

**THERE IS ALWAYS TIME
FOR COURTESY**

**Make SAFETY
Your POLICY**

**The
New York Central
Railroad Company**

**DETROIT-WINDSOR
YARD**

**TIME-TABLE
No. 7**

For Employes Only

Effective

2:00 A. M.

Sunday, April 24, 1960

EASTERN STANDARD TIME

D. J. CHINANDER,
Transportation Superintendent

E. L. CLAYPOLE,
Transportation Superintendent

PRINTED IN U.S.A.

COMPANY SURGEONS

DETROIT: R. A. Johnson, Medical Director and Chief Surgeon, 504 Terminal Bldg.

Phones—Office, TAshmoo 5-7000, Extension 205, 206 and 311
Residence, WAlnut 1-2435.

A. W. Nickels, Ass't. Medical Director, 504 Terminal Bldg.

Phones—Office TAshmoo 5-7000, Extension 205, 206 and 311
Residence, TUXedo 5-5554.

Geo. E. Dimond, 504 Terminal Bldg.

Phones—Office—TASHmoo 5-7000, Ext. 205, 206 and 311
Residence, LUzon 1-5722

Wm. F. Veling, 504 Terminal Bldg.

Phones—Office TASHmoo 5-7000, Ext. 205-206 and 311
Res. UNiversity 4-8085

E. H. Hanna, 726 Maccabees Bldg.

Phones—Office, TEMple 1-6164
Residence, GREENleaf 4-5693

WINDSOR: G. F. Lewis, 137 Park St., W.

Phones—Office, CL-3-5711; Residence, CL-3-5711

H. B. Hough, 1011 Ouellette Ave.

Phones—Office, CL-2-1192; Res. CL-2-2989.

WYANDOTTE: Wyandotte General Hospital

2331 Van Alstyne Ave.

Phone—AVenue 4-2400

OCULISTS

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

Phones—Office, WOODward 2-0489; Residence, 237 Ridge, G. P., TUXedo 5-2042.

HOSPITALS

DETROIT: Grace Hospital

Phone—TEMple 1-5800

SPECIAL INSTRUCTIONS

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

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

A1. OTHER RAILROADS.

C. & O. trains use N.Y.C. tracks between Delray and Windsor. Southbound Yard, and Junction Yard. N.Y.C.R.R. time table and rules govern.

Wabash trains use N.Y.C. tracks between Delray and Junction Yard. N.Y.C.R.R. time table and rules govern.

N.Y.C. trains using C. & O. tracks between Delray and Forman Spur must obtain permission from signalman at Delray. C. & O. time table and rules govern.

C.P.R. passenger trains use N.Y.C. tracks between C. P. R. Interchange Office, Windsor, and Detroit; and C. P. R. engines between Interchange Office and Windsor. N.Y.C.R.R. time table and rules govern.

B. & O. passenger trains use N.Y.C. tracks between Ecorse (Mill St.) and Detroit.

B2. LAWS AND REGULATIONS.

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

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

Section 9, Chapter 200, of the compiled Ordinances of the City of Detroit as amended reads as follows:

"No railroad corporation or company, operating a railroad in this State, shall permit its engines, cars or trains to obstruct any public street or highway for a longer period than five (5) minutes at any one time."

K-1. FIGHTING.

Fighting while on duty or on company property is prohibited.

L-2. MIS-USE OF COMPANY PROPERTY.

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

M. SAFETY.

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

O. READING ON DUTY.

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

REPEATING INSTRUCTIONS.

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

NOTE:

Clearance route for movements between Detroit and Windsor applies to movements under bridges east of the Detroit Station on tunnel mains only. Such movements have not been cleared for switching on tracks to Third St., where overhead clearance is less.

OVERHEAD CLEARANCES.

Employees are not permitted on top of moving cars, engines, or other high equipment where the clear space between the lowest overhead signal line wire, or cable and the top of rail is less than twenty-seven (27) feet.

The locations where such clearance is less than twenty-seven (27) feet are as follows.

Location	Track
Detroit.....	Clippert Brick Co. Fairmont Creamery Butler McGee Coal Co.

DETROIT RIVER TUNNEL

Should fire occur on any part of a train while in the tunnel, the train, if moving, should clear the tunnel as quickly as possible and yardmaster at 15th St. must be immediately notified.

If train is standing in the tunnel when fire occurs, yardmaster at 15th St. must be immediately notified and train moved out of tunnel as quickly as possible.

Yardmaster should call Detroit or Windsor fire department, as required.

Whenever any movement makes an emergency stop or stalls in the Detroit River Tunnel the Conductor will phone Yardmaster at 15th Street and be governed by his instructions before proceeding. When this occurs on a run which is being assisted by locomotive at rear of train the Conductor in charge of rear locomotive will also contact Yardmaster at 15th Street and be governed by his instructions. It is very important that both ends have the same understanding, for location of telephones see page 31.

RAIL DETECTOR CARS AND CLEARANCE CAR X-8016.

Cars Operating Under Own Power.

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

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

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

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

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

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

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

When Towing Cars in Train.

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

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

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

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

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

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

RAIL DIESEL CARS, CLASS RDC.

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

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

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

3. STANDARD CLOCKS.

Detroit	} Telegraph Office. } Station Master's Office.
Junction Yard . .	{ Yd. Mstr's Off., W.Bd. Train Yd. } Engine House. } Yard Dispatcher's Office.
Windsor	Telegraph Office.
Windsor Yard . .	{ General Yardmaster's Office. } Engine House.

3b. COMPARING TIME.

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

4. TIME TABLES.

Detroit-Windsor Yard Time Table governs the movements of trains and engines between Town Line, Ecorse, North Yard and Howard Ave.

11. FUSEES.

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

12. HAND, FLAG AND LAMP SIGNALS.

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

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

14. ENGINE WHISTLE SIGNALS.

Sound	Indication.
— — o	Southward trains call for route at Delray to Delta Yard.
oo —	Southward trains call for route at Delray to C. & O.

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

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

15. TORPEDOES.

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

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 west of Detroit River, except:

Regular trains and passenger extras, and motors without cars, will display red and green markers when moving through the Tunnel.

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

D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted.
(Applies in U.S.)

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains

34. FLAGMEN'S SIGNALS.

The following signals will be used by flagmen:

Day Signals—A Red Flag	Night Signals—A White Light
Torpedoes	Torpedoes
Fusees	Fusees

[(Applies in U.S.A.)]

83. TRAIN REGISTERS.

Detroit.....Telegraph Office.

Town Line.....Telegraph Office.

North Yard.....Interlocking Station.

YD.....Interlocking Station.

Windsor.....Telegraph Office.

Windsor Yard.....General Yardmaster's Office.

Passenger trains will register at Detroit.

At Town Line, North Yard and YD operator will register trains.

At Windsor operator will register all passenger trains and all Chesapeake and Ohio main line trains.

At Windsor Yard conductor will register trains.

83d. CLEARING OF TRAINS.

Trains are authorized to proceed when cleared as follows:

Detroit Passenger Station: By permission from Station Master. In addition, Michigan and Detroit Division passenger trains must receive from operator at "F" Office verbal clearance authorized by the Train Dispatcher.

Windsor: Eastward regular and extra passenger trains by terminal clearance delivered by operator as train passes office. In case of failure the conductor will deliver the terminal clearance.

Eastward Main line Chesapeake and Ohio trains by proceed signal indication of home interlocking signal.

Windsor Yard: Eastward freight trains. Verbally by operator at Windsor.

Windsor: Westward freight and passenger trains by proceed signal indication of home interlocking signal at Windsor.

15th St.: Eastward freight trains by proceed signal indication of home interlocking signal at 15th St.

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

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

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

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

Detroit Yard extends east to Third Street Freight Station; west on Main Line to sign west of Town Line; north on Detroit to Mackinaw Branch to MPD-13½; south on Detroit to Toledo Branch to sign just north of Ecorse River Bridge.

Windsor Yard extends from yard limit board 1306 feet east of Mile Post 221 east of Howard Ave. to Detroit River.

D-93a MOVEMENTS AGAINST CURRENT OF TRAFFIC.

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

Manual block signal system rules will govern, except as otherwise provided.

Movements against the current of traffic between Miller Road and YD, Town Line and YD, or intermediate points in either direction, must be authorized by the Yard Dispatcher over the signature of the Superintendent.

Movements against the current of traffic between Bay City Jct. and Vinewood Ave., and Scotten Ave. and Vinewood Ave. will be controlled by Signalmen at Bay City Jct. and West Detroit. Trains and engines will be governed by signal indications in either direction.

Movements against the current of traffic between Vinewood Ave. and Beaubien St., Beaubien St. and Milwaukee Jct., Milwaukee Jct. and Belt Line Jct., and between Belt Line Jct. and North Yard Signal Station, in either direction, also on eastward main track between West Detroit and Town Line will be made on signal indication. On westward main track between Town Line and West Detroit will be made on authority of Clearance Form A. All such movements must be authorized by the Yard Dispatcher who will first set up absolute block protection with the signal stations named. For movements against

the current of traffic within this area but not originating at the signal stations named verbal authority must be obtained from the yard dispatcher who will first set up absolute block protection.

In the execution of movements against the current of traffic on southward main track between Belt Line Jct. and the crossover at Conant Road when authorized by the Yard Dispatcher southward interlocking signal located north of crossover at Conant Road, controlled from Belt Line Jct. Signal Station, will be used as additional protection by displaying rule 292 indication and after any southward movement that may be affected has been brought to a stop at this signal and has communicated with the signalman.

In the execution of movements against the current of traffic on northward main track to G.T.W. Interchange Track at North Yard northward interlocking signal located south of G.T.W. Interchange Switch, controlled from North Yard Signal Station, will be used as additional protection by displaying rule 292 indication and after any northward movement that may be affected has been brought to a stop at this signal and has communicated with the signalman.

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

Movements against the current of traffic on northward main track between YD and crossover into north end of River Rouge Receiving Yard, will be authorized by message from signalman over signature of yardmaster on permission from train dispatcher and after any northward train that may be affected has been brought to a stop at Signal D-82 and has communicated with Signalman at YD.

Movements against the current of traffic between West Detroit and River Rouge Drawbridge, in either direction, will be made on signal indication as authorized by the Yard Dispatcher who will first set-up absolute block protection. For movements against the current of traffic within this area but not originating at a Signal Station verbal authority must be obtained from the Yard Dispatcher who will first set up absolute block protection.

Movements against the current of traffic between West Detroit and 20th St. and between YD and River Rouge Drawbridge in either direction will be governed by signal indications.

Movements against the current of traffic between 15th St. and Windsor in either direction will be governed by signal indications at 15th St. and Windsor interlockings.

SPECIAL USE OF TRACKS.

Movement on No. 36 track from Livernois Avenue to the crossover west of coal dock in Eastbound Class Yard and No. 35 track from this crossover to the Train Yard will be made under supervision of the Yard Dispatcher.

Trains or engines may move in either direction on these tracks when authorized by the Yard Dispatcher.

Before entering No. 36 track at Livernois Avenue, and No. 35 track at the Train Yard, or any intermediate points on these tracks, permission must be obtained from the Yard Dispatcher.

The normal position of crossover switches west of coal dock shanty will be lined from No. 36 track to No. 35 track.

These switches must be restored to normal position after movement is completed.

Freight Main 4 between Livernois Avenue and Town Line in either direction and Old NYC Main between Rouge Drawbridge and Vinewood Avenue in either direction must not be used without first obtaining permission of the Yard Dispatcher.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad Main Line	Signals
West Detroit.....	{ Wabash } { N.Y.C. }	Interlocking
Windsor		
Dock Track.....	E.T. Ry.....	Interlocking (Normal against E.T. Ry. Operated by E.T. Trainmen)

Detroit to Mackinaw Branch

Bay City Jct.		
New Wye Track.....	Track No. 3.....	Interlocking
Beaubien St.....	G.T.W.....	Interlocking
Milwaukee Jct.....	G.T.W.....	Interlocking
North Yard.....	D.T.R.R.....	Interlocking

Belt Line

Belt Line Jct.....	G.T.W.....	Interlocking
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Belt Line Extension

Forest Lawn.....	G.T.W.....	Interlocking
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Detroit to Toledo Branch

West Detroit		
W. Vernor Highway, Lead to		
Southbound Yard....	Wabash.....	Target
Delray.....	C. & O.....	Interlocking
YD.....	Jct. Yd. Br.....	Interlocking
Delray		
Foreman Lbr. Spur..	P.R.R.....	Target
Ecorse		
Mich. Steel Spur.....	D.&T.S.L...	Derails and signals time locked

Marsh Track

Short Cut Canal.....	D.T.&I.....	Interlocking
Great Lakes Ave.....	D.T.&I.....	Target
Great Lakes Ave., 1,300 ft. south.....	D.T.&I.....	Target
Tecumseh Road, 1,400 ft. north.....	D.T.&I.....	Target

Junction Yard Branch

YD.....	Detroit to Toledo Br.....	Interlocking
Victoria Ave.....	{ D.&T.S.L. } { Wabash }	Interlocking
Schaefer Road.....	D.T.&I.....	Interlocking
Oakwood Blvd.....	Wabash.....	Gate

When signals or derails at a crossing are electrically locked, unlock lock box at crossing and be governed by instructions therein.

JUNCTIONS

Main Line

West Detroit.....	Detroit to Toledo Br.....	Interlocking
Bay City Jct.....	Detroit to Mackinaw Br...	Interlocking
Windsor Station.....	C.P.R.....	Interlocking

Detroit to Mackinaw Branch

Bay City Jct.....	Main Line.....	Interlocking
Beaubien St.....	Russell St. Lead..	Interlocking
Belt Line Jct.....	Belt Line.....	Interlocking
Forest Lawn.....	Belt Line Ext....	Interlocking

Belt Line

Belt Line Jct.....	Detroit to Mackinaw Br...	Interlocking
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Belt Line Extension

Forest Lawn.....	Detroit to Mackinaw Br...	Interlocking
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Detroit to Toledo Branch

West Detroit.....	Main Line.....	Interlocking
YD.....	{Jct. Yds. Br.} {Marsh Track}	Interlocking

Junction Yard Branch

YD.....	Detroit to Toledo Br.....	Interlocking
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98a. DRAWBRIDGES

Location	Stream	Signals
River Rouge.....	River Rouge.....	Interlocking

101a. PROTECTION AGAINST RETURN MOVEMENTS.

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

102. PROTECTION OF TRAINS ON ADJACENT TRACKS.

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

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

103. PUBLIC CROSSINGS AT GRADE.

The flashing light signals at the crossings between North Yard and Nine Mile Road are controlled also by track circuits extending 550 ft. each side of crossing on the new industrial track. If any of these track circuits are occupied for more than two minutes the flashing light signals will stop operating and a member of the crew must flag movements over the crossing. The flashing light signals will again start to operate when the train or engine is on the short track section which extends across the street.

Highway crossing flashing-light signals and, in addition, traffic signals, located on each side of tracks, govern street traffic, and color-light signals located on each side of crossing govern train and engine movements, over following crossings:

Belt Line

Mt. Elliott Ave.	Warren Ave.	Charlevoix Ave.
Harper Ave.	Forest Ave.	Vernor Highway
East Grand Blvd.	Sylvester Ave.	Kercheval Ave.
Palmer Ave.	Mack Ave.	St. Paul Ave.
Theodore Ave.	Benson St.	Lafayette Ave.
Gratiot Ave.		

Signal Aspects, Indications and Rules governing train and engine movements over crossings on the Belt Line are as follows:

Red, "STOP," then proceed only when a member of crew flags engine or train over crossing.

Yellow, "PROCEED." Enginemen should proceed as soon as practicable after this indication is received.

Normal indication of signals governing train and engine movements over crossing is Red, "STOP," and signals governing street traffic is Green, "GO."

Signals are actuated by trains or engines on track circuits and also by controllers operated by trainmen with switch key to "START" or "STOP," as follows:

Controllers are of different colors.

Black controllers must be operated toward "START" for each train or engine that is to move over a street on a track not equipped with track circuit. They must be operated toward "STOP" as soon as the movement clears the street.

Yellow controllers must be operated toward "STOP" for each train or engine that stands on or moves onto a track having track circuit but does not immediately cross the street. If such train or engine is later to move across the street, a yellow controller for the same track must be operated toward "START" before the train starts.

White controllers may be operated toward "START" for train or engine movements starting on a track having no track circuit and continuing across a street on a track having track circuit in the street.

Trainmen must be prompt in operating the controllers as instructed, to minimize delay and insure safety.

Enginemen and trainmen must know which tracks have track circuits and which have no track circuits.

Enginemen and trainmen must continue to look ahead as the train or engine approaches a street, observe the change of signals from "STOP" to "PROCEED," and that yellow holds until they reach the street.

Enginemen and trainmen should note that signals respond properly to the controller apparatus.

They must not allow an engine or rear of train to stand on street, except when absolutely necessary, in which case they must protect street traffic by operating black controllers toward "START."

If signal governing train or engine movements over the crossing fails to indicate "PROCEED" they may proceed over the crossing if the movement is fully protected by one or more members of the crew on the crossing. The yard dispatcher and yardmaster at Palmer Yard should be notified immediately of all signal failures.

The above instructions do not supersede or dispense with other rules and instructions.

BELT LINE EXTENSION

Flashing light signals are located at Huber, Marcus, Georgia and Farr crossing and are controlled by track circuits extending 140 feet each side of crossing.

If any of these track circuits are occupied for more than 45 seconds, the flashing light signals will stop operating and a member of the crew must flag movements over the crossing. The flashing light signals will again start to operate when the train or engine is on the short track section which extends across the street.

Trainmen must flag trains or engines over following crossings:

River Rouge Leigh St. and Dearborn Ave.
crossing Exposition Spur.

River Rouge West Jefferson Ave. crossing
Exposition Spur.

River Rouge West End Ave. crossing Expo-
sition Spur.

Ecorse Mill St. on lead to Michigan
Steel Co. plant.

Windsor Wellington Ave. crossing In-
dustrial Track.

Trains and engines must stop before moving over following crossings:

River Rouge Leigh St. and Dearborn Ave.
crossing Exposition Spur.

River Rouge West Jefferson Ave. crossing
Exposition Spur.

River Rouge West End Ave. crossing Expo-
sition Spur.

Eight Mile Road All northward movements
using industrial track.

Traffic signals only govern street traffic over following railroad crossings:

Third St. Freight

Terminal, west of . . West Jefferson Ave. at 10th St.,
operated by crossing tender.

River Rouge West Jefferson Ave. east of West
End Ave., crossing Exposition
Spur and Wabash Spur Track.

Outer Drive Southward movements on In-
dustrial track.

AUTOMATIC FLASHING LIGHT SIGNALS WITH OR WITHOUT GATES.

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

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

Trains or engines must stop before moving over crossing and not proceed until crossing is protected by member of crew and the traffic signal indicates STOP to street traffic. The traffic signals are actuated by track circuits extending across street and 21 feet beyond curbs. Trains, engines or cars must not be left standing on the track circuit.

103a.

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.

Mondays to Fridays, both inclusive, Mt. Elliott Ave. crossing, North Yard, is not to be blocked during following periods:

6:15 AM to 6:30 AM
7:45 AM to 8:00 AM
3:05 PM to 3:25 PM
4:50 PM to 5:05 PM

Do not switch or shove cuts of cars over this crossing during above periods. This does not affect light engines, way car runs or movements on main tracks. This restriction is not effective on Saturdays, Sundays or Holidays.

104. SWITCHES.

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

104d.

A man must always be on top of the leading car when shoving into tracks. When doubling over or putting cars into track which appears to be full, conductor will require a man to go to the rear of tracks and get on top of cars to pass signals before cars are moved.

109. BULLETIN BOARDS AND BOOKS.

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

Detroit Pass. Station.....	{ Telegraph Office Conductor's Room. Engineer's Room. Brakeman's Room.
Junction Yard.....	{ Engine House. Asst. Supt's Office.

Central Ave.....	Yardmen's Locker Room.
Train Yard.....	{ Tower "A". Yard Master's Office.
Livernois Avenue.....	{ Yard Dispatcher's Office. Yard Master's Office. Crew Dispatcher's Office
So. Bound Yard.....	Switchmen's Cabin.
Bay City Jct.....	Yard Master's Office.
Tunnel.....	Tunnel Office.
15th St.....	Yard Master's Office.
20th St.....	Switchmen's Cabin.
City Yard.....	Yard Master's Office.
Beaufait.....	Yardmen's Locker Room.
Benson Yard.....	Yard Master's Office.
Belt Line Junction.....	Yard Master's Office.
Palmer Yard.....	Yard Master's Office.
Belt Extension.....	Yard Master's Office.
North Yard.....	Yard Master's Office.
Lynch Road.....	Yard Master's Office.
River Rouge.....	Yard Master's Office.
Windsor.....	Telegraph Office.
Windsor Yard.....	{ General Yardmaster's Office. Engine House. Eastbound Telephone Shanty.

DESIGNATION AND USE OF MAIN TRACKS

Single Track

Between: Town Line and Wye Switch.

D-151.

Two Tracks

Between: 20th St. and Town Line.

Tracks are numbered from North and will be used as follows:

No. 1 Westward.

No. 2 Eastward.

15th St. Tower and Howard Ave.

Tracks are numbered from North and will be used as follows:

No. 1 Westward.

No. 2 Eastward.

Bay City Jct. and North Yard.

Tracks are numbered from East and will be used as follows:

No. 1 Northward.

No. 2 Southward.

West Detroit and Ecorse.

Tracks are numbered from West and will be used as follows:

No. 1 Southward.

No. 2 Northward.

Miller Road and YD.

Tracks are numbered from West and will be used as follows:

No. 1 Southward.

No. 2 Northward.

211. MOVEMENT BY TRAIN ORDERS.

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.

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Track	Between	Assigned Direction	
No. 1	20th Street and Town Line	{ Westward }	Rules 251 to 254 Incl.
No. 2	Town Line and 20th Street	{ Eastward }	Rules 251 to 254 Incl.
No. 1	West Detroit and Ecorse	{ Southward }	Rules 251 to 254 Incl.
No. 2	Ecorse and West Detroit	{ Northward }	Rules 251 to 254 Incl.
No. 1	Bay City Jct. and North Yard	{ Northward }	Rules 251 to 254 Incl.
No. 2	North Yard and Bay City Jct.	{ Southward }	Rules 251 to 254 Incl.
No. 1	Howard Ave. and Windsor Depot	{ Westward }	(Can. Div.) Rules 251 to 258 Incl.
No. 2	Windsor Depot and Howard Ave.	{ Eastward }	(Can. Div.) Rules 251 to 258 Incl.
No. 1	Miller Road and YD	{ Southward }	Rules 300 to 373 Incl.
No. 2	Yd and Miller Road	{ Northward }	Rules 300 to 373 Incl.
Single	Town Line and Wye Switch	{ None }	Rules 300 to 373 Incl.
Single	Wye Switch and Town Line	{ None }	Rules 300 to 373 Incl.
No. 1	Windsor Depot 15th St. Tower	{ None }	Rules 550 to 562 Incl.
No. 2	15th St. Tower and Windsor Depot	{ None }	Rules 550 to 562 Incl.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Position	Indication
Detroit to Toledo Branch			
West Detroit W. Vernor Highway, lead across Wabash to Southbound Yard	Target	Diagonal...	Stop
		Vertical...	Stop
		Horizontal.	Proceed on lead.
		(Normal)	
Delray Foreman's Spur (P.R.R.)	Target	Diagonal...	Stop
		Vertical...	Stop
		(Normal)	
		Horizontal.	Proceed
Marsh Track			
Great Lakes Ave., (D.T.& I.)	Target	Diagonal...	Stop
		Vertical...	Proceed
		(Normal)	
		Horizontal.	Stop
Great Lakes Ave., 1,300 ft. south (D.T.& I.)	Target	Diagonal...	Stop
		Vertical...	Proceed
		(Normal)	
		Horizontal.	Stop

Location	Signal	Position	Indication
Hot metal Rail Crossing of Grt. Lakes Steel Corp., overhead Walkway.	Stop signs	Stop in both directions before proceeding	
Tecumseh Road, 1,400 ft. north (D.T.& I)			
	Target	Diagonal . . .	Stop
		Vertical . . .	Proceed
		(Normal)	
		Horizontal .	Stop
Junction Yard Branch			
Oakwood Blvd. (Wabash)	Gate	Normal . . .	Proceed without stopping
		across Wabash	

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

STOP SIGNS.

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

300. MANUAL BLOCK SIGNAL SYSTEM.

Manual Block Signal System is in use on Detroit to Mackinaw Branch north from North Yard.

Manual Block Signal System is in use on Junction Yards Branch when passenger trains are operated between YD and Miller Road, and between YD and Town Line. Passenger trains must stop at Miller Road and obtain permission from the operator at Town Line to enter the block also report to the operator at Town Line when clear of the block.

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.

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.

REMOTE MANUAL BLOCK SIGNALS when in "Stop" position must not be passed without permission from the signalman. Conductor or engineman must communicate with the signalman and be governed by his instructions. Located as follows:

North Yard, 22,900 feet about 4³/₄ mile north of interlocking station, at Ten Mile Road, for northward trains; controlled from North Yard.

AUTOMATIC BLOCK SIGNALS ARE IN USE IN MANUAL BLOCK TERRITORY AS FOLLOWS:

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

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

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

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

Trains and engines receiving an indication as prescribed by Rule 292 at southward Interlocking Signal located at Conant Road, must obtain permission from Signalman at Belt Line Jct. before proceeding.

Trains and engines receiving an indication as prescribed by Rule 292 at northward interlocking signal, located just south of G.T.W. Interchange switch, must obtain permission from Signalman at North Yard before proceeding.

Northward passenger trains receiving a Rule 292 Indication at Beaubien Street Interlocking station will arrange to communicate immediately with Signalman at that point and be governed by his instructions.

Trains and engines receiving an indication as prescribed by Rule 291 at the following automatic block signals must obtain permission from signalman before proceeding:

Signal D-82, located on northward main track at Ecorse; controlled by signalman at YD.

Signal B-1033, located on northward main track at Second Ave.; controlled by signalman at Beaubien St.

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

512. TRAIN DELAYED IN BLOCK.

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

514. ENTERING BLOCK BETWEEN SIGNALS.

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

605. INTERLOCKING SIGNALS.

The color light signals located above the tracks and suspended from the roof of the Detroit train shed, are interlocking signals and interlocking rules govern. When signal indicates "STOP" and it cannot be cleared, Rule 663 will govern. When necessary to give an engineman a hand signal to pass a signal indicating "STOP," the conductor must call the train director at 20th Street interlocking station for instructions and the engineman be fully informed of the situation before accepting hand signal.

Enginemen of eastward trains entering the train shed at Detroit receiving a proceed indication as prescribed by Rule 290 or Rule 287 on the dwarf signals at east end of tracks will stop with east end of head car just clear of dwarf signal.

Signalman at West Detroit Interlocking must not authorize any southbound movement on either main track of the Detroit to Mackinaw branch beyond the southerly limits of Vinewood Ave. Interlocking without first obtaining permission from Signalman at Bay City Jct.

The Signalman at Bay City Jct. Interlocking Station must not authorize any movement into Old Wye through cross-over No. 82 or release electric switch locks controlling industrial switches leading into Old Wye without first obtaining permission from Signalman at West Detroit Interlocking Station.

THIRD STREET FREIGHT TERMINAL OUTBOUND LOADING PLATFORMS.

Color-light signals, manually controlled from loading platforms govern train and engine movements into the southerly five tracks for the outbound loading platforms.

Electrically-locked derails are located at the west entrance and operation is to be in accordance with instructions posted at the derails.

The signal aspects and indications are

Red.....Stop and stay.

Yellow...Proceed at slow speed.

The normal indication of the signals is stop and derails are normally in the derailing position.

701. OBSERVANCE OF PASSING TRAINS.

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

703. MAKE-UP OF FREIGHT TRAINS.

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

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

Snow plows and Jordan Spreaders must not be handled backward when being moved in freight trains.

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

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

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

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

705. LEAVING CARS ON SIDE TRACKS.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

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

715. GAMBLING.

Gambling on Company Property by employees is forbidden.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS OR DEADHEAD EQUIPMENT TRAINS.

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

AIR BRAKES.

Passenger Equipment cars handled in Passenger, Mail, Express, or Dead Head Equipment Trains, shall not exceed 40 cars when train contains not more than 5 cars over 60 ft. in length. Trains containing more than 5 cars over 60 ft. in length shall not exceed 30 cars.

When Passenger Equipment Cars are handled in freight trains, all such cars shall be handled at the head end of the train with not to exceed 20 such cars in one train. The total of all cars in train shall not exceed: (a) 150 cars when handling one (1) to four (4) Passenger Equipment Cars: or (b) 100 cars when handling more than four (4) Passenger Equipment Cars.

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

Passenger brake equipment handled in Passenger, Mail, Express, or Dead Head Equipment trains of over 30 cars shall be conditioned for DIRECT RELEASE on all cars beyond the 20th head car.

Passenger brake equipment handled in freight trains must be conditioned for DIRECT RELEASE and water raising system air supply must be cut out.

When handling CP (Canadian Pacific) passenger trains through Detroit River Tunnel between Detroit and Windsor, the feed valve for train line should be set at 90 lbs.

DIESEL EQUIPMENT.

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

1. Remove reverser handle.
2. Make full service reduction, close doubleheading cock. (No. 6 B.L. Eqp. place 3 Way cock in position "dead").
3. Place automatic and independent brake valve handles in "running" position.
4. Isolate engines, if so equipped.
5. Apply hand brakes on all units.
6. Block wheels if necessary.
7. If oil engine is shut down—pull main battery switch.
8. Enginemen taking charge of engines outside of Engine House territory, must expect to find them as listed above.

B. Air Brakes.

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

Engines operating light in road service, yard or terminal territory, must have the Rotair Valve

and Controlled Emergency Cocks set as follows:
Rotair Valve operating "A" unit set in "Pass" position.

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

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

C. Passing Over Railroad Crossings at Grade.

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

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

AUTOMATIC TRAIN STOP.

Automatic Train Stop is in use:

Between: Town Line and Signal Bridge 700 feet west of West Detroit.

Home interlocking signal 1500 feet east of Windsor Passenger Station and Howard Ave.

Ecorse River and West Detroit.

Special Instructions in Canada Division and Detroit and Michigan Division Time-Tables govern.

FATALITIES.

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

"Where a body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it 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 it's position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employe must be left with the body until arrival of the Coroner.

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.

HUMP MOVEMENTS.

(a). Trains will not enter receiving yard tracks, nor foul ladder track at hump end without instructions from man in charge of hump operation.

(b). Hump signals will be used for the purpose of controlling movement of hump engine while classifying over hump and do not govern the movement of any other engine. When signal is in proceed position, hump engine will move toward hump. When signal is in stop position, hump engine will stop. When signal shows both red and yellow indication, hump engine will move back from hump. In moving

toward the hump the lead tracks must not be fouled until the proper signal has been given as above, and a proper hand signal has been received from man stationed on leading car to indicate that the switches are properly set and the lead clear of other movements.

(c). In pushing a cut from receiving yard to hump, a man must be stationed on the leading car.

(d). Cars must not be detached before hand brakes are tested to insure proper control of each cut. It is the duty of a rider and cutter to know by testing the brakes that they are sufficient to hold the cut of cars of which the rider is in charge, before separation is made. In the event of defective or insufficient brakes, the car rider will notify cutter who will make necessary arrangements for proper control, either by adjusting brakes, permitting additional cars to remain with cut, assigning additional riders or handling cut with pusher engine, to insure safe movement.

When going into a clear track or on a track on which there are only a few cars, rider will see that sufficient brakes are set to prevent cars moving out foul at the opposite end when subsequent cuts are put on track.

The rider must leave knuckle open on rear of last car when he leaves the cut and return without delay to the summit of the hump.

(e). Classification track should be closed up, but cuts must not be allowed to couple to a standing car at a speed greater than two miles per hour. Car riders must remain with cut until it is properly coupled to cars standing ahead or stops, and in the event of a cut stalling on a classification track, sufficient hand brakes must be left applied to avoid cars starting after car rider has left his cut. After a cut has stopped, car rider must open the knuckle on rear end of last car.

(f). Cars must not be allowed to stand closer than three car lengths from the ladder track at the departure end of the classification tracks, and there must also be sufficient hand brakes applied to prevent cars from drifting out to foul ladder tracks.

(g). The bumping or cornering of cuts on ladder track in order to clear switches, or the bumping of cars on classification tracks is prohibited and the impact of all cars must not exceed two miles per hour. In event of a cut stopping on ladder tracks, car rider will not leave cut unless instructed by yardmaster or hump conductor.

(h). To insure a safe move, when conditions require additional car riders for the larger cuts, or heavily loaded cars, the hump conductor must arrange accordingly.

(i). After delivering a cut in classification yard to its destination, car riders will promptly return to hump. At night, car riders will carry lighted hand lamps so as to be readily seen by other employees.

(j). When cars are removed from classification track or receiving track, sufficient hand brakes must be applied on the cars remaining, to prevent them from drifting out and fouling the ladder track.

(k). Engines making backward movement in receiving and classification yards, will keep a sharp lookout and ring the bell as a warning to employees working in the district.

(l). When necessary to change the adjustment of ventilator of loaded refrigerator cars in order to properly operate the hand brake, they will be left in the same position as found after the shift has been completed.

(m). When cars are being pulled from receiving or classification yard toward the hump, sufficient riders must be assigned to insure full protection, in case of break-in-two.

(n). Lumber, poles and large timbers in open top cars must not be humped.

Brake protection of cars in Classification Tracks:

Westbound class where Brake Setters are employed, they will be held responsible for sufficient brakes on all tracks to prevent them running out by cars humped into track.

Trimmer crews are responsible for knowing that ample brake protection exists on tracks shoved, kicked or otherwise handled to track by their crews.

Crews switching cars in at opposite Hump end of yard will be responsible for brake protection of cars switched in by them, so if tracks are shoved from hump the cars will not run out.

Transfer crews will leave sufficient brakes set on cars when all of track is not taken.

While these instructions generally refer to westbound class yard, the same precautions are required in eastbound class yard or any other yard when similar protection is necessary.

CAR WASHER

All movements through Wash Rack at Bay City Jct. must have whistle line connected and in working order. Must come to a stop at least 100 feet from Wash Rack and speed through the Washer must be regulated so that cars will pass through same at the rate of one car per minute.

Conductors and helpers must place themselves so that they will be in a position to stop the train when moving through Washer if it becomes necessary. Equipment department will close all windows and doors of equipment.

Safety must be exercised at all times to avoid personal injury.

LIGHT WEIGHT PASSENGER CARS EQUIPPED WITH ROLLER BEARINGS.

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

SIGNAL ASPECTS, INDICATIONS AND RULES.

Special Signal Aspects, Indications and Rules as shown in Detroit and Michigan Division Time-Table govern in Detroit, and those in Canada Division Time-Table govern in Windsor.

SPEED RESTRICTIONS

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

GENERAL

(Unless otherwise restricted)

Engines not equipped with automatic train stop device or running backward where wayside equipment is not provided on both sides of track, if an emergency requires such operation in Automatic Train Stop territory.....	30
Diesel engines operating through water.....	3
Note: Diesel engines must not be operated through water more than 3 inches above top of rail.	
Clearance car X-8016, under own power or being towed.....	55
Rail detector cars, under own power or being towed.....	40
Trains handling cars equipped with K type brakes.....	40
Snow plows and flangers.....	35
Circus trains with freight equipped cars.....	30
Freight trains with pusher engines.....	30
Trains with snow loader and snow melter units not in service.....	30
(Loader and melter units to be coupled and moved in train with loader unit trailing.)	
Trains with loaded ore cars less than 25 feet in length.....	30
Work trains with cranes moving on own wheels.	30
Trains handling Speno ballaster equipment..	30
Revenue trains with cranes moving on own wheels.....	25
Trains with scale test cars or Jordan Spreader..	25
Trains with dead engines not having all side or main rods.....	20
At night over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use.....	15
Switches and crossovers not interlocked, when diverging.....	15
Hot metal cars loaded.....	15
Hot metal cars empty.....	10

DIVISION (Unless otherwise restricted)	Main Line	Toledo Br.	Bay City Br.
Passenger, Mail, Express or Dead Head Equipment Trains.....	80	70	60
Passenger, Mail, Express, or Dead Head Equipment Trains with freight equipment cars.....	60	50	40
Freight and Work Trains.....	60	45	40
Wrecking cranes handled in wrecking service.....	45	45	30

WINDSOR TO TOWN LINE.

Windsor, Westward C.P.R. passenger trains when crossing over to Eastward main track.....	10
Detroit River Tunnel.....	30
Detroit Passenger Station, Under train shed.....	10
Between Detroit Train Shed and West Detroit in both directions.....	30
Train CD-4 and JS-2 and sections from 24th. St., to Tunnel Yard.....	6
Curve between Lonyo Road and Central Ave....	30
Over Lonyo Road and Central Aves.....	30

DETROIT TO MACKINAW.

All movements through crossovers from east and westward main tracks at Vinewood Ave...	5
Clay, St. Aubin and Mt. Elliott Aves.....	30
All trains between North Yard and Nine Mile Road on Main track.....	30
Rinke road crossing	50
All trains on New industrial track.....	15

DETROIT TO ECORSE.

River Rouge Drawbridge.....	40
Dearborn Ave.....	30
All trains or engines moving through turnout at Delray interlocking from westward main track of Union Belt R.R. to N.Y.C.R.R. southward main track or in reverse direction through this connection.....	5

JUNCTION YARD BRANCH.

Passenger or Troop trains:	
YD to Fort Street.....	20
Fort Street to Miller Road.....	30
Wye Switch to Town Line.....	20
Freight trains:	
YD to Miller Road.....	15
Wye Switch to Town Line.....	15

ENGINE AND CAR RESTRICTIONS

Engines and cars must not be operated as shown below:

NOTE: On industrial siding with sharp curvature and not shown below, care must be used in operating.

Load limit on cars handled thru retarders maximum 120 tons.

Detroit Passenger Station—General:

Engines No. 5754 & 5755

All engines and cars over 15'-2" high. All equipment wider than 8'-9" for heights up to 10" above top of rail.

Detroit Passenger Station—Conditional:

Tracks 1, 2, 3 and 4: Engines Nos.: 7100 to 7118, 7300, 7301, 8100 to 8113, 8200 to 8222.

Detroit-Windsor Tunnel:

Steps on streamlined cars when in partly open position will not clear bench wall.

City Yard:

Mills track; West Jefferson Ave., east of 8th St.: All engines and cars.

Stub track, North end of 12th St. Bridge: Engines Nos. 1000 to 7301, 8223 to 8357, 9308 to 9328.

River Rouge:

Exposition Spur, beyond Jefferson Ave. Engines Nos. 1000 to 5104, 6600 to 6903. Permitted single unit only Nos. 5600 to 6236, 7000 to 7012, 7300, 7301, 8000 to 8357.

Delta Spur. Engines Nos. 1000 to 8008, 8223 to 8357.

Permitted single unit only, Nos. 8100 to 8222.

Belt Line:

To Mt. Elliott Ave. and Wight St. Engines 1000 to 5104, 6600 to 6903. Permitted single unit only, Nos. 5600 to 6236, 7000 to 7012, 7300, 7301, 8000 to 8357.

Beyond Mt. Elliott Ave. and Wight St. Engines Nos. 1000 to 8008, 8223 to 8357, 9308 to 9328. Permitted single unit only, Nos. 8100 to 8222.

DETROIT TO MACKINAW BRANCH

Cars over 220,000 pounds gross weight.

Nine Mile Road:

McKay track: All classes.

60-TON TWIN FLEXI-VAN CARS

Cars must not be moved over humps in classification yards.

Detroit. No restrictions in movement to and from Flexi-Van loading and unloading site in Detroit City Yard by normal route. In the event cars are to be placed on industrial tracks, Superintendent should contact Division Engineer to determine if satisfactory.

Eastern Standard Time

DETROIT TO NORTH YARD

DETROIT TO MACKINAW BRANCH

NORTH YARD TO DETROIT

NORTHWARD—FIRST CLASS

SOUTHWARD—FIRST CLASS

Miles from Detroit					397★	395	STATIONS		394	396★					Miles from Warren
					FRI. ONLY	DAILY			DAILY	SUN. ONLY					
					P. M.	A. M.	LEAVE	ARRIVE	P. M.	P.M.					
0.00					5.00	8.45	Detroit		3.30	11.59					19.33
0.83					5.04	8.49	Bay City Jct.		3.22	11.55					18.50
1.57					5.05	8.50	Vinewood Ave.		3.20	11.52					17.76
4.27							Woodward Ave.								15.06
4.53					5.11	8.54	Beaubien St.		3.12	11.34					14.80
5.35					5.13	8.56	Milwaukee Jct.		3.10	11.32					13.98
5.81					5.14	8.57	Belt Line Jct.		3.08	11.30					13.52
8.12					5.18	9.01	North Yard		3.05	11.27					11.21
19.33					5.34	9.15	Warren		2.50	11.11					0.00
					P. M.	A. M.	ARRIVE	LEAVE	P. M.	P.M.					

Time shown at *Warren* is for information only.

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

No. 397 will make first trip July 1st, last trip Sept. 2nd.

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No. 396 will operate Sundays only July 10 to Aug. 28 incl., will also operate Monday, July 4th and Monday, Sept. 5th.

Eastern Standard Time

WESTWARD—FIRST CLASS

HOWARD AVE. TO TOWN LINE

MAIN LINE

Miles from Howard Ave.	STATIONS	39	19	17	355	13*	21	357	359	351	37	369			
			C. P.				C. P.		C. P.		C. P.				
		DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY			
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
0.00	LEAVE Howard Ave..	2.24		6.49		12.34				8.58					
2.86	Windsor.....	s2.31	{ s3.00 3.10	s6.55		s12.41	{ s1.55 2.05		{ s8.00 8.10	s9.05	{ s10.50 11.00				
5.64	Detroit.....	{ s2.50 3.35	3.20	{ s7.10 7.45	12.05	{ s1.00 1.25	2.15	5.15	8.20	9.25	11.10	10.45			
7.13	West Detroit.	3.39		7.49	12.09	1.29		5.19				10.49			
11.63	Town Line...	3.45		7.55	12.15	1.35		5.25				10.55			
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			

No. 13 will not operate May 31, July 5 and Sept. 6.

Eastern Standard Time

EASTWARD—FIRST CLASS

TOWN LINE TO HOWARD AVE.

MAIN LINE

Miles from Town Line	STATIONS	358	20	360	370	366	368	350	38	44*	22	8	356		
			C. P.	C. P.					C. P.		C. P.				
		DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
0.00	Town Line...	2.15			5.45	6.30	7.17			3.50		6.50	9.55		
4.50	West Detroit.	2.21			5.51	6.36	7.23			3.56		6.56	10.01		
5.99	Detroit.....	{s2.30 3.05	2.45	5.00	6.00	6.45	7.30	7.50	10.30	{s4.05 4.45	4.25	{s7.05 7.30	10.10		
8.77	Windsor.....	s3.15	{s2.55 3.05	{s5.10 5.15				s8.00	{s10.40 10.50	s4.55	{s4.35 4.50	s7.40			
11.63	Howard Ave..	3.20						8.05		5.00		7.45			
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		

No. 44 will not operate east of Detroit on Saturdays.

Eastern Standard Time

SOUTHWARD—FIRST CLASS

DETROIT TO ECORSE

DETROIT TO TOLEDO BRANCH

Miles from Detroit	STATIONS	381	383	385										
		B. & O.	B. & O.	B. & O.										
		DAILY	DAILY	DAILY										
	LEAVE	A. M.	P. M.	P. M.										
0.00	Detroit	11.45	5.45	10.35										
1.50	West Detroit	11.49	5.49	10.39										
3.90	Delray	11.54	5.54	10.44										
4.72	River Rouge Draw Bridge	11.55	5.55	10.45										
5.11	YD	11.56	5.56	10.46										
7.99	Ecorse (Mill St.)	11.59	5.59	10.49										
	ARRIVE	A. M.	P. M.	P. M.										

Eastern Standard Time

NORTHWARD—FIRST CLASS

ECORSE TO DETROIT

DETROIT TO TOLEDO BRANCH

Miles from Ecorse	STATIONS	380	382	384										
		B. & O.	B. & O.	B. & O.										
		DAILY	DAILY	DAILY										
		A. M.	A. M.	P. M.										
0.00	Ecorse (Mill St.)	7.02	7.20	3.43										
2.38	YD	7.05	7.23	3.46										
3.27	River Rouge Draw Bridge	7.06	7.24	3.48										
4.09	Delray	7.09	7.25	3.50										
6.49	West Detroit	7.15	7.30	3.55										
7.99	Detroit	7.20	7.35	4.00										
	ARRIVE	A. M.	A. M.	P. M.										

YD. TO TOWNLINE

SOUTHWARD

NORTHWARD

[illegible]

TELEPHONES

Yardmasters:

Bay City Junction	Auto. 4253
Bay City Junction	Bell 310
Bay City Junction	Grade No. 13 4S
Belt Extension	Walnut 1-7023
Belt Extension	Grade No. 3 1L-3S
Belt Line Junction	Bell 446
Belt Line Junction	Auto. 4359 and
	Grade No. 3 1L
Benson Yard	Walnut 1-3111
Central Avenue	Auto. 398 and Depot 463
Davison Yard	Dial "O"
15th Street	Bell 447 and Auto. 383
15th Street	Grade No. 7 1L
Harper Yard	TRinity 3-2210
Huber Avenue	Walnut 1-7023
Livernois Avenue	Auto. 4390
Livernois Avenue	Bell 443
Livernois Avenue	Grade No. 1 1L-3S
Miller Road	Auto. 4317
Miller Road	Grade No. 4 2L-1S
Miller Road	Grade No. 1 2L-1S
Mound Road	TWinbrook 1-0380
North Yard	Auto. 4159 and 283 and
	TR 5-6119
	Depot 510
Palmer Yard	Walnut 1-6268
Palmer Yard	Auto. 4749
Palmer Ave. Coal Dock	Auto. 4649
River Rouge Depot	Auto. 4173
River Rouge Depot	Bell 403
River Rouge Depot	Grade No. 5 2L
	VI 2-0136
Russell Street	TRinity 5-3360
	Auto. 4292
City Yard	Auto. 4182
City Yard	Bell 289
South Bound Yard	Auto. 4295
Stock Yards	Auto. 4195
	Auto. 316
20th Street	Bell 444
	Grade No. 7 2S
West Bound Hump	Auto 4313 (Tower A)
West Bound Hump.	Bell 379 (Tower A)
West Bound Train Yard	Auto. 4117
West Bound Train Yard	Bell 515
West Bound Train Yard	Grade No. 4 2S
West Detroit	Auto. 286 and Bell 512
Windsor	Auto. 392 and 323

Signalmen:

Bay City Junction	Auto. 399
Bay City Junction	Grade No. 7 3S
Bay City Junction	Grade No. 13 3S
Beaubien Street	Grade No. 2 1L-2S
Beaubien Street	Auto. 4192
Belt Line Junction	Auto. 4359
Belt Line Junction	Grade No. 2 2L-3S
Belt Line Junction	Grade No. 3 1S-1L
Delray	Grade No. 5 3S
15th Street	Auto. 383
15th Street	Bell 447
15th Street	Grade No. 7 1L
Forest Lawn	Grade No. 3 1L-2S
Jefferson Avenue	Grade No. 5 1L-2S
Milwaukee Junction	Auto. 4143
Milwaukee Junction	Grade No. 2 1L-3S

Signalmen—Continued:

North Yard Tower	Auto. 4343 and Bell 51
North Yard Tower	Grade No. 2 4S
North Yard Tower	Grade No. 3 4S
North Yards	Grade No. 3 3S
Rouge Drawbridge	Auto. 4373
Rouge Drawbridge	Grade No. 5 4S
Rouge Drawbridge	Bell Dial "O"
Schaefer Road	Auto. 4298 & LU 2-1660
Schaefer Road	Grade No. 4 3L-1S
20th Street	Auto. 244
20th Street	Bell 444
20th Street	Grade No. 7 2S
Wabash Tower, Jct. Yds. Br.	Grade No. 4 1L
West Detroit	Auto. 286
West Detroit	Bell 512
West Detroit	Grade No. 1 2S
West Detroit	Grade No. 5 2S
West Detroit	Grade No. 2 2S
West Detroit	Grade No. 13 2S
Windsor Station	Auto. 4288
Windsor Tower No. 3	Auto. 4389
YD	Bell—Dial "O"
YD	Grade No. 4 1L-1S
YD	Grade No. 5 1L-1S
YD	Auto. 4376

Switchtenders:

Livernois Avenue	Private 1L-3S, Depot 443
Livernois Avenue	Auto. 4390
Military Avenue	Grade No. 1 2S-1L
Coal Dock Switch	Grade No. 8 4S-Auto 4138
West End Avenue	Vinewood 1-2150
Great Lakes Ave.	Vinewood 2-1210

Telephones on Junction Yards Branch

Station	Telephone	Location
Miller Road	Yard Dispr. Lines 1 and 4 Auto. 4317	Cabin
Wye, Switch	Yard Dispr. Line	Pole Box
Schaefer Tower	Yard Dispr. Line 4 Auto 4298	Tower
Ford, Gate No. 10	Yard Dispr. Line 4	Pole Box
Ford, South Switch	Yard Dispr. Line 4.	Pole Box.
Oakwood Blvd.	Yard Dispr. Line 4	Booth
Fort St.	Yard Dispr. Line 4	Booth
Victoria Ave. (Wabash Ry.)	Yard Dispr. Line 4	Tower
Deacon St.	Yard Dispr. Line 4	Pole Box
YD	Yard Dispr. Lines 4, 5, and 21 Auto 4376 Bell—Line 514	Tower

Telephones in the Detroit-Windsor Tunnel

"Location of which will be designated by a blue electric light, and station number painted on phone box cover. All telephones located in passageways may be reached from either tube."

Station	Telephone	Location
1	Grade Line 9	Detroit Portal Cabin
2	Grade Line 9	In passageway 875' from Detroit Portal.
3	Grade Line 9	Passageway at Detroit air ventilating shaft 2051' from Detroit Portal.
4	Grade Line 9	On Wall westbound tube 4002' from Detroit Portal.
5	Grade Line 9	On Wall eastbound tube 4002' from Detroit Portal.
6	Grade Line 9	Passageway at Windsor air ventilating shaft 4989' from Detroit Portal
7	Grade Line 9	1500' from Windsor Portal.
8	Grade Line 9	Windsor Portal Cabin.
15th St. Yard-master	Grade Line 9 (1 long ring)	15th Street Tower.

Other Points:

Chief Dispatcher	{ Auto. 340 Bell 422—573
Power Supervisor	{ Auto. 311 Bell 538
Diesel Engine Shops. West Detroit	Auto. 4355
Tunnel	{ Auto. 356 Bell 541
West Vernor Highway, Detroit to Toledo Br.	Grade No. 5 1L-3S
Switchman's Cabin, Beecher Avenue	Auto. 4145
Telegraph Office, Town	Line Bell Dial 0
Wrecking Foreman (Derrick Shed)	Auto 4196
Westbound Hump Cabin	Auto 4213 Bell 514
Eastbound repair track.	Auto 4162
Westbound repair track	Auto 4136
Terminal Supervisor	Auto 326 and 331 Bell 445
Yard Dispatcher, Liver- nois Avenue	Auto. 326 and 331
Yard Dispatcher, Liver- nois Avenue	Bell 445
Delray Freight House	VI 2-1932
Russell St. Frt. House	TR 5-3360
Gratiot Ave. Team Track	WA 1-3548
Kirby Ave. Team Track	TY 5-0550
Windsor Station	Auto. 4288
Windsor Engine House	Auto 4239
Windsor Signal Foreman	Auto 4339
Windsor Tel. Lineman	Auto. 4289 Bell 481
Tunnel Office	{ Auto. 218
Town Line	Auto. 4398—Grade No. 1-1L-1S-1L.
Town Line	Grade No. 4-1S-1L- 1S.

Yard Dispatcher:

North side of track at Cass Avenue, in box, on post.
At Vermont Street, south of 12th Street, in booth.
To call on Grade Lines, call Yardmaster, Miller Road
or signalman, West Detroit, and ask for Yard
Dispatcher connections.

DETROIT TERMINAL RAILROAD

TW. 3-6501

HOSPITAL

Grace

TEmples 1-5800