

The New York Central Railroad Company

4th District

Michigan Central R. R.

JOINT TIME TABLE

BETWEEN

TOLEDO AND DETROIT

No. 3C

FOR EMPLOYES ONLY

Effective 1.00 A. M.

Sunday, Oct. 29, 1916

Superseding Time Table No. 3B,
Dated Sept. 24, 1916

STUDY THE SPECIAL INSTRUCTIONS AND
NOTE ALL CHANGES

J. L. McKEE.
Supt. M. C. R. R.

F. F. RIEFEL
Supt. N. Y. C. R. R.

INDEX

	Page
Detroit to Toledo	7-8
Toledo to Detroit	9-10

SPECIAL INSTRUCTIONS

1. Explanation of Letters and Signs not covered by the Book of Rules of the Operating Department.

- X—Stop to discharge passengers.
- B—Nos. 2, 6 and 8 will stop at Wyandotte to discharge passengers from east of Toledo.
- C—No. 332 will stop at Wyandotte daily except Sunday on signal to receive passengers ticketed beyond Detroit.
- D—No. 332 will stop at Wyandotte Sundays on signal to receive passengers for Detroit and beyond, and daily to discharge passengers from Toledo and beyond.
- E—No. 312 will stop at Wyandotte Sunday on signal.
- F—No. 310 will stop at Wyandotte daily except Sunday. No. 310 will stop at Wyandotte Sundays on signal to discharge passengers from Toledo and beyond and to receive passengers for Detroit and beyond.
- H—Nos. 303 and 311 will stop at Wyandotte on signal to receive passengers for Toledo and beyond.
- I—No. 302 will stop at Monroe and Wyandotte to discharge passengers from south of Toledo and will make the stops of No. 332 Mondays.

2. Standard Clocks are located at:

- N. Y. C. R. R.
 - Air Line Junction { Register Clerk's Office.
Round House.
 - Detroit..... { Superintendent's Office.
Round House.
 - Toledo..... { Telegraph Office.
Round House.
- M. C. R. R.
 - Detroit..... Station Master's Office.
 - Junction Yard.... { Central Avenue.
Round House.
 - North Toledo Yard, Telegraph Office.
 - Slocum Junction. Telegraph Office.

3. Bulletin Boards are located at:

- N. Y. C. R. R.
 - Air Line Junction { Register Clerk's Office.
Round House.
 - Detroit..... { Superintendent's Office.
Round House.
 - Monroe..... Telegraph Office.
 - Toledo..... { Telegraph Office.
Round House.
 - West Detroit.... Yard Office.

- M. C. R. R.
 - Detroit..... Conductor's Room.
 - Junction Yard.... General Yard Master's Office.
Central Ave. Office
 - North Toledo.... Conductor's Room.
 - Wagon Works Jct. Car Checkers' Office.
 - Wyandotte..... Telegraph Office.

4. Train Registers are located at:

- N. Y. C. R. R.
 - Air Line Junction { Register Clerk's Office.
Round House.
 - Detroit..... { Superintendent's Office.
Round House.
 - Toledo..... { Telegraph Office.
Round House.
- M. C. R. R.
 - C. S. Junction.... Yard Office.
 - Detroit..... Telegraph Office.
 - Ecorse..... Operator will register trains.
 - North Toledo Yd. Telegraph Office.
 - Toledo..... Telegraph Office.
 - Tower "K"..... Operator will register trains.
 - Wagon Works Jct. Car Checker's Office.

5. Yard Limits designated by signs, are located at:

- N. Y. C. R. R.
 - Alexis.
 - Monroe.
 - River Rouge.
- M. C. R. R.
 - Alexis.
 - River Rouge.
 - Wyandotte.

6. Water Stations are located at:

- N. Y. C. R. R.
 - Air Line Jct.
 - Detroit.
 - D. & M. Jct., (Russell St).
 - Monroe.
 - Rockwood.
 - Toledo.
 - West Detroit.
 - West Toledo.
 - Wyandotte.
- M. C. R. R.
 - Grosse Isle.
 - Monroe.
 - North Toledo.
 - River Rouge.
 - Rockwood.
 - West Toledo.
 - Wyandotte.

7. Sidings (Capacity based on 40 foot cars) are located at:

N. Y. C. R. R.	
Alexis.....	97
Detroit Pleasant St.....	90
Ecorse.....	45
La Salle.....	90
Newport.....	90
Rockwood.....	90
Trenton Tower.....	90
Vienna.....	90
Warner.....	90
West Detroit.....	64
Wyandotte (West).....	62
Wyandotte (East).....	90
M. C. R. R.	
Alexis (East).....	85
Alexis (West).....	60
La Salle (East).....	78
La Salle (West).....	52
Monroe (East).....	68
Monroe (West).....	85
Newport (East).....	45
Newport (West).....	80
Slocum Jct.....	90
Rockwood (East).....	80
Rockwood (West).....	65
Vienna (East).....	56
Vienna (West).....	85
Warner.....	80
Wyandotte (East).....	100
Wyandotte (West).....	80

8.

9. Use of Main Tracks.

- N. Y. C. R. R.
 - Single track is in use between:
 - D. & M. Jct. and Beaubien Street.
 - Vinewood Ave. and Junction Ave. West Detroit.
 - Double track is in use between:
 - Beaubien Street and Vinewood Ave.
 - River Rouge Drawbridge and Toledo.

M. C. R. R.

Double track is in use between: West Detroit and Toledo. Four tracks are in use between: Detroit and West Detroit. No. 1, Westward high speed. No. 2, Eastward high speed. No. 4, Westward slow speed. No. 6, Eastward slow speed.

10.

11. Double Track Rules will govern, except on single track. N. Y. C. and M. C. Rule 21-a governs except on signal track. M. C. R. R. and N. Y. C. R. main tracks between River Rouge drawbridge and Alexis will be operated as double track. N. Y. C. will be used south bound, M. C. north bound. Train orders will be issued by the N. Y. C. train dispatchers. No engines or train will go into the double track without receiving a clearance.

Any conflict between M. C. and N. Y. C. book of rules is covered by the special instructions herein; therefore either book of rules may be used to govern on matters not especially referred to below.

12. Clearing of Trains. {N. Y. C. Rule D. 81. M. C. Rule D. 85.

Passenger Trains. N. Y. C. trains verbally at dispatcher's office, Detroit; M. C. trains Interlocking Home signal, Pleasant St.; N. Y. C. and P. M. trains "X D;" M. C. trains "B R," Telegraph office, Toledo, Home signal Junction Ave., West Detroit, and Home signal at Alexis for P. M. R. R. south bound.

Freight Trains. From north of River Rouge, Interlocking Home Signal, River Rouge drawbridge.

Delta Yard—Governing Dwarf signal, River Rouge drawbridge.

D. & D. Branch—Interlocking Home signal, Pleasant St.

River Rouge Yard—By telephone from dispatcher.

Air Line Junction—Interlocking Home signal "Z" Tower.

Alexis—Interlocking Home Signal.

Slocum Junction—Interlocking Home signal.

13. Speed Restrictions:

Passenger trains.....Sixty (60) miles per hour.

Freight trains.....Forty (40) miles per hour.

Engines backing up...Twenty-five (25) miles per hour.

Switch engines.....Twenty (20) miles per hour.

N. Y. C. not to exceed schedule time between D. & M. Junction and West Detroit.

Trains will not exceed schedule time between River Rouge and West Detroit.

Twelve (12) miles per hour over Russell Street crossing D. & M. Junction.

Passenger trains not to exceed thirty (30) and freight trains not to exceed twenty (20) miles per hour between the home signals of interlocked railroad crossings.

Fifteen (15) miles per hour through crossovers between main tracks.

Fifteen (15) miles per hour over River Rouge drawbridge.

Six (6) miles per hour through Monroe.

Fifteen (15) miles per hour through Wyandotte.

South bound trains, twenty (20) miles per hour through Rockwood.

Thirty (30) miles per hour over Phillips and Central Avenues, Toledo.

Alexis—Northbound trains and engines N. Y. C. to M. C. R. R. track twenty-five (25) miles per hour.

14.

15. Block Signals.

Automatic Semaphore Type.

Between Toledo and Alexis.

Between M. C. West Detroit and M. C. Detroit.

Manual Block System is in effect.

Between Alexis and Pleasant St. Tower.

All employes must be provided with pamphlet covering Modifications and Changes in Transportation Department Book of Rules and Book of Signal Rules to cover Operation of Manual Block System.

15-a. Fixed Signals of special design or location.

Pole Targets. Position of Pole Targets at night, indicated by two red lights. West Detroit South yards, horizontal, N. Y. C. trains proceed; vertical M. C. trains proceed; diagonal, all trains stop.

Gate Targets. Position indicated by red board by day, and in addition red light by night.

The northbound train directing signals at Junction Avenue, West Detroit, are located on a bracket mast to the left of the tracks governed.

Distant signal governing north-bound movement on M. C. tracks at Wabash and P. M. R. R. interlocking Delray, is located to the left of the tracks governed.

16.

17. Signals at Junctions and Railroad Crossings at Grade:

Location	Railroad	Signal.
Alexis.....	Ann Arbor.....	Interlocked
*Delray(FortStreetWest).....	D. U. R. Trolley.....	"
**Delray.....	P. M. and Wabash.....	"
Detroit(BeaubienStreet).....	M. C.....	"
Monroe (Dock Track).....	Detroit Line M. C. & D. & T. S. L.....	Gates
North Toledo Yard.....	M. C., A. A. and T. R. & T. Co.....	Interlocked
Pleasant Street.....	M. C.....	"
River Rouge.....	Drawbridge.....	"
Sibley.....	D. & T. S. L. Stone Track.....	Gates
Slocum Junction.....	D. & T. S. L.....	Interlocked
Tower "K".....	T. T. R.....	"
Trenton Tower.....	D. T. & I. and D. & T. S. L.....	"
West Detroit.....	M. C.....	"
WestDetroit(SouthYards).....	M. C.....	Pole target

*No distant signal at this Interlocker.

**No distant signal south bound N. Y. C.

Monroe (Dock Track), all trains and engines will be governed by Rule D-98a.

The north bound N. Y. C. distant signal and south bound M. C. distant signal for Delray are inoperative and permanently indicate "caution."

Half Interlockers.

Normally against M. C. R. R., and operated by Trainmen. Crossing of D. T. & I. with M. C.—Salliotte & Raup track, south of Ecorse.

Crossing of D. T. & I. with M. C.—M. A. Company No. 2, and Burrell & Co. tracks, north of Wyandotte.

Crossing of D. T. & I. with M. C.—M. A. Company No. 1, Pennsylvania Salt Co. tracks south of Wyandotte.

Crossing of D. U. R. with Pennsylvania Salt Co. and Hia-watha Salt Co. track, Wyandotte.

Crossing of D. T. & I. with M. C. river track, Sibley.

Safety Gates Interlocked with Signals.

Crossing of D. & T. S. L. with Kay Salt Co., Ecorse. Normally against N. Y. C.

Safety Gates.

Crossing of D. & T. S. L. with M. C. Greening track south of Monroe. Normally against M. C.

18. Draw Bridges are located at:

River Rouge.

Grosse Isle.

19. Modifications and changes of Rules in addition to pamphlet covering modifications and changes in transportation department book of Rules and book of Signal Rules to cover operation of Manual Block System.

For uses prescribed by the Transportation Department Book of Rules, Book of Signal Rules and Manual Block System Rules, YELLOW has been substituted for green, and GREEN has been substituted for white, except the color indications will remain unchanged governing the following:

SIGNALS

Headlights,

Classification Signals,

Light Displayed on Cars being Pushed,

Flag Station Signals,

Engine Leaving Train on Main Track,

N. Y. C. and M. C. Rule 4.

Each time table, from the moment it takes effect, supersedes the preceding time table. A train of the preceding time table thereupon loses both right and schedule, and can thereafter proceed only by train order. No train of a new time table shall run on any division, or sub-division, until it is due to start from its initial station, on that division or sub-division after the time table takes effect.

N. Y. C. and M. C. Rule 5.

The numbers of trains that are to meet or pass are shown in small type adjoining the full face type.

The use of the symbol + is discontinued.

N. Y. C. Rule 10.

COLOR SIGNALS

(a) Red.....Stop.

(b) Yellow.....Proceed with caution, and for other uses prescribed by the rules.

(c) Green.....Proceed, and for other uses prescribed by the rules.

(d) Green and White.....Flag Stop (See Rule 28).

(e) Blue.....See Rule 26.

Lower scoop. (Night indication for track pans).

(f) Purple.....Stop. (Night indication for dwarf signals).

(g) Lunar White.....Yard switch set for lead.

Raise scoop. (Night indication for track pans).

(h) White.....Crossing watchman, and for other uses prescribed by the rules.

N. Y. C. and M. C. Rule 11.

A train or engine finding a fusee on or near the track burning red, will stop; after removing it from the track may proceed with caution.

N. Y. C. and M. C. Rule 14-h and 16-d.

(14-h) 000 {When train is standing, back. Answer to 12 (c) and 16 (c).

{When train is running, stop at next station. Answer to 16 (d).

(16-d) Three {When train is running, stop at next station. To be answered as per 14 (h).

N. Y. C. and M. C. Rule 19.

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, marker lamps (not lighted): By night, yellow lights to the front and side and red lights to the rear; except

when the train is clear of the main track, when yellow lights must be displayed to the front, side and rear.

N. Y. C. and M. C. Rule 19-a, add.

The yellow lights must be changed to red before the train fouls the high speed track, or the track with the current of traffic.

By night a train running against the current of traffic, or running on the slow speed track, where there are more than two main tracks, will change the red lights to yellow on the side of the rear of the train next to track on which trains are running in the same direction.

N. Y. C. and M. C. Rules 19-b and 206.

Form G, Train Orders. In designating double headed extra trains, all engine numbers will be included in orders and messages, and displayed in cupola of caboose when possible, otherwise number of leading engine will be displayed.

N. Y. C. and M. C. Rule 26-a.

A yellow slow sign by day, and, in addition, a yellow light by night indicates to an approaching train that the track, 3,600 feet distant is unsafe for high speed. Trains must reduce speed to the number of miles per hour shown by the number plate on the slow sign. If the slow sign displays no number plate, or the number cannot be seen, trains must reduce speed to six miles per hour.

When rear of train passes the green release sign, trains may resume full speed.

N. Y. C. and M. C. Rule 33.

Watchmen stationed at highway crossings must use stop signals when necessary to stop trains. They will use white signals to stop highway traffic.

N. Y. C. Rule D-85 and M. C. Rule D-86, add.

Trains will be directed by message or signal to take siding for following train or trains to pass. Such messages will specify the trains which are to pass, identifying them by engine numbers.

It will not be necessary to give the engine number in these messages in connection with regular trains but it will be necessary to give the engine number when referring to extra trains.

Green board of banner type by day, and in addition, two green lights by night, displayed with the current of traffic at or near telegraph office, or from tower, indicates to an approaching freight train that it must take siding at next station in advance at which there is a passing siding. Enginemen will acknowledge the green board by three short blasts of the whistle.

N. Y. C. Rule D-85 and 221.

M. C. Rule D-86 and 221.

Except in manual block territory a message to take siding at a station in advance will be authority to pass the train order signal in stop position, such message not to be delivered until the train may proceed

N. Y. C. Rule D-87 and 450.

M. C. Rule 6-b, add.

When necessary to get clearance by telephone, clearance must be secured personally by either conductor or engineman, Brakeman must not be permitted to get clearance.

N. Y. C. Rules D-90 and D-109.

M. C. Rules D-90 and D-152.

Authority to occupy main tracks or crossover on the time of first-class trains, will be issued in the following message form:

C. & E.—

You may work on northward main track until five forty-five (5.45) P. M., protecting against No. three (3).

N. Y. C. Rules D-100-e, D-100-f, D-101.

M. C. Rules D-101, D-101-a, D-101-b.

Where there are more than two main tracks, provisions of these rules will apply to all main tracks.

N. Y. C. Rule D-100-f.

M. C. Rule D-101-A, add.

If a train is approaching from either direction, or if the view is obstructed from any cause, engine and trainmen will display stop signals.

N. Y. C. Rule D-104-d.

M. C. Rule D-104-c.

Both switches to a cross-over between main tracks must be locked for the main tracks during the passing of any train on the opposite track, and must not be unlocked or opened until the train is ready to use the cross-over.

N. Y. C. Rules 104e and D-104f.

Main track switch targets will show green when switch is set for the main track, and red when set for sidings, crossings or junction tracks. All other switch targets will show lunar white or yellow.

N. Y. C. Rule D-108.

M. C. Rule D-151.

Where there are two main tracks, trains will use the right hand track, unless otherwise instructed.

N. Y. C. Rule D-112.

M. C. Rule D-104-G, add.

The engine of a freight train consisting of over ten (10) cars, or the engine of a passenger train, must invariably be uncoupled from its train before pushing another train.

N. Y. C. and M. C. Rule 206.

All numerals in the body of train orders must be spelled out and duplicated in figures. The engine numbers of regular trains need not be given.

N. Y. C. Rules 221, 445, Caution Card form T-3044 and T-3057.

M. C. Rules 221 and Caution Card Form B.

Lights will be used upon all block and train order signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them. In the absence of a light at night, trains will stop and if the office is apparently closed, will be governed by the indication of the signal. Caution cards will show to what point they govern, wording of cards having been changed to read "proceed with caution to..... expecting to find track obstructed." "All trains running against the current of traffic will be notified in the train order of any intermediate closed block stations."

N. Y. C. and M. C. Rule 221.

If a signal is not displayed at night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the superintendent from the next open telegraph office at which the train stops.

When making station stop, if the engine of a passenger train passes a train order signal indicating stop, the conductor must personally notify the engineman of the position of the signal before starting, whenever conditions are such that the signal cannot be seen from the engine.

Note to N. Y. C. and M. C. Rule 211.

A "19" order may be used to restrict the superiority of a train when the conductor of that train personally receives the order by telephone.

N. Y. C. and M. C.

Form G, Example 2. Train Orders. When a train receives such an order, i. e., to run from one point to another and return the train must go to the full limit of the order before returning.

N. Y. C. and M. C.

D. Form "R" Train Orders. When a train is running against the current of traffic to a station where there is more than one crossover, the order must specify to which crossover the movement extends.

Rule 312. The arm of the dwarf signal in the horizontal position by day, and in addition, a purple light by night, indicates "STOP".

Rule 313. The arm of the dwarf signal at an angle not less than 45 degrees either above or below the horizontal position by day, and in addition a yellow light by night, indicates "PROCEED AT LOW SPEED PREPARED TO STOP."

N. Y. C. Rules 321 and 521.

At automatic signals that carry two lights, one for home and one for distant signal when only one of the lights is burning and it is green, trains may pass it, regarding it as a caution indication, but when the light is yellow, it must be regarded as a stop indication, but in either case a report must be made indicating the light that is not burning.

A signal imperfectly displayed, a white light on any fixed signal, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, and the fact reported to the superintendent. Conductors and enginemen using a switch where the switch-light is imperfectly displayed or absent, must also, if practicable, correct or replace the light.

N. Y. C. Rule 361.

All signalmen must be provided with proper appliances for giving hand signals, having within reach of hand by day, red and white flags, and torpedoes, and in addition by night, red and white lanterns, properly filled, trimmed and lighted, and placed ready for instant use, but so as not to be seen from approaching trains. Inter-locking stations which do not have a separate train order or block signal must also be provided with yellow flags, and by night with yellow lanterns ready for immediate use.

N. Y. C. Rule 445.

M. C. Rule D-98-B.

Block signals apply only to trains running in the established direction. A train running against the current of traffic will stop at all train order or block stations which they pass in making the reverse movement, unless a clearance or caution card is received authorizing them to proceed.

N. Y. C. Rule 454.

A yellow signal displayed to an approaching train from the window of an interlocking station indicates train orders, and is to be acknowledged by two short blasts of the whistle, given after the engine has passed the distant signal. If the home signal is then cleared, the train will advance, but must not leave the interlocking station without receiving the orders and a proceed hand signal, given from the ground by the signalman. If the home signal is not cleared the conductor must at once report at the interlocking station.

Rule 532. Wherever switch indicators are used, they display a red disc or miniature semaphore at "stop" whenever the block is occupied or there is a train approaching the block from the rear, except that where switch indicators, in normal clear territory, are located within 1,500 feet in advance, and in sight of automatic signal protecting the block, such switch indica-

tors will not display a red disc or miniature semaphore at "stop" when the block is occupied, but such switch indicators will display "stop" when there is a train approaching such block from the rear.

Rule 533. Where switch indicators are used, a train desiring to enter the block from siding or crossover may do so at once if the indicator disc is withdrawn, or the miniature semaphore indicates "proceed." Precaution, however, must be taken to note if any approaching train is within sight or hearing; also that the indicator changes to "stop" position with opening of switch, except that where switch indicators in normal clear territory are located within 1,500 feet in advance and in sight of automatic signal protecting the block, such switch indicators will not display red disc or miniature semaphore with opening of switch.

Flagging signals must be at hand and used if indicator does not change (except as noted above) or other conditions make them necessary for safe movement.

Note—The switch indicator on switches of crossovers between main tracks will give the block indication of the opposite track.

Signal Rules. Interlocking and Block Signals.

Principles of location.

Dummy dolls will not display blue light by night.

General Rules.

At an interlocking plant, where there are two or more main tracks, and signalman is absent or incapacitated so that instructions cannot be obtained, trains will proceed with caution, and conductor must report circumstances to the superintendent from first open telegraph office. Where a train proceeds under this condition, enginemen must be sure switches are properly set before passing signal.

N. Y. C. Rule 953, add.

M. C. Rule 925.

Signals must also be exchanged at intervals of not to exceed ten (10) minutes when moving.

20. Yard Time Tables.

N. Y. C. Toledo yard time table governs between Toledo passenger station and Alexis.

M. C. Detroit yard time table governs between River Rouge and M. C. passenger station, Detroit.

N. Y. C. and M. C. joint yard time table governs between Vinewood Avenue and Beaubien Street, Detroit.

D. G. H. & M. Detroit yard time table governs N. Y. C. trains between D. & M. Junction and Brush Street station, Detroit.

21. Use of Specially Designated Tracks.

N. Y. C. trains will use the tracks of the D. G. H. & M. Ry. between D. & M. Junction and Brush Street station, Detroit.

South bound trains having work to do at Wyandotte will take east siding south of Oak street.

Passing track between Tower "K" and North Wye switch will be used only by M. C. south bound trains.

North bound trains having work at Warner, will take siding located on west side of M. C. main track at Warner.

The passing track between Trenton and Slocum Junction will be used by south bound Grosse Isle trains, and must not be used as a passing track, except by permission of dispatcher.

South bound M. C. trains going to Grosse Isle will leave N. Y. C. track at cross-over south of Trenton, and will run through siding to Slocum Junction.

South bound M. C. trains for North Toledo Yard will leave N. Y. C. track at Tower "K" and run through M. C. siding to North Wye switch.

N. Y. C. passenger trains will use M. C. tracks between River Rouge drawbridge and Junction Avenue, West Detroit.

N. Y. C. freight trains when leaving train at River Rouge yard, will enter yard at crossover at south end; when leaving train at West Detroit, will enter N. Y. C. yard at crossover just south of River Rouge drawbridge.

34.

COMPANY SURGEONS.

N. Y. C. R. R.

Air Line Junction.....T. F. Heatley
Detroit.....W. Louis Hartman.
Monroe.....P. S. Root.
Toledo.....B. W. Patrick.

Michigan Central R. R.

Detroit.....Geo. B. Lowrie.
Detroit.....G. B. Cooley.
Monroe.....C. T. Southworth.
Toledo.....Acting, J. A. True.

COMPANY HOSPITALS.

N. Y. C. R. R.

Grace.....Detroit.
St. Vincent's.....Toledo.

Michigan Central R. R.

Grace.....Detroit.

855. Local Instructions.

Enginemen are specially cautioned if any difficulty with machinery temporarily withdraws attention from constant lookout ahead or weather conditions make observation of signals or warnings in any way doubtful, that they must at once so regulate speed as to make train progress entirely safe.

Rules governing the movement of trains by telegraph will apply where telephones are used for despatching trains.

N. Y. C. trains approaching D. & M. Junction from the south will stop, not less than 100 yards south of the joint switch and remain until semaphore has been lowered and switch properly set, and will not pass the switches at a rate of speed exceeding four (4) miles per hour.

M. C. trains moving between Alexis and North Toledo yard or C. S. Junction on M. C. tracks will be run under the direction of yard despatcher at North Toledo yard. Clearance will be received from yard despatcher before trains leave North Toledo yard and by telephone located at North Wye switch, Toledo Belt, before going into North Toledo yard.

Station protection signals on the M. C. R. R. have been equipped with pointed blades instead of square end, to conform with N. Y. C. signals. Crews working under the protection of such signals must conform to Rule 99, and trains finding such signals at danger, must stop, and then proceed with caution until the track is known to be clear.

All switching movements across Eureka Avenue crossing, Wyandotte must be protected by a flag. That is, one of the crew will go to the crossing and flag same until cars and engine have passed onto the crossing.

All light engines and trains making switch movements over First Street crossing, which is the first street north of Monroe station, M. C. must come to a full stop not less than twenty-five (25) feet from this crossing, and be flagged over crossing by a member of the crew in charge of same.

The following rules are shown in time table in compliance with Ohio Law:

Trains must approach the end of double track and junctions prepared to stop, unless the switches and signals are right and the track is clear.

All trains must stop not less than 200 feet or more than 800 feet before crossing any steam railroad at grade, or drawbridge, except where interlocking signals are in use.

Enginemen must know the indication of all fixed signals before passing them. At railroad crossings, drawbridges, junctions, or train order offices, they will require the fireman to observe and communicate the indication of all signals.

N. Y. C. R. R.		
Block Stations.	Telegraph Call	Hours Open
Pleasant St. Tower.....	YD	Continuously.
Ecorse.....	RC	6.15 A. M. to 5.00 P. M.
Wyandotte.....	WY	Continuously.
Trenton Tower.....	FN	Continuously.
Rockwood.....	HU	Continuously.
Newport.....	PR	Continuously.
Monroe.....	MO	Continuously.
La Salle.....	SA	Continuously.
Vienna.....	QA	Continuously.
Alexis.....	N	Continuously.

M. C. R. R.		
Block Stations.	Telegraph Call	Hours Open
Alexis.....	N	Continuously.
Vienna.....	QA	Continuously.
LaSalle.....	SA	Continuously.
Monroe.....	MO	Continuously.
Newport.....	NO	Continuously.
Rockwood.....	RO	Continuously.
Slocum Jct.....	S	Continuously.
Trenton Tower.....	FN	Continuously.
Wyandotte.....	WY	Continuously.
Ecorse.....	RC	6.15 A. M. to 5.00 P. M.
Pleasant St. Tower.....	YD	Continuously.

F. F. RIEFEL, Superintendent.
J. W. BRITT, Train Master.
N. Y. C. R. R.

J. L. McKEE, Superintendent.
R. E. LAIDLAW, Ass't Superintendent.
C. S. BALSLEY, Train Master.
M. C. R. R.

W. F. FUSON, Chief Train Dispatcher.

DETROIT TO TOLEDO SOUTH-BOUND—FIRST-CLASS

CONTINUED ON PAGE 8

Miles from Detroit N. Y. C.	STATIONS	241	1	301	231	313	303	233	3	315	239	5	9
		P.M.R.R.	N. Y. C.	M.C.R.R.	P.M.R.R.	M.C.R.R.	M.C.R.R.	P.M.R.R.	N. Y. C.	M.C.R.R.	P.M.R.R.	N. Y. C.	N. Y. C.
		Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only
LEAVE	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.
.....	N. Y. C. Track	Detroit.....	7.00	.....	.....	.....	.....	.....	2.45	.....	.....	5.00	5.55
1.73		Gratiot Ave.....	s 7.09	.....	.....	.....	.....	.....	s 2.54	.....	.....	s 5.09	s 6.04
3.34		D. & M. Jct.....	7.15	.....	.....	.....	.....	.....	3.00	.....	.....	5.15	6.10
4.70		Woodward Ave.....	s 7.18	.....	.....	.....	.....	.....	s 3.03	.....	.....	s 5.20	s 6.13
8.19		West Detroit.....	7.26	.....	.....	.....	.....	.....	3.11	.....	.....	5.28	6.21
.....	M. C. Track	Detroit.....	.....	8.10	.....	11.15	11.55	.....	.....	4.20	.....	.....	.....
.....		West Detroit.....	7.26	8.15	.....	11.20	12.01	.....	3.11	4.25	.....	5.28	6.21
.....		So. Yard.....	7.28	8.17	.....	11.23	12.03	.....	3.13	4.27	.....	5.30	6.23
.....		Delray.....	7.31	8.20	.....	11.27	12.06	.....	3.16	4.30	.....	5.33	6.26
.....		Delta Switch.....	7.32	8.21	.....	f 11.28	12.07	.....	3.17	4.31	.....	5.34	6.27
10.85	D. T. Switch.....	7.33	8.22	.....	11.29	12.08	.....	3.18	4.32	.....	5.36	6.28	
11.41	River Rouge.....	7.34	8.24	.....	f 11.30	12.10	.....	3.19	4.33	.....	5.37	6.29	
14.30	Ecorse.....	7.37	8.28	.....	f 11.35	12.14	.....	3.22	4.37	.....	5.40	6.32	
16.97	Wyandotte.....	7.41	s 8.33	.....	s 11.39	H12.18	.....	3.25	s 4.41	.....	f 5.44	6.35	
19.89	Sibley.....	7.44	8.38	.....	f 11.43	.....	.....	3.28	f 4.45	.....	5.48	6.38	
21.34	Trenton.....	7.46	8.43	.....	s 11.47	12.25	.....	3.30	s 4.48	.....	f 5.51	6.40	
.....	Slocum Jct.....	.....	.....	.....	11.49	.....	.....	.....	4.49	.....	.....	.....
.....	West Grosse Isle.....	.....	.....	.....	f 11.52	.....	.....	.....	s 4.52	.....	.....	.....
.....	Grosse Isle.....	.....	.....	.....	11.55	.....	.....	.....	4.55	.....	.....	.....
27.50	Rockwood.....	7.53	s 8.52	.....	A. M.	12.33	.....	3.38	P. M.	.....	f 6.00	6.48	
33.11	Newport.....	7.59	9.01	.....	.....	12.39	.....	3.44	.....	.....	f 6.07	6.54	
39.23	Warner.....	8.06	9.09	.....	.....	12.48	.....	3.51	.....	.....	6.15	7.02	
40.50	Monroe.....	s 8.09	s 9.12	.....	.....	s 12.51	.....	s 3.55	.....	.....	s 6.20	s 7.05	
45.36	La Salle.....	8.15	9.25	.....	.....	12.59	.....	4.01	.....	.....	6.28	7.10	
50.28	Vienna.....	A. M.	8.21	9.32	A. M.	1.06	P. M.	4.07	.....	P. M.	6.35	7.15	
55.58	Alexis.....	12 15	8.27	9.39	9.40	.....	1.12	1.30	4.14	.....	5.55	6.42	7.21
58.10	West Toledo.....	12 20	8.31	s 9.44	9.46	.....	1.18	1.36	4.19	.....	6.01	X 6.49	7.25
59.98	Wagon Works.....	s 12 24	s 8.35	s 9.50	s 9.52	.....	s 1.25	s 1.40	s 4.25	.....	s 6.05	s 7.00	s 7.30
64.25	Toledo.....	12 35	8.45	10.00	10.02	.....	1.35	1.51	4.35	.....	6.15	7.10	7.40
.....	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Between Junction Ave., West Detroit, and Vinewood Ave. and between Beaubien St. and D. & M. Jct., the superior direction of trains is north.

Between Grosse Isle and Slocum Jct., the superior direction of trains is east.

No. 318 will wait at Grosse Isle until No. 313 arrives.

No. 313 will stop at Livernois Ave., .46 miles south of West Detroit and at West Detroit for supplies.

DETROIT TO TOLEDO

SOUTH-BOUND—FIRST-CLASS

Miles from Detroit N. Y. C.	STATIONS	307	235	311	309	7										
		M.C.R.R.	P.M.R.R.	M.C.R.R.	M.C.R.R.	N. Y. C.										
		Daily	Daily	Daily Except Sunday	Daily	Daily										
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.										
1.73 3.34 4.70 8.19	N. Y. C. Track Detroit..... Gratiot Ave..... D. & M. Jct..... Woodward Ave..... West Detroit.....					11.00										
						s 11.09										
						11.15										
						s 11.18										
		P. M.		P. M.	P. M.	11.28										
M. C. Track	Detroit..... West Detroit..... So. Yard..... Delray..... Delta Switch.....	8.20		10.15	10.45											
		8.25		10.20	10.50	11.28										
		8.27		10.22	10.52	11.30										
		8.30		10.25	10.55	11.33										
		8.31		10.26	10.56	11.34										
10.85	D. T. Switch.....	8.32		10.27	10.57	11.35										
11.41	River Rouge.....	8.33		10.29	10.59	11.36										
14.30	Ecorse.....	8.37		10.32	11.01	11.39										
16.97	Wyandotte.....	s 8.41		10.35	H 11.06	f 11.42										
19.89	Sibley.....	f 8.46		10.39		11.46										
21.34	Trenton.....	f 8.50		10.41	11.12	11.48										
	Slocum Jct.....															
	West Grosse Isle.....															
	Grosse Isle.....															
27.50	Rockwood.....	f 8.59		10.48	11.20	11.55										
33.11	Newport.....	f 9.06		10.55	11.27	12.01										
39.23	Warner.....	9.14		11.02	11.35	12.08										
40.50	Monroe.....	s 9.17		11.05	s 11.38	s 12.11										
45.36	La Salle.....	9.27		11.11	11.47	12.17										
50.28	Vienna.....	f 9.34	P. M.	11.17	11.54	12.23										
55.58	Alexis.....	9.42	10.56	11.23	12.02	12.29										
58.10	West Toledo.....	X 9.48	11.02	11.29	12.07	12.35										
59.98	Wagon Works.....	s 9.55	s 11.06	11.35	s 12.13	s 12.40										
64.25	Toledo.....	10.05	11.16	11.45	12.23	12.50										
	ARRIVE	P. M.	P. M.	P. M.	A. M.	A. M.										

Between Junction Ave., West Detroit and Vinewood Ave. and between Beaubien St. and D. & M. Jct., the superior direction of trains is north.
No. 311 will not carry passengers.

TOLEDO TO DETROIT

NORTH-BOUND—FIRST-CLASS

CONTINUED ON PAGE 10

Miles from Toledo Mich. Cent.	STATIONS	302	232	2	238	332	314	304	4	240	234	318	312
		M.C.R.R.	P.M.R.R.	N. Y. C.	P.M.R.R.	M.C.R.R.	M.C.R.R.	M.C.R.R.	N. Y. C.	P.M.R.R.	P.M.R.R.	M.C.R.R.	M.C.R.R.
		Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	Toledo.....	4.55	5.00	5.10	5.15	5.20		7.50	10.20	11.30	2.05		2.22
4.19	Wagon Works.....	5.05	s 5.10	5.18	s 5.25	s 5.30		s 8.00	s 10.30	s 11.40	s 2.15		s 2.32
6.09	West Toledo.....	5.09	5.14	5.21	5.28	5.34		s 8.05	f 10.34	11.44	2.18		2.36
8.58	Alexis.....	5.15	5.20	5.25	5.35	5.40		8.10	10.39	11.50	2.25		2.40
13.91	Vienna.....	5.22	A. M.	5.31	A. M.	5.47		f 8.18	10.45	A. M.	P. M.		2.47
18.81	La Salle.....	5.27		5.37		5.52		f 8.25	10.50				2.54
23.53	Monroe.....	I 5.35		s 5.45		s 6.00		s 8.31	s 10.58				s 3.01
24.91	Warner.....	5.39		5.47		6.04		8.35	11.02				3.07
31.24	Newport.....	5.48		5.55		6.13		f 8.43	11.11				3.15
36.09	Rockwood.....	5.55		6.02		6.20	A. M.	s 8.51	11.18			P. M.	3.22
	Grosse Isle.....						6.45					3.05	
	West Grosse Isle.....						s 6.48					f 3.08	
41.93	Slocum Jct.....	6.03		6.09		6.28	6.51	8.59				3.11	3.29
42.88	Trenton.....	6.04		6.11		6.29	s 6.52	f 9.01	f 11.27			s 3.12	3.32
44.33	Sibley.....	6.07		6.14		6.32	f 6.55	f 9.04	11.31			f 3.16	3.34
47.25	Wyandotte.....	I 6.12		B 6.18		C 6.37	s 6.59	s 9.10	s 11.36			s 3.21	E 3.38
49.92	Ecorse.....	6.16		6.22		6.41	7.02	9.16	11.40			f 3.25	3.42
52.18	River Rouge.....	6.21		6.26		6.46	7.06	9.20	11.43			f 3.29	3.46
52.82	D. T. Switch.....	6.22		6.28		6.47	7.07	9.22	11.44			3.31	3.48
53.32	M. C. Track Delta Switch..... Delray..... So. Yard..... West Detroit..... Detroit.....	6.23		6.29		6.48	7.08	9.23	11.45			f 3.32	3.49
53.65		6.24		6.31		6.49	7.09	9.24	11.46			3.33	3.50
55.15		6.26		6.34		6.51	7.12	9.27	11.49			3.36	3.52
56.04		6.30		6.36		6.55	7.15	9.30	11.51			3.40	3.55
57.54		6.35				7.00	7.20	9.35				3.45	4.00
	N. Y. C. Track West Detroit..... Woodward Ave..... D. & M. Jct..... Gratiot Ave..... Detroit.....	A. M.		6.36		A. M.	A. M.	A. M.	11.51			P. M.	P. M.
				s 6.45					s 12.01				
				6.50					f 12.05				
				s 6.56					s 12.10				
				7.05					12.20				
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.

Between Junction Ave., West Detroit, and Vinewood Avenue and between Beaubien Street and D. & M. Jct., the superior direction of trains is north.
Between Grosse Isle and Slocum Jct., the superior direction of trains is east.
No. 302 will make the stops of No. 332 Mondays.
No. 304 will stop at Gibraltar 2.16 miles north of Rockwood and Stoney Creek, 2.85 miles south of Newport on signal.
No. 312 will stop at Vienna, La Salle, Newport and Rockwood for Express Co. to pick up remittances.
No. 318 will wait at Grosse Isle until No. 313 arrives.
No. 318 will stop at River Rouge, Hump office, Livernois Ave. and West Detroit for Railroad Mail and supplies.

TOLEDO TO DETROIT

CONTINUED FROM PAGE 9

NORTH-BOUND—FIRST-CLASS

Miles from Toledo, Mich. Cent.	STATIONS	6	236	310	8																	
		N. Y. C.	P.M.R.R.	M.C.R.R.	N. Y. C.																	
		Daily	Daily	Daily	Daily																	
	LEAVE	P. M.	P. M.	P. M.	P. M.																	
	Toledo.....	4.10	6.45	7.02	7.27																	
4.19	Wagon Works.....	s 4.19	s 6.55	s 7.12	s 7.35																	
6.09	West Toledo.....	4.23	7.00	7.17	7.38																	
8.58	Alexis.....	4.27	7.05	7.21	7.44																	
13.91	Vienna.....	4.34	P. M.	7.27	7.50																	
18.81	La Salle.....	4.40		7.33	7.56																	
23.53	Monroe.....	s 4.46		s 7.39	s 8.02																	
24.91	Warner.....	4.49		7.45	8.05																	
31.24	Newport.....	4.57		7.54	8.13																	
36.09	Rockwood.....	5.03		8.01	8.19																	
	Grosse Isle.....																					
	West Grosse Isle.....																					
41.93	Slocum Jct.....	5.09		8.08	8.27																	
42.88	Trenton.....	5.11		8.11	8.28																	
44.33	Sibley.....	5.13		8.14	8.30																	
47.25	Wyandotte.....	B 5.17		F 8.18	B 8.34																	
49.92	Ecorse.....	5.20		8.22	8.38																	
52.18	River Rouge.....	5.23		8.28	8.41																	
52.82	D. T. Switch.....	5.24		8.30	8.42																	
53.32	M. C. Track (Delta Switch.....	5.25		8.31	8.43																	
53.65		Delray.....	5.26		8.32	8.44																
55.15		So. Yard.....	5.29		8.35	8.47																
56.04		West Deroit.....	5.31		8.37	8.49																
57.54		Detroit.....			8.42																	
	N. Y. C. Track (West Detroit.....	5.31		P. M.	8.49																	
		Woodward Ave.....	s 5.42			s 8.55																
		D. & M. Jct.....	5.45			9.00																
		Gratit Ave.....	s 5.51																			
	Detroit.....	6.00			9.15																	
	ARRIVE	P. M.	P. M.	P. M.	P. M.																	

Between Junction Ave., West Detroit and Vinewood Avenue and between Beaubien Street and D. & M. Jct., the superior direction of trains is north.

N. Y. C. R. R.—M. C. R. R.—TOLEDO AND DETROIT

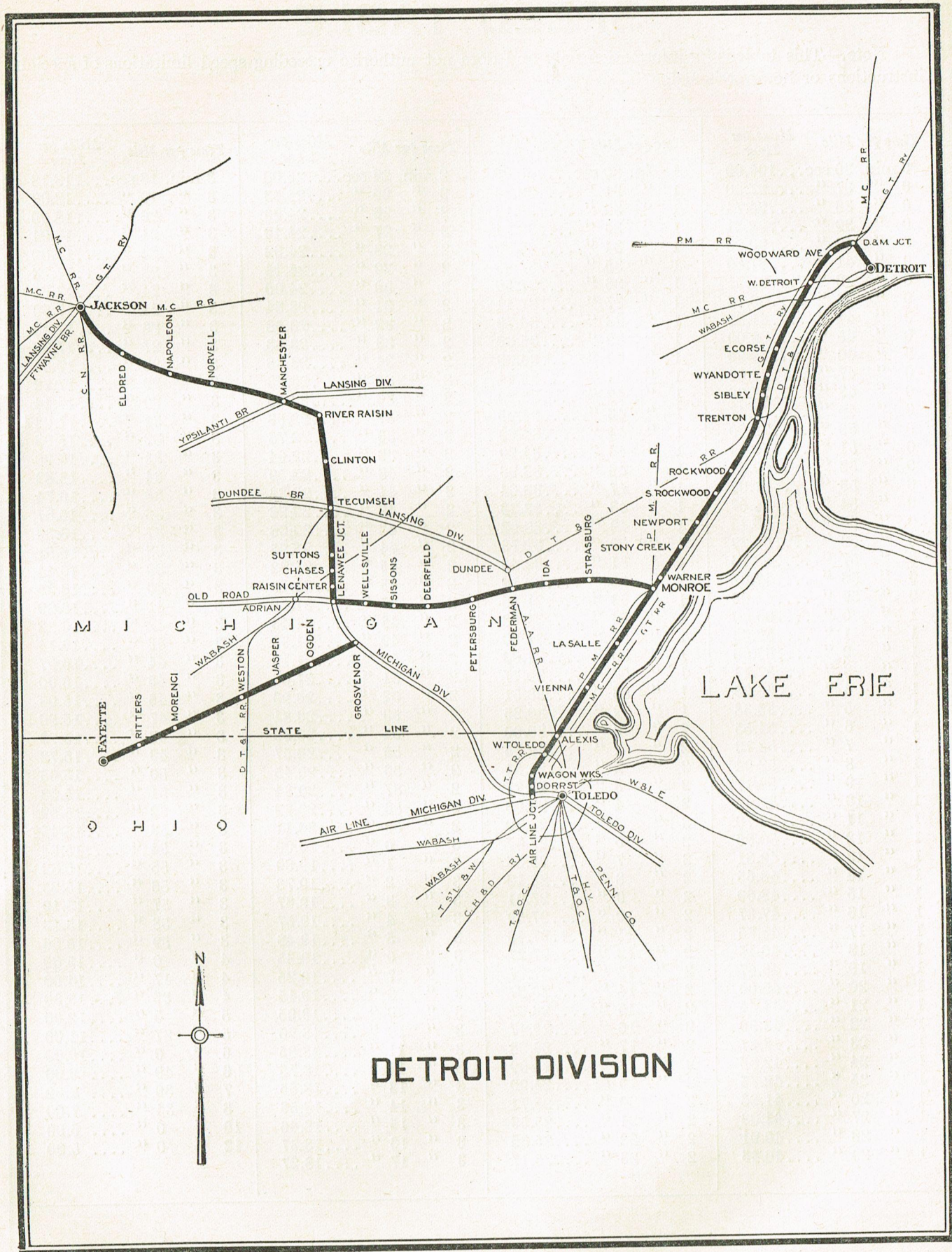
LIST OF SIGNAL STATIONS AND TELEGRAPH CALLS, AND LOCATION AND NUMBERS OF AUTOMATIC SIGNALS

LOCATION	TELEGRAPH CALL	MILES FROM TOLEDO	AUTOMATIC SIGNALS				
			Northward	Southward			
Toledo. Broadway.		0 0.3	297.1	297.2			
Swan Creek.		1.2	298.1	298.2			
Air Line Jct.	Z	2.1	D3.2	D3.1			
			D4.2	D4.1			
			D5.2	D5.1			
Wagon Works.		4.5	D6.2	D6.1			
			D7.2	D7.1			
West Toledo.		6.4	D8.2	D8.1			
"K" Tower—T. T. R. R.	K	7.5	D9.2	D9.1			
Alexis—A. A. R. R.—P. M. R. R.	N	8.7		D10.1			
Monroe—T. & M. Ry.—(N. Y. C.)		24.8					
Monroe—T. & M. Ry.—(M. C.)		24.8	D41.2				
Slocum Jct—(M. C.)		42.7	D43.2				
Trenton D. T. & I. R. R. —D. & T. S. L. R. R.	FN	43.4		D45.1			
Sibley.		44.6	D52.2				
River Rouge—D. D. & D. Ry. River Rouge Draw.	YD	52.5 52.8	D542. (MC)	D54.1			
Delray—P. M. R. R.	RA	53.6					
Fort St.—D. U. R. R.		54.0	D56.2 (LS.) D562. (MC)				
West Detroit—M. C. R. R.		56.1		D57.1 (LS.)			
Beaubien St.—M. C. R. R. G. T. R. R.		60.0		D61.1 (LS.)			
Detroit.		64.3					

SPEED TABLE

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

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



DETROIT DIVISION