

LOOK • OBSERVE • THINK

SAFETY FIRST

THE CHALLENGE

**TOMORROW
IS**

THE

REASON

FOR

SAFETY

TODAY

ALERT TODAY

ALIVE TOMORROW

**— SAFETY IS FOR —
EVERYONE**

**The Detroit and Toledo
Shore Line
Railroad Company**

**DETROIT &
TOLEDO
SHORELINE**

**Expressway
For
Industry**

TIMETABLE

34

EFFECTIVE 0001

SUNDAY, SEPTEMBER 12, 1976

EASTERN STANDARD TIME

FOR THE INFORMATION AND
GOVERNMENT OF EMPLOYEES ONLY

STUDY THE RULES AND SPECIAL
INSTRUCTIONS AND CAREFULLY
NOTE ALL CHANGES

DESTROY PREVIOUS TIME TABLES

Detroit and Toledo Shore Line Railroad

Employees' Operating Timetables are for the information and guidance of employees and others who have been authorized to use them ONLY. Not for publication.

	PAGE	FROM	TO
Detroit and Toledo Shore Line	11-12-13-14-15-16-17-18-19-20-21	West Detroit	Toledo
Total Main Track	43.1		

GENERAL INDEX

	PAGE
Hazardous Material, Handling of	26
Company Surgeons	25
Fatalities	22
Information Regarding Accidents	22
Injuries to Persons Other than Employees	22
Officers and Train Dispatchers	Inside back cover
Radio Rules	23-24
Speed Table	20
Special Instructions—D&TSL	1-2-3-4-5-6-7-8-9-10
Telephones	25

Detroit and Toledo Shore Line Railroad

SPECIAL INSTRUCTIONS

SL 1. UNIFORM CODE OF OPERATING RULES

Rule M — Add

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

Rule 3 — Paragraphs 1 and 6 are not applicable.

Rule 11 — Paragraph 3, not applicable.

RULE 12 — Paragraph 2 amended as follows:

When a Fireman is assigned on a crew and it is not practicable to relay signals directly to the Engineman, they may be relayed to the Fireman or other crew member who in turn will relay them to the engineman.

Paragraph 3 amended as follows: When cars are being pushed by an engine under control of hand signals, the disappearance from view of the member of the crew or lights by which signals controlling the movement are being given must be regarded as a stop signal, unless the engineman has been previously otherwise instructed before each movement in regard to such movement.

Rule 14 — In the application of this rule, the following will apply:

If the engine whistle on the lead unit fails, engine crew will arrange to sound whistle on any other unit in the consist. If there is no other unit in the consist with a whistle in good working order, the crew must stop immediately, notify the Train Dispatcher and receive instructions as to how to proceed.

Rules 20-21 — Green and white lights only will be displayed, without flags of the corresponding color, in complying with the requirements of the UCOR Rules 20 and 21. White lights will be displayed in CTC.

Rule 26 — amended as follows:

A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under or between the equipment, and the equipment must not be coupled to nor moved. Other engine(s) and/or car(s) must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at an entrance to a track, engines and/or cars must not be permitted to enter that track.

When workmen are working on, under or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of

UNIFORM CODE OF OPERATING RULES (Continued)

the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group that placed them.

When emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs.

Rule 26-A — Add

When workmen are working on, under or between an engine(s) and/or car(s) on a track other than a classification track of a hump yard, a blue signal must be displayed at each end of the equipment to which a coupling can be made, or at each entrance to the track.

When workmen are working on, under or between an engine and/or car(s) on a classification track of a hump yard, the following protection must be provided:

- (a) Each manually-operated switch, including crossover switches, providing access to the track must be lined for movement to another track and a blue signal displayed at or near each such switch; and each remotely-controlled switch providing access to the track must be lined against movement to the track and a locking device applied to the control for the switch.
- (b) The employee in charge of the workmen must ask for and receive from the operator of the remotely-controlled switches the required protection before the work is begun.
- (c) The operator of the remotely-controlled switches will provide the protection before informing the employee in charge of the workmen that it is being provided. He will not remove the locking device until notified by the employee in charge of the workmen that the work is completed.
- (d) The operator will record on a prescribed form and retain for 30 days information as to the date and time he received request for track protection; name and craft of employee in charge who requested the protection; the number or other designation of the track involved; the date and time he notified the employee in charge that the protection had been

(Continued on page 2)

(Continued from page 1)

D&TSL SPECIAL INSTRUCTIONS (continued)

UNIFORM CODE OF OPERATING RULES (Continued)

provided; the date and time he was informed the work had been completed and the name and craft of the employee in charge who provided this information.

Rule 30 — In the application of this rule, the following will apply:

In the event that the bell on the lead unit fails, the bell on another unit in the consist will be operated. If no other unit is available, or the bell is not in good working order whistle signal 14 (I) will be sounded repeatedly without substantial time lapse until the train or engine occupies the public crossing at grade.

Rule 34 is modified to read:

Crew members located in the operating compartments of an engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineman to have each crew member comply with these requirements, including himself.

It is the engineman's responsibility to have each crew member located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineman has become incapacitated or should the engineman fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

Rules 41 thru 46 — The use of reflectorized metal sign as a flag is authorized and when so used, the addition of a light by night is not required.

Rule 42 — Paragraph (b) is modified to read:

By day place a yellow flag and, in addition, by night a yellow light at least 2200 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of (if possible) 500 yards.

Paragraph (e) is modified to read:

By day place a red flag and, in addition, by night a red light at the mileage stated in the train order to the right of the track as seen from an approaching train. The working limits must be kept 200 yards inside the red signal.

Rule 72A — The superior direction is north or west.

UNIFORM CODE OF OPERATING RULES (Continued)

Rule 83G — is amended to read:

Bulletins containing information affecting the movement of trains and engines will be issued and cancelled by Superintendent and will be posted at locations designated in the timetable.

Information of a permanent nature contained in bulletins will be transferred to timetable special instructions by supplement, otherwise, bulletins will be reissued when a new timetable becomes effective or new index page for bulletin book is issued.

Rule 93 — Yard Limit Signs — The use of reflectorized metal signs is authorized and when so used, the addition of a light by night is not required.

Paragraph 5 — A light need not be displayed by night or in foggy or stormy weather in complying with the requirement of UCOR Rule 93.

Rule 98 — Paragraph 2 amended as follows:

When clear signals are shown at interlocked railway crossing at grade, trains and engines must not exceed timetable speed restrictions.

Rule 99 — Under caption "Within ABS Territory", is revised to read —

When a train stops under circumstances in which it may be overtaken by another train, with the protection of at least two block signals to the rear, further protection against following trains will not be required.

Caption "Both Outside and Within ABS Territory" is revised to read "Outside ABS Territory".

Rule 101 — A white light need not be displayed by night or in stormy weather in complying with the requirement of UCOR Rule 101.

Rules 104-104E inclusive —

Main track switches and derail stands may be equipped with reflectorized lenses or target tips of the prescribed color in lieu of lights.

Rule 104A — Paragraph 3 —

Trains or Engines must stop and examine ALL spring switches before making facing point movements over them unless receiving a signal indication permitting them to proceed.

Rule 206 — All engines of Canadian National Railway ownership, consisting of CN, GTW, DWP and CV, are considered as the same railway in the application of this rule.

Rule 220 — Train orders including bulletin, slow and cautionary orders issued to a train continue in effect to them on a continuous trip or tour of duty.

Rule 264 supplemented as follows —

If the stop signal governs an unattended interlocked railway crossing at grade and it is found

(Continued on page 3)

(Continued from page 2)

D&TSL SPECIAL INSTRUCTIONS (continued)

UNIFORM CODE OF OPERATING RULES (Continued)

that the signals are set for movement on the conflicting route a member of the crew, after ascertaining that no movement is evident in the immediate vicinity on that route, will, if possible, line the plant for his own route and train or engine will be governed by the signal indication.

If the signal remains at Stop indication communicate with the Train Dispatcher as prescribed in Paragraph (a) of Rule 264.

Rule 266

- (a) When it becomes necessary to move a train or engine into a CTC block already occupied by another train or engine a Rule 266 will be issued to the Conductor or Engineman of the train or engine occupying the block. The Conductor or Engineman of the train or engine required to enter the occupied block must obtain permission from the Conductor and Engineman of the train or engine occupying the block, which must be in writing and repeated for a clear understanding. The Conductor or Engineman of the train or engine required to enter the block must also obtain authority in writing which must be repeated to the Train Dispatcher in the following form:

Authority given (occupation), (name) on (train or engine) to pass stop signal (number) at (location) after permission received from Conductor (name) and Engineman (name) of (train or engine) who holds Rule 266 authority between (signal number) at (location) and (signal number) at (location) on (track) from (time) until (time).

Restricted speed as required by ABS Rules and Rules 104A, 104B and 672 must be applied.

Such authority and permission may be obtained and repeated by radio.

- (b) A joint Rule 266 may be issued when it is necessary for more than one train or engine to work within the same limits. The Conductors and Enginemen of such train or engine required to protect against each other must first have a thorough understanding in writing as to the movements of each other and the protection to be provided.
- (c) Paragraph 5 is amended to read:
The train or engine must be clear of the track or tracks specified, switches restored to normal position before expiration of time specified and Train Dispatchers so advised. If not clear by the time specified, protection must be provided as prescribed by Rule 99, UNLESS SUCH TRAIN OR ENGINE IS STANDING. If additional time is required, authority must be secured from the Train Dispatcher before previously authorized time expires.
- (d) Rule 266 may be used to protect maintenance of way machines. When requesting track and time limits, employee will give his name, occupation and location and specify time and work

UNIFORM CODE OF OPERATING RULES (Continued)

limits and track or tracks to be used. When such authority is granted the instructions must be in writing and repeated to and acknowledged by Train Dispatcher before being acted on. Train Dispatcher must make proper record immediately.

Before authorizing track occupancy, Train Dispatcher must block all levers controlling signals governing movements into such limits at **STOP** and must not remove lever blocks nor permit any train or engine to enter such limits until the employee in charge reports the time track and/or machines are clear. **REGARDLESS OF THE TIME LIMITS GRANTED.** If additional time is required, authority must be obtained in writing before previously authorized time expires. Train Dispatcher must, when practicable line track switches against potential conflicting movements and in addition when practicable, line signal away from the protected limits.

Rule 268 — In application of Rule 268 Train Dispatcher must be contacted before opening door to electrically-locked switch release.

Rule 269 — Within CTC territory protection against following trains or engines on the same track is not required at any time unless signals are declared inoperative.

SL 2. Employees shall not report for, or be on duty, at any time under the influence of any substance whatsoever (including those prescribed for them for medical reasons) that will in any way adversely affect their alertness, coordination, reaction, response, or ability to work properly or safely.

SL 3. The practice of reversing train movements for the purpose of picking up crew members is prohibited. Crew members must walk to intended location.

SL 4. When switching on tracks which are stubbed, equipped with wheel stops or bumping posts, stop must be made not more than 100 nor less than 50 feet from the wheel stops or bumping posts and shove not to exceed two miles per hour the remaining distance.

SL 5. Scale Test cars must be handled next ahead of caboose.

SL 6. Except for specially equipped cars, Open Top Cars that contain lading that protrudes beyond the car ends or when any of the lading that extends above the car is liable to shift so as to protrude beyond the car ends, will not be placed next to engine, caboose, or cars containing flammables, explosives, or dangerous material.

SL 7. All cars having a hand brake which operates the brakes on ONE TRUCK ONLY, must have the hand brake released prior to movement, inspecting both ends of car(s), if necessary. The use of feet in applying or releasing hand brakes is prohibited.

SL 8. The movement or placement of dimensional shipments on or foul of the Main Track must not be made until

(Continued on page 4)

(Continued from page 3)

D&TSL SPECIAL INSTRUCTIONS (continued)

permission has been received from the Train Dispatcher who will arrange for protection when required.

SL 9. Insulated joints at clearance points on sidings and yard tracks not protected with derails are painted YELLOW. Enginemen and Trainmen must be careful to see that engine and cars are left clear of these joints in order to avoid interference with signals.

SL 10. In the event of derailment, severe impact, or train parting, a member of the crew must investigate cause. Equipment and track affected must be carefully inspected to determine if safe to proceed, and the Train Dispatcher advised promptly, giving him full particulars.

Train Dispatcher will arrange for inspection of the track by Maintenance of Way Dept. before subsequent train or engine movements are made. Train Dispatcher will also arrange for a mechanical inspection of the cars affected at the first available point.

When a train parts twice between the same cars, the defective car(s) must be set out at the first available point.

SL 11. Whenever there are electrically controlled doors that must be raised to permit switching inside building, regardless of whether doors are found open or shut, before engine or cars are moved through the doorway, a member of the crew must operate the door controls and assure himself that the door is raised to maximum height, except at industries where doors and derails are interlocked and/or operated by employees of that industry.

SL 12. Before shoving tracks for the purpose of taking up room, it will be the responsibility of the Yard Conductor to protect move, as required by Rule 112, Paragraph 4, of the Operating Rules, unless relieved from so doing by a Yardmaster or Yard Conductor at the opposite end of the yard.

SL 13. Derailments have occurred on privately-owned and maintained industrial sidings due to condition of track, improper care of vehicular crossings, or accumulation of debris, ice or snow, to the point where it becomes unsafe to operate cars or engines over such trackage. Crews will not make moves over trackage where such conditions exist, and will make immediate report to their Supervisor to permit handling for correction.

SL 14. Damage occurs to industrial gates because of the absence of adequate fasteners or locks or defective fastenings. In the event such conditions are observed, notify Train Dispatcher's office, giving full particulars so that corrective action can be taken promptly.

SL 15. When performing industrial or yard switching, and particularly around enclosed trackage, the complete Engine, Yard and/or Train Crew will participate in every movement except where flagging duties would require crew member to be elsewhere.

SL 16. Plug-door cars must not be moved until the doors are closed and secured.

SL 17. Yard and/or Road Conductors and Brakemen must see that all hand brakes are released before their trains depart from terminals.

SL 18. Persons other than assigned crew and employees in performance of assigned duties are prohibited from riding

on freight trains or engines unless they present transportation pass endorsed "good on freight trains and engines", message authority from Chief Train Dispatcher, Train Dispatcher or duly executed permit authorizing them to ride freight trains and engines. Yardmasters, Yard Clerks, Car Inspectors, and other personnel actually engaged in performance of duties related to yard and/or train operation are exempt from this requirement.

SL 19. Fusees must not be used for signaling purposes where hand or lantern signals would suffice.

SL 20. Whenever any unusual condition is encountered that may have a bearing on the safety of employees or protection of Company property, a prompt telephone, radio or wire report (depending upon the urgency of the matter) must be given at the first opportunity to Train Dispatcher, followed by written statement, if necessary, to Trainmaster or Superintendent, to give details that cannot be suitably covered otherwise. Where prompt action by our D&TSL Police Department may be required in certain circumstances, such as, obstruction on track, stoning of or shooting at engine, coaches, or caboose, or any act that looks like sabotage, etc., it is satisfactory for employees to make immediate contact with representatives of that department but this action will not relieve employees from making the report provided to the above named.

SL 21. MOVEMENT OF FRA DEFECTIVE FREIGHT CARS FOR REPAIR (Section 215.9)

A car found to be defective may be moved for repair only after Equipment Department personnel have examined the car and affixed Bad Order Form 310 to the car.

The person in charge of the train in which the defective car is moved must be notified in writing and he informs all other crew members of the car and the maximum speed and other restrictions.

A car found defective enroute or at a point where Equipment Department personnel are not on duty, the conductor will determine if the car is safe for movement to the next point where Equipment Department personnel are on duty.

SL 22. Employees are prohibited from altering, nullifying, or in any manner restricting or interfering with the normal intended function of any device or equipment on engines, cars or other railroad property.

In case of failure, seals may be broken or device altered as provided by applicable rules or special instructions. When such action is necessary or when seals are found to be broken, missing or tampered with, it must be reported on the prescribed form to the Superintendent.

SL 23. When cars are left on a Main Track under train order protection torpedoes must be placed a sufficient distance on each side of the obstruction as an additional warning to approaching trains, and should they be exploded by other than the train removing the obstruction they must be replaced.

SL 24. Running switches (drops) must not be made at locations where close proximity of switches and tracks will enable engine to run around cars.

SL 25. Conductors of trains having broken knuckles, pulled drawbars, broken train line or air hose parted must re-

(Continued on page 5)

(Continued from page 4)

D&TSL SPECIAL INSTRUCTIONS (continued)

port as soon as possible to the Train Dispatcher giving car number, contents, originating station, or connecting station, destination or connection, and location in train.

In addition, on cars with air hose parted, give above information on both cars.

For broken knuckles, advise if new or old break and if old break, approximate percentage of old break as well as it can be determined.

For pulled drawbar, advise what part was broken. If old break, approximate percentage of old break.

Report may be made by radio or at first open train order office.

SL 26. AIR BRAKES—When air brakes are placed in service prior to making switching movements in private sidings, industries, team tracks, between yards, etc., a sufficient period of time must be allowed to permit the train line and reservoir to be fully charged, so that full braking power can be obtained.

When leaving cars at any point with air in service, air brakes must be placed in emergency and left applied. After engine is cut away, angle cock on car being cut away from must be closed. This does not supersede the requirements of UCOR Rule 112.

SL 27. The use by employees in road and yard service of colored glasses, goggles, or other devices which injuriously affect either acuteness or vision or color perception is prohibited, except that crews on locomotives may use prescription colored glasses to reduce glare.

SL 28. When coupling cars on scale, impact must not occur at speed in excess of two miles per hour. Cars must not be run over live rail at speed in excess of four miles per hour. Cars must not be stopped violently on scale, or left standing on live rail, except when weighing. Air brakes or blocking under car wheels must not be used to stop cars on scale. Locomotive must not run over live rail except when unavoidable. After weighing string of cars, on scale equipped with dead rail, entire string of cars must not be pulled over scale. Cars should be cut at first coupling beyond dead rail switch point, pull over scale to dead rail switch at opposite end and use dead rail track to couple and pull clear balance of cars or train. Switches must be lined for the dead rails over track scales when scales are not in use.

SL 29. The use or possession of firearms or any form of weapon while on Company property is prohibited, except as authorized by proper authority to appropriate employees.

SL 30. The use or possession of televisions and radios other than those furnished for railroad operations or authorized by proper authority is prohibited while performing service.

SL 31. When questioned by Police Officers relative to blocking of crossings or for any other reason, the employee should immediately advise the Officer of the facts surrounding the problem. If required to identify himself to the Officer, the employee should immediately do so courteously and to the Officers satisfaction.

SL 32. When air brakes fail or become disabled on car(s) in a train which is enroute, and the air cannot be by-passed, the car(s) with the inoperative air brakes may be moved to the first available set out point.

SL 33. CONDUCT OF EMPLOYEES

A. Civil, gentlemanly deportment is required of all employees in their dealings with the public, their subordinates and each other. Courtesy and attention to patrons is demanded.

Employees who are negligent, insubordinate, dishonest, immoral or quarrelsome or who conduct themselves in such a manner that might bring discredit upon the railway company or loss of good will or who are careless of the safety of themselves or others will not be retained in the service.

B. The general direction and government of a train is vested in the Conductor, and all persons employed on the train must obey his instructions. Should there be any doubt as to authority or safety of proceeding, from any cause, he must consult the engineman and be equally responsible with him for the safety and proper handling of the train and for such use of signals and other precautions as the case may require.

C. Constant presence of mind to insure safety to themselves and others, is the primary duty of all employees.

D. UCOR Additional General Rules Governing Employees of the Operating Department dated January 1st 1962 are issued in book form. Employees whose duties are prescribed by these rules must have a copy of them at hand when on duty.

The designation "Trainmen" or "Enginemen" in any rule includes yardmen and firemen, when applicable.

While general rules are subdivided for convenience, they apply equally to all and must be observed wherever they relate in any way to the proper discharge of the duties of any employee.

SL 34. When car with hot journal is found in train, or such car is set out, special care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the hot journal and all fire extinguished and inspection made to know that no danger of fire exists. Conductors will indicate on their report whether cars are equipped with pads or waste and give all other information as required.

SL 35. The staking of cars is prohibited.

SL 36. All loaded dangerous tank cars must be handled as follows:

- (1) They shall not be cut-off in motion.
- (2) No car moving under its own momentum shall be allowed to strike any tank car placarded DANGEROUS; nor shall any such car be coupled into with more force than is necessary to complete coupling.
- (3) No car shall be permitted to roll free against a tank car placarded dangerous until a cushion of at least two cars has been coupled to said placarded car.
- (4) Tank cars placarded DANGEROUS must be circled in red on D&TSL switch lists.
- (5) Road Conductors will be furnished along with way-bills two copies of SL Form 453, one copy for Conductor and one for Engineer, stating by initial and number and contents all dangerous tank cars in road trains.

(Continued on page 6)

(Continued from page 5)

D&TSL SPECIAL INSTRUCTIONS (continued)

SL 37. When a train or engine is stopped by a signal indicating stop at an unattended railway crossing at grade NOT IN CTC territory and it is not possible to line the plant for his own route he will, after placing a red fusee on each side of the crossing on the conflicting route, give a proceed signal from the crossing and the train or engine will proceed at restricted speed through the block, if any, governed by that signal.

SL 38. When any track has been indicated as being out of service by train order or otherwise, movements on such track may be made only by the authority of track force supervisors.

SL 39. When setting out cars on side tracks connected to the Main Track, if possible, they must be placed in the track a sufficient distance to allow other trains to set out bad order cars without the necessity of shoving the track.

SL 40. Account fire and explosion hazard, locomotives or cabooses must not be left standing between the "No Parking" signs in the Ethylene Oxide area at Monsanto Chemical Plant.

SL 41. Employees are prohibited from:

- (a) Riding or walking on top of any moving car.
- (b) Riding on drawbar or stepping on center sill of hydro-cushion underframe equipment.
- (c) Alighting from trailing footboard of engine.
- (d) Riding inside of loaded gondola cars.

SL 42. CROSSING PROTECTION

At highway crossings protected by automatic warning devices, emergency control buttons for manual operation are located in a box on the signal cabinet.

If gates have been raised by use of the emergency button, movement must not be made over crossing until button has been re-set and gates have been lowered at least five seconds.

- (a) The law requires that automatic highway crossing protection devices must be in operation at least twenty seconds before a train or engine movement enters the crossing.
- (b) To avoid excessive operation of warning devices the length of the track circuits controlling the protective devices are in direct relation to the allowed speed at that location therefore to assure proper timing of signal operation speed restrictions **must not** be exceeded.

In cases of an accident at a highway crossing protected by automatic warning devices of any type the train or engine involved must, when practicable, return over the crossing to test for proper operation of warning device.

When a train or engine and cars is parted to clear highway crossing or is standing near such crossing, a member of crew will protect traffic when a train or engine is approaching on an adjacent track.

SL 43. A report must be made for every accident. In the event of an accident on the road, the Conductor will promptly contact the Train Dispatcher and arrange to furnish him with the necessary information relative to the accident. The conductor will also arrange, when the accident does not result in personal injury, to submit to the Superintendent a fully com-

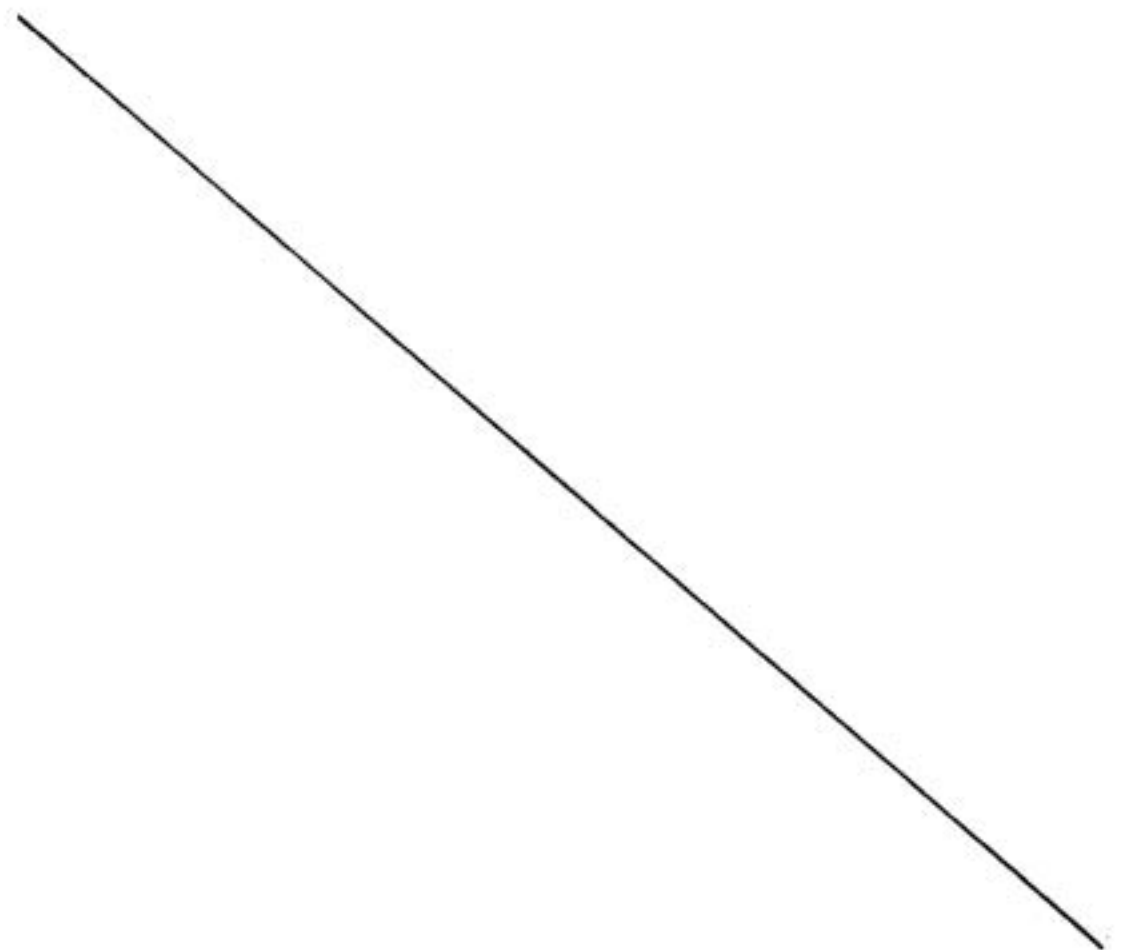
pleted Form 448 report. If the accident results in personal injury to a D&TSL employee, the Conductor, the injured employee and all employees witnessing the accident must submit a written and signed Form 448-A report, supplying all information requested to the Superintendent. Form 448 and Form 448-A reports must be turned in to the Superintendent (unless physically impossible) prior to employees leaving Company property following completion of service. In case of personal injury to a Grand Trunk Western employee, Form GT 3902 report must also be made to the proper Grand Trunk Western office.

SL 44. The ordering time of trains must not be advanced and trains must not leave ahead of their ordered time unless written permission to do so has been received from the Train Dispatcher.

SL 45. Whenever it is known or suspected that a block or interlocking signal has been struck and/or damaged, the TRAIN DISPATCHER, or employee performing the duties, must immediately be advised and until otherwise declared by the signal supervisor, he must regard the signal as inoperative and displaying its LEAST restrictive indication and take whatever action is necessary to fully protect the situation. OTHER EMPLOYEES, who learn of the situation, must consider the signal as displaying its MOST restrictive indication, regardless of the indication actually shown, and rules governing the most restrictive indication apply. Repairs to signals must not be made by other than authorized employees and signals which have been knocked over must not be re-erected by other than an authorized person except if necessary, they may be moved laterally to clear the track.

SL 46. The Uniform Code of Operating Rules (UCOR) Revision of 1962 and the Grand Trunk Western Railroad Company Operating Rules, Revision of 1962 issued to employees are identical in content, except for modifications or revisions noted in Employees' Current Operating Timetable.

When reference is made to the UCOR it shall be understood that reference also includes Grand Trunk Western Railroad Co. Operating Rules, Revision 1962.



THIS PAGE PROVIDED FOR ADDITIONAL
D&TSL SPECIAL INSTRUCTIONS AS MAY BE REQUIRED.

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SOUTHWARD TRAINS	Distance from Toledo	Yard Limits	EASTERN STANDARD TIME			Industrial Tracks	Office Signals	Length of Siding in feet	NORTHWARD TRAINS
			STATIONS						
↓	50.2	50.2	2 Tracks Joint Section	Jct. with GTW				↑	
				WEST DETROIT	PZ				
	47.6	↕		2.6	DELRAY	PZ			
	46.9	↕		0.7	RIVER ROUGE	Z			
				Jct. with NW					
	46.0	↕		0.9	DEAROAD	PZ			
				2.8	ECORSE	PZ			
	43.2	↕		4.3	SIBLEY	P			4200
				1.6	FN	P	FN		
	37.3			0.5	TRENTON	P	36.8		1440
	36.8		2.1	EDISON	*KPYC	↕			
	34.7		0.6	DENBY					
	34.1		2.9	ROCKWOOD					
	31.2		1.2	SOUTH ROCKWOOD	P	30.0	8900		
	30.0		1.5	CHAPMAN	P				
	28.5		6.0	STONY CREEK	P				
	22.5		3.1	WARNER	P	19.4			
	19.4		2.0	MONROE	P	↕			
	17.4		6.5	PLUM CREEK					
	16.8		0.8	GREENINGS	P	16.2	11450		
	16.2		1.1	MORTAR CREEK	P				
	13.9		2.2	LASALLE	P				
	12.7		1.9	COUSINO	P				
	10.8		2.8	VIENNA	P	7.7			
	7.7		1.1	WHITING	P	↕			
	6.6		3.1	MILEAGE 3.5	P	3.5			
	3.5		1.5	LANG	*KCPW		NY		
	2.0		1.4	BOULEVARD					
	0.6		0.6	TOLEDO (NEW YORK AVE.)					
	0.0								

Main Track begins at Mileage 46.9.
 CTC between Mileage 43.2 and Mileage 3.5 controlled by Train Dispatcher at Lang.
 Rules 261-273 apply between Mileage 43.2 (Ecorse) and Mileage 3.5.
 Main Track ends at Mileage 3.5.
 Rule 105 applies between Mileage 3.5 and Mileage 0.0.

D&TSL FOOTNOTES

1 RULE MODIFICATIONS

1.1 CLEARANCES

LANG YARD

- (a) Northward trains leaving Lang Yard will be required to secure clearance from Train Dispatcher before departing.

DEAROAD

- (b) Southward trains leaving N&W trackage at River Rouge will operate over southward track, unless otherwise instructed, through Dearoad and be governed by signal indication at beginning of CTC at Ecorse. Clearance will not be required at Ecorse.

- (c) Train Dispatcher is to be advised when departing Dearoad.

EDISON

- (d) Trains originating at Edison do not require clearance but must obtain permission from Train Dispatcher before entering Main Track.

Trains turning at intermediate points must obtain a clearance unless otherwise directed by Train Dispatcher or timetable authority.

1.2 TRAIN REGISTER MODIFICATION

LANG — *Register station for trains originating and terminating.

EDISON — *Register station for trains originating and terminating.

1.3 CTC SPECIAL FEATURES

CTC operation is in effect between Ecorse, Mileage 43.2 and Mileage 3.5. Movements between these points will be governed by Operating Rules 261 through 273, inclusive.

Train Dispatcher controlled sidings are designated and located as follows:

SOUTH ROCKWOOD — Mileage 30.0 to Mileage 28.4 — 8900 feet in length.

GREENINGS — Mileage 16.2 to Mileage 14.0 — 11450 feet in length.

Two additional non-controlled sidings designated and located as follows:

SIBLEY — Mileage 39.7 to Mileage 38.9 — 4200 feet in length.

TRENTON — Mileage 37.1 to Mileage 36.8 — 1440 feet in length.

1.4 Dual control switches are located as follows:

ECORSE — End of two tracks.

SOUTH ROCKWOOD — Each end of siding and from siding to South Rockwood-Trenton Industrial Track.

PLUM CREEK — Crossover Main Track to Greenings-Warner Industrial Track and Industrial Track to Detroit Edison Primary Route.

1 RULE MODIFICATIONS (Continued)

GREENINGS — Each end of siding and from siding to Greenings-Warner Industrial Track.

VIENNA—Vienna-Lang Industrial Track entrance.

MILEAGE 3.5 — Entrance to Vienna-Lang Industrial Track from Main Track.

MILEAGE 3.5 — Entrance to Yard Tracks.

1.5 All hand throw Main Track switches between Ecorse and Mileage 3.5 are electrically-locked, except the following:

LaSalle Spur	Mileage 12.6
Cousino Spur	Mileage 10.9

Except when specifically instructed to do otherwise by the Train Dispatcher, Crews doing work at points where hand-throw switches (whether or not electrically locked) are in use must not clear the Main Track nor line the Main Track switch in normal position thereby giving a block clear indication.

Except as indicated above the block occupancy indication must be maintained at all times either by leaving the Main Track switch in open position or by actual occupancy of the Main Track.

1.6 OPERATION OF ELECTRICALLY-LOCKED SWITCHES

Electrically-locked switches cannot be released for use when the block in which they are located is occupied except:

- (a) When train or engine about to use such switch is occupying the approach release circuit for that switch. (These circuits are from 100 ft. to 150 ft. in length and terminate about 50 ft. short of point of switch).
- (b) By use of sealed emergency release to be used only on authority of the Train Dispatcher.
- (c) At some locations the switches at each end of the track adjacent to the Main Track are so interconnected that when the MAIN TRACK switch at either end is left in the unlocked position the switch at the opposite end is also electrically released for use. The following Main Track switches are so coupled:

TRENTON—Switches at each end of siding and switches at each end of the Industrial Track between North and South crossovers.

SIBLEY—Switches at each end of siding.

1.7 Dwarf signals will be used in lieu of high-mast signals to display indications prescribed in Rules 281 and 285 in addition to stop indication prescribed in 292 at the following locations:

MILEAGE 3.5 — Leaving all yard tracks for Main Track and Lang-Vienna Industrial Track. Entering Main Track from Lang-Vienna Industrial Track.

(Continued on page 13)

*(Continued from page 12)***D&TSL FOOTNOTES (Continued)****1 RULE MODIFICATIONS (Continued)**

GREENINGS — Leaving either end of siding for Main Track. Entering Greenings-Warner Industrial Track from siding and from Industrial Track to siding.

SOUTH ROCKWOOD — Leaving either end of siding for Main Track. Entering South Rockwood-Trenton Industrial Track from siding and from South Rockwood-Trenton Industrial Track to siding.

ECORSE — Entering CTC Territory from Northward Track.

1.8 INDUSTRIAL TRACKS

The following trackage adjacent to the east of the Main Track will be designated as:

LANG-VIENNA INDUSTRIAL TRACK, Mileage 3.5 to Mileage 7.7.

GREENINGS-WARNER INDUSTRIAL TRACK, Mileage 16.2 to Mileage 19.4.

NOTE: Normal position for switch located 1800 ft. west I-75 overpass on Primary Route (trackage leading to Detroit Edison Monroe) must be lined and locked for **PRIMARY ROUTE TRACKAGE**.

SOUTH ROCKWOOD-TRENTON INDUSTRIAL TRACK, Mileage 30.0 to Mileage 36.8.

1.9 All movements may be made on these Industrial Tracks in either direction by Train Dispatcher authority only, except as otherwise provided:

(a) Movements must not exceed twenty (20) miles per hour and will be made prepared to stop unless the track is seen or known to be clear.

(b) Southward movements must not exceed five (5) miles per hour while approaching Vreeland Road, Mileage 34.3, due to shortened track circuit for gates.

(c) These tracks must not be blocked with cars or equipment except during switching operations at the various industries or in case of emergency (in which case the Train Dispatcher must be promptly notified).

(d) All switches on these tracks must be left lined in normal position after use.

(e) Except as indicated in Note 1 of this paragraph, permission (either verbal or by message) must be obtained from the Train Dispatcher to occupy these tracks.

NOTE 1 — That portion of the South Rockwood-Trenton Industrial Track between Denby and South Switch to Edison Yard may be used without permission of the Train Dispatcher to perform switching operations.

NOTE 2 — All movements through the territory specified in Note 1 will be made expecting to find this portion of the track in use.

(f) Flag protection will be required to move beyond the limits for which permission has been granted

1 RULE MODIFICATIONS (Continued)

to reach a point of communication with the Train Dispatcher.

(g) In the absence or failure of company phone service, other means of communication will be used to avoid delay.

2 GENERAL FOOTNOTES

2.1 PLUM CREEK — Cars spotted in the Monroe Marsh must be placed east of I-75 overpass on Marsh Track 1. Track 1 has been lengthened to approximately 2700 feet or 54 cars at 50 feet to a car. D&TSL engines may not proceed beyond a point 3 car lengths east of the frog to Track 2 which runs southward off Track 1 on east side of I-75 overpass. Empty cars may be found on Track 2 and east end of Track 1. Due to the future construction on and adjacent to the Port Lead west of I-75 cars **may not** be left in this area (between I-75 and Industrial Track switch).

Arrange to "cut" service road crossing at grade approximately 900 feet east of No. 2 switch on Track 1 Monroe Marsh. This crossing at grade also services private home south of this area. Crossing must be kept clear at all times except for actual continuous movement when spotting or pulling.

2.2 MONROE — The gates at First Street, Monroe, for northward movement on Industrial Track will have a shortened circuit for activation.

2.3 WARNER — Trackage left at Warner is a spur track consisting of 450 feet with a bumping post.

2.4 STONY CREEK — Lead Track to Plant No. 2 in Stony Creek Atomic Plant area runs parallel for a short distance and to the North of present lead track to Plant No. 1. This is designated by Detroit Edison as Track 7. Switch to Track 7 is approximately 600 feet west of gate to Plant No. 1 D&TSL engines not to operate beyond gate on Track 7 except as modified below. Deliveries must be shoved into Track 7 for further handling as desired by Detroit Edison forces. There is a fence, gate and guardhouse erected approximately 1000 feet beyond clearance point of Track 7 switch. To eliminate necessity of getting Detroit Edison guards for opening gates, it will be required that all deliveries to the plants in the Atomic Plant complex be shoved in, caboose to the East. There is approximately 14 car lengths (60 ft. to a car) of room clearance point to gate on Track 7 and approximately 7 car lengths (60 ft. to a car) of room clearance point to gate on Track 1 (lead into No. 1 Plant).

Track 9 has a bumping post just south of construction post. Track 10 has too tight a curvature to permit D&TSL engines to move over beyond its clearance point with Track 7. Due to this only loaded cars may be shoved in for temporary switching room and must be constantly observed throughout movement

(Continued on page 14)

(Continued from page 13)

D&TSL FOOTNOTES (Continued)**2 GENERAL FOOTNOTES (Continued)**

for possible wheel flange climbing rail. D&TSL engines **MUST NOT** run over track beyond clearance point under any circumstance. Track 11 has been extended beyond construction road crossing at grade and may be used with proper flagging and observance of cars throughout movement for possible wheel flange climbing crossing through road area. When shoving into area be alert to contractors trucks crossing tracks a short distance prior to reaching Track 7 switch. Caboose is to be left on Track 1 Extension between Track 7 switch and road crossing toward Unit No. 1. Road crossing is generally not cleaned in flange area therefore caution must be used if it becomes necessary to shove further than clearance of Track 7 switch.

2.5 **TRENTON** — Crossing gate time out circuit for King Road, Mileage 37.7, automatically raises gates when Southward movements only are stopped for Trenton home signal. Sign reading "STOP HERE FOR TRENTON TOWER SIGNAL" is erected 450 feet north of King Road. When necessary for Southward movements to stop because of red home signal they must stand north of this sign. Reactivation of crossing gates will begin approximately 50 feet south of sign. Movements proceeding on proper signal indication after automatic raising of King Road crossing gates must exercise caution until it is known gates are again activated to protect crossing at grade.

2.6 **ECORSE** — Turnout at Mileage 44.1 in the southward track, 900 feet north of Outer Drive.

2.7 **DEAROAD** — Pleasant Avenue, Mileage 46.4, automatic gates are activated on Southward movement gate start circuit on both tracks is located at Mileage 46.6, south edge of Deacon Street. Northward movement on southward track (reverse movement from Dearoad) start circuit and sign located 700 feet south of Pleasant Avenue at Mileage 46.3. When making reverse move remain south of start signs until Rouge Bridge will accept movement. Gates will activate after passing start sign. Northward movement on northward track start circuit is located 700 feet south of Pleasant Avenue at Mileage 46.3. This track has a time out circuit with restart sign located 175 feet south of Pleasant Avenue. Trains are to pull up but remain south of the sign and gates will rise after time out interval. When Rouge Bridge accepts movement, gates will lower upon passing restart sign.

2.8 LANG

All tracks south of Mileage 3.5 are yard tracks.

2.9 Yard limit sign located at Mileage 4 remains for employee agreement **only** and does not serve any purpose in the application of the Uniform Code of Operating Rules in this territory.

2 GENERAL FOOTNOTES (Continued)

2.10 The interlocking at the Toledo Terminal Railroad crossing at Boulevard interlocking is remotely controlled by the Toledo Terminal Train Dispatcher.

Movements from Lang requiring use of Boulevard interlocking will advise Toledo Terminal Train Dispatcher when ready to depart from south end of yard.

(a) Such movements will stop clear of the fouling point of spring switch "SS" unless authorized to move through interlocking by signal indication or by the Toledo Terminal Train Dispatcher.

(b) Crews receiving stop signal at Toledo Terminal Boulevard Interlocking or N&W Manhattan Interlocking will contact D&TSL Yardmaster or Train Dispatcher Lang if delayed for a period exceeding 5 minutes.

Normal position of "SS" is for northward lead extension movements. If for any reason "SS" is manually lined it must be restored to normal position after use.

Interlocking signal indications permitting facing point movements over "SS" cannot be given unless "SS" is lined in normal position and points properly closed.

To insure proper clearing of circuits so that Toledo Terminal Train Dispatcher can retain control of all routes of the interlocking the lead end of any movement via D&TSL lead extensions into the interlocking limits must be continued to a point at least 50 ft. beyond the diamonds before a reverse movement is made.

The crossovers in Lang at the south end of Tracks 91, 92, 93 and 94 and the extension tracks thereto must be relined to normal position for straight track after each and every usage.

Normal position for No. 10-46 switch, will be for No. 10 lead.

2.11 Track occupancy lights have been installed on the north side of former short turnaround fireman's building at Mileage 3.8.

The most westerly light indicates occupancy of Track 91. The most easterly light indicates occupancy of Tracks 92 and/or 93.

As a train enters one of these three designated tracks, the respective track occupancy light will be lit until the train passes clearance point. When the track occupancy light goes out the rear end train crew will immediately inform the Engineer or head brakeman that the train is in the clear on the respective track.

2.12 When humping operations are in effect, all switches at north end, Lang, of Hump Tracks, 50 thru 60 and 1 thru 9, are operated by computer control. When released properly through controls in Hump control location, these switches may be controlled individually at each switch for the release of that switch only.

(Continued on page 15)

(Continued from page 14)

D&TSL FOOTNOTES (Continued)

2 GENERAL FOOTNOTES (Continued)

Control buttons are located at switch machine control box in vicinity of each switch point. Switches need not be relined after use **EXCEPT** for Escape Track switches.

Control buttons on each end of Escape Track will also control opposite switch of that track. When used these switches **MUST BE RESTORED TO NORMAL POSITION**, lined for hump hill or away from entrance into bowl yard depending on which end of Escape Track is referred to.

- 2.13 The yard track assignment board located under the south end I-75 overpass on the east side of the inbound lead will be operated by the D&TSL Yardmaster. Its purpose will be to designate the yard track for inbound trains, thereby, eliminating the stopping at the talk-back speaker for track assignment and further to eliminate street blocking as much as possible.

The talk-back speaker at the south end of Lang Yard will remain operational as backup service or in case of failure on yard track assignment board. As a matter of information, this board is readable at 1,000 feet of approach.

All foreign line crews must obtain the Lang Yardmaster's permission before fouling, exiting or using any bowl yard or Escape Track switches at the north end of the Yard.

Fouling circuit points are painted yellow on each rail at the north end of Hump tracks.

- 2.14 D&TSL engines may use TT trackage at Boulevard for the purpose of turning engines or cars. A member of the crew must contact TT Train Dispatcher before fouling TT trackage and then be governed by signal indication and/or instructions.

- 2.15 D&TSL Conductors will notify D&TSL Yardmaster by radio (relay through Engineer if necessary and this must be acknowledged by the Yardmaster) immediately upon starting on return trip on Toledo Terminal trackage after effecting a delivery to the B&O — Rossford, C&O — Walbridge, CR — Stanley and, in the case of the N&W, when leaving Front Street.

2.16 JOINT TRACKAGE

WEST DETROIT TO RIVER ROUGE

Joint with Norfolk & Western Railway Company.

1. All trains and engines between West Detroit and River Rouge will run over the N&W and will use the right hand track unless otherwise directed.
2. All trains and engines must not exceed 10 M.P.H. between West Detroit and Delray on either track.
3. Train orders are not required for movements between West Detroit and River Rouge; such movements will be made on signal indication at West Detroit, Dix Ave., Delray and River Rouge interlockings.

2 GENERAL FOOTNOTES (Continued)

4. Trains and engines must stop clear of the fouling point at either end of double track unless proper signal is given for their movement.

5. Spring switches at each end of double track are normally set for movements to the right hand track. The north switch is located 300 feet south of the northward interlocking signal of West Detroit interlocking and the south switch is located just north of the southward interlocking signal of Delray interlocking.

NOTE: When the spring switch at the north end of double track is lined in the normal position the color light indicator at west side of track will show green. If the indicator shows red, points must be examined and known to be properly lined for the intended movement.

6. If a trailing point movement is stopped before a train or engine has cleared a spring switch, the switch must be manually lined before any reverse movement is attempted.
7. Sand must not be used while passing over spring switches or through interlockings.
8. Whenever movements in either direction between West Detroit and River Rouge are delayed for any cause, including interlockings, trainmen must ascertain the cause and if necessary cut street crossings promptly.
9. Whenever accidents occur on N&W between West Detroit and River Rouge, report must be made immediately to the D&TSL Train Dispatcher.
10. Signals governing CR crossing at grade at Dix Avenue are remotely controlled from West Detroit Tower. Contact D&TSL Train Dispatcher immediately when stop indication is displayed.

PLUM CREEK

Joint with CR, D&TSL Rules and Timetable govern.

2.17 INSPECTION OF TRAINS

Maintenance of Way and Signal Department employees must, train and engine crews, agents, operators, levermen and other employees will, observe trains closely and if anything unusual or defective is noted such as hot journals, brakes sticking, dragging brake rigging, sliding wheels, broken wheel, indication of fire, lading shifted over side or end of car, protruding objects, swinging car door, or any other defective condition, they must make every effort to call the attention of the crew on the train to such conditions. If train is moving, stop signal must be given.

The proper method of inspecting a moving train from the ground is to watch the train at an angle as it approaches. In this way, if smoke or defect is seen, it may be observed more closely as the car passes. If trains are inspected in this manner, it should not

(Continued on page 16)

*(Continued from page 15)***D&TSL FOOTNOTES (Continued)****2 GENERAL FOOTNOTES (Continued)**

be too difficult to determine the difference between hot journals and sticking brakes.

When meeting or passing other trains and when passing stations and points where track men or other employees are working, members of the crew on moving trains must be on the lookout for signals and take immediate action when necessary. Members of the head end crew must look back when practicable after passing employees on the ground so that they may see stop signal if defect is detected in the head portion of the train.

The Conductor and Flagman must always be in a position to see signals from both sides when meeting trains on two or more tracks when meeting or passing trains or sidings, when passing open communicating offices, interlocking stations and points where track men and other employees are working.

When there is only one member of crew riding in the caboose, he must take a position on the rear platform or in open rear doorway of caboose, under the above circumstances, so he will be in a position to see signals from both sides of the train. Conductors will report to Train Dispatcher instances where Agents, Operators or Levermen at open telegraph offices are not on the ground or station platform in a position to inspect train and exchange signals.

When a train is stopped to be met or passed by another train, the crew of the standing train must inspect passing train. When safe to do so, forward trainman must cross track and inspect passing train from the farther side and rear trainman or Conductor must inspect the passing train from side nearest his own train.

Maintenance of Way and Signal Department crews must station themselves so that they will be in a position to inspect both sides of passing train.

Unless otherwise directed by the Train Dispatcher, Agents, Operators and Levermen must be on the ground or station platform to inspect passing trains and must have fusee in their possession to give stop signals if necessary.

In departing from stations and at every opportunity on the road, members of the crew must carefully inspect their train, especially when rounding curves, to observe train for defects. If train is moving when defect is discovered, train must be stopped. If possible, defects should be remedied but if this cannot be done and if car is unsafe to run, it must be set out and the Train Dispatcher notified.

When bad order cars are set out they should be left, when practicable, at locations that can be reached by truck so that employees can make repairs.

It is the responsibility of the Conductor and Engineer to see that other members of the crew are alert at all times and make frequent inspection of the train. It is the duty of the head trainman to make frequent inspections of both sides of the train.

When trains are stopped for operating reasons, conductors and trainmen must, at every opportunity,

2 GENERAL FOOTNOTES (Continued)

walk train and make inspection. In starting freight trains, the speed for the first train length must be such as will permit full inspection by the train crew and permit them to safely board the train.

When practicable, while train is moving, frequent inspection must be made of track from the rear of the train.

In calling train crew's attention to hot journals and brakes sticking, the signals shown below may be used in addition to stop signal, by employees making inspection:

Hot journals — Nose held with one hand and the other hand pointed toward passing train.

Lamp swung vertically in a small circle: lamp to be held by guard wire.

Brakes sticking — Hands shoved in sliding motion out from body. Same signal with lamp.

If a dangerous condition is observed and it is impossible to communicate signal to the crew on the train, the Train Dispatcher must be notified as quickly as possible.

If nothing irregular is noted, proceed signal must be given to rear end of passing train.

Train Dispatcher must be immediately notified on any instances in which a train crew fails to exchange signals.

2.18 DIESEL INSTRUCTIONS

Leaving diesel engine on locomotive running unattended outside of Engine House territory.

1. Place independent brake valve handle in running position.
2. Place throttle in idle and remove reverse handle.
3. Make a full service automatic brake pipe reduction and place automatic brake valve handle in the lap position.
4. On E.M.D. Units generator field switch must be open.
5. Turn double heading valve on all M.U. controlled units trailing position. On units not equipped for M.U. control turn double heading valve to closed position.
6. Apply hand brakes.
7. All electric control jumpers must remain connected between units.

Leaving diesel engine on locomotive running unattended inside of Engine House territory.

1. Independent brake valve placed in full application position.
2. Hand brake on lead unit must be fully set.
3. Generator field switch must be in the off position.
4. The reverser handle must be removed from the control stand.

(Continued on page 17)

*(Continued from page 16)***D&TSL FOOTNOTES (Continued)****2 GENERAL FOOTNOTES (Continued)**

5. All doors and windows left closed.

On dead engines set out due to some defect (to set engine up for tow).

1. Set hand brakes.
2. Place throttle in idle and remove reverse handle.
3. Place independent brake valve in running position.
4. Place automatic brake valve in running position.
5. Cut in dead engine fixture.
6. Place double heading cock in dead position.
7. Deadman control cut-off valve must be placed in closed position.

LOCATION OF CUT-OFF VALVE: Deadman control valve is located under floor of cab. Trap door will have to be raised for access to valve.

DEFECTS: If necessary to close valve, seal must be broken and defect reported.

8. Pull main battery switch. Open all circuit breakers on engineman's control panel.
9. Drain engine and drinking water cooler in freezing temperatures.

LOCATION OF ENGINE DRAIN VALVE: Page 402, Item No. 16, in the Engineman's Operating Manual.

10. When locomotives are left in roundhouse territory or areas at outside points designated as service areas at the completion of a tour of duty, the engineman will be responsible for knowing that the hand brake is fully applied on each unit of the consist and independent brake valve left in full application on controlling engine with the generator field switch in "OFF" position.
11. Yardmen will be responsible for knowing that hand brakes are fully applied on locomotive and/or other equipment placed in roundhouse territory by them during their tour of duty.
12. To prevent jack-knifing in forward movement, when using more than three (3) D&TSL—GP-7 units: The engine brake only must never be used for braking train. All slow downs or stops must be made by using the automatic brake valve and the brake cylinder pressure on the locomotive must be less than the brake cylinder pressure on the train.
13. When making a back-up movement with more than three (3) D&TSL—GP-7 units in multiple there is danger of a jack-knife action of the units which may result in rail turning over under locomotive. Before making backup movement with more than three (3) units, the leading units must be isolated so only the rear three (3) units allowed to work power.
14. The Gyating Yellow light mounted above the locomotive cab is to be in operation at all times when moving between Mileage 3.5 and West

2 GENERAL FOOTNOTES (Continued)

Detroit as a warning to highway traffic and will not be operated when locomotive head light is extinguished in accordance with UCOR Rule No. 17.

Operation of this light will not be required during yard and industrial switching movements not involving street or highway crossings.

If a locomotive is derailed or disabled between terminals and diesel engine is running, gyating light will be left operating so that assistance personnel can more readily locate the scene of trouble.

Enginemen must see that these instructions are strictly observed.

For Grand Trunk engines see instructions in current Grand Trunk Employees' Operating Timetable.

2.19 INSTRUCTIONS FOR DEADMAN CONTROL APPLICATION AND RECOVERY

APPLICATION: If foot is removed from foot valve, a warning whistle sounds and within 4 to 6 seconds a service and PC application will result with loss of electrical power. The diesel engine will remain revved up at whatever position throttle lever may be in on yard engines only. Engines must be brought back to idle for recovery.

RECOVERY: If foot accidentally slips off foot valve, the warning whistle will sound and you have 4 to 6 seconds to return your foot onto foot valve, or set the brakes to 25 lbs. or more. If penalty application results, in order to recover air you will have to push the pilot air valve in a depressed position and the foot valve down until air is recovered.

Pilot air valve is located on the switch box SW-9 switch engines, and on the headlight control box on the GP-7's.

Deadman Control on G.P. 7 units are automatically cut out when units so equipped are used in trailing units provided train line double heading valve are positioned in trailing.

2.20 RAILWAY POWER BRAKE LAW

With reference to Railroad Power Brakes and Drawbars, Power Brake Inspection of Unit and Run-Through Trains Part 232.19 Power Brake Law.

Chapter II — Federal Railroad Administration
Part 232 — Railroad Power Brakes and Drawbars
Power Brake Inspection of Unit and Run-Through Trains

A new 232.19 is added to read as follows, amended 8-1-72:

232.19 Air brake tests on run-through and unit run-through trains.

(a) For the purposes of this section —

- (1) "run-through train" means a train which passes from one carrier to another carrier

(Continued on page 18)

*(Continued from page 17)***D&TSL FOOTNOTES (Continued)****2 GENERAL FOOTNOTES (Continued)**

- with no change in consist (including locomotive) other than the addition or removal of a block of one or more cars; and
- (2) "unit run-through train" means a run-through train operated by more than one carrier on a continuous round-trip cycle and consisting of assigned equipment.
- (b) The carriers involved shall jointly notify the Federal Railroad Administrator in writing of run-through trains and unit run-through trains operating over their tracks. The notice must identify points of interchange and all other points where equipment and air brake inspections are made.
- (c) Each run-through train shall be inspected and tested as prescribed by 232.12(c)-(j) —
- (1) Where the train is originally made up (initial terminal);
 - (2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged; and
 - (3) At intermediate inspection points not more than 500 miles apart, subject to the requirements of paragraph (f) of this section.
- (d) Each unit run-through train shall be inspected and tested as prescribed by 232.12(c)-(j) —
- (1) Where the train is originally made up and where it is reassembled after being broken up;
 - (2) Once during each round-trip cycle of less than 500 miles at an inspection point designated in writing by the carriers involved; and
 - (3) At intermediate inspection points not more than 500 miles apart, subject to the requirements of paragraph (f) of this section.
- (e) Each carrier that adds a block of one or more cars to a run-through train or unit run-through train after the train is originally made up, shall inspect and test the block as follows:
- (1) In accordance with 232.12(c)-(j) at the point where the block is added; or
 - (2) In accordance with 232.13(d)-(l) at the point where the block is added, and 232.12(c)-(j) at the next point on its line where the inspections and tests can be performed, but not beyond a designated 500-mile inspection point.
- (f) For the purpose of the intermediate inspections and tests required by paragraphs (c)(3) and (d)(3) of this section —
- (1) Piston travel of a body-mounted 10-inch brake must not exceed 10 inches; and
 - (2) Piston travel on all other brakes —
 - (i) Must not exceed the nominal travel specified by more than 2 inches; and
 - (ii) Must not exceed the maximum travel specified by the badge plate or stencil on the car.

2 GENERAL FOOTNOTES (Continued)

- (g) The inspections and tests made under 232.12(c)-(j) as required by this section shall be performed by qualified carrier personnel at locations where adequate repair facilities are available to maintain power brake systems in effective operating condition in conformity with this part. Defective cars shall be repaired or removed from service at the point of inspection and testing.
- (h) Each carrier shall record the inspections and tests made under 232.12(c)-(j) as required by this section at the time they are performed by completing Form FRA F-6180-48 in duplicate. This form shall be signed by the supervisor or other carrier employee responsible for the inspections and tests. One copy of the form shall be kept in the cab of the locomotive until the train arrives at its final terminal, and one copy shall be retained for three months at the terminal where the inspections and tests are made.
- (i) At locations where the crew of one carrier takes over control and operation of a run-through train or unit run-through train from the crew of another carrier, the receiving carrier shall inspect and test the train to determine that —
- (1) The cab of the locomotive contains a Form FRA F-6180-48 completed as required by paragraph (h) of this section;
 - (2) Brake pipe leakage does not exceed 5 pounds per minute; and
 - (3) Brakes apply and release on the rear car from a 20-pound service brake pipe pressure reduction.

If the cab of the locomotive does not contain a completed Form FRA F-6180-48, the train must be inspected and tested as prescribed by 232.12(c)-(j) before it proceeds.

The certificate referred to in this item will be carried on the locomotive in the place provided for the work report book presently in use on all Grand Trunk Western Railroad and Detroit and Toledo Shore Line Railroad locomotives.

The certificate of inspection applies to one straight away movement only and must be removed from the locomotive at its terminating station.

3 INTERLOCKINGS

- 3.1 Railway crossing at grade.
CR . . . Mileage 50.2 (West Detroit) . . . Mechanical.
- 3.2 Railway crossing at grade.
CR . . . Mileage 49.7 (Dix Ave.) . . . Controlled.
Contact D&TSL Train Dispatcher for instructions
- 3.3 Railway crossing at grade.
N&W / C&O . . . Mileage 47.6 (Delray) . . . Mechanical.

(Continued on page 19)

*(Continued from page 18)***D&TSL FOOTNOTES (Continued)****3 INTERLOCKINGS (Continued)**

- 3.4 Drawbridge.
N&W . . . Mileage 46.9 (River Rouge) . . . Mechanical.
- 3.5 Railway crossing at grade.
CR . . . Mileage 46.8 (Victoria Avenue) . . . Controlled.
Contact Operator River Rouge Bridge for instructions.
- 3.6 Railway crossing at grade.
CR . . . Mileage 43.5 (Ecorse) . . . Mechanical.
Operated by CR Trainman.
Normal position clear for D&TSL.
- 3.7 Railway crossing at grade.
CR/DT&I . . . Mileage 37.3 (FN) . . . Mechanical.
- 3.8 Railway crossing at grade.
CR . . . Mileage 34.7 (Edison) . . . Controlled.
Contact D&TSL Train Dispatcher for instructions.
- 3.9 Railway crossing at grade.
CR . . . Mileage 34.1 (Denby) . . . Controlled.
Contact D&TSL Train Dispatcher for instructions.
- 3.10 Railway crossing at grade.
CR . . . Mileage 18.7 (Ford Crossing) . . . Controlled.
Contact D&TSL Train Dispatcher for instructions.
- 3.11 Railway crossing at grade.
CR . . . Mileage 17.4 (Monroe) . . . Controlled.
Contact D&TSL Train Dispatcher for instructions.
- 3.12 Railway crossing at grade.
CR . . . Mileage 16.8 (Plum Creek) . . . Controlled.
Contact D&TSL Train Dispatcher for instructions.
- 3.13 Railway crossing at grade.
TT . . . Mileage 0.6 (Boulevard) . . . Controlled.
Contact TT Train Dispatcher for instructions.

4 EQUIPMENT RESTRICTIONS**4.1 (A) Back-Up and Forward Pushing Movements (Freight Equipment):**

- (1) To prevent jack-knifing of diesel units during these movements, the following limits are placed on the number of working units permitted whenever 20 or more cars are involved:

1800 H.P. or smaller — 3 units
2000 H.P. or larger — 2 units

The units allowed to work must be those leading in the direction of the movement (next to the cars) and the then trailing units, if any, must be isolated until movement completed. Any dead or idling units located between the operating units and the cars must be set off before movement is started.

4 EQUIPMENT RESTRICTIONS (Continued)**(B) Engine and Tonnage Restrictions:**

The maximum number of working units permitted in any engine consist is restricted to 24 motorized axles and the permissible tonnage is restricted to an amount which can be handled by 18 motorized axles.

(C) Coupling Regulations:

When coupling an engine consist of 3 or more units to a train, or cut of cars, a stop must first be made between 6 and 12 feet from point of coupling. The coupling is then to be made as gently as possible.

- (1) Before making a coupling to passenger equipment or outfit cars that may be occupied, stop must first be made not less than 6 feet and not more than 12 feet from the point where coupling is to be made.

- (2) When coupling cars, speed of four miles per hour at time of coupling must not be exceeded to avoid damage to equipment and lading.

- (D) To guard against damage to equipment or injury to employees or others, cars equipped with tie-down chains must not be moved until chains are properly secured in a manner that they can not fall off and drag.

On cars equipped with storage boxes, chains must be stored therein when not in use.

On cars equipped with chains attached to top of stakes, chains must be suspended inside stake and positioned behind retaining bar when not in use.

- (E) When handling multi-level, TOFC, hydro-cushion roller bearing equipment and all cars 60 ft. and longer, extreme care must be taken to couple, uncouple, separate cars on straight track, and insure that cars are standing at rest.

- (1) Due to the length of such cars and the fact that the trucks are recessed from the end, special care must be given to see that they are shoved into clear when switching is to be performed on adjacent tracks.

- (2) Before coupling onto such cars, a stop must be made not more than 10 feet away and draw bar alignment checked to determine if the draw bars line up and will not slip by.

- (3) Extreme care must be exercised through turnouts and sharp curvature to insure that such cars will not be truck-bound or that the corners will not bind due to curvature of track.

- (4) Sensitivity of roller bearing or delayed slack action in hydro-cushion underframe or shock absorbing drawbar equipment, and

(Continued on page 20)

(Continued from page 19)

D&TSL FOOTNOTES (Continued)

4 EQUIPMENT RESTRICTIONS (Continued)

track grade may have a tendency to start cars to roll even though they may have been left standing at rest.

(F) Cranes handled in a train must be inspected before leaving a terminal and whenever practical enroute to insure all tiedown and locking features are in place to prevent any movement that could foul other tracks or equipment adjacent to the track on which moving.

4.2 Engine Restrictions:

Engines with 6-axle trucks will not be operated over less than 100 pound rail except by specific instructions.

5 SPEEDS

5.1 Trains must not exceed the following speeds:

	MILES PER HOUR
Maximum	40
Railway crossings at grade	40
Dearoad—Between CR crossing and Pleasant Ave. both tracks	15
If movement is against current of traffic	10
Trenton—(through interlocking)	20
Lang—Approaching Manhattan Boulevard from either direction and until crossing is occupied	5
Through turnouts at dual controlled switches at Ecorse, South Rockwood siding, Plum Creek and Greenings siding	20
Vienna	15
While handling:	
Wrecking Cranes	25
Movements handling continuous welded rail equipment loaded or empty are to be restricted to a total of 60 cars with the continuous welded rail marshalled on the head end.	
There must be an idler on both ends. Speed must not exceed 40 miles per hour on straight track, 30 miles per hour on curves, reducing speed to 10 miles per hour through all turnouts.	
City Ordinances:	
Wyandotte (city limits, Mileage 43.1-39.7)	25
Trenton (city limits, Mileage 38.7-34.3) .	25
Rockwood - South Rockwood (Mileage 31.5-29.3)	35
Monroe—While engine is passing over Elm, Front, First and Third Streets ..	25

6 SPEED SCHEDULE

Miles Per Hour	Time Per Mile	
5	12 Min.	0 Sec.
10	6 Min.	0 Sec.
15	4 Min.	0 Sec.
20	3 Min.	0 Sec.
25	2 Min.	24 Sec.
30	2 Min.	0 Sec.
35	1 Min.	43 Sec.
40	1 Min.	30 Sec.
45	1 Min.	20 Sec.
50	1 Min.	12 Sec.
55	1 Min.	5 Sec.
60	1 Min.	0 Sec.
65	0 Min.	55 Sec.
70	0 Min.	51 Sec.
75	0 Min.	48 Sec.
80	0 Min.	45 Sec.
85	0 Min.	42 Sec.
90	0 Min.	40 Sec.

7 PUBLIC CROSSING AT GRADE

7.1 Motion detectors are in service for activation of the crossing protection as follows:

7.2 Hurd Road — Mileage 20.2
1760 feet on northward and southward movement.

7.3 Visger Road — Mileage 45.0
Northward Main Track 1200 feet on approach from either direction.
Southward Main Track 1200 feet on approach going south, but only **600 feet** for a northward move.
There is no automatic crossing protection for the Back Lead (most westerly track) in either direction, therefore, all moves made on this track **must be under flag protection.**

There is no provision for de-activating the flashers and half roadway gates because once movement has stopped the gates and flashers will return to their normal state. Except when any portion for a distance of 100 feet in either direction of the crossing is occupied. Once movement has again been detected, the signals will be activated.

8 SPRING SWITCHES

8.1 Spring switches must not be operated by hand unless points are closed in normal position. When points are open the switch handle is under heavy tension and releasing the handle under these conditions could result in personal injury. In removing obstructions from points, use bar or other suitable instrument to avoid injury. Spring switches must not be operated by hand until points are closed. Heavy springs are compressed when wheels force the switch points open. If handle of switchstand is released

(Continued on page 21)

*(Continued from page 20)***D&TSL FOOTNOTES (Continued)****8 SPRING SWITCHES (Continued)**

with springs compressed, the force in the spring will be transmitted to the employee and may cause injury. If absolutely necessary to deviate from the above instructions, care must be exercised to keep away from the handle when it is being released.

9 FIRE PREVENTION

During dry weather when soil and vegetation conditions prevail causing fire hazards, all trainmen, yardmen, and enginemen must be on lookout for fires along right-of-way. Enginemen will operate engine in such a manner as to avoid fires being started by engine exhaust or braking action. Rear end crews on trains are in best position to detect fresh fires starting and must notify Enginemen of such conditions. When a fire is detected, train or yard movement must be stopped and immediate action taken to extinguish the fire. All fires must be reported to the Train Dispatcher from the first available means of communication enabling Train Dispatcher to call Fire Department and/or Maintenance of Way Dept. to extinguish, relative to its condition.

9.1 FIRE EXTINGUISHERS — Instructions for use.

(A) Dry Chemical (B-C) Type (Locomotives) — For Oil and Electrical Fires.

- (1) Remove from bracket — Carry to fire.
- (2) Free hose and/or pull ring pin.
- (3) Push lever down.
- (4) Squeeze nozzle handle.
- (5) Direct at base of fire with sweeping motion.

(B) Dry Chemical (B-C) Type (Cabooses - Small Buildings) — For Oil and Electrical Fires.

- (1) Remove from bracket — Carry to fire.
- (2) Pull ring pin if so equipped.
- (3) Aim at base of fire, squeeze handle.

(C) Water Type (A) Pump Tank (Offices - Depots) — For Wood - Paper Fires — DO NOT USE ON ELECTRICAL FIRES.

- (1) Carry to fire.
- (2) Place foot on holder at bottom of tank.
- (3) Aim hose at fire.
- (4) Pump handle up and down.

(D) Water Type (A) Soda Acid (Offices - Depots) — For Wood - Paper Fires. DO NOT USE ON ELECTRICAL FIRES.

- (1) Remove from bracket — Carry to fire.
- (2) Turn upside down.
- (3) Hold by bottom handle.
- (4) Aim hose at fire.

9.2 FUSEE AND TORPEDO STORAGE REGULATIONS

(A) **Location** — Storage locations must be free of contaminating oil and/or dampness, both of

9 FIRE PREVENTION (Continued)

which can affect the proper functioning of both signals.

- (B) **Duration** — Storage either in stores facilities or in Locomotive units or cabooses must not exceed three (3) years. Both fusees and torpedoes that have been on hand in excess of this three-year period must be withdrawn from service and properly destroyed.

GIVING INFORMATION REGARDING ACCIDENTS OTHER THAN EMPLOYEE INJURY CASES

Any employee who is involved, witnesses, or has knowledge of any accident arising out of the operating of our railroad, including all grade crossing accidents, track motor car and accidents involving company-owned vehicles, must give all information relating thereto to the company's Claim Agent and to the proper company officers and **must not** under any circum-

stances give any information regarding such accidents to other persons, except Police and Coroners. Other persons seeking such information should be referred to the Law or General Claims Department. Employees should not sign any statements nor should they give them the names of witnesses to accidents.

INJURIES TO PERSONS OTHER THAN PASSENGERS AND EMPLOYEES

1. In providing or helping to provide medical care for injured persons, the Railway acts for humanitarian reasons only and in no case shall such assistance be regarded as an admission or evidence of liability on its part.

2. The assistance of the Railway in such cases of injury to persons on railway premises, other than passengers or employees, shall be limited to the rendering of First Aid. "First Aid" means such medical services as are known to relieve suffering and to make it safe for an injured person to be moved from the premises. Under no circumstances shall it mean the performance of surgical operations, or the application of elaborate dressings, such as the setting of fractures, etc.

3. The employees handling the case shall make every effort to see that the injured person is placed in the charge of friends or of municipal authorities who shall arrange for any hospital treatment which the injured person may require; failing which the Transportation Officer on duty shall be given the necessary instructions regarding disposal of the injured person.

4. Where it has proved impossible to reach friends of the injured person or municipal authorities, the Transportation

Officer on duty may arrange to have the injured person taken by train, to the nearest point where a general hospital is to be found. At the same time, everyone concerned, including the authorities of the hospital in question, shall be informed of the circumstances under which application for the admission of the patient is to be made and that the Railway assumes no liability therefor. Particulars of the arrangements made shall be given in the casualty report.

5. The instructions of the Transportation Officer shall be given by message and a copy of such instructions shall be furnished to the Claims Department with the medical accounts covering the rendering of First Aid or of such other medical services as may have been authorized.

6. Employees, when calling a physician, shall notify him that the call is for First Aid only and that the Railway shall not be responsible for any subsequent medical care.

7. When practicable, the services of a railway medical officer shall be requisitioned.

FATALITIES

In case of death on trains the usual proprieties must be observed and the Coroner (or County Officer performing the duties of Coroner) notified. The body must be removed as soon as possible to a proper place and left in charge of an employee of the railroad until the Coroner (or County Officer performing the duties of Coroner) arrives. If the body is accompanied by an attendant, he or she should be consulted and his or her wishes respected. Prompt report must be made to the Superintendent.

The Coroner of the District or the nearest police officer shall be notified as soon as possible of any accident which proves immediately fatal.

If a person is killed in train operation, the employees who are aware of the circumstances surrounding the accident may remove the body from the railway right-of-way and take it to the nearest station (within the same municipality if possible)

from which point the Coroner or the nearest police officer shall be immediately notified.

If the body of a person is found on or near the right-of-way by employees a guard shall be left with it until the Coroner or the police shall have been notified and instructions obtained as to disposal. The body should not ordinarily be moved from the place where it was found unless permission has first been obtained from the Coroner or the police to do so; but if it is apparent that such permission cannot be obtained without undue delay, and the body is in such a position as to prevent trains from passing, the body may be moved out of the way after its condition and position have been noted for the information of the Coroner and police. This is particularly important where the death appears to have been due to foul play.

Employee will NOT search the body for identification or address. If unknown, report to the Superintendent will so state.

GENERAL RULES AND INSTRUCTIONS FOR OPERATION OF RAILROAD RADIO SYSTEMS

USAGE INSTRUCTIONS

1. Each employee will check to see if radio equipment is working after coming on duty.
2. Radio equipment will be kept on proper frequency, turned **on** at all times with volume control set high enough to hear all calls. Speak slowly and clearly into the mouth-piece — do not shout or talk fast.
3. Employees shall use only that radio equipment which is issued by the railroad company under license held by Detroit & Toledo Shore Line Railroad.
4. Employees using radio equipment will exercise care to prevent damage to or loss of valuable equipment. Missing equipment must be promptly reported to the employee's immediate supervisor.
5. Instructions for handling of defective equipment units, or interference conditions, are covered by locally established procedures issued through the department concerned.
6. Radio calls must be answered distinctly and promptly, keeping in mind FCC rules which follow.

General Rules

The following rules and requirements cover use of railroad radio systems and govern employees using such systems:

A. Definition: A Railroad Radio Communications System is one employing radio for the transmission of intelligence between mobile or base station locations, however used, on moving equipment or at fixed locations.

B. Radio Communications Systems are under the jurisdiction of the Federal Communications Commission. **THE RAILROAD COMPANY AND ITS EMPLOYEES ARE GOVERNED BY THE COMMISSION'S OPERATING RULES. VIOLATION IS A FEDERAL OFFENSE FOR WHICH SEVERE PENALTIES ARE PROVIDED.** An employee receiving inquiry concerning any violation shall answer the inquiry within twenty-four (24) hours after receipt of notice.

1. All employees, except those specifically authorized to do so, are prohibited from making any adjustment or modifications to railroad radio equipment. Radio maintenance employees so authorized must carry their FCC operator license or verification card when on duty. If it appears that radio equipment is not operating properly, its use shall be discontinued and the trouble reported in accordance with trouble-reporting procedures established locally.

2. No employee shall knowingly transmit any false distress communication; any unnecessary, irrelevant, or unidentified communication; nor utter any obscene, indecent, or profane language via radio.

3. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

4. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time; current operating license must be displayed as required at Base Stations; equipment shall carry standard identifying marks or tags as prescribed.

5. Before transmitting, any employee operating radio equipment shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

6. A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communications from another station in distress and, except in answering or aiding a station in distress, shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

7. Internationally, the word "MAYDAY" indicates a distress message; the word "PAN", an urgent message; and the word "SECURITY", a safety message. Railroad employees may hear such messages sent by aircraft, or, in coastal areas, by boats. Railroad employees hearing such messages must report them immediately in addition to taking such appropriate action to relieve the distress as may be possible.

8. When using railroad radio there may be times when employees are not able to contact, or get response from another mobile or base radio station. If necessary to transmit urgent information, it should be transmitted regardless of whether or not an acknowledgement is received. When such information is transmitted, and no acknowledgement is received, necessary action must be taken based on the belief that the information was not received.

9. If any communication from a station other than another railroad station interferes with railroad radio service, the railroad employee will endeavor to ascertain the identity of such station and report the occurrence as soon as possible following trouble reporting procedures established locally, giving the exact time, nature of the communication, and identity of the station, if possible.

10. In certain areas (crossings, junctions, etc.), some interference may develop with another railroad. In such cases, special care in making identification shall be used and the employees concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

11. Railroad radio must not be used for transmitting when located less than 250 feet from the scene of blasting operations account hazard of detonating dynamite charge where electric caps are used.

12. Employees must clearly identify the station, train, engine and employee transmitting or responding to a radio call, and must preface calls with the railroad name or use station call letters.

(Continued on page 24)

(Continued from page 23)

GENERAL RULES AND INSTRUCTIONS FOR OPERATION OF RAILROAD RADIO SYSTEM (Continued)

In radio conversation, the following terms will be used:

Term	Meaning
Over	End of transmission, over to you.
Out	End of conversation.
Roger . . .	Your transmission received and understood.

Example (Train service):

- (Originating Call) . . . "D&TSL Engine 42 Engineer calling Conductor, over".
- (Response) "Conductor here, go ahead, over".
- (Message) "-----, over".
- (Final Transmission) . "D&TSL Engine 42, Roger, out".

Examples (Yard and other service):

- (Originating Call) . . . "Lang Repair track, calling Car Inspector Green, over".
- (Response) "Inspector Green, go ahead, over".
- (Message) "-----, over".
- (Final Transmission) . "D&TSL Inspector Green, Roger, out".
- or —
- (Originating Call) . . . D&TSL Dispatcher calling Car Inspector Green, over".
- (Response) "Green here, go ahead, over".
- (Message) "-----, over".
- (Final Transmission) . D&TSL Car Inspector Green, out".

CONDITIONS REQUIRING THE USE OF RADIO

1. On radio equipped trains a member of the crew on the engine must make radio contact with a member of the crew at the rear of the train as follows:

- (a) Between 2 and 4 miles from every point where their train is restricted by train orders Form "H", Form "R", Form "V" or Form "Y"; is required to meet or wait for a train; clear a train; move through a siding or crossover when so instructed and, on trains affected, when approaching yard limits. A member of the crew on engine will communicate the type of restriction to be complied with and its location.
- (b) One mile from non-interlocked drawbridges that are in service, and non-interlocked railway crossings at grade. The member of the crew on the engine will confirm that they are aware of the necessary restriction.
- (c) At the approach signal to all interlocked railway crossings at grade and at all interlocked drawbridges and in CTC at the approach signal to sidings and at the approach signal to the beginning of single track—two or more tracks. A member of the crew on the

engine will communicate by its name, the indication of such signal.

If the crew on the engine fails to comply with these regulations, a member of the crew at the rear of train must immediately call the crew on the engine for confirmation that the restrictions will be observed. If radio contact is not made and it is evident that the restriction will not be complied with, the train must be stopped.

Nothing in these regulations restricts crew members from exchanging information with each other or with crew members of other trains that will assist train movements in accordance with rule requirements.

2. When radio is used in lieu of hand signals during switching operations, instructions as to the movement required must be specific and carefully given.

Example: "D&TSL Engine 42 back up 5 car lengths."

Continuous communication must then be maintained until the movement is completed. Any interruption to this communication must be regarded as a stop signal.

3. Radio shall not be used for transmission of train orders except as may be authorized by Chief Train Dispatcher, as occasions demand, and when so used, rules governing the transmission of train orders by telephone must be observed.

4. The engineer will be in charge of and responsible for the use of radio equipment mounted on his engine.

LIST OF COMPANY SURGEONS

City	Name	Address	Telephone	
			Office	Residence
DETROIT	Dr. B. W. Stockwell, Consultant			
	Dr. V. J. Gallant, Chief Medical Officer	1229 David Whitney Building, 1553 Woodward Avenue (48226)	(313) 962-2260	
WYANDOTTE	Dr. F. P. Maibauer	2934 Biddle Avenue (48192)	(313) 282-3088	(313) 282-3089
MONROE	Dr. R. T. Ewing	130 Maple (48161)	(313) 241-4145	(313) 241-3023
TOLEDO	Dr. E. H. Schmidt	3450 W. Central (43606)	(419) 535-3236	
	Dr. J. F. Pietz	4805 Suder Avenue (43611)	(419) 726-1585	

All of the above company surgeons are capable of handling examinations involving x-rays, either with their own equipment or by referral.

TELEPHONES

Telephones connected to the Train Dispatcher's circuit are located at all bungalows and at electrically-locked switches in CTC territory, also at the following locations:

MILWAUKEE JUNCTION	Yard Office
WEST DETROIT	Tower
DELRAY	Tower
RIVER ROUGE	Tower
DEAROAD	Mileage 46.0 and Visger Road
ECORSE	Mill Street
TRENTON JUNCTION	FN Tower
MONROE	River Raisin Yard
LaSALLE	Spur Track
COUSINO	Spur Track
LANG	Mileage 1.0
BOULEVARD	Mileage 0.6

POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES

		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
		MUST NOT BE PLACED NEXT TO:																		
		CAR PLACARDED																		
		WHEN TRAIN LENGTH PERMITS DOESN'T PERMIT																		
		MUST NOT BE NEARER THAN 16TH FROM ENGINE OR OCCUPIED CABOOSE	MUST NOT BE NEARER THAN 6TH FROM ENGINE CABOOSE OR PSGR. CAR	MUST BE NEAR MIDDLE OF BLOCK BUT NOT NEARER THAN 6TH FROM ENGR. OR CAB.	MUST NOT BE NEARER THAN 2ND FROM ENGINE CABOOSE OR PSGR. CAR	MUST BE NEARER THAN 6TH FROM ENGINE CABOOSE OR PSGR. CAR	MUST NOT BE NEARER THAN 2ND FROM ENGINE OR OCCUPIED CABOOSE	ENGINES	CABOOSE	OCCUPIED PSGR. CARS	OCCUPIED CAR WITH LIVE ANIMALS AND ATTENDANT.	EXPLOSIVES	DANGEROUS	POISON GAS	FLAMMABLE	POISON GAS	RADIOACTIVE MATERIAL	ANY CAR TRAILER OR UNIT HAVING REFRIGERATION OR HEATING DEVICE OPERATING OR LIGHTED STOVES	ANY LOAD-ED FLAT CAR	OPEN TOP CAR WHEN LADING PROTRUDES BEYOND CAR ENDS OR WHEN LADING IS LIABLE TO SHIFT
1	2	3																		
TYPE OF CAR	PLACARD APPLIED ON CAR	NO. RES. TRIC-TIONS	X		X		X	X	X	X	X		X	X	X	X	X	X	X	X
ANY CARS	"EXPLOSIVES"																			
TANK CAR	"DANGEROUS"		X		X		X	X	X	X	X		X	X	X	X	X	X	X	X
OTHER THAN TANK CAR	"DANGEROUS"																			
TANK CAR	"POISON GAS"		X		X		X	X	X	X	X		X	X	X	X	X	X	X	X
OTHER THAN TANK CAR	"POISON GAS"																			
TANK CAR	"FLAMMABLE POISON GAS"		X		X		X	X	X	X	X		X	X	X	X	X	X	X	X
OTHER THAN TANK CAR	"FLAMMABLE POISON GAS"																			
ANY CARS	"DANGEROUS RADIO-ACTIVE MATERIAL"																			
ANY CARS	"CAUTION-RESIDUAL PHOSPHOROUS"	X																		
EMPTY TANK	"DANGEROUS POISON GAS EMPTY"	X																		
EMPTY TANK	"DANG. FLAMMABLE POISON GAS EMPTY"	X																		
EMPTY TANK	"DANGEROUS EMPTY"	X																		

FOOTNOTES

- ① Permanent and bulkhead flats, TOFC/COFC flats, trilevel/bi level cars, and any other flat car equipped with tie-down devices are considered the same as an open top car (see column 21).
- ② Except when caboose, etc. is occupied by authorized personnel accompanying shipment and it is not equipped with lighted heater, such occupied car must be next behind car placarded "EXPLOSIVES". If equipped with lighted heater, it must be fourth behind car placarded "EXPLOSIVES".
- ③ Except when train consists only of placarded loaded tank cars.
- ④ Except when car is occupied solely by gas handlers or authorized personnel accompanying shipment such occupied car must be next behind placarded car.

NOTES:

NOTES:

DETROIT AND TOLEDO SHORE LINE

RAILROAD OFFICERS

C. L. BORDER
SUPERINTENDENT

B. J. Biscan
Trainmaster

L. G. Reid
Chief Train Dispatcher

TRAIN DISPATCHERS

W. D. Norell

F. M. Gosselin

T. Rosenbalm

R. E. Peters

Dispatching Office — Lang Yard
Area Code 419 - 729-1754