:00 P. M. to 3:00 P. M. 10:45 P. M. to Midnight Monday 12:01 A. M. to 12:45 A.M., 4:30 A.M. to 6:30 A.M., 10:00 A.M. to 6:00 P.M., 10:45 P.M. to Midnight}	{Kerry-Hanson switch, in booth. *South wye switch, in booth. North end of yard, in booth. Engine Foreman's office.
Frederic		South switch, east side, in booth.
Otsego Lake		In freight house.
Sallings		In booth, east side of track.
Gaylord	{Week days only 8:30 A. M. to 5:30 P. M.}	South switch, in booth, and in entry to telegraph office.
Vanderbilt		In waiting room, in box.
Trowbridge		In booth, at switch.
Wolverine	{Week days only 6:30 A. M. to 3:30 P. M.}	{North switch, in booth. Telegraph office, in entry.
Indian River	{Week days 3:30 P. M. to 11:30 P. M. {Sunday 9:00 P. M. to 11:00 P. M.}	{In freight house. *South switch, in booth.

Stations	Time Signal Stations are Open	Location of Despatchers and Block Telephones
Mackinaw Branch—Continued		
Topinabee		In baggage room.
Long Point		In booth.
Mullet Lake		In baggage room.
Cheboygan	{ Week days 7:15 A. M. to 11:15 P. M. Sundays 7:15 A. M. to 9:15 A. M., and 8:30 P. M. to 10:30 P. M. }	{ North switch, in booth. Trainmen's lobby in depot.
Freedom		In booth, east side of track.
Mackinaw City	{ Weekdays 7:30 A. M. to 11:30 P. M. Sunday 7:30 A. M. to 9:30 A. M., 8:00 P. M. to 10:00 P. M. }	{ At station protection signal, in booth. *At south wye switch, in booth. In engine house.
Gladwin Branch		
Pinconning	{ Week days only 9:00 A. M. to 6:00 P. M. }	{ South side of station, in booth. South switch, in booth.
Midland Branch		
Bay City W. S. B. C. & B. C. Jct.	DN	At Junction, in booth.
Caro Branch		
Vassar	DN	
Caro	{ Week days only 8:00 A. M. to 5:00 P. M. }	*South end, near elevator, in box.
Colling		In box, on pole.
Bach	{ Week days only 8:30 A. M. to 5:30 P. M. }	
Denmark Jct. Branch		
Denmark Jct.	{ Week days only 11:00 P. M. to 7:00 A. M. }	In office.
Reese	{ Week days only 7.15 A. M. to 4.15 P. M. }	{ At south end of station, in box. *Siding, north end, in booth.
Munger		In freight house.
Water St. Jct.		At Junction.
Bay City E. S.		{ At Fair Grounds switch. *South side of Trumbull St. 75 feet south of Sherman St.
Grand Rapids Branch		
Jackson	DN	{ *Between Trail and Ganson Sts., south side, in booth. East of Monroe St., south side of main track, in booth. *Adams Lumber Yard, in booth. North St., north side, in booth. *Between Ganson and North Sts., in tower.

Stations	Time Signal Stations are Open	Location of Dispatchers and Block Telephones
Grand Rapids Branch—Continued		
Pearl St.	DN	
Van Horn		In booth, north side.
Rives Jct.	DN	Siding, east end, in booth.
Onondaga		At depot, in booth.
Eaton Rapids	(Week days, 12:01 A. M. to 4:00 P. M. Sundays, 12:30 A. M. to 3:15 A. M., 9:00 A. M. to 11:00 A. M. and 1:00 P. M. to 3:00 P. M.)	(At crossing, in booth. Siding, west end, in booth. In freight house. At westward distant signal, on pole.
Charlotte	(Week days, 12:01 A. M. to 4:00 P. M. Sundays, 12:01 A. M. to 3:30 A. M., 9:00 A. M. to 11:00 A. M. and 1:00 P. M. to 3:00 P. M.)	(Siding, both ends, in booth. In freight office.
Chester		In box first pole east of station.
Vermontville		(In freight house. Siding, east end, in booth.
Nashville	(Week days, 12:01 A. M. to 4:00 P. M. Sundays, 12:01 A. M. to 4:00 A. M., 9:30 A. M. to 11:30 A. M. and 1:00 P. M. to 3:00 P. M.)	(In booth, east switch. In baggage room. Near M. P. J-53, west, in booth.
Morgan		In booth.
Quimby		In booth.
Hastings Freight House	(Week days only 8:00 A. M. to 5:00 P. M.)	(*Siding, east end, in booth. West end of C. K. & S. Wye, on pole. East end of freight house, in box.
Hastings		(*West switch to Furniture Factory. C. K. & S. Diamond, in booth. In ticket office.
Irving		(On pole. In booth at M. P. J-66 $\frac{1}{4}$, 3 miles east of Irving.
Middleville	(Week days, except Monday, 12:01 A. M. to 7:30 A. M., 9:00 A. M. to 5:00 P. M., 11:30 P. M. to 12:00 Midnight. Sundays, 12:01 A. M. to 7:30 A. M., 11:00 A. M. to 1:30 P. M. and 11:30 P. M. to 12:00 Midnight. Mondays, 12:01 A. M. to 1:30 A. M., 3:30 A. M. to 5:30 A. M., 9:00 A. M. to 5:00 P. M. and 11:30 P. M. to 12:00 Midnight.)	In booth just west of station.
Caledonia	(Week days only 8:00 A. M. to 5:00 P. M.)	Siding, west end, in booth.
Dutton		Siding, west end, in booth.
Bowen		In booth.
Hughart	DN	
Grand Rapids	DN	(Hall St., in booth. Franklin St., in yardmasters office. Engine house office. P. M. Tower. In freight office. In gatemens cabin, Union Station. In stationmasters office.
Saginaw Branch		
Rives Jct.	DN	Siding, east end, in booth, north side.
Leslie	(Week days only 9:00 A. M. to 5:00 P. M.)	In freight house.

Stations	Time Signal Stations are Open	Location of Dispatchers and Block Telephones
Saginaw Branch—Continued		
Underwood		North and south switch, in booth.
Eden	{ Week days, except Monday, 12:01 A. M. to 8:00 P. M., 11:00 P. M. to 12:00 Midnight. Sundays, 12:01 A. M. to 7:00 A. M. and 11:00 P. M. to 12:00 Midnight. Mondays, 12:01 A. M. to 2:45 A. M., 7:00 A. M. to 8:00 P. M. and 11:00 P. M. to 12:00 Mid- night.	Opposite station, on pole.
Mason		{ About one mile south, in pole box at M. P. J-24. { North and south switch, in booth.
Holt		{ North and south switch, in booth. { In office.
Lansing Yard	{ Week days only 11:00 P. M. to 7:00 A. M.	{ South end, in yard office. { In car repairer's shanty, in middle of yard. { *North end, in booth.
MA Tower		DN { Baker St., in booth. { *Grand Trunk Transfer, in booth. { Grand Trunk Tower. { *Freight house lead, in booth.
Lansing	DN	{ *W. K. Prudden Switch, in booth. { *Potts Track and P. M. Wye, in booth. { *Saginaw St. Tower. { *Shiawassee St., in box.
North Lansing		{ *North siding, south switch, in booth. { North siding, north switch, in booth. { Engine Foremans office. { Engine house lead, in booth. { Yardmasters office.
Chandler		In shanty.
Bath		Opposite station in pole box.
Laingsburg	{ Week days only 9:00 A. M. to 6:00 P. M.	{ *South switch, in booth. { In freight house.
Bennington		In booth near station.
Owosso	{ Week days 24 hours. Sundays, 12:01 A. M. to 1:00 A. M., 2:30 A. M. to 4:30 A. M. and 11:00 P. M. to 12:00 Mid- night.	{ Sugar Factory switch, in booth. { In freight office. { South switch, in booth. { *North switch, in booth.
Henderson		{ In freight house. { *South switch, in booth.
Oakley		In office.
Chesaning	{ Week days only 8:00 A. M. to 5:00 P. M.	{ In pole box north side of depot. { *North switch, in booth.
St. Charles		{ South switch, in booth. { In baggage room.
Swan Creek		At switch, in booth.
Paines	DN	*South switch, in booth.
Fordney		*In tower.
S. B. Jct.		{ Yardmasters and Car Inspectors offices. { South end of yardmaster's office, in booth.
Saginaw	DN	{ *Improvement Co. Switch, in booth. { *Jackson & Church Switch, in booth. { *Mackinaw St., in booth. { Bliss & VanAuken switch, in booth.

Stations	Time Signal Stations are Open	Location of Dispatchers and Block Telephones
Air Line Branch		
Jackson	DN	{ M. C. telegraph office. M. C. yardmasters office. *N. Y. C. car repairers office. *N. Y. C. pump house, on pole.
East Ave.		Switch tenders cabin.
OD	DN	In booth at diamond.
Haires		{ In booth, at switch. In pole box 1 mile west.
Spring Arbor		East of depot, in booth.
Concord		East of depot, in box on pole.
Homer	{ Week days only 8:00 A. M. to 5:00 P. M. }	*In booth at west switch to team track, south side.
Clarendon Coal Chutes		In box near chutes.
Tekonsha		In waiting room.
Union City	{ Week days only 8:00 A. M. to 5:00 P. M. }	Outside of depot, in booth.
Sherwood		In depot in box.
Colon	{ Week days only 8:00 A. M. to 5:00 P. M. }	In office.
Wasepi		In tower.
Centerville		In waiting room.
Three Rivers	{ Week days only 8:00 A. M. to 5:00 P. M. }	{ At Paper Mill switch, in booth. West end of freight house, in booth. Siding, east end, in pole box. *At Sheffield switch, in booth.
Jones		In pole box, opposite station.
Vandalia		Opposite station, in booth.
Cassopolis	{ Week days only 10:00 A. M. to 7:00 P. M. }	Outside station.
Dailey		Opposite old station.
East End	DN	In yardmasters office.
Kalamazoo Branch		
Grand Rapids		Outside passenger station, west side, in box.
Eagle Mills		American Cement & Plaster Cos., switch, on pole.
Lamar	DN	
Wentworth		New Yard, 1 mile north of station, on pole.
Byron Center	{ Week days only 10:00 A. M. to 7:00 P. M. }	Outside station, on west side, in box.
Dorr	{ Week days only 10:00 A. M. to 7:00 P. M. }	North of station, on pole.
Hilliards		Outside station, west side, in box.

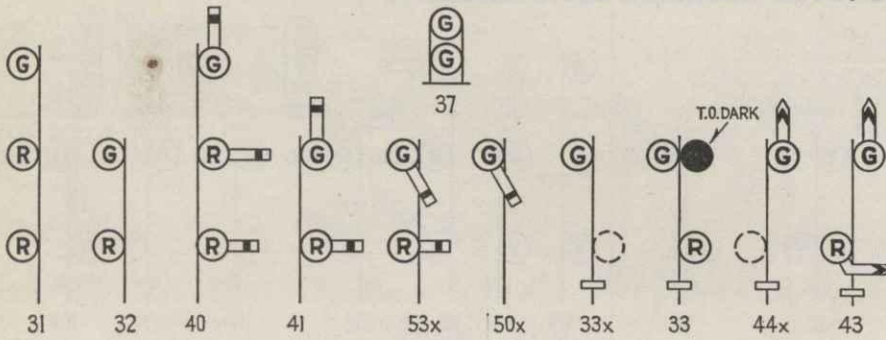
Stations	Time Signal Stations are Open	Location of Despatchers and Block Telephones
Kalamazoo Branch—Continued		
Hopkins	{Week days only 10:00 A. M. to 7:00 P. M.}	Outside station, west side, in box.
Allegan	{Week days only 9:00 A. M. to 6:00 P. M.}	Outside of station.
Otsego	{Week days only 8:00 A. M. to 5:00 P. M.}	{South switch, in booth. Outside station, west side, on pole. In freight house.
Plainwell	{Week days only 11:00 A. M. to 7:00 P. M.}	In station.
Argenta		Outside station, west side, in box.
North Yard, Kalamazoo		{Paper Makers Chemical Co. switch, in pole box. Checker Cab siding, north switch in pole box.
BO Tower	DN	
Kalamazoo	DN	{South of C. K. & S. Crossing, on pole. Yardmaster's office.
South Yard		South yard, pump house.
Portage		Outside station, north side, in box.
Schoolcraft	Daily 8:00 A. M. to 12 Mid.	North of old station, on pole.
Moore Park		South of station, on pole.
Three Rivers	{Week days only 8:00 A. M. to 5:00 P. M.}	Outside old station, west side, in box.
Constantine	{Week days only 9:30 A. M. to 6:30 P. M.}	Opposite station, east side of main track, on pole.
White Pigeon	{Week days 8:00 A. M. to 12:00 Mid. Sundays 6:00 P. M. to 8:00 P. M.}	Wye, north end, on pole.
South Haven Branch		
Kalamazoo	DN	*Cooley St., in booth.
Doubling Track		In pole box at switch.
Alamo		In freight house.
Williams		In pole box.
Mentha		Opposite depot, in booth.
Kendall		First pole west of station.
Gobles		In office.
Bloomingdale	{Week days only 8:00 A. M. to 5:00 P. M.}	In freight house.
Berlramont		In pole box.
Grand Jct.	{Week days 10:30 A. M. to 6:30 P. M. Daily 10:00 P. M. to 6:00 A. M.}	
Lacota		*In pole box east of highway.
South Haven	{Week days only 10:15 A. M. to 7:15 P. M.}	North end of freight house, in pole box.
Ypsilanti Branch		
Ypsilanti	DN	Opposite engine house, on pole.
Pittsfield Jct.		Opposite station, on pole.
Saline	{Tues., Wed., Fri. and Sat. 8:00 A. M. to 5:00 P. M. Mon. and Thurs. 10:00 A. M. to 7:00 P. M.}	
Bridgewater		North of depot, on pole.

Stations	Time Signal Stations are Open	Location of Despatchers and Block Telephones
Ypsilanti Branch—Continued		
Manchester	Week days 8:30 A.M. to 5:30 P. M.	{N. Y. C. station. East of old station, in pole box.
Manchester Jct.		In cabin.
Brooklyn	{Week days only 8:00 A. M. to 5:00 P. M.	
North Adams	{Week days only 8:00 A. M. to 5:00 P. M.	Opposite station, on pole.
Hillsdale	{Week days 7:00 A. M. to 11:00 P. M. Sundays 7:00 A. M. to 9:30 A. M. Sundays 5:15 P. M. to 9:00 P. M.}	Intersection of N. Y. C.
Lansing Branch		
Albion	DN	
Homer	{Week days only 8:00 A. M. to 5:00 P. M.	North of old freight station, on pole.
Litchfield	{Week days only 9:00 A. M. to 6:00 P. M.	
Jonesville	{Week days 7:00 A. M. to 3:00 P. M. Week days 4:00 P. M. to 9:45 P. M. Sundays 7:15 A. M. to 9:25 A. M. Sundays 5:25 P. M. to 9:00 P. M.}	West switch, on pole.
South Bend Branch		
Benton Harbor	DN	{In freight agent's office. In P. M. ticket office.
Eau Claire	{Week days only, 8:00 A. M. to 5:00 P. M.	In station.
Niles (M. C.)		At Big Four Wye, in booth.
Lake Street	DN	In telegraph office.
Notre Dame		In booth.
Notre Dame Jct.		In booth.
Drewrys Brewery		In pole box.
Lincoln Way West		In pole box.
NX Tower	DN	In pole box.
Olivers Yard, South Bend		{In N. Y. C. yard office. G. T. Crossing in G. T. yard office. G. T. Crossing, south side, in pole box.
HF Tower	DN	In tower.
South Bend		In freight agent's office.

Stations	Time Signal Stations are Open	Location of Despatchers and Block Telephones
Joliet Branch		
Liverpool		In tower.
South Gary	DN	In station.
Ross		In box on pole.
Griffith		In tower.
Hartsdale	DN	{ East end of yard in booth and in Pennsylvania tower. In agent's office.
Dyer	{ Week days only 7:00 A. M. to 4:00 P. M. }	{ In station. West end of station in pole box.
Chicago Heights	DN	{ West end of Hill tracks, in booth. Euclid Ave. in booth. In freight office.
Matteson	Daily 8:00 A. M. to 12:00 Mid. Daily 8:00 P. M. to 4:00 A. M.	{ In tower. East end of yard, in booth. In agent's office.
Frankfort	{ Week days only 7:45 A. M. to 4:45 P. M. }	{ West end of station, in box. In telegraph office.
Spencer		In booth.
Steele		{ Agents office. In booth.
Joliet	DN	{ In engine house. In C. R. I. & P. Tower. In freight office.

SIGNAL ASPECTS, INDICATIONS AND RULES

INTERLOCKING AND AUTOMATIC BLOCK SIGNALS



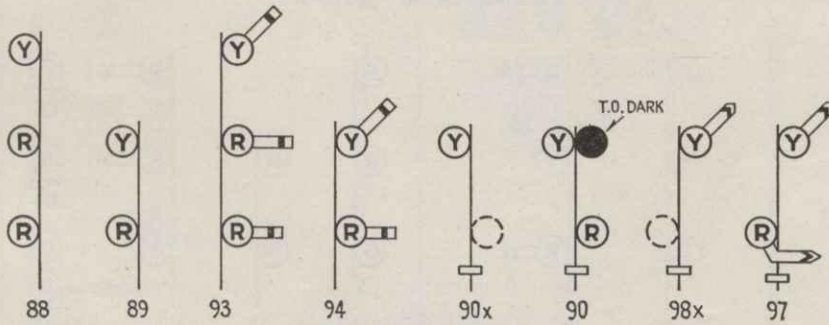
Rule 281

Proceed.



Rule 281A

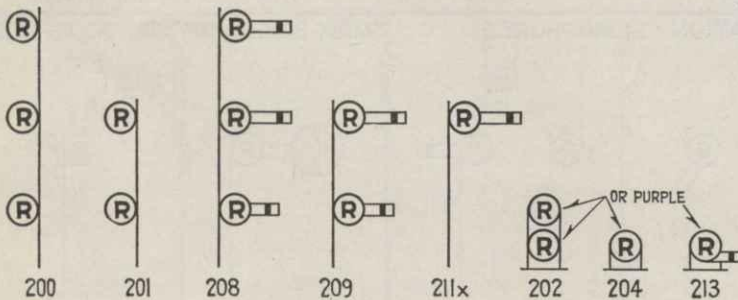
Proceed approaching second signal at medium speed.



Rule 285

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

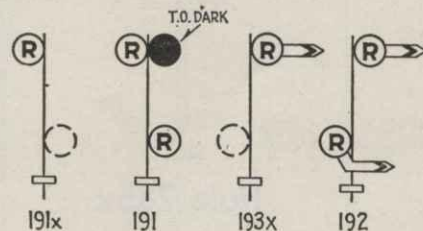
INTERLOCKING SIGNALS



Rule 292

Stop.

AUTOMATIC BLOCK SIGNALS



Rule 291

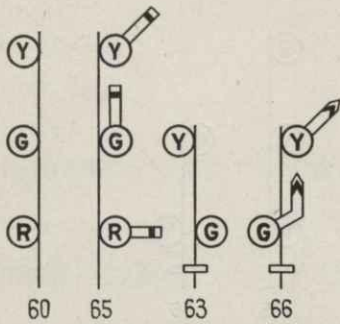
Stop, then proceed at restricted speed.

NOTES:

1. Automatic block signals are designated by a horizontal number plate ∇ on the signal mast.
2. Color light units shown in dotted lines on masts of signals are normally dark "light out".
3. Rule and figure numbers followed by "x" are additional to or do not conform to the Signal Aspects, Indications and Rules of the Rules for the Government of the Operating Department.

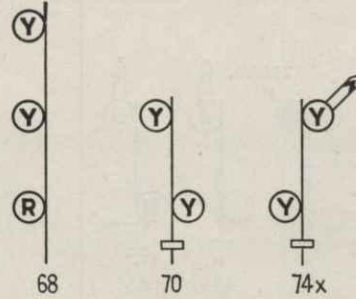
SIGNAL ASPECTS, INDICATIONS AND RULES

INTERLOCKING AND AUTOMATIC BLOCK SIGNALS



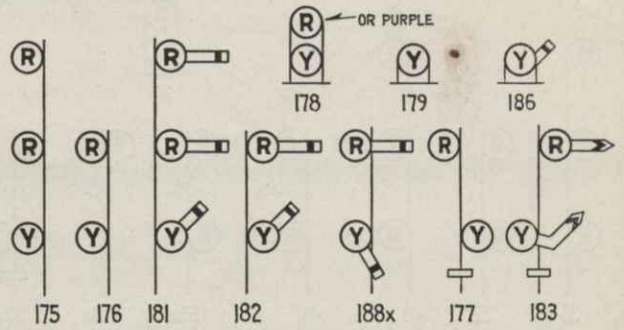
Rule 282

Proceed approaching next signal at medium speed.



Rule 282A

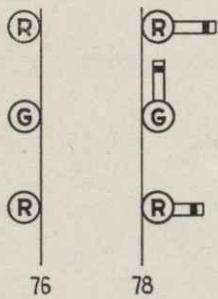
Proceed preparing to stop at second signal.



Rule 290

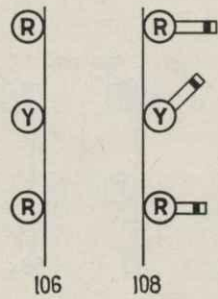
Proceed at restricted speed.

INTERLOCKING SIGNALS



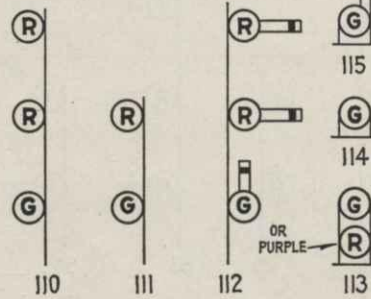
Rule 283

Proceed; medium speed within interlocking limits.



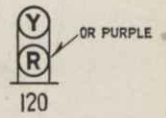
Rule 286

Proceed at medium speed preparing to stop at next signal.



Rule 287

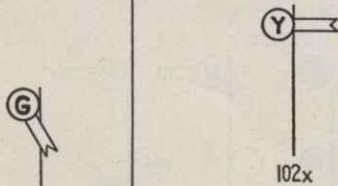
Proceed; slow speed within interlocking limits.



Rule 288

Proceed preparing to stop at next signal; slow speed within interlocking limits.

DISTANT SIGNALS



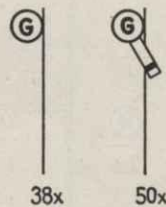
Rule 281

Proceed.

Rule 285x

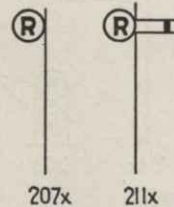
Proceed preparing to stop at switch or next signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.

STATION SEMAPHORES



Rule 281

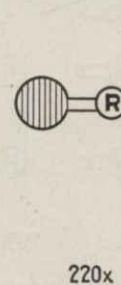
Proceed.



Rule 292x

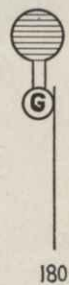
Stop; then proceed at restricted speed and unless the way is seen to be clear must be preceded by a flagman.

SMASH BOARDS; BAY CITY DRAWBRIDGE



Rule 292

Stop.



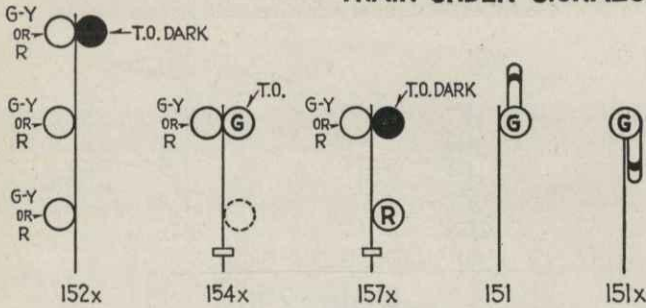
Rule 281

Proceed.

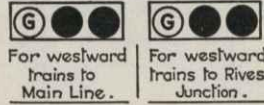
INSTRUCTIONS: ALL TRAINS MUST STOP BEFORE PASSING THE SIGNAL, THEN BE GOVERNED BY SIGNAL INDICATION.

SIGNAL ASPECTS, INDICATIONS AND RULES

TRAIN ORDER SIGNALS



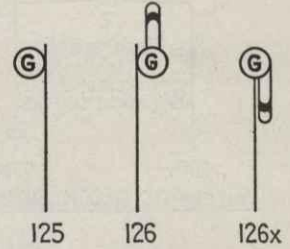
SIGNALS LOCATED ON UNDER
SIDE OF SIGNAL BRIDGE AT
PEARL ST. INTERLOCKING - JACKSON.



Rule 289C

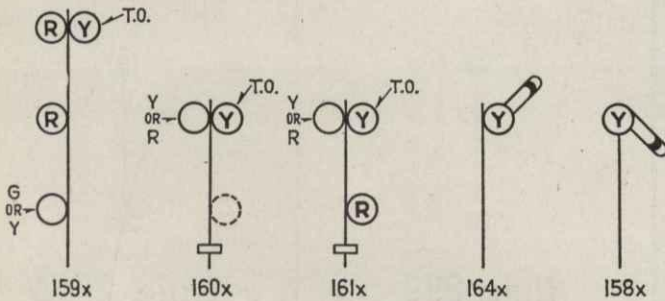
No train orders ; also be governed by Interlocking
or Automatic Block Signal Indications .

MANUAL BLOCK SIGNALS

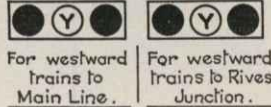


Rule 289

Proceed .

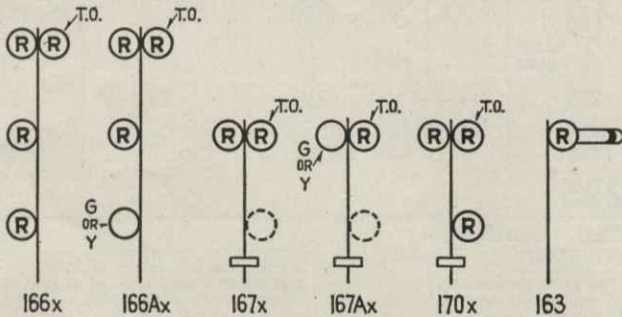


SIGNALS LOCATED ON UNDER
SIDE OF SIGNAL BRIDGE AT
PEARL ST. INTERLOCKING - JACKSON.

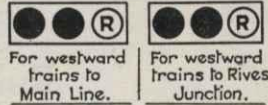


Rule 289Dx

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

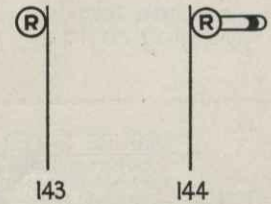


SIGNALS LOCATED ON UNDER
SIDE OF SIGNAL BRIDGE AT
PEARL ST. INTERLOCKING - JACKSON.



Rule 289E

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



Rule 289B

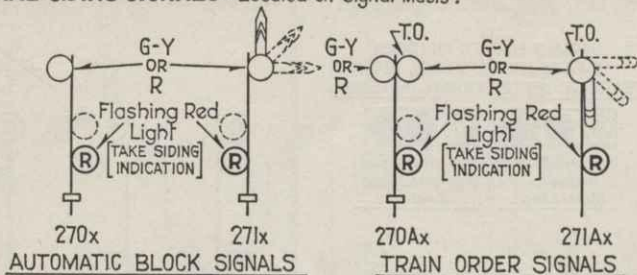
Stop

INSTRUCTIONS

1. Indications of signals 166Ax and 167Ax are to be given only after clearance Form 'A' and train orders have been delivered and trains are released in accordance with Rule 211a .
2. At Rives Junction the upper arm of train order and manual block signal will govern movements to the Grand Rapids Branch and the lower arm to the Saginaw Branch .

SIGNAL ASPECTS, INDICATIONS AND RULES

TAKE SIDING SIGNALS: Located on Signal Masts.

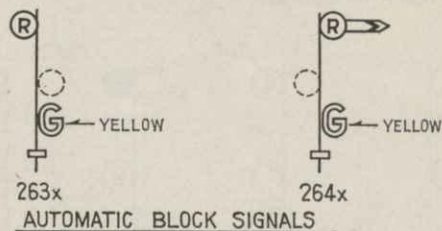


Rule 294x

FREIGHT TRAINS take siding; be governed also by the indication of the signal on the mast on which take siding indication unit is located.

GRADE SIGNALS

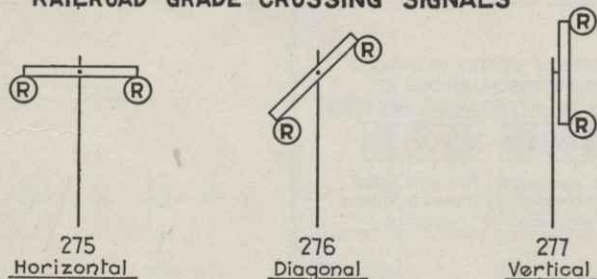
Located on the Masts of Automatic Block Signals



Rule 296x

When indication as prescribed by Rule 291 is displayed, heavy tonnage freight trains will not be required to stop, but may proceed at restricted speed.

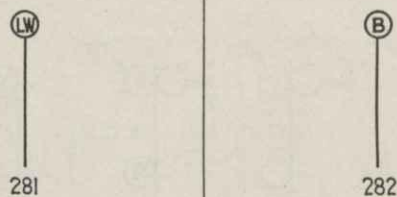
RAILROAD GRADE CROSSING SIGNALS



Rule 297

Stop or proceed as prescribed by time table.
NOTE: Signal may be a target, gate, ball or other type.

TRACK PAN LIGHTS



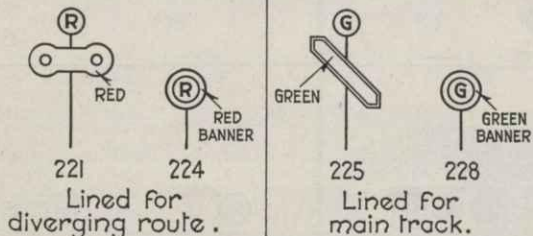
Rule 299

Scoop may be lowered at this point.

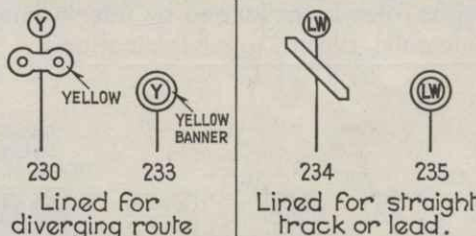
Rule 299A

Scoop must be raised at this point.

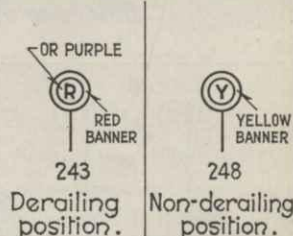
MAIN TRACK SWITCH TARGETS



SIDING AND YARD SWITCH TARGETS



SIDING DERAIL TARGETS



Rule 293

REDUCE SPEED BOARD

LOCATION: Upon the right of and adjoining the track to which it refers, approximately 8000 feet from point to be protected.



Rule 295

Approach slow speed board at not exceeding speed shown on reduce speed board.

255

TEMPORARY SPEED BOARDS

SLOW SPEED BOARD

LOCATION: At the point to be protected, upon the right of and adjoining the track to which it refers.



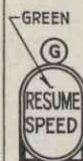
Rule 295A

Speed between slow speed board and resume speed board must not exceed speed shown on reduce speed board.

256

RESUME SPEED BOARD

LOCATION: Upon the right of and adjoining the track to which it refers, and 50 feet in advance of the point protected.



Rule 295B

Resume speed after rear of train has passed this board.

257

NOTE: Flags of prescribed color may be substituted for the boards when necessary. When yellow flags are substituted, or the reduce speed board does not designate the speed limit, speed must be reduced to 10 miles per hour. Lights of the prescribed color must be used by night in addition to the boards or flags. Where reduced speed is required, the point may be marked as prescribed by the rule, and in addition, trains must be notified by train order or bulletin order and the rate of speed permissible over the defective track specified.

SPEED TABLE

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

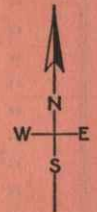
Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



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