

TO ALL EMPLOYEES:

Performing our work without being injured is something we all want, but our success is largely dependent on how much effort each of us puts forth to avoid accidents and injury.

Much needless suffering can be avoided if each employe accepts his personal responsibility in preventing injury to himself and assisting others in avoiding injury.

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**IN CASE OF DOUBT OR UNCERTAINTY
THE SAFE COURSE MUST BE TAKEN**

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**MAKE
SAFETY
YOUR
POLICY**

Detroit, Toledo and Ironton Railroad Company



TIME TABLE

24

**EFFECTIVE 12:01 AM E.S.T.
SUNDAY, DECEMBER 12, 1971**

**FOR THE INFORMATION AND
GOVERNMENT OF EMPLOYEES ONLY**

READ THE INSTRUCTIONS

DESTROY PREVIOUS TIME TABLES

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A. C. ROBINSON
Vice-President
Operations

J. E. SCHLOSSER
Superintendent

To All Employees:

SAFETY is the First Rule in the book for one reason, it is the most important. All other Rules are for the safe operation of the Railroad. Safety is important to each individual and his family, because their health and happiness are at stake.

OFFICERS

- W. B. Porter, Asst. Supt. Dearborn
R. B. Beavers, T.M.-R.F.E. Springfield
G. D. Collins, R.F.E. Flat Rock
R. R. Shoults, T.M. Lima
C. H. Fairchild, Asst. T.M.-R.F.E. Flat Rock
R. B. Billingsley, Asst. T.M. Lima



- E. L. McFarland, Terminal Supt. Flat Rock
E. W. Kruse, Asst. Terminal Supt. Rouge
A. J. Ward, Terminal T.M. Flat Rock
C. D. Domigan, Asst. Terminal T.M. Flat Rock
E. E. Lamb, Asst. Terminal T.M. Flat Rock
H. D. Smalley, Asst. Terminal T.M. Flat Rock

W. C. Mell

CHIEF TRAIN DISPATCHER
Dearborn

TRAIN DISPATCHERS

- A. R. Bowman Dearborn
J. M. Hyatt Dearborn
W. C. Rendon Dearborn
R. E. Petticrew Dearborn

INDEX

Table with 3 columns: NUMBER, INDEX ITEM, PAGE. Lists various railroad topics and their corresponding page numbers.

Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	MAIN LINE Stations	Connections	Capacity of Sidings 50' Cars	Phone Locations
0				0.0	Detroit	CO-DC-NW-PC	Yard	Box-S
		X		0.7	Jefferson Ave.	Bridge		Tower
		X		1.6	Short Cut	Bridge		Tower
3	DN		R1	3.2	South Yard		Yard	Office—Box-N
5		X		4.8	Mill	PC		PC Box—Box-N-S
			R1	7.4	Wyandotte		17	Station
7			R1	8.5	Ford	WT-WS	Yard	Office—Box-N
11	DN	X		11.1	Trenton	PC DTSL	48	Tower—Box
				15.2	D&I Jct.			
17	DN		R1	17.2	Flat Rock Yard		Hump	Office—N-S
				19.2	Huron		Yard	Box
		CP		22.8	Karl			Box
24	DN	X		23.5	Carleton	CO	88	Tower—Box-N-S
			X	29.1	Field			Box
			X	29.1	Maybe Siding		192	Box-N-S
			X	31.5	Doty			Box
32				31.6	Maybe		S-25	Station
			X	31.8	Maybe Stg.		243	Box-N-S
			X	38.1	Mex			Box
				38.1	Nth. Siding—Diann		142	Box-N
40	DN	X	R2	39.8	Diann	AA	Yard	Tower
				39.8	Sth. Siding—Diann		96	Box-S
44				43.4	Petersburg		145	Booth-S
				51.8	Riga		S-5	Tool Hse.
52		X		60.7	Metamora		131	Booth
61				67.9	Fulton		S-6	Box
68				74.3	Delta	NW-PC	138	Box-Hill
74			R2					Office—Box-N
				82.6	Liberty Center			Box
			X	84.5	Maumee		84	Booth-S
85				89.1	Nth. Siding—Malinta		109	Box-N
90	DN	X	R2	90.3	Malinta	NW	Yard	Tower—Box-N
				90.3	Sth. Siding—Malinta		50	Box-S
97	DN	X		97.6	Hamler	BO	87	Tower—Box-S
103				102.5	Prentiss		S-15	
106	DN	X	R2	106.0	Leipsic	NW	W-68	Tower—Box-S
				107.3	XN Tower	BO	E-65	B&O Box—Booth
			X	120.3	CG Tower	ACY		Tower
120	DN	X		123.3	DT&I Jct.	BO		B&O Box
				130.5	Ford Park		Yard	Box-N
131							130	Box—Loop Trk
				131.0	Morris	NW	Yard	Booth
	DN	X	R2	132.0	Sugar St.	PC	Yard	Tower
133			R2	132.7	Lima		Yard	Station
	DN	X	R2	133.6	S J. Tower	EL	Yard	Tower
				133.9	Midway		69	Box-N
143				142.5	Uniopolis		22	Box-N-S
145				145.4	St. Johns		S-6	
				147.3	Slater		S-14	Booth
154		X		153.5	Jackson Center		139	Box—Booth-S

Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	MAIN LINE Stations	Connections	Capacity of Sidings 50' Cars	Phone Locations
158				158.0	Maplewood			S-5
								S-9
164	DN	X	R2	164.4	Quincy	PC	130	Tower—Box-S
170				169.9	Rosewood			S-7
								S-8
177				176.7	St. Paris	PC	47	Box-N—Booth-Trfr
182				182.4	Thackery		58	Box-N—Station
188				188.2	Tremont City			S-9
190				190.8	Eagle City			S-3
193	DN	X		193.2	Maitland	EL		S-25
								S-24
				194.0	Bechtel Avenue			S-28
196				195.5	Springfield			S-5
								S-10
198				197.7	Lagonda			S-20
200	DN		R1	200.5	Junction	PC	Yard	Office—Diesel Hse
204				204.3	Thorps			S-5
210	DN	X		210.1	South Charleston	PC		E-59
								S-37
216				216.0	South Solon			52'
222				222.4	Jeffersonville			33
228				227.7	Heglers			S 7
234	D	X	R2	234.3	Washington CH	PC-BO	126	Station—Box
241				241.1	Good Hope			S-5
246				245.4	Blue Rock			20
248				247.8	Greenfield			29
								Bell—Station
249				248.8	Thrifton	BO		88
259				259.1	Bainbridge			
								Bell—Booth-N
264				264.2	Storms			46
271				271.1	Summit			Yard
								26
278				278.1	Peck			46
282	DPN			282.0	Waverly			Yard
								31
283		X		282.7	Glen Jean—Trackage over N&W	NW	Yard	NW Booth
								31
286				286.0	Greggs	CO	Yard	
294				293.9	Beaver			25
299				298.7	Cove			S-15
304				304.0	Sharon			S-17
307	DPN			306.3	Jackson	CO	Yard	Station
				306.6	B&O Jct.	BO		Bell—B&O Depot
								Loop Trk
330				330.0	Bloom Jct.	BO		Bell—Box
335				334.6	Andre			S-8
337				337.5	Bondclay			S-43
341				340.4	Superior			S-100
347				347.3	Lawco			7
350				349.7	Pedro			S-78
352				351.4	Royersville	Tunnel	18	Bell—Booth-N
355				354.4	LaGrange			S-3
358		X		357.8	Ironton	NW	Yard	Bell—M of W Bldg—Scale Hse

Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	TOLEDO Station Trackage Over AA & TT	Connections	Capacity of Sidings 50' Cars	Phone Locations
465	DPN		R2	60.2	Temperance Yard	NW-TT	Yard	Office
Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	OTTAWA Industrial Loop Stations	Connections	Capacity of Sidings 50' Cars	Phone Locations
112		X		111.0	Kleman	BO	Yard	Box
114		X		112.1 113.7 114.9	Ottawa Ottawa Beet Trk South Ottawa	BO	Yard	Booth Box Box
Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Malinta	TECUMSEH Branch Stations	Connections	Capacity of Sidings 50' Cars	Phone Locations
90	DN	X	R2	0.0	Malinta		Yard	Tower— Box-N
507	DN	X	R1	7.1	Napoleon	NW	Yard	Office— Diesel Hse
511				11.7	Gerald		S-9	
518		X		17.9	Wauseon		10	PC Booth —N-S
532				32.0	Bimo			
536		X		35.8	Leaf	NW		NW Booth
544		X		44.3	Page	NW		NW Booth
547				46.6	Adrian	NW-PC	Yard	Bell Station— Booth-S
550				50.0	Birdsall		S-2	
553				53.3	Burmo		Yard	Office
555				55.4	Tecumseh	PC	Yard	
Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from D&I Junction	DEARBORN Branch Stations	Connections	Capacity of Sidings 50' Cars	Phone Locations
401		CP		0.0	D&I Junction } DT		Yard	Booth
				2.3	Fordhaven } DT			Office
		X	R1	2.5	Woodhaven			Box
406		X		4.4	Penn	PC	132	Box— Eureka Rd. Tower
		X		6.0	Penford			Box
410		CP		9.2	Park			Box
		X		10.3	Oakwood Jct. } DT	NW		Box—N-S
		X	R1	13.5	Schaefer Tower } DT		Yard	Tower
414				13.6	Rouge Yard		Yard	Office
415				15.3	Fordson	CO PC-DT		

TIME TABLE SYMBOLS

1001.

D — Train Order Station — Day
 DN — Train Order Station — Continuous
 DPN — Train Order Station — Day and part night

X — Interlocking
 CP — Controlled Point
 R — Radio Location and Channel No.
 S — Car Capacity — Stub
 E — Car Capacity — East
 W — Car Capacity — West
 NO — Car Capacity — North
 SO — Car Capacity — South
 N — Phone Location — North
 S — Phone Location — South
 TCS — Traffic Control System
 DT — Double Track

NOTICE

1002. The Officers of this company direct that the Time Table, Book of Rules, General Orders and Bulletin Orders must be rigidly observed, and no excuse will be accepted for violation of same.

Note carefully that important changes have been made in this Time Table.

GENERAL INSTRUCTIONS

LOCATIONS OF STANDARD CLOCKS

1003.

Dearborn Dispatcher's Office
 Lima Station
 Napoleon
 South Yard Office
 Springfield Diesel House
 Flat Rock Yard Office
 Jct. (Springfield Yard Office)
 Flat Rock Hump Tower
 Jackson

YARD LIMITS

1004.

Main Line

STATION	MILE POLES
South Yard	Detroit to 5-06
Wyandotte—Trenton	5-21 to 11-39
Flat Rock Yard	14-04 to 19-07
Diann	37-30 to 41-35
Delta	72-05 to 76-10
Malinta	88-05 to 91-17
Leipsic	104-12 to 107-09
Ford Park—Midway	128-18 to 135-05
Junction	198-40 to 202-20
Washington C.H.	231-07 to 236-05
Summit	270-09 to 272-01
Waverly—Glen Jean	281-05 to 282-30
Greggs	285-23 to 287-05
Jackson	303-23 to 306-31
Ironton	357-03 to River

Branches

Malinta	Malinta to M-29
Napoleon	M3-20 to M8-07
Adrian	Page to Beecher St.
Tecumseh	Green Hwy. to North
Toledo (Temperance Yard)	Inclusive
Ottawa Industrial Loop	Inclusive
Flat Rock Yard	Flat Rock Yard to D2-12
Park—Fordson	D9-06 to Fordson

BULLETIN BOARDS**1005.**

South Yard Office	Lima Diesel House
Wyandotte Station	Jct. (Springfield Yard Office)
Flat Rock Yard Office	Springfield Diesel House
Flat Rock Hump Tower	Jackson Station
Napoleon Diesel House	Jackson Train & Engine-
Lima Station	men's Bldg.

LOCATION OF TURNTABLE

1006. Flat Rock Yard

TRAIN REGISTER STATIONS

1007.
 South Yard Jct. (Springfield Yard)
 Flat Rock Yard Jackson

CLEARANCE CARD STATIONS

1008.
 Flat Rock Yard
 Leipsic For Southward Trains—B&O
 Sugar Street Tower For Northward Trains—
 DT&I and B&O
 S. J. Tower For Southward Trains
 Jct. (Springfield Yard)
 Jackson

LOCATIONS OF SCALES

1009.
 Flat Rock Hump Washington C.H.
 (automatic) Jackson
 Lima Ironton*
 Jct. (Springfield Yard) Napoleon

*Limited to not more than 100,000 pounds gross.

LOCATIONS OF WYES

1010.
 Short Cut Quincy
 D&I Junction Jct. (Springfield Yard)
 Rouge Yard Jackson
 Leipsic Temperance Yard—Toledo
 Ford Park—Lima Burmo

RAILROAD RADIOS

1011. Base stations, engines, cabooses, track equipment vehicles and M of W forces so equipped will set railroad radios on specified channels between specified points as outlined below. This excludes Flat Rock Hump operations.

Between — West End, Fordson Yard and Carleton	channel 1
Between — Carleton and Maitland	channel 2
Between — Maitland and Thorps	channel 1
Between — Thorps and Ironton	channel 2
Between — State Route 108 Napoleon and State Route 109 Malinta	channel 1
Between — State Route 108 Napoleon and Tecumseh	channel 2

RADIO RULE 411—Addition to paragraph (Q)

The Railroad Radio Communication System must not be used to give advance information to train and engine crews as to the indication of any fixed signal, the signal aspect governs.

RADIO RULE 411—New paragraph (T)

The Railroad Radio Communication System may be used to transmit train orders under the following conditions:

- (1) Train orders transmitted by radio shall be copied and issued in conformance with rules in effect governing train orders.
- (2) When train orders are to be transmitted to trains the Dispatcher must have all trains affected by such orders brought to a stop before transmitting to them. Such trains will remain stopped until orders have been recorded, repeated, and made complete.

SPRING SWITCHES

1012. Crews of trains trailing through Spring Switches must observe clearing of signal governing reverse movement where signal is provided.

In the application of Rule 104, signals indicating the position of Spring Switches are located at Huron just south of Spring Switch; north end of Ford Park just north of Spring Switch; south end of Ford Park just south of Spring Switch.

These signals are for the purpose of checking the position of Spring Switches only and do not indicate track occupancy.

When a trailing movement through a Spring Switch is stopped before passing entirely through the switch, the movement must not be reversed until the switch has been properly set by hand.

LOCATION	SPEED—MPH
Huron — End Double Track	30
Karl	15
Malinta — North End Siding	15
Ford Park — North End Siding	30
Ford Park — South End Siding	15
Springfield — PC Crossover, York St.	15
Fordhaven — End Double Track	30
Penn	30
Park — End Double Track	30

OPERATION OF ELECTRICALLY LOCKED HAND-OPERATED SWITCHES

1013. Authority to use electric-locked switch which is under control of the Operator must be given verbally to member of crew by train Dispatcher or Operator. The period of time the switch and track may be used and designated limits must be clearly stated and understood.

Instructions for operating electric-locked switches are posted inside the telephone box near each of these switches.

The following hand-operated switches are equipped with electric locks; permission to unlock must be obtained from Operator before switch padlock is removed from keeper:

Main Line		
LOCATION	TRACK	CONTROLLED BY
Jefferson Ave.	Detroit Fuel Oil	Jefferson Ave. Br.
Mill	Korno	South Yard
Trenton	McLouth Hi Line	Trenton
Carleton	Reiser Lumber	Diann
Maybee	North-end Storage	Diann
Maybee	South-end Storage	Diann
Maitland	Springfield Container	Maitland
Dearborn Branch		
Woodhaven	Crossover North-end	Penford
Penford	Crossovers-Eureka Rd.	Penford

1014. The following hand-operated switches within TCS territory are NOT equipped with electric lock:

LOCATION	Main Line	TRACK
Maybe		Team Track
Dearborn Branch		
M.P. D4-28		Arlan
M.P. D6-35		R. W. Trucking
M.P. D8-03		Rockrete

IN TCS TERRITORY TRAINS ARE PROHIBITED FROM CLEARING IN A TRACK NOT EQUIPPED WITH AN ELECTRIC LOCK SWITCH.

AIR BRAKES

1015. Enginemen and trainmen are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed in strict compliance with the provisions as outlined in the current power brake law.

RIGHT OF WAY FIRES

1016. Train crews will use every precaution when using lighted fuseses in the discharge of their duties. They will refrain from throwing lighted cigars or cigarettes, or other lighted articles on the right of way which may start a fire. ANY FIRES ON RIGHT OF WAY MUST BE REPORTED IMMEDIATELY.

MARKERS

1017. Reflectorized markers are permitted to indicate rear of train at the following locations:

Carleton North
Tecumseh Branch
Ironton Branch

The use of reflectorized markers to indicate the rear of the train is permitted on entire system if lighted markers are inoperative.

INSPECTION OF TRAINS

1018. Trainmen must inspect the running gear, brake and draft rigging and be alert for hot journal boxes of the cars in their train while standing.

Train and engine crews must observe their train at every opportunity while in motion for detecting hot journals or other defective equipment and observe passing trains for any defects, and if any noted will signal members of such trains.

When a journal is found overheating enroute, train MUST BE STOPPED and examination made. If cause of heating cannot be corrected or car cannot be moved to next terminal through use of cooling compound, car should be set out. Report must be made on prescribed form and forwarded to operator at first open station.

Water or snow should not be used for cooling hot journals except in emergency, and when used, should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

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

When meeting or passing other trains and passing train order offices, or other stations, and points where trackmen, bridgemen or other employes are working, train and engine crews on moving trains must be on the lookout for signals, and when practicable, exchange signals.

Head end employes will, when practicable, advise flagmen by radio when approaching trackmen, signalmen or other employes to be on the alert for signals.

A trainman must be positioned on the rear platform of the caboose when passing train order offices, stations or sidings, through interlockings, and when passing or meeting trains.

When two or more employes are present, they will station themselves, when practicable, so that both sides of the train can be observed.

FLAGMEN'S SIGNALS

1019. The following signals will be used by flagmen:

Day Signals—A Red Flag, Torpedoes and Fusees.

Night Signals—A White Light, Torpedoes and Fusees.

A red light will be placed in the caboose and secured with an official seal. This light is to be used for emergency only in compliance with Rule 19.

In the event a red light is not available for emergency use in compliance with Rule 19, it is permissible to indicate the rear of train not equipped to display markers by placing a red flag and a white light at rear of a train by night.

When necessary to break seal for emergency use of the red light, this fact must be reported to supervisor upon arrival at next tie-up point.

SPECIAL NOTE: This amends Rule 35 of Rules and Regulations of the Operating Department.

HEADLIGHTS

1020. To afford greater safety to the public and Employes, the headlight on yard engines will be displayed to the front and rear by day and night. Headlight on end coupled to cars may be dimmed or extinguished.

SPECIAL NOTE: This amends Rule 18 of Rules and Regulations of the Operating Department.

SPACING OF TRAINS

1021. In application of Rule 91, trains must be spaced not less than 15 minutes apart at Summit in either direction and Southward trains leaving Quincy. Crews will be advised by Train Dispatcher or Operator as to location of preceding train.

HOT BOX DETECTORS

1022. When a hot box is detected, a rotating beacon signal located on the equipment house will display a flashing white light. In this event, the train will be brought to a stop after moving completely over the detector site and the tower operator contacted by radio or other means of communication to determine the hot box location.

Crew members must observe the rotating type signal at the wayside location and take necessary action to stop train if detector indicates a hot box.

Employees receiving hot box indication shall be governed by Time Table instructions No. 1018.

DETECTOR LOCATIONS MINIMUM SPEED—MPH
Diann—M.P. 36-15 West Side10
Quincy—M.P. 161-09 East Side 5

SCALE TEST CAR

1023. Scale test car must be handled on rear of train next ahead of caboose at a speed not to exceed 30 miles per hour. The car should be protected from rough handling at all times. Impacts of greater speed than 2 miles per hour should be avoided. Switching of car should be avoided whenever possible.

HANDLING PIPE OR POLES

1024. Open end flat cars loaded lengthwise with poles, pipe, or similar material, or open top cars on which such lading extends above the ends of the car, must not, except in emergency, be placed in a train next to an occupied caboose or engine.

CRANES—DERRICKS—PILE DRIVER—SNOW PLOW

1025. Work equipment such as cranes, shovels, pile driver or similar equipment (other than wrecking outfit and snow plow) moving on its own wheels must not be placed in trains for movement without authority from the chief train dispatcher. Such equipment must be moved with the heavy end forward and boom trailing. Speed not to exceed 30 miles per hour.

Wrecking outfit must not be handled in excess of 40 miles per hour.

When necessary to use snow plow, bell and other method of signaling must be connected to engine. The employee operating snow plow will signal engineer according to signals prescribed in current Book of Rules.

Snow plow must not be handled in excess of 40 miles per hour.

EQUIPMENT AND LOCOMOTIVE RESTRICTIONS

1026. Unless otherwise authorized, a maximum of five (5) units may be used in a locomotive consist with multiple unit control. Dead or disabled units may be dispatched or moved in a train when authorized by the Chief Train Dispatcher. Unless otherwise instructed, such unit must be handled next to operating units.

1027. When operating diesel units in multiple, care must be exercised to insure that brakes have properly released on trailing units. To minimize the possibility of jack-knifing when multiple consist is backed up, caution must be used in handling throttle during such movement.

1028. Diesel engines may be operated through water not exceeding depth of three (3) inches above top of rail, proceeding at a speed not exceeding three (3) miles per hour.

1029. When passing over a railroad crossing, throttle must be reduced to the fifth position or lower a sufficient time before front trucks enter crossing to allow amperage to drop back and remain reduced until all trucks of all units pass over crossing.

1030. When setting out live units enroute because of defects, malfunction, etc., control and fuel pump circuit breakers on engineer's instrument panel must be left in "ON" position to avoid engine from shutting down. Generator field switch must be placed in "OFF" position, and isolation switch in "START" position. When such unit is set out, it must be set up for independent operation, the independent brake valve inserted and left in applied position, reverser handle removed and placed in proper location, hand brake applied and, if necessary, wheels chocked.

1031. Engines must not be operated over the weighing rail of any track scale unless permissible to do so. Engines must not be run over the dead rail of any track scale when coupled to a car which is on the weighing scale.

1032. When a flat spot on a wheel of car or engine develops enroute, and on inspection by a member of the crew it is determined that the flat spot is not in excess of 2½ inches in length and no other defect affecting the movement is observed, the train may continue at authorized speed after reporting to the Chief Train Dispatcher. If a flat spot of 2½ inches or larger is found, report to Chief Train Dispatcher and request instructions before moving car or engine.

1033. Locomotives are restricted on the following tracks:

Lima—Republic Creosote, 5B—5E at east end, 5A—5B—5E at west end, and that portion of number 5 track alongside treating cylinder.
Blue Rock—Over scale.
Jeffersonville—Jeffersonville-Thomas Track over coal unloading pit.

Six-axle locomotives are restricted on the following tracks:

Ironton Branch
Tecumseh Branch—Napoleon north
Temperance Yard—Toledo
All tracks West End Avenue
MA—1 Tracks—Wyandotte
MA—2 Tracks—Wyandotte
Bryant Track—Flat Rock
Heier Lumber Co. Track—Flat Rock
Socony Mobil Tracks—Woodhaven
Ottawa Beet Plant—North of Storage Track
Hole Track—South Charleston
Glaze Track—Jeffersonville
NCR, New Plant—Washington C.H.

1034. "Hi-Cube" box cars and all other long cars with 64-foot or over truck centers are restricted on following tracks:

Ironton Branch
Hole Track—South Charleston
Glaze Track—Jeffersonville
National Cash Track—Washington C.H.
E-L Transfer (Hill Track)—S.J. Lima
PC Transfer—Sugar St. Lima
Tracks 8 and 8A Socony Mobil—Woodhaven

Equipment 60 feet or longer cannot be handled through double cross-over to move from one end of Penford Siding to the other.

CAMP CARS

1035. Camp cars must not be moved in trains without authority from the Chief Train Dispatcher. When camp cars are moved in trains, they must be placed at the rear of train, next ahead of caboose

SPECIAL INSTRUCTIONS

1036. NORTHWARD TRAINS ARE SUPERIOR BY DIRECTION TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

TCS RULES AND SPECIAL INSTRUCTIONS

1037. TCS Rules in effect on main track between Huron and Diann and on Dearborn Branch between Fordhaven and Park.

SPECIAL NOTE:

A train or engine must **stop clear** of a block signal indicating **stop** (Rule 274B). A train or engine may pass a block signal indicating **stop** on verbal instructions or hand signals from the Train Dispatcher or Operator to:

- (1) Return to train with engine or cars.

Procedure

The Operator must first lock interlocking plant in proper manner to prevent any opposing or conflicting movements before permission to pass stop signal can be granted to train crew to return to train with engine or cars

- (2) Dispatch relief engine to handle disabled train or train that is tied up under the Hours of Service Law.

Procedure

The Train Dispatcher or Operator must have contact with the Conductor or the Engineer of the disabled train and must advise them that the train must not be moved until relief engine arrives.

The name of the Conductor or Engineer, the location of train, time advised, and engine number must be recorded on train sheet and block sheet by the Train Dispatcher and Operator.

After the above has been complied with, the relief engine may pass stop signal on verbal permission authorized by the Train Dispatcher and proceed at restricted speed to location of the disabled train. The direction of the disabled train will be the established direction for handling in accordance with current TCS Rules.

MANUAL BLOCK SYSTEM

1038. A Manual Block System is in service over that portion of the main track between Short Cut and the north end of South Yard. This portion of main track, indicated by Manual Block signs, is under the jurisdiction of the block operator at Short Cut. Verbal permission from the block operator must be obtained for northward trains or engines to use this track.

All northward movements from South Yard requiring the use of this Manual Block territory must obtain permission at either the yard office or at the north end of yard before leaving South Yard.

Southward movements may proceed on fixed signal indication at Short Cut in lieu of verbal permission.

When any movement clears the main track in this territory at South Yard or at any intermediate point, the Conductor, or a crew member who has been properly instructed

by the Conductor, must call block operator at Short Cut and report clear and must not re-enter or foul main track until after receiving further block permission to do so.

No train or engine will be permitted to enter this territory while it is occupied by another train or engine unless authorized by the Superintendent.

1039. DT&I trains operating over foreign railroads will be governed by the current Time Table, Operating Rules, and/or special instructions of that railroad.

Every employe whose duties are in any way prescribed by these rules must always have a copy of them when on duty unless otherwise specified.

1040. At Glen Jean, N&W will use DT&I main track from N&W eastbound main line switch to the main line switch leading to the south end of the DT&I interchange track to pick up their cars. All DT&I trains or engines will approach and move over this portion of main track with caution, expecting to find N&W trains or engines moving unprotected in either direction.

1041. At Glen Jean, all southbound trains or engines (except through movements) must obtain permission from N&W train dispatcher to occupy circuit between home signal and N&W eastbound main.

If a train or engine should clear the circuit after having been used, crew member must advise N&W dispatcher of this fact and again obtain permission to occupy the circuit. Permission must be obtained regardless of signal indication, but it must be understood that trains or engines will be governed by signal indication.

1042. At Ford Park, unless otherwise provided, all southward trains will use main track and all northward trains will use the siding as running tracks. Reverse movements may be made on verbal permission from the Operator at SJ Tower or Sugar Street Tower who must obtain this authority from the Train Dispatcher. Southward trains must not leave Ford Park without permission from Operator at SJ Tower or Sugar Street Tower who must obtain this authority from Train Dispatcher.

At Ford Park, northward trains will stop in clear on siding and will not foul north switch when setting out or picking up when approach signal is displaying Rule 292, stop and stay. If signal is displaying Rule 282 or 285, train may, after contacting B&O Dispatcher to ascertain locations of opposing trains, pass approach signal in performance of work. When ready to depart, inform B&O Dispatcher of expected leaving time, then be governed by instructions and signal indication.

1043. At Wyandotte, northward trains destined to the Penn Central at Mill will proceed when indicator, located 2376 feet south of M.P. 7, displays a lunar white indication. If the lunar white indication is not displayed, trains with more than 25 cars will stop clear of indicator, then call South Yard for instructions and be governed accordingly. Indicator does not convey condition of track between indicator and approach signal for Mill. Its only purpose is to permit trains being operated via the Penn Central at Mill to proceed without stopping or stop and call for instructions.

1044. At Flat Rock, southward movements on southward main track will be governed by signal No. 183, located 2275 feet south of M.P. 18.

If signal displays an aspect other than Rule 281, trains having more than 40 cars must stop short of signal with engine or cars occupying track circuit extending 300 feet between signal and "CS" sign north thereof. Highway crossing protection will time out in 20 seconds.

When a stopped train having more than 40 cars receives signal aspect Rule 281 permitting it to proceed, engine or cars will occupy circuit between signal 183 and Arsenal Road, and will permit protection to operate 20 seconds before passing over crossing. Trains having 40 cars or less will proceed according to signal aspect displayed.

1045. Crews must ascertain location of trains before fouling main track in the Wyandotte—Trenton territory and use extreme caution around reverse curves at Wyandotte.

1046. Movements of trains against the current of traffic between Vreeland Road and Huron, between Hall Road and Fordhaven, and between Park and Oakwood Boulevard, may be made on verbal permission after obtaining permission from the operator who must obtain this authority from the train dispatcher. Movements between Oakwood Boulevard and Rouge Yard will be made by authority of the yardmaster.

1047. Train orders received by trains in turnaround service remain in effect on southward and northward trips unless fulfilled, superseded, or annulled enroute.

GRADE CROSSING PROTECTION

1048. All train and engine movements over the following street crossings must be preceded by a member of the crew who will act as flagman until crossing is occupied by train movement, unless crossing is protected by a known employe.

Main Line

Detroit	West End Avenue
Detroit	Dearborn Avenue
Riverview	Jefferson Avenue
Flat Rock	Vreeland Road—Ford Lead
Washington C.H.	Elm Street (switching movement only)
Jackson	Bridge Street
Jackson	Athens Street
Ironton	Second Street

Tecumseh Branch

Napoleon	Oakwood Avenue
Napoleon	State Route No. 108
Wauseon	Elm Street—State Route No. 2
Oak Shade	US 20
Birdsall	Route M-52

1049. Street crossings between Dearborn Avenue and West End Avenue, Detroit, are protected with crossing bells and will be operated as follows: Operator at Jefferson Avenue will operate bells from the tower for northward trains. After train pulls into Detroit (West End Avenue) and clears Melville Avenue, a member of the crew will switch off the current. This switch is located in an outside telephone box on a pole on the east side of the track at Melville Avenue. Southward trains leaving Detroit (West End Avenue), and before crossing Melville Avenue, will switch on the current, and after train has cleared Dearborn Avenue, the operator at Jefferson Avenue will switch off the current.

1050. Laskey Road, Toledo, protected by highway flashing light signals at both tracks crossing Laskey Road, Temperance Yard. Controllers are located near tracks on either side of highway.

All trains and engines must stop before fouling crossing and a member of crew will insert switch key in "START" slot on controller and turn to the right. After flashers have been operating for at least 20 seconds, the movement may proceed. Flashers will stop when track circuit is cleared.

Should flashers be started and train does not enter track circuit, insert switch key in "STOP" slot and turn to the right.

1051. Main Street, Leipsic, protected by switch key controller for flashers when switching in McDonald and Reid tracks. Place switch key in controller marked "START" and turn to right to start flashers. When movements over crossing are complete, place key in controller marked "STOP" and turn to right.

1052. When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the front of the leading car.

When cars are pushed over crossings either protected or not protected by flashers, a crew member must protect crossing before it can be occupied with car or cars.

In the movement of engines, with or without cars, when switching over highway grade crossings, unless there is a watchman on duty or the crossing is protected by a member of the crew, highway traffic must be protected by sounding prescribed signals preceding each movement. Trains and engines moving through sidings or industrial tracks and across highway grade crossings which are protected by flashers, and such tracks do not operate flashers, crossing must be protected by a member of the crew until crossing is covered, unless the crossing is being protected by a known employe.

INSTRUCTIONS REGARDING "CS" SIGNS

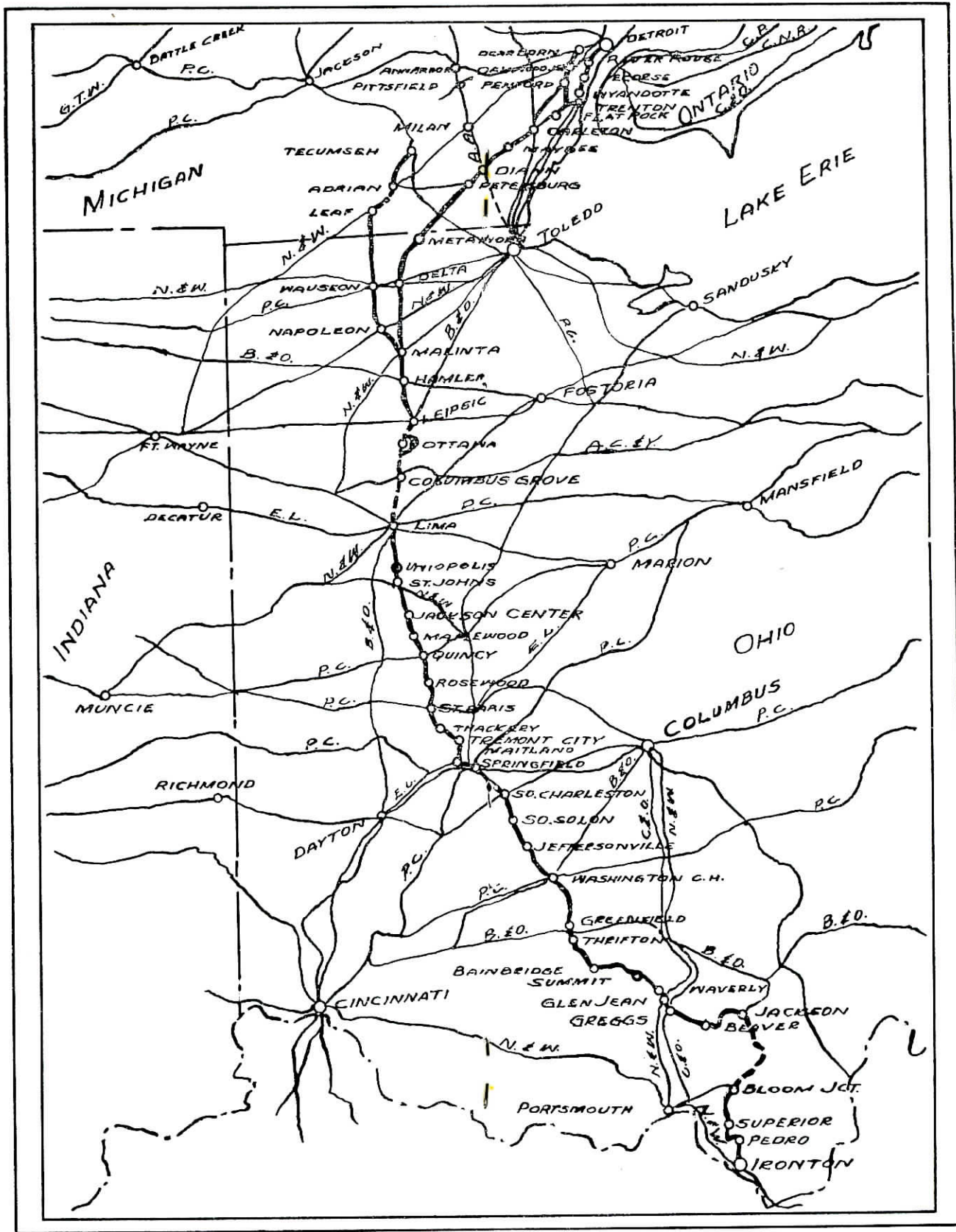
1053. At various locations, apparatus is provided to automatically interrupt the operation of automatic highway crossing protection. A sign reading "CS" in black letters on white background will indicate the point beyond which engines and cars will operate automatic highway crossing protection after the protection has been interrupted.

At such locations, all movements approaching at slow speed, shifting movements, and approaching movements after having stopped, must be prepared to stop before passing over the crossing unless it is known that the automatic protection is operating. If the automatic protection is not operating, the movement must not be made over the crossing until protection has been provided as prescribed by Rule 103.

On tracks other than main track where the automatic highway crossing protection is not approach operated, the "CS" sign will indicate the limits of track circuit extending through the crossing only. At such locations trains or engines must stop on track circuit extending between the "CS" sign and the crossing. Automatic protection must be allowed to operate for 20 seconds before proceeding over the crossing.

When a train or shifting movement passes entirely over a highway crossing equipped with automatic protection, it must not move in the opposite direction over the crossing until automatic protection is provided or as prescribed by Rule 103.

1054. Train crews must not permit a train to block a public highway longer than the allotted time prescribed by law.



MAXIMUM AUTHORIZED SPEEDS

1055. Main Line		
LOCATION	LOCAL RESTRICTIONS	MPH
Detroit to South Yard		20
Bridge—Jefferson ave.		6
Bridge—Short Cut Canal		6
South Yard to Flat Rock Yard		40
Ecorse—Jefferson Ave. (Ordinance)		10
Ecorse—High Street (Ordinance)		10
Wyandotte—Ecorse Creek to Pennsylvania Ave. (Ordinance)		15
Between home signals of all interlockings between South Yard and Flat Rock, and reverse curves at Trenton		20
Flat Rock to XN Tower		45
Carleton—Grafton Rd. to Maxwell Rd. (Ordinance)		35
Maybee—Doty Rd. to Baldwin Rd. (Ordinance)		35
Leipsic—NW crossing to XN Tower (Ordinance) ..		35
Leipsic—Northward Trains XN Tower through NW interlocking		20
XN Tower—Entering B&O		20
Ottawa Industrial Loop		35
Kleman—Entering or leaving B&O		10
MP 111-26 to 113-03 (Ordinance).....		35
MP 112-09 to 112-20		20
South Ottawa—Entering or leaving B&O		10
DT&I Jct. to Maitland		45
Entering or leaving B&O		30
Lima—Morris to Sugar St.		25
Lima—Sugar St. to Midway		20
Maitland to Junction		20
Lagonda—PC Crossing		8
Junction to North of Greenfield		45
Jeffersonville—MP 222-05 to MP 222-30 (Ordinance)		35
Washington C.H.—Lakeview Ave. to NCR switch (Ordinance)		15
North of Greenfield to Thrifton		40
Thrifton Bridge		20
Thrifton to 1½ Mi. North of Bainbridge		45
1½ Mi. north of Bainbridge to MP 258-01		35
MP 258-01 to MP 265-18		45
MP 261 to MP 262 over bridge		30
MP 265-18 to Summit		20
Summit to Glen Jean		30
Between home signals at Glen Jean		15
South connection to N&W RR, Glen Jean to C & O Bridge		20
C&O Bridge to North of Greggs		30
North of Greggs to Jackson		45
Dearborn Branch		
D & I Junction to Oakwood Blvd.		35
Oakwood Blvd. to Schaefer Rd.		20

LOCATION LOCAL RESTRICTIONS MPH

Ironton Branch

Bloom Junction to MP 346.37		35
Bridge 344.87		6
MP 346.37 to Ironton		25
Royersville Tunnel		6
Ironton—Floodwall south (Ordinance)		10

Tecumseh Branch

Malinta to Tecumseh		30
Napoleon—within city limits (Ordinance)		8
Wauseon—PC crossing, between home signals		20
Wauseon—NW crossing, between home signals		20
Denson—State Route 120 crossing		10
Adrian—Tabor St. M44.73 north of NW Interchange to Race St. M46.58 Adrian Station ..		10
South of Tecumseh—Occidental Road crossing M53-12		10
Tecumseh—within city limits		10

ADDITIONAL SPEED RESTRICTIONS

Diann—connecting track DTI No. 4 to AA No. 3	5
Delta—yard lead	10
Columbus Grove—ACY (Ordinance)	25
Springfield—Burt Street crossing	5
York Street crossing	5
East Street crossing	5
Lima leg of wye	10
Carney—PC crossing	20
East St.—PC crossing	12
Wreck train	40
Pile driver crane (locomotive crane)	30
Jordan Spreader	25
Track cars and M/W machinery	25
Over grade crossings, interlockings, switches and frogs	6
On curves 10 degrees or over	10
Movement on tracks other than main tracks	Restricted Speed
Through crossovers, entering and leaving sidings, except spring switches	12
Ore cars	35
Hot metal trains	15
Hot metal trains entering and leaving turnouts	10

A tolerance of four (4) miles per hour will be permitted, except speeds of twenty (20) miles per hour or less which must be strictly observed.

Actual speed restrictions must be observed between Storms and Waverly, the Tecumseh Branch and through corporate limits of municipalities.

Under no circumstances will a speed of forty-nine (49) miles per hour be exceeded.

--Speed Restrictions Apply To The Entire Train--

RAILROAD CROSSINGS AND GOVERNING SIGNALS

STATION	CROSSINGS	CLEAR ROUTE SIGNAL
1056. Main Line		
Dearborn Ave., Det.	PC	Stop and Flag
Jefferson Ave., Det.	Bridge	Interlocking
Short Cut	PC & Canal Bridge	Interlocking
South Yard		
Track No. 47	PC	Target Horizontal
Mill	PC	Interlocking
Wyandotte		
M A No. 2	PC Spur	Semi-automatic Interlocking
Wyandotte		
Cedar	PC Spur	Semi-automatic Interlocking
Wyandotte		
M A No. 1	PC Spur	Semi-automatic Interlocking
Riverview		
Firestone Yard	PC Spur	Semi-automatic Interlocking
Trenton	PC, D&TSL	Interlocking
Carleton	PC, C&O	Interlocking
Diann	AA	Interlocking
Petersburg	PC	Semi-automatic Interlocking
Riga	PC	Automatic Interlocking
Liberty Center	N&W	Automatic Interlocking
Malinta	N&W	Interlocking
Hamler	B&O	Interlocking
Leipsic	N&W	Interlocking
XN Tower	B&O	Interlocking
G.G. Tower	AC&Y	Interlocking
DT&I Jct.	B&O	Interlocking
Morris	N&W	Automatic Interlocking
Lima—Sugar St.	PC	Interlocking
Lima—SJ Tower	Erie-Lackawanna	Interlocking
Slater	PC	Automatic Interlocking
Quincy	PC	Interlocking
Maitland	Erie-Lackawanna	Interlocking
Lagonda	PC	Target Vertical
Carney	PC	Interlocking—Remote Control
South Charleston	PC	Interlocking
Washington C.H.	B&O	Target Vertical
Washington C.H.	B&O, PC	Interlocking
Glen Jean	N&W	Interlocking—Remote Control
Jackson	C&O	Gate
B&O Junction,		
Jackson	B&O	Target Horizontal
Bloom Junction	B&O	Target Horizontal
Trenton	N&W	Interlocking—Remote Control
Dearborn Branch		
Schaefer Tower	PC	Interlocking
Oakwood Junction	N&W	Interlocking—Remote Control
Penford	PC	Interlocking
Tecumseh Branch		
Napoleon	N&W	Semi-automatic Interlocking
Wauseon	PC	Interlocking—Remote Control
Wauseon	N&W	Semi-automatic Interlocking
Bimo	PC	Stop and Flag
Adrian	PC	Stop and Flag

1057. Trains approaching automatic and semi-automatic interlockings and finding home signal at stop, which does not clear up within three minutes, will be governed by instructions posted at crossing.

DT&I trains may cross PC tracks at Lagonda (Springfield) without stopping, under the following conditions. Trains must not exceed a speed of eight (8) miles per hour passing caution signals which are installed 500 feet each side of the PC Crossing, expecting to find the pole target in stop position. It will not be necessary to restore pole target for PC movement.

INSTRUCTIONS REGARDING INJURIES AND ACCIDENTS

1058. In event of injury to an employe, while on duty, which does not require ambulance service, a company surgeon should be seen as soon as possible. For all injuries requiring ambulance service, the company surgeon nearest the place of accident should be called and advised as to what hospital the injured party is being taken.

Cover the wounds with sterile gauze. Do not use waste, rags, towels, handkerchief, etc.

Do not use soap or water, salves, oils or other home remedies on open wounds.

In cases of profuse bleeding, apply tourniquet and keep the bleeding body member elevated as much as possible. Apply the tourniquet three (3) inches above the wound.

Immobilize fractures by means of a board, cardboard, or other suitable splint securely tied to the body member. In case of broken ribs, relief may be had by applying a wide bandage tightly about the chest.

In cases of burns or scalds, apply unguentine or paste made of baking soda and water.

In cases of fatal accident to employes or others, a company surgeon at the closest point should be notified, and the Coroner of the County in which the death occurs should also be notified. After marking the exact location and position, the body may be immediately removed from track or highway to permit resumption of the operation of the Railroad at that point, provided the body is left in charge of a company representative until the coroner arrives.

In case of injuries, the company surgeon nearest the place of the accident should be called. In the event a company surgeon cannot be reached, another doctor should be called, but he should handle the case only until a company surgeon is available.

The company will not pay for the services of outside doctors, except services of specialists, consultants, etc., called by the Company Surgeon, unless it is necessary to call an outside doctor on an emergency case.

Employes injured while on duty will be expected to go to the company surgeon's office for treatments, except when their disability will not permit.

The company will not pay for medical treatment rendered trespassers injured on the property, except for first aid.

1059. Employes sustaining personal injury will verbally report to a supervisor as soon as practicable. Verbal report is to be made to the supervisor in charge at point where employe is injured. If a supervisor is not available at location where employe is injured, verbal report must be made to supervisor in charge of area or terminal.

An employe sustaining an injury must complete Form A-284 in accordance with General Safety Rule 1 before leaving company premises when physically able to do so. If physically unable, Conductor and/or Engineer will report immediately to the proper authority.

All cases of personal INJURY, ACCIDENT, or DAMAGE TO PROPERTY must be reported on proper form as soon as practicable or before leaving company property.

1060. Employes must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and the tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

1061. At locations where "close clearance" signs are posted, trainmen and other employes are prohibited from riding on side of moving equipment.

They must know the locations of structures or obstructions where clearances are close.

They must expect the movement of trains, engines or cars at any time, on any track, in either direction.

They must not stand on the track in front of an approaching engine or car for the purpose of boarding the same.

Employes are prohibited from riding or walking on the roof of any moving car.

1062. When reporting vehicular accidents at street or road crossings, secure names and addresses of all persons present at the scene, whether or not they admit having seen the accident.

When an accident occurs at a crossing protected by a flasher or other signals, a test of such signals should be made with the train involved as soon as possible after the accident and, if it can be arranged in the presence of outside witnesses, their names and addresses should be obtained.

Careful note should be made of the exact location of any movable objects, such as freight cars on side tracks and automobiles parked on street or highway, which in any way restricted the view of the driver of the vehicle or in any other manner figured in the accident. Measurements, such as the height and width of such objects, the distance from the track, and the distance from the highway should be made if possible.

Record must be made of the condition of the pavement as to ice or snow and whether wet or dry. The roadway should be examined for skid marks and a record made of their exact location and length.

When taking the license number of a vehicle, be sure to show state and year of issue, and make and model of car.

1063. Whenever employes or other persons are injured on or about cars or engines, the equipment must be immediately inspected by the persons in charge, or by regular inspectors if available, to ascertain condition. In cases of serious injury to persons between cars, there must be, in addition to the inspection, an immediate coupling and uncoupling test, and the crew handling the cars in making the test must use and examine the levers and all parts of the coupling apparatus and be prepared to make a statement showing their condition. Report must be made to the general claim agent by wire and confirmed in writing by first mail. The inspection and tests must be made before the cars or engine leave the place of accident, and afterwards regular inspection must be made by two inspectors at the first division terminal, unless otherwise directed. Inspectors must keep suitable record of such special inspection, which shall include the names of those injured, date, and place of accident, the manner of its occurrence, and the result in detail of the inspection of the equipment. When injury is caused by the breaking of machinery, tools, or any appliance, the broken parts must be so marked as to be readily identified, and immediately turned over to the proper authority.

COMPANY SURGEONS

LOCATION	NAME AND ADDRESS	PHONE
Dearborn, Mich.	Dearborn Medical Centre (Dr. Karl Seitam) 10151 Michigan Avenue	(313) 584-1171
Lincoln Park, Mich.	Dr. Robert J. Deering Office: 1359 Champaign St. Res.: 26225 W. River Road Grosse Ile, Michigan	(313) 383-6400 (313) 676-0281
Melvindale, Mich.	Melvindale Clinic (Dr. D. J. Litzenberger) 2429 Oakwood Avenue	(313) 928-4700
Flat Rock, Mich.	Flat Rock Medical Center (Dr. R. F. Proud) 26151 Huron River Drive	(313) 782-2491
Trenton, Mich.	Trenton Medical Center (Dr. John W. Hillyer) 3700 West Road	(313) 675-1330
Monroe, Mich.	Maple Clinic (Dr. R. T. Ewing) Office: 130 Maple Blvd. Res.:	(313) 241-4145 (313) 241-3023
Delta, Ohio	Delta Clinic (Dr. Ben H. Reed, Jr.) Office: Main at Adrian Res.: 303 Fernwood	(419) 822-3132 (419) 822-3153
Columbus Grove, Ohio	Dr. H. M. Trumbull Office & Res.: 123 S. High Street	(419) 659-2241
Lima, Ohio	Dr. Asa C. Jones Office: Citizens Building Res.: 3034 Ft. Amanta Rd.	(419) 229-2821 (419) 991-2531
	Alternate: Dr. R. L. Holladay Office: 2609 Breese Rd. Res: 2609 Breese Rd.	(419) 991-4606 (419) 991-5906
Jackson Center, Ohio	Dr. G. F. Aukerman Office: West Pike Street Res.:	(513) 596-6282 (513) 596-6285
St. Paris, Ohio	Dr. Joe A. Fergus Office: 125 E. Springfield St. Res.: Route 1	(513) 583-3281 (513) 583-1632
Springfield, Ohio	Dr. G. Thomas Fazio Office: 1355 S. Fountain Ave. Dr. Leroy V. Goodson Office: 433 West State	(513) 322-7698 (513) 324-4439
Washington Court House, Ohio	Dr. Robert D. Woodmansee Office: 403 E. Market Res.: 514 E. Temple	(614) 335-0741 (614) 335-0835
Waverly, Ohio	Dr. A. M. Shrader Office: 196 E. Emmitt Ave. Res.: 207 E. Second St.	(614) 947-2964 (614) 947-4090
Jackson, Ohio	Jackson Medical Center (Dr. Carl J. Greever) Office: 35 Vaughn Street Res.:	(614) 286-2116 (614) 286-3201
	Alternate: (Dr. John W. Zimmerly)	

LOCATION	NAME AND ADDRESS	PHONE
Ironton, Ohio	Dr. G. N. Spears Office: 2213 South 9th St. Res.: 422 South 6th St.	(614) 533-7626 (614) 532-4343
	Alternate: Dr. Harry Nenni Office: 124 South 6th St.	(614) 532-5358
Toledo, Ohio	Toledo Medical Clinic (Dr. Howard A. Martin) Office: 4235 Secor Rd. Res.: 3912 Bowen Road	(419) 479-8222 (419) 472-9882
	Alternate: (Dr. Spencer Northrup) Office: 4235 Secor Rd. Res.: 3553 Brookside	(419) 479-8222 (419) 581-1863
Napoleon, Ohio	Dr. Julian Harrison Office: 113 Clinton Street Res.: 424 W. Maumee Street	(419) 592-0856 (419) 592-7591

DIRECTORY OF EMERGENCY AMBULANCE SERVICE

LOCATION	NAME AND ADDRESS	PHONE
Detroit, Mich. and Vicinity	American Ambulance Co. 1050 Trumbull, Detroit	(313) 963-2000 (313) 863-2000
River Rouge— Ecorse— Wyandotte— Trenton, Mich.	Superior Ambulance Service Fort Highway, Southgate	(313) 282-3550 (313) 422-0424
Dearborn, Mich. and Vicinity	AA Ambulance Accommodation Co. 4559 Chovin, Dearborn	(313) 581 6500
	Dearborn Fire Department	(313) 846-4100
Flat Rock, Mich. and Vicinity	Superior Ambulance Service Fort Highway, Southgate	(313) 282-3550
	Noble Ambulance Service, Monroe	(313) 242-8000
Toledo, Ohio	Birkenkamp Ambulance Service 3219 Tremainsville Rd.	(419) 479-5377 (419) 243 2183
	Aids Ambulance Service 2015 Mulberry	(419) 244-4891
Lima, Ohio	Allen County Ambulance Service 227 South Central Ave.	(419) 227-4433
	Lima Ambulance Service 125 West North Street	(419) 224-4075
Springfield, Ohio	Austin Richards Funeral Home 838 East High Street	(513) 325-1564
	Herbert Littleton Funeral Home 830 N. Limestone Street	(513) 323-6439
	Baker & Sons Ambulance Service 6172 S. Yellowspring	(513) 322-4822
Jackson, Ohio	Mayhew Funeral Home 185 Broadway	(614) 286-4161
	Sperry Funeral Home 164 Church Street	(614) 286-3717

EXPLOSIVES AND DANGEROUS SHIPMENTS

1066. Handling Cars.

(A) Definitions

(1) "PERSON" means any individual partnership, corporation, association, joint stock company, business trust or other organized group of persons, or any trustee, receiver, assignee, or personal representative, and includes any department or agency of the United States, any State, the District of Columbia, or any other political, governmental or legal entity;

(2) "RAILROAD" means any person engaged in transportation as a common carrier by rail and includes its agents or employees;

(3) "ENGINE" means any locomotive, propelled by any form of energy, used by a railroad;

(4) "FREIGHT CAR" means any vehicle used for the transportation of property by rail;

(5) "PASSENGER CAR" means any vehicle used for the transportation of passengers by rail;

(6) "COMBINATION CAR" means any vehicle used for the transportation of both property and passengers by rail.

(7) "OCCUPIED CABOOSE" means any vehicle used by railroad employes, caretakers, or others authorized to ride therein;

(8) "A TRAIN" is one or more engines coupled together with or without cars displaying markers;

(9) "FREIGHT TRAIN" means one or more engines coupled with one or more freight cars, displaying markers;

(10) "MIXED TRAIN" means one or more engines coupled with one or more passenger cars carrying passengers, displaying markers;

(11) "MIXED TRAIN" means one or more engines coupled with one or more freight cars and passenger cars carrying passengers, displaying markers;

(12) "PLACARD CAR" shall be construed to embrace also any car which under this part is required to be placarded;

(13) "PICKUP AND/OR SETOFF SERVICE" shall be construed to mean trains in service that pick up and/or set off one or more cars at three or more stations enroute; trains having cars from which less-than-carload freight is loaded or unloaded enroute; or trains regularly scheduled to perform pickup and/or set-off service which on some days make less than three stops.

(B) **Placards on Cars**—A car requiring car certificates and "Explosives," "Dangerous," "Dangerous—Radioactive Material," "Poison Gas," "Flammable Poison Gas," "Dangerous—Empty Flammable Poison Gas," "Dangerous—Empty Poison Gas" or "Caution—Residual Phosphorous" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required. Placards and car certificates lost in transit shall be replaced at the next inspection point, and those not

required shall be removed at the next terminal where the train is classified.

(1) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

(C) Switching Cars Containing Explosives, Poison Gas, or Flammable Poison Gas or Placarded Trailers on Flat Cars—A car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous—Radioactive Material" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," "Poison Gas," or "Flammable-Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous-Radioactive Material," nor shall any such car be coupled into with more force than is necessary to complete the coupling.

(1) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

(2) Closed cars placarded "Explosives" shall have doors closed before they are moved.

(D) Switching of Cars Containing Dangerous Articles—In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

(1) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

(E) Placement of Freight Cars Containing Explosives in Yards, on Sidings, or Sidetracks—Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

(F) Notice to Crews of Cars Containing Explosives in Freight Trains or Mixed Trains—At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

(G) Position in Freight Train or Mixed Train of Cars Containing Explosives—In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.

(2) When transported in a freight train made up in "blocks" or classification, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.

(3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (L) of this section.

(H) Separating Cars Placarded "Explosives" from Other Cars in Trains—Separating cars or flat cars carrying trailers or containers placarded "EXPLOSIVES" from other cars in trains. In a freight train or a mixed train either standing or during transportation thereof, a car or flat car carrying trailers or containers placarded "EXPLOSIVES" must not be handled next to:

(1) Occupied passenger car; except as provided in paragraph (L) of this section.

(2) Occupied combination car; except as provided in paragraph (L) of this section.

(3) Any car placarded "Dangerous" or "Dangerous—Radioactive Material".

(4) Engine.

(5) Any car placarded "Poison Gas" or "Flammable Poison Gas".

(6) Not applicable.

(7) Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by regulations in this chapter may be coupled to each other.

(Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)

(8) Open-top cars when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(9) Car, with automatic refrigeration or heating apparatus in operation; car, with open-flame apparatus in service or with internal combustion engine in operation.

(10) Car containing lighted heaters, stoves, or lanterns.

(11) Car loaded with live animals or fowl, occupied by an attendant.

(12) Occupied caboose, except as provided in paragraph (L) of this section.

(I) Position in Train of Loaded Placarded Tank Car—In a freight train or mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (J) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

(1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

(2) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

(J) Separating Loaded Tank Cars Placarded "Dangerous" from Other Cars in Trains—In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

(1) Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.

(2) Occupied combination car, other than car occupied by gas handlers and authorized personnel accompanying shipment.

(3) Any car placarded "Explosives".

(4) Engine or occupied caboose, (except when train consists only of placarded loaded tank cars).

(5) Any car placarded "Poison Gas" or "Flammable Poison Gas".

(6) Not applicable.

(7) Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See paragraph (8) of this paragraph.)

(8) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(9) Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.

(10) Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.

(11) Car loaded with live animals or fowl, occupied by an attendant.

(K) Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas," "Flammable Poison Gas," or Containing Poison Liquids, Class A—In a freight train or mixed train either standing or during transportation thereof, a car placarded "POISON GAS," "FLAMMABLE POISON GAS" or containing poison liquids, class A, shall not be next to other freight cars placarded "EXPLOSIVES" or cars placarded "DANGEROUS."

(1) In a freight train or mixed train either standing or during transportation thereof, a loaded tank car placarded "POISON GAS," or "FLAMMABLE POISON GAS," must not be handled next to:

(i) Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.

(ii) Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.

(iii) Any car placarded "EXPLOSIVES."

(iv) Engine or occupied caboose.

(v) Any car placarded "DANGEROUS."

(vi) Not applicable.

(vii) Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See sub-paragraph (k) (1) (viii).)

(viii) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(ix) Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.

(x) Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.

(xi) Car loaded with live animals or fowl, occupied by an attendant.

(L) Position in Freight Train or Mixed Train of Cars Placarded "Explosives" or "Poison Gas," or Both, and Cars Placarded "Flammable Poison Gas" When Accompanied by Cars Carrying Guards or Gas Handling Crews—A car requiring "Explosives" or "Poison Gas" placards, or both, and a car requiring "Flammable Poison Gas" placards, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosives" placards.

(M) Cars Containing Explosives, Poison Gas, or Flammable Poison Gas and Tank Cars Placarded "Dangerous" in Passenger or Mixed Trains—Cars containing explosives, class A, poison gases or liquid, class A, or flammable poison gas, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

(1) Cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains, except as provided in paragraph (L) of this section.

TONNAGE RATING

1069.		Southward		
FROM	TO	GP7 GP9 (1 unit)	GP35 GP38 GP40 (1 unit)	SD38 (1 unit)
Flat Rock	Toledo	3300	3500	3840
Flat Rock	Junction	2500	3000	3340
Junction	Fayne	2200	2700	3040
Fayne	Storms	3000	3500	3840
Storms	Summit	1050	1250	1590
Glen Jean	Jackson	2000	2200	2540
Jackson	Bloom Jct.	2500	3000	
Bloom Jct.	Lisman	3500	4000	
Lisman	Royersville	1175	1400	
Royersville	Ironton	3500	4000	

		Northward		
Ironton	Royersville	1000	1250	
Royersville	Jackson	2700	3000	
Jackson	Greggs	2750	3000	3365
Greggs	Glen Jean	3450	4000	4365
Glen Jean	Peck	2500	2800	3165
Peck	Summit	1250	1400	1765
Bainbridge	Washington CH	2500	2800	3165
Washington CH	Junction	3500	4000	4365
Junction	St. Paris	2750	3200	3565
St. Paris	Petersburg	3500	4000	4365
Petersburg	Flat Rock	7000	7000	7000
Toledo	Flat Rock	2500	2700	3065

TABLE OF SPEEDS

1070. (Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.	Hour	Min.	Sec.	Hour
1	14	48.6	1	50	32.7
1	16	47.4	1	52	32.1
1	18	46.1	1	54	31.6
1	20	45.0	1	56	31.0
1	22	43.9	1	58	30.5
1	24	42.9	2	—	30.0
1	26	41.9	2	05	28.8
1	28	40.9	2	10	27.7
1	30	40.0	2	15	26.7
1	32	39.1	2	30	24.0
1	34	38.3	2	45	21.8
1	36	37.5	3	—	20.0
1	38	36.8	3	30	17.1
1	40	36.0	4	—	15.0
1	42	35.3	4	30	13.3
1	44	34.6	5	—	12.0
1	46	34.0	6	—	10.0
1	48	33.3			

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 mph is not four times that at 2 mph but 16 TIMES AS GREAT. Damage to freight and car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR —A BRISK WALK.

Impact Force At Various Striking Speeds

Car Coupled at	Units of Destruction
1 mph	1
2 "	4
3 "	9
4 "	16
5 "	25
6 "	36
7 "	49
8 "	64
9 "	81
10 "	100

} Safe
} Damaging

To Find Coupling Speed of 40 Foot and 50 Foot Cars
Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this table will be helpful in your efforts to prevent Rough Handling.

Switch crews must function as a team. Clear signals properly given are mighty important; talk it over. Prevent Rough Handling . . . **It can be done.**

Seconds	Car Miles Per Hour 40 Foot	Car Miles Per Hour 50 Foot
1..	28	35
2..	14	17.5
3..	9.3	11.6
4..	7	8.7
5..	5.6	7
6..	4.7	5.9
7..	4	5
8..	3.5	4.4
9..	3.1	3.9
10..	2.8	3.5
11..	2.5	3.1
12..	2.3	2.9
13..	2.15	2.7
14..	2	2.5