

MICHIGAN CENTRAL RAILROAD

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

**DETROIT-WINDSOR
YARD**

**TIME-TABLE
No. 11**

For Employes Only

Effective

1.01 A. M.

Sunday, September 29, 1946

EASTERN STANDARD TIME

A. W. LASKOSKE,
Superintendent

T. L. COUGHLIN,
Superintendent

PRINTED IN U.S.A

COMPANY SURGEONS

DETROIT: Geo. P. Myers, Medical Director and Chief Surgeon, 329 Terminal Bldg.

Phones—Office, LAfayette 7000, Extension 205; Residence, UNiversity 2-5958.

Dan. W. Myers, Ass't. Medical Director
323 Terminal Bldg.

Phones—Office, LAfayette 7000, Extension 205, Residence, TUxedo 2-8580.

E. H. Hanna, 5057 Woodward Ave.

Phones—Office, TEmple 1-6164; Residence, TOWnsend
8-9677.

L. J. Gravelle, 1101 David Whitney Bldg.

Phones—Office, RAndolph 1274; Residence, CEdar 1327

H. Belanger, 10593 W. Jefferson Ave.

Phones—Office, VINewood 2-0310; Residence, VIne-
wood 2-3807.

WINDSOR: C. L. Fuller, 89 Wyandotte St., W.

Phones—Office, 4-1891; Residence, 3-4083.

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

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

OCULISTS

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

Phones—Office, RAndolph 0489; Residence, NIagara
2145.

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.

P. M. crews using M. C. tracks between Delray and Southbound Yard or Stock Yards, and Wabash crews between Delray and Delta Yard, must obtain permission from Terminal Yard Dispatcher before entering M. C. tracks. M.C.R.R. time table and rules govern.

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

B. & O. passenger trains use M. C. tracks between Ecorse (Mill St.) and Detroit. M.C.R.R. time table and rules govern.

B3. LAWS AND REGULATIONS.

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

M. GENERAL RULES.

They must not get on or off moving cars or engines, except as their duties require.

Whether on or off duty, they must not walk on or cross tracks at other than places provided, except when required by their duties.

CLEARANCES.

Overhead bridges and electric contact rail and supports between Detroit Passenger Station and Third Street Freight Station, and posts under P. M. Overhead Bridge at Jefferson Ave., will not clear a man on top or side of cars, respectively.

M1. THIRD RAIL

Third rail is in service from west end of Bay City Jct. interlocking to Vermont St., except in coach yard, and through the tunnel to the east interlocking limits of Tower 3. Overhead contact rail is in service in the train shed and between the train shed and west approach to tunnel.

Employees qualified to operate third rail switches must be familiar with their location and operate them promptly when so instructed.

Persons requiring power shut off third rail for construction or maintenance work in their respective territories, must obtain permission from yardmaster at 15th St. or train director at 20th St. Yardmaster or train director will notify sub-station operator when power is to be shut off, giving the reason, track affected and name of person in charge of work.

When third rail is again ready for power, yardmaster or train director and sub-station operator must be notified by person in charge of work and be governed by instructions of sub-station operator.

Yardmaster or train director must be immediately notified when power to third rail has been restored.

When emergency requires that power be shut off third rail, yardmaster or train director and sub-station operator must be immediately notified that power has been shut off, giving reason, name of person shutting off power and section of yard affected.

If engineman requires emergency power shut-off, he will stop and sound continuous short blasts of whistle until power is shut off or responsible parties are contacted. Conductor will immediately communicate with yardmaster at 15th St., or train director at 20th St., requesting that power be shut off tracks affected and ask for other relief.

When power to locomotives operating in the electric zone is interrupted and does not immediately come on again, train must be stopped and yardmaster at 15th St. or train director at 20th St. notified, giving cause of interruption, if known.

When train has stopped, third rail where power interruption occurred and contact shoes on locomotives should be examined to see whether they are in proper condition, and report made to the yardmaster.

If third rail or contact shoes on locomotives are not in proper position to operate trains safely without further damage to third rail, another locomotive should be used to pull out trains.

Sub-station operator, on instructions from yardmaster, will call electricians required to repair damage to third rail or other electrical apparatus.

Yardmaster will call responsible party of the Equipment Department to make required repairs to the locomotive.

Engineman must know that contact shoes on locomotives are in proper condition. Inspection of shoes should be made at convenient periods during their tour of duty and any shoes found broken off should be reported to yardmaster at the first opportunity. If shoes are not in proper position and may cause damage to third rail or come in contact with running rail, operation of locomotive should be stopped until repairs are made.

When work is to be done on any contact shoe, except when locomotive is in inspection shed, engineman must know that wooden paddle is placed between each contact shoe and third rail before work on any shoe is started.

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.

Trains moving through tunnel must not exceed tonnage or amperes per locomotive limits in table below. More than three single locomotives or four R1 locomotives operated as two-multiple units, must not be used on any train. Yardmasters will be held responsible for damage resulting from exceeding these tonnage limits, and enginemen will be held responsible for damage to locomotives due to the use of excessive amperage in parallel position, as indicated by ammeter in locomotive cab.

RAIL DETECTOR CARS.

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

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

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

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

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must

not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

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

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

TONNAGE AND CURRENT LIMITS
EASTBOUND

| Number of Units | April to Nov. | Nov. to April | Amps. per Loco. |
|-----------------------|---------------------|---------------------|-----------------------|
| 1 DEs-3..... | 1000 T | 1000 T | 3000 |
| 1 R1..... | 900 T | 850 T | 2000 |
| 2 R1..... | 1800 T | 1700 T | 2000 |
| 3 R1..... | 2500 T | 2400 T | 2000 |
| 2 R1 Mult..... | 3200 T | 3000 T | 2000 |

WESTBOUND

| | | | |
|----------------|--------|--------|------|
| 1 DEs-3..... | 900 T | 900 T | 3000 |
| 1 R1..... | 800 T | 750 T | 2000 |
| 2 R1..... | 1600 T | 1500 T | 2000 |
| 3 R1..... | 2100 T | 2000 T | 2000 |
| 2 R1 Mult..... | 2800 T | 2600 T | 2000 |

When one R1 locomotive of series 166-171 is operating alone on a train or in the same train with one or more locomotives of the same series, the above tonnage may be increased by 100 tons per locomotive.

Two trains of more than 1000 tons each must not be allowed on the tunnel grades at the same time.

When two multiple units are used, one multiple unit should be on each end of the train.

DEFINITIONS.

Passenger Train—any train carrying passengers.

Passenger Extra—for passenger train extra.

WATCH INSPECTION

2. Watches that have been examined and certified to by a designated inspector must be used by conductors, enginemen, firemen, brakemen, train baggagemen, station masters, yard masters and others who may be designated. The certificate in prescribed form must be renewed and filed with the Superintendent in the month of April of each year.

2a. 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 certificate of Watch Inspection by the Inspector and on employe Monthly Watch Comparison record by the employe.

3. STANDARD CLOCKS.

| | |
|--------------------|---|
| Detroit..... | Station Master's Office. |
| Junction Yard..... | Yard Master's Office at Westbound Train Yard. |
| Windsor..... | Engine House. Yard Dispatcher's Office. |
| Windsor Yard..... | Telegraph Office. General Yardmaster's Office. Engine House. |

4. TIME TABLES.

Detroit-Windsor Yard Time Table governs the movement of trains and engines between Town Line, Ecorse, North Yard and Tower 4.

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. |
|-----------|--|
| — —o | Southward trains call for route at Delray to Delta Yard. |
| oo — | Southward trains call for route at Delray to P. M. |
| (1) — —o— | Whistle signals for crossing should be spaced so last blast of whistle will not be completed before reaching the crossing. |

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 in U. S.

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

Yard engines, with cars, will display a red light by night to 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.

35. FLAGMEN'S SIGNALS.

The use of white light on engine is not required.

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 westward passenger trains, and conductor or engineman will register eastward passenger 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.

Windsor Yard: Eastward freight trains by "Proceed" indication at Tower 4 home interlocking signal.

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

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

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.

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-13 $\frac{1}{2}$; 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 Tower 4, to Detroit River.

D-93a MOVEMENTS AGAINST CURRENT OF TRAFFIC.

Manual Block System Rules will govern.

Movements against the current of traffic between West Detroit and Town Line, Vinewood Ave. and North Yard, West Detroit and YD, Miller Road and YD, Town Line and YD, or intermediate points, 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 signalman at Bay City Jct. and West Detroit and switch tenders at Scotten Ave. and Vinewood Ave. Trains and engines will be governed by signal indications and hand signals from switch tenders.

Movements against the current of traffic between West Detroit and 20th St. 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.

98. RAILROAD CROSSINGS AT GRADE.

| Location | Railroad | Signals |
|---|----------------------------|--|
| | Main Line | |
| West Detroit..... | {Wabash N.Y.C.} | Interlocking |
| Windsor | | |
| Dock Track..... | E.T. Ry..... | Interlocking (Normal against E.T. Ry. Operated by E.T. Trainmen) |
| | Junction Yard | |
| Engine House and Coal Chute Tracks near Livernois Ave. | {Car Shop Yard Track} | Target |
| West of Coal Dock, E.B. Class. Yard.... | {Crossover Switches} | Target |
| | Detroit to Mackinaw Branch | |
| Bay City Jct. | | |
| New Wye Track..... | Track No. 3..... | Target |
| 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 |
| | Belt Line Extension | |
| Forest Lawn..... | G.T.W..... | Interlocking |
| | Detroit to Toledo Branch | |
| West Detroit | | |
| W. Vernor Highway, Stock Yds. Lead to Southbound Yard.... | Wabash..... | Target |
| West Detroit | | |
| 300 ft. south of W. Vernor Highway, lead from main tracks to Southbound Yard.... | N.Y.C..... | Target |
| Delray..... | P.M..... | Interlocking |
| YD..... | Jct. Yd. Br..... | Interlocking |

Delray

Foreman Lbr. Spur...P.R.R.....Target

Ecorse

Raupp Lbr. Co. Spur...D.T.&I...signals, time locked

Mich. Steel Spur.....D.&T.S.L...Derails and signals
electrically 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

Worcester Salt 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

20th St.....{Station Tracks
Freight Tracks }...Interlocking

15th St.....{Station Tracks
Freight Tracks }...Interlocking

Windsor Station....{Station Tracks
C.P.R. }...Interlocking

Tower 3.....Freight Tracks....Interlocking

Tower 4.....{Main Tracks
Yard Tracks }.....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

Belt Line Extension

Forest Lawn.....Detroit to

Mackinaw Br...Interlocking

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

DRAWBRIDGES

Location

Stream

Signals

River Rouge.....River Rouge.....Interlocking

OUTBOUND LOADING PLATFORMS—THIRD ST.

FREIGHT TERMINAL.

Color-light signals govern train and engine move-
ments on the southerly five tracks for the outbound
loading platforms. The west entrance is governed by
two signals and is protected by four derails; one
signal and two derails for tracks 1, 2 and 3, and one

signal and two derails for tracks 4 and 5. Movements in either direction on tracks 1, 2 and 3 are governed by signals on the south side of track No. 1, one at each of the three bridges. Movements in either direction on tracks 4 and 5 are governed by signals between tracks, one over each of the two bridges. The signal aspects and indications are:

Red —Stop and stay.

Yellow—Proceed at slow speed.

The normal indication of signals is Stop, and derails are normally in the derailing position. To clear the signals for either group of tracks, the derails must be changed to the non-derailing position, which operation will clear the signals automatically.

The derails cannot be changed to the non-derailing position unless the bridges are fully raised, which condition will be indicated by a white light at the switch stand, which controls the derails. If any bridge is lowered while the derails are in the non-derailing position, a bell located at the west end of the platforms will ring until the bridge is raised or the derail is restored to the derailing position.

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.

The flashing light signals at the crossings between North Yard and Eight 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:

Detroit to Mackinaw Branch

Nevada Ave. Street traffic and D.S.R.

Trains or engines receiving an indication as prescribed by Rule 291 at Automatic Block Signal B983, located 200 feet south, and B984, located 500 feet north of crossing, must in addition to observing Rule 291 look out for street traffic moving over the crossing.

Belt Line

Crossings with street traffic:

| | | |
|------------------|----------------|----------------|
| East Grand Blvd. | Forest Ave. | Vernor Highway |
| Palmer Ave. | Sylvester Ave. | St. Paul Ave. |
| Theodore Ave. | Pulford Ave. | Lafayette Ave. |
| Warren Ave. | Benson St. | |

Crossings with street traffic and D.S.R.:

| | | |
|------------------|--------------|-----------------|
| Mt. Elliott Ave. | Gratiot Ave. | Charlevoix Ave. |
| Harper Ave. | Mack Ave. | Kercheval 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 and also for all shifting movements over a street which D.S.R. crosses. 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 where D.S.R. crosses, 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.

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.

Windsor Wellington Ave. crossing Industrial Track.

North Yard Mt. Elliott Ave. crossing yard tracks.

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.

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.

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

104. SWITCHES.

Electrically locked switches are located:
Junction Yard Branch

At junction of west wye track 900 feet north of Schaefer Road signal station. Call signalman and be governed by his instructions. Instructions for operation of lock are in lock box. When indicator in lock box displays "UNLOCK" electric lock may be released and switch operated.

Belt Line

Switch leading to Mistele Coal Co. track east of Belt Line Jct. signal station. Call signalman and be governed by his instructions. Instructions for operation of lock are in lock box. When indicator in lock box displays "UNLOCK" electric lock may be released and switch operated.

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.

| | |
|----------------------------|--|
| Detroit Pass. Station..... | { Conductor'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. |
| 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 Oiler Shanty. |

D-151. DESIGNATION AND USE OF MAIN TRACKS.

Two Tracks

Between: Town Line and 20th St.
15th St. Tower and Tower 4.
Bay City Jct. and North Yard.
West Detroit and Ecorse.
Miller Road and YD.

211. MOVEMENT BY TRAIN ORDERS.

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

D-251, D-261. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rule D-251 (Canada Div. Rule S-71) governs on Two Tracks with the current of traffic,

Between: Town Line and 20th St.
15th St. Tower and Tower 4.
West Detroit and Ecorse.
Bay City Jct. and North Yard.

Rule D-261 governs on Two Tracks against the current of Traffic,

Between: 15th St. Tower and Windsor.

292x. STATION SEMAPHORES.

Junction Yard Branch

*Oakwood Blvd.,
100 ft. south.....Automatic.....Northward
*Oakwood Blvd.,
900 ft. north.....Automatic.....Southward
Oakwood Blvd.,
950 ft. south.....Automatic.....Southward
*Indicates STOP when gate at crossing of Wabash Salt Spur is across M.C. tracks.

Schaefer Road, 2,800

ft. north of signal

station.....Automatic.....Southward
Trains or engines receiving an indication as prescribed by Rule 292x must obtain permission from signalman before proceeding.

Schaefer Road, 3,600

ft. south of signal

station.....Automatic.....Northward

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

| Location | Signal | Position | Indication |
|--|--------|----------------------|--|
| Junction Yard | | | |
| Engine House and Coal Chute tracks near Livernois Ave., crossing Car Shop Yard Track | Target | Diagonal... | Stop |
| | | Vertical... (Normal) | Proceed without stopping on engine house and coal chute tracks |
| | | Horizontal. | Proceed on Car Shops track |

| | | |
|--|----------|--|
| Crossover switches west of Coal Dock, E.B. Class. Yard | } Target | Diagonal... Stop (Normal) |
| | | Vertical... Proceed without stopping on tracks 35 and 36 |
| | | Horizontal. Stop clear of crossover on tracks 35 and 36 |

Detroit to Mackinaw Branch

Bay City Jct.

| | | |
|--|----------|---|
| New Wye Track cross- ing track 3 | } Target | Diagonal... Stop |
| | | Vertical... Proceed without stopping on New Wye Track |
| | | Horizontal. Proceed on track (Normal) 3 |

Detroit to Toledo Branch

West Detroit

| | | |
|--|----------|---|
| W. Vernor Highway, Stock Yards lead across Wabash to Southbound Yard | } Target | Diagonal... Stop |
| | | Vertical... Stop |
| | | Horizontal. Proceed on (Normal) Stock Yards track |

West Detroit

| | | |
|--|----------|--|
| 300 ft. south of W. Vernor Highway, lead from main tracks across Southbound Yard tracks | } Target | Diagonal... Stop |
| | | Horizontal. Proceed without stopping on lead from main tracks |
| | | Vertical... Proceed without (Normal) stopping on Southbound Yard tracks |

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 |

| | | |
|---|----------|---------------------------------|
| Worcester Salt 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 across stopping 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.

305. MANUAL BLOCK SYSTEM.

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

Manual Block 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.

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.

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.

Rules 317-B, 318-B and 331-B are modified as follows:

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.

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

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

North Yard, 12,000 feet north, at Eight 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 Signal B 972 at Eight 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 SYSTEM.

Automatic Block System is in use:

Single Track:

Between: North Yard and advance manual block signal and southward automatic block signal B-972 at Eight Mile Road.

Two or More Tracks:

Between: Town Line and 20th St.

15th St. Tower and Tower 4.

West Detroit and Ecorse.

North Yard and Bay City Jct. Interlocking.

Northward trains and engines on Detroit to Mackinaw Branch main tracks or Old Wye Track must receive hand signal from switch tender at Vinewood Ave. before fouling other tracks.

In giving hand signals switch tender will use green flag or green light for main track movements and yellow flag or yellow light for diverging movements.

Trains and engines receiving an indication as prescribed by Rule 291 at westward Automatic Block Signal 23 at Bay City Jct. must receive hand signal from switch tender at Scotten Ave. before proceeding.

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-92, 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 Beau-bien St.

Signal B-1012, located on southward main track at Conant Road; controlled by signalman at Belt Line Jct.

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

Rules 317-A and 331-A (Canada Div. Rules 317, Paragraphs 1 and 2, and 331) for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B (Canada Div. Rules 317, Paragraphs 3 and 4, and 331) for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

605. INTERLOCKING SIGNALS.

Interlocking signals, operated by Switchtender at Livernois Ave. and displaying indications as prescribed by Rule 292, Fig. 204, and Rule 290, Fig. 179, are located as follows and govern movements on tracks specified:

Livernois Ave.

| | |
|---------------------|---|
| 1,000 ft. east..... | westward on Track No. 4 |
| 650 ft. east..... | eastward on Track No. 6 |
| 250 ft. west..... | eastward on outbound engine house lead |

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.

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.

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.

Enginemen arriving at terminals will make a reduction of at least 10 pounds, with the automatic brake in making stop or before cutting the engine off train, and Trainmen will close the angle cock on the head and rear cars before cutting off engine or way car.

CALL LIGHTS.

Lights on cross-arms of Western Union pole line on Detroit to Mackinaw Branch, between Vinewood Ave. and Beaubien St. Tower, when lighted are indication crews doing industrial work are to communicate with Yard Dispatcher for special instructions at once. Lights are located at 16th St., Wabash Ave., Third Ave. and Penn Lead.

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 Tower 4.

Ecorse River and West Detroit.

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

ELECTRIC AND DIESEL EQUIPMENT.

Electrically propelled trains must not be operated through water when it is above the top of the running rail.

The cut-out cock in air pipe leading to overhead shoe must be closed when not in use.

When taking locomotive for service, engineman must know that switches on locomotive, jumpers, third rail shoes and overhead contact shoes are in proper position; and compressors, blowers and headlights working properly. On Diesel locomotives, know that all valves in engine cooling system are in proper position.

After brakes have been tested, see that all blocks have been removed from wheels.

When leaving DEs-3 locomotive, engineman must:

Shut down Diesel engine.

Open control, light and main switches.

Leave third rail auxiliary switch closed.

See that wheels are blocked.

Close windows, and in winter, close movable ventilators.

In warm weather, open all heater switches.

In moderate and cold weather, leave heater switches closed as shown below when locomotive is left with shoes in contact with third rail:

| Class | Weather Conditions | |
|-------|--------------------|------|
| | Moderate | Cold |
| DEs-3 | One | Both |

Know that heater switches left closed are carrying current.

Drain engine cooling system if Diesel locomotive is to be left in cold weather where facilities for preventing freezing are not provided, except when third rail shoes are in contact with third rail and heaters working.

Stick provided on DEs-3 locomotives must be used when changing position of third rail shoes.

Employees, other than engine crew, must not enter or pass through interior of Diesel locomotives, except in emergency.

Safety chain hooks when not in use must be placed back of the toeboard of switching step and under the drawbar carrier.

When coupling Diesel locomotives to cars or locomotives, care must be used to see that coupler is properly adjusted due to locomotive being equipped with double swivel coupler.

Third rail shoes on Diesel locomotives must be placed in folded position at the following points:

West Jefferson Ave. crossing or any tracks east of this location.

West Detroit Interlocking Tower or any tracks west or south thereof.

Vinewood Ave. Wye or any tracks north thereof.

Radiator blowers on Diesel locomotives must be so operated as to keep cooling water between 140° and 180° F., as shown by thermometers.

Traction motor blowers must be run continuously as follows:

| Class | Speed |
|---------------------------|-------|
| DEs-3 } Road service when | High |
| R1 } exceeding 400 Amp | |
| DEs-3 Switch service | Low |

Electric and Diesel locomotives must be operated with engineman located on forward end when conditions permit.

When necessary to make back-up movement with Diesel or electric locomotives, with engineman operating from end opposite to direction of movement, fireman must be located to observe conditions ahead and pass signals to engineman.

FATALITIES.

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

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

FREIGHT AND YARD TRAINMEN.

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

Conductors of transfer runs must ride the head end of the train and assign the most competent brakeman as flagman.

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 is changed several times in succession, from stop to clear, 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.

HAULING ENGINES AND TENDERS IN TRAINS.

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

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

A dead or live steam engine in company service, hauled in a freight train must be placed next to the operating engine. A diesel engine may be placed next to the operating engine or caboose. The head brakeman must ride the engine next to operating engine, except when a rider is provided, unless relieved by the Superintendent.

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.

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

SPECIAL USE OF TRACKS.

On Transit Railroad, northward trains and engines have right of track over southward trains and engines between Wight St. and Lafayette Ave.

Southward trains and engines may use Transit Railroad under flag protection only after it is known that track is not being used by a northward train or engine.

SWITCH TENDERS.

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

SPEED RESTRICTIONS.

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

| | |
|--|---|
| Curve between Lonyo Road and Central Ave..... | 50 |
| Railroad grade crossings | { Passenger { Detroit. 60 Windsor 35 |
| interlocked..... | |
| | { Freight..... 20 |
| Switches and crossovers, not interlocked, when diverging..... | 10 |
| Detroit Passenger Station, under train shed..... | 10 |
| All crossover tracks between 15th St. Tower and West Detroit Tower—Engines with "PT" tanks. | 8 |
| Detroit River Tunnel (except as below)..... | 30 |
| Trains handling N.R.C. refrigerators in series 700 to 799..... | 15 |
| "Stream-lined" equipment..... | 15 |
| Detroit Belt Line, over streets other than Grand Boulevard East..... | 12 |
| Detroit Belt Line, over Grand Boulevard East.... | 6 |
| Detroit to Mackinaw Branch, over Clay and St. Aubin Avenues..... | 20 |
| Detroit to Mackinaw Branch, all trains between North Yard and Eight Mile Road on Main Track | 30 |
| Detroit to Mackinaw Branch, all trains between North Yard and Eight Mile Road on new industrial track..... | 15 |
| River Rouge Drawbridge..... | 40 |
| Junction Yard Branch, passenger or troop trains: | |
| YD to Fort St..... | 20 |

| | |
|---|----|
| Fort St. to switch at junction of east and west legs of Wye near Main Line..... | 30 |
| Both legs of Wye..... | 20 |
| East end of east leg of Wye to Miller Road..... | 30 |
| Windsor, Westward C.P.R. passenger trains when crossing over to eastward main track..... | 10 |
| Trains must not exceed schedule time between Detroit Passenger Station and Town Line, Bay City Junction and North Yard, and West Detroit and River Rouge. | |

Trains and engines must not use less than nine (9) minutes between 15th Street Tower, Detroit, and Windsor Passenger Station.

| | |
|--|----|
| Rail Detector cars, under own power or on rear of passenger train..... | 40 |
| ★ Revenue freight trains with cranes moving on own wheels..... | 25 |
| ★ Booms on cranes should be in trailing position. | |

ENGINE AND CAR RESTRICTIONS.

Engines—NYC classes G-6, H-7, H-10, S-1 and B. & O. Classes Q, T-1, P-1, P-7, P-8, P-9, P-17, P-18, N and V, are restricted from entering Detroit Passenger Station.

Locomotives and cars over 15 feet in height are restricted from entering Detroit Passenger Station.

Engines—Classes L-1 and H-9 are restricted from entering and leaving Detroit Passenger Station, except as follows:

On tracks 9, 10 and 11 eastward engines Classes L-1 and H-9 may be cut off from train at east end of train shed and return through either tracks 9, 10, 11 or F. When making such movement engine may proceed eastward to the crossover approximately 90 feet west of Bagley Ave. Bridge. Under no conditions may such engines pass Bagley Ave. Bridge.

On tracks 1 to 8, inclusive, eastward engines Classes L-1 and H-9 must be held at the east end of train shed until the train has been pulled out, and engine can then be backed out on same track on which it had entered train shed.

Engines—Classes J, L-1 and H-9 must not be moved through crossovers within Detroit Train Shed.

Engines—Classes L-2, L-3 and L-4 are not restricted within Detroit Passenger Station.

Engines—Classes J, H and L are restricted from Mills Track, West Jefferson Avenue, just east of 8th Street; and from Stub track, north end of 12th Street Bridge.

Derrick X-19534 is restricted from all tracks which have overhead third rail.

On account of third rail on passenger main track east of 24th Street, Detroit, one of the trainmen on all eastward passenger and freight trains passing Town Line, northward passenger and freight trains passing West Detroit Tower, and southward passenger and freight trains passing North Yard, must be on the rear car to receive signals from operators. If any part of train strikes third rail indicator, stop signal must be given and an examination of train made before proceeding into third rail district. If any passenger train is stopped for this reason, operator will immediately notify office of Yard Dispatcher by telephone.

Engines and cars must not be operated as shown below:

DETROIT TO MACKINAW BRANCH.

Cars, maximum gross weight 220,000 lbs.

Nine Mile Road:

McKay Track.....All Classes

Eastern Standard Time

WESTWARD—FIRST CLASS**TOWER 4 TO TOWN LINE****MAIN LINE**

| Miles from Tower 4 | STATIONS | 39 | 19 | 635 | 17 | 33 | 47 | 341 | 11 | 75 | 35 | 139 | 21 | 323 | 31 |
|--------------------|-------------------|----------------|----------------|---------------------|----------------|----------------|-------|---------------------|---------------------|-------|--------|---------------------|----------------|-------|-------|
| | | M. C. | C. P. | C. P. | M. C. | M. C. | M. C. | M. C. | M. C. | M. C. | M. C. | M. C. | C. P. | M. C. | M. C. |
| | | DAILY | DAILY | DAILY EXCEPT SUNDAY | DAILY | DAILY | DAILY | DAILY EXCEPT SUNDAY | DAILY EXCEPT SUNDAY | DAILY | DAILY | DAILY EXCEPT MONDAY | DAILY | DAILY | DAILY |
| | LEAVE | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 0.00 | Tower 4..... | 2.38 | | | 7.08 | 7.25 | 8.02 | | 12.07 | | 12.51 | 1.40 | | | |
| 2.89 | Windsor..... | s2.42 | {s2.40 2.50 | {s6.35 6.50 | s7.12 | s7.30 | s8.07 | | 12.15 | | s12.56 | s1.44 | {s2.10 2.20 | | |
| 5.67 | Detroit..... | {s2.59 3.15 | 3.00 | 7.00 | {s7.30 7.40 | {s7.45 8.00 | 8.25 | 8.45 | | 12.50 | 1.15 | {s2.03 2.13 | 2.30 | 2.40 | 4.45 |
| 7.16 | West Detroit..... | 3.19 | | | 7.44 | 8.04 | | 8.49 | | 12.54 | | 2.17 | | 2.44 | 4.49 |
| 11.66 | Town Line..... | 3.25 | | | 7.50 | 8.10 | | 8.55 | | 1.00 | | 2.23 | | 2.50 | 4.55 |
| | ARRIVE | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

Eastern Standard Time

WESTWARD—FIRST CLASS

TOWER 4 TO TOWN LINE

MAIN LINE

| Miles from Tower 4 | STATIONS | 321 | 5 | 51 | 37 | *345 | 315 | | | | | | | | |
|--------------------|----------------|---------------------------|---------------------------|--------|------------------|-------|-------------------------|--|--|--|--|--|--|--|--|
| | | M. C. | M. C. | M. C. | C. P. | M. C. | M. C. | | | | | | | | |
| | | DAILY EXCEPT SUNDAY | DAILY EXCEPT SUNDAY | DAILY | DAILY | DAILY | DAILY EXCEPT SAT. | | | | | | | | |
| | | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | | | | | | | |
| 0.00 | Tower 4..... | | 7.57 | 9.56 | | | | | | | | | | | |
| 2.89 | Windsor..... | | s8.07 | s10.00 | {s11.05 11.15 | | | | | | | | | | |
| 5.67 | Detroit..... | 5.35 | 8.30 | 10.15 | 11.25 | 11.15 | 11.59 | | | | | | | | |
| 7.16 | West Detroit.. | 5.39 | | | | 11.20 | 12.03 | | | | | | | | |
| 11.66 | Town Line..... | 5.45 | | | | 11.27 | 12.10 | | | | | | | | |
| | ARRIVE | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | | | | | | | | |

No. 345 waits Detroit until 11:59 P.M. Saturday.

Eastern Standard Time

EASTWARD—FIRST CLASS**TOWN LINE TO TOWER 4****MAIN LINE**

| Miles from Town Line | STATIONS | 358 | 20 | 40 | 364 | 2 | 342 | 316 | 50 | 38 | 322 | 346 | 76 | 44 |
|----------------------|-------------------|-----------------|-----------------|-----------------|-------|---------------------|-------|---------------------|-------|-----------------|---------------------|-------|-------|-----------------|
| | | M. C. | C. P. | M. C. | M. C. | M. C. | M. C. | M. C. | M. C. | C. P. | M. C. | M. C. | M. C. | M. C. |
| | | DAILY | DAILY | DAILY | DAILY | DAILY EXCEPT SUNDAY | DAILY | DAILY EXCEPT SUNDAY | DAILY | DAILY | DAILY EXCEPT SUNDAY | DAILY | DAILY | DAILY |
| | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. |
| 0.00 | Town Line..... | 2.25 | | 4.25 | 5.05 | | 7.30 | 7.45 | | | 9.45 | 10.25 | 3.25 | 4.15 |
| 4.50 | West Detroit..... | 2.31 | | 4.31 | 5.11 | | 7.36 | 7.51 | | | 9.51 | 10.31 | 3.31 | 4.21 |
| 5.99 | Detroit..... | { s2.35 2.45 | 2.55 | { s4.35 4.50 | 5.15 | 5.25 | 7.40 | 7.55 | 8.50 | 9.00 | 9.55 | 10.35 | 3.35 | { s4.25 4.45 |
| 8.77 | Windsor..... | s3.05 | { s3.05 3.15 | s5.07 | | s5.40 | | | s9.08 | { s9.10 9.20 | | | | s5.05 |
| 11.66 | Tower 4..... | 3.09 | | 5.11 | | 5.44 | | | 9.12 | | | | | 5.09 |
| | ARRIVE | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. |

Eastern Standard Time

EASTWARD—FIRST CLASS**TOWN LINE TO TOWER 4****MAIN LINE**

| Miles from Town Line | STATIONS | 12 | 22 | 308 | 48 | 8 | 324 | 30 | | | | | | |
|----------------------|-------------------|---------------------------|-----------------|-------|-------|-----------------|-------|-------|--|--|--|--|--|--|
| | | M. C. | C. P. | M. C. | M. C. | M. C. | M. C. | M. C. | | | | | | |
| | | DAILY EXCEPT SUNDAY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | | | | | | |
| | | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | | | | | |
| 0.00 | Town Line..... | | | 6.55 | | 7.25 | | 10.10 | | | | | | |
| 4.50 | West Detroit..... | | | 7.01 | | 7.31 | | 10.16 | | | | | | |
| 5.99 | Detroit..... | | 4.30 | 7.05 | 7.00 | { s7.35 7.50 | 8.45 | 10.20 | | | | | | |
| 8.77 | Windsor..... | 4.30 | { s4.40 4.55 | | s7.15 | s8.05 | s9.00 | | | | | | | |
| 11.66 | Tower 4..... | 4.37 | | | 7.19 | 8.09 | 9.04 | | | | | | | |
| | ARRIVE | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | | | | | |

Eastern Standard Time

SOUTHWARD—FIRST CLASS

DETROIT TO ECORSE

DETROIT TO TOLEDO BRANCH

| Miles from Detroit | STATIONS | 227 | 301 | 303 | 305 | 753 | 721 | 761 | 307 | 309 | 757 | | | |
|--------------------|-------------------|-------|-------|-------|-------|---------|---------|-------|-------|-------|---------|--|--|--|
| | | M. C. | M. C. | M. C. | M. C. | B. & O. | B. & O. | M. C. | M. C. | M. C. | B. & O. | | | |
| | | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | | | |
| | | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | | |
| 0.00 | LEAVE Detroit | 12.05 | 8.00 | 11.10 | 1.00 | 3.15 | 5.45 | 6.00 | 11.30 | 11.40 | 11.50 | | | |
| 1.50 | West Detroit | 12.09 | 8.04 | 11.14 | 1.04 | 3.19 | 5.49 | 6.04 | 11.34 | 11.44 | 11.54 | | | |
| 1.99 | South Yard | 12.10 | 8.05 | 11.15 | 1.05 | 3.20 | 5.50 | | 11.35 | 11.45 | 11.55 | | | |
| 3.90 | Delray | 12.14 | 8.09 | 11.19 | 1.09 | 3.24 | 5.54 | 6.08 | 11.39 | 11.49 | 11.59 | | | |
| 4.72 | Delta Switch | 12.17 | 8.11 | 11.21 | 1.11 | 3.26 | 5.56 | | 11.41 | 11.51 | 12.01 | | | |
| 5.11 | YD | 12.19 | 8.12 | 11.22 | 1.12 | 3.27 | 5.57 | 6.12 | 11.42 | 11.52 | 12.02 | | | |
| 7.99 | Ecorse (Mill St.) | 12.23 | 8.16 | 11.26 | 1.16 | 3.30 | 6.00 | 6.15 | 11.46 | 11.55 | 12.05 | | | |
| | ARRIVE | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | | | |

Eastern Standard Time

NORTHWARD—FIRST CLASS**ECORSE TO DETROIT****DETROIT TO TOLEDO BRANCH**

| Miles from Ecorse | STATIONS | 222 | 302 | 758 | 304 | 722 | 750 | 312 | 754 | 306 | 228 | | | |
|-------------------|-------------------|-------|-------|---------|-------|---------|-------|-------|---------|-------|-------|--|--|--|
| | | M. C. | M. C. | B. & O. | M. C. | B. & O. | M. C. | M. C. | B. & O. | M. C. | M. C. | | | |
| | | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | | | |
| | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | | | |
| | LEAVE | | | | | | | | | | | | | |
| 0.00 | Ecorse (Mill St.) | 4.50 | 6.43 | 7.01 | 7.13 | 7.36 | 10.38 | 3.48 | 6.58 | 7.47 | 9.33 | | | |
| 2.88 | YD | 4.55 | 6.47 | 7.06 | 7.17 | 7.39 | 10.41 | 3.51 | 7.01 | 7.50 | 9.36 | | | |
| 3.27 | Delta Switch | 4.56 | 6.48 | 7.07 | 7.18 | 7.40 | | 3.52 | 7.02 | 7.51 | 9.37 | | | |
| 4.09 | Delray | 4.59 | 6.50 | 7.10 | 7.20 | 7.41 | 10.43 | 3.55 | 7.05 | 7.54 | 9.40 | | | |
| 6.00 | South Yard | 5.03 | 6.53 | 7.14 | 7.23 | 7.44 | | 3.59 | 7.08 | 7.58 | 9.44 | | | |
| 6.49 | West Detroit | 5.05 | 6.55 | 7.15 | 7.25 | 7.45 | 10.47 | 4.00 | 7.10 | 8.00 | 9.45 | | | |
| 7.99 | Detroit | 5.10 | 7.00 | 7.20 | 7.30 | 7.50 | 10.50 | 4.05 | 7.15 | 8.05 | 9.50 | | | |
| | ARRIVE | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | | | |

Eastern Standard Time

DETROIT TO NORTH YARD **DETROIT TO MACKINAW BRANCH** NORTH YARD TO DETROIT

NORTHWARD—FIRST CLASS

SOUTHWARD—FIRST CLASS

| Miles from Detroit | | | | | 207 | 203 | STATIONS | | 202 | 208 | | | | | Miles from Warren |
|-----------------------|--|--|--|--|---------|--------|----------------|--------|--------|--------|--|--|--|--|----------------------|
| | | | | | DAILY | DAILY | | | DAILY | DAILY | | | | | |
| | | | | | P. M. | A. M. | LEAVE | ARRIVE | A. M. | P. M. | | | | | |
| 0.00 | | | | | 11.00 | 8.40 | Detroit | | 6.50 | 4.25 | | | | | 15.63 |
| 0.83 | | | | | 11.03 | 8.43 | Bay City Jct. | | 6.45 | 4.21 | | | | | 14.80 |
| 1.57 | | | | | 11.04 | 8.44 | Vinewood Ave. | | 6.43 | 4.20 | | | | | 14.06 |
| 4.27 | | | | | s 11.09 | s 8.50 | Woodward Ave. | s | 6.38 | s 4.15 | | | | | 11.36 |
| 4.53 | | | | | 11.10 | 8.51 | Beaubien St. | | 6.35 | 4.12 | | | | | 11.10 |
| 5.81 | | | | | 11.13 | 8.54 | Belt Line Jct. | | 6.32 | 4.09 | | | | | 9.82 |
| 8.12 | | | | | 11.17 | 9.00 | North Yard | | 6.28 | 4.05 | | | | | 7.51 |
| 14.38 | | | | | 11.25 | 9.08 | Center Line | | 6.18 | 3.56 | | | | | 1.25 |
| 15.63 | | | | | 11.27 | E 9.14 | Warren | | B 6.16 | 3.54 | | | | | 0.00 |
| | | | | | P. M. | A. M. | ARRIVE | LEAVE | A. M. | P. M. | | | | | |

Time shown at *Center Line* and *Warren* is for information only.

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

TOWNLINE TO YD.

YD. TO TOWNLINE

SOUTHWARD

NORTHWARD

[illegible]

TELEPHONES

Yardmasters:

| | |
|-----------------------|--|
| Bay City Junction | Auto. 4253 |
| Bay City Junction | Depot 310 |
| Bay City Junction | Grade No. 13 4S |
| Belt Extension | Plaza 7023 |
| Belt Extension | Grade No. 3 1L-3S |
| Belt Line Junction | Laf. 7000-446 |
| Belt Line Junction | Auto. 4359 and Grade No. 3 1L |
| Benson Yard | Plaza 3111 |
| Central Avenue | Auto. 398 and Depot 463 |
| Davison Yard | Depot 515-3R |
| 15th Street | Depot 447 and Auto. 383 |
| 15th Street | Grade No. 7 1L |
| Harper Yard | Auto. 4354 |
| Livernois Avenue | Auto. 4390 |
| Livernois Avenue | Depot 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 |
| North Yard | Auto. 4159 and 283 and Depot 510 |
| Palmer Yard | Plaza 6268 |
| Palmer Yard | Auto. 4749 |
| Palmer Ave. Coal Dock | Auto. 4649 |
| River Rouge Depot | Auto. 4173 |
| River Rouge Depot | Depot 518 |
| River Rouge Depot | Grade No. 5 2L |
| Slip Dock | Auto. 4182 |
| Slip Dock | Depot 289 |
| South Bound Yard | Auto. 4295 |
| Stock Yards | Auto. 4195 |
| 20th Street | { Auto. 244 and 230 Depot 444 Grade No. 7 2S |
| West Bound Hump. | Auto. 4213 |
| West Bound Hump. | Depot 514 |
| West Bound Hump. | Grade No. 4 4S |
| West Bound Train Yard | Auto. 4117 |
| West Bound Train Yard | Depot 515 |
| West Bound Train Yard | Grade No. 4 2S |
| West Detroit | Auto 286 and Depot 512 |
| Windsor | Auto. 392 and 323 |

Signalmen:

| | |
|--------------------|--------------------------|
| Bay City Junction | Auto. 4153 |
| 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 | Depot 447 |
| 15th Street | Grade No. 7 1L |
| Forest Lawn | Grade No. 3 1L-2S |
| Jefferson Avenue | Grade No. 5 1L-2S |
| Milwaukee Junction | Auto. 4743 |
| Milwaukee Junction | Grade No. 2 1L-3S |
| North Yard Tower | Auto. 4343 and Depot 511 |
| North Yard Tower | Grade No. 2 4S |
| North Yard Tower | Grade No. 3 4S |
| North Yards | Auto. 4159 and 283 |
| North Yards | Depot 510 |
| North Yards | Grade No. 2 3L-1S |
| North Yards | Grade No. 3 4S |

Signalmen—Continued:

| | |
|--------------------------------|-------------------------|
| Rouge Drawbridge | Auto. 4373 |
| Rouge Drawbridge | Grade No. 5 4S |
| Rouge Drawbridge | Depot Dial "O" |
| Schaefer Road | Auto. 4298 & Cedar 1660 |
| Schaefer Road | Grade No. 4 3L-1S |
| 20th Street | Auto. 244 and 230 |
| 20th Street | Depot 444 |
| 20th Street | Grade No. 7 2S |
| Wabash Tower, Jct. Yds. Br. | Grade No. 4 1L |
| West Detroit | Auto. 286 |
| West Detroit | Depot 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 | Depot—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 |
| Scotten Avenue | Grade No. 13 3L |
| Spring Works | Grade No. 13 2L-1S |
| Coal Dock Switch | Grade No. 8 4S |
| Vinewood Avenue | Grade No. 2 1L-1S |
| Vinewood Avenue | Grade No. 13 1L-1S |
| Vinewood Avenue | Auto. 4492 |
| 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 |
| 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 Depot—Line 514 | Tower |

Other Points:

| | |
|---|-------------------|
| Chief Dispatcher | { Auto. 340 |
| Diesel Engine Shops | { Depot 422 |
| West Vernor Highway, Detroit to Toledo Br. | Auto. 4355 |
| Switchman's Cabin, Beecher Avenue | Grade No. 5 1L-3S |
| Telegraph Office, Town Line Depot | Auto. 390 |
| Dial 0 | |

Telegraph Office, Town Line Grade No. 1 1L-1S-1L

Telegraph Office, Town Line Grade No. 4 1S-1L-1S

Yard Dispatcher, Liver-
nois Avenue

Auto. 326 and 331

Yard Dispatcher, Liver-
nois Avenue

Depot 445

Windsor Station

Auto. 4288

Windsor Engine House

Auto 4239

Windsor Signal Foreman

Auto 4339

Windsor Tel. Lineman

Auto. 4289

Tunnel Office

{ Depot 481
Auto. 218

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.