

FFG

Pere Marquette Railway

Detroit-Grand Rapids
Division

Time Table No. 69

Effective Sunday, Sept. 8, 1946
AT 12:01 A. M.

Eastern Standard Time

Former Time Tables Must
Be Destroyed

69

This Time Table is in no case intended for the information of the public, or as an advertisement of the hours of any train; it is for the information of employes only.

Employes must provide themselves with Copy of Rules and Regulations of the Operating Department, effective Sept. 27th, 1936.

M. M. CRONK,
Vice-President and General Manager
DETROIT

C. J. MILLIKIN,
Asst. Gen. Manager,
DETROIT

A. J. MINARD,
Ass't to Gen. Manager,
DETROIT

E. J. SHEA,
Terminal Supt.,
DETROIT

B. G. NASH,
Superintendent,
DETROIT



WORK

SAFELY

Sub-Div. No. 1

GRAND RAPIDS TO DETROIT

EASTWARD TRAINS

Miles from Grand Rapids	Long Car Room on Siding	STATIONS	FIRST CLASS						SECOND CLASS				
			18	2	4	104	6	106	40	32	52	98	
			Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	CDF-2 Daily	Daily Except Saturday	
152.0		DETROIT	A. M. 8.00	A. M. 10.30	P. M. 4.00	P. M. 4.15	P. M. 8.05	P. M. 9.25		A. M. 6.25		A. M. 2.00	A. M. 6.50
147.5		Delray	7.47	10.18	3.48	4.02	7.53	9.12					6.00
145.4		Rougemere	7.43	10.15	3.45	3.58	7.50	9.08					5.50
144.3		Michigan Avenue											
138.9	100	Oak	7.36	10.09	3.38	3.49	7.44	9.01					
136.1		Beech											
131.7		Stark											
127.5		Plymouth	s 7.25	s 9.59	s 3.28	s 3.38	s 7.34	s 8.50		5.39		12.50	s 4.50 ⁵³
121.1	67	Salem	A. M.			P. M.		P. M.		5.30		12.41	s 4.28
115.9	160	South Lyon		9.47	3.15		7.22			5.23 ⁵³		12.32	s 4.20
106.8	125	Brighton		9.39	3.04		7.14 ⁴¹			5.12		12.20 ⁹⁹	s 3.43
99.1	125	Ann Pere		9.32	2.55		7.07			5.02		12.08	s 3.26
97.8		Howell			s 2.53								s 3.22
89.5	125	Fowlerville		9.22 ³	s 2.44		6.58			4.50		11.54	s 2.55
84.3		Webberville											
78.6	125	Williamston		9.12	s 2.32		6.49			4.37		11.40	s 2.16 ⁹⁹
74.9	79	Meridian								4.32		11.35	1.48
70.8		Okemos											s 1.38
67.2	125	Trowbridge		9.03	2.20		6.40 ⁷			4.22		11.20	1.31
64.6		Lansing	s	8.58	s 2.15		6.34			4.17		11.15	s 1.25
63.7		North Lansing		8.53	2.07		6.28			4.12		11.10	12.43
62.1		Ensel		8.51	2.05 ⁵		6.26			4.09		11.06	12.37
52.7	125	Grand Ledge		8.43	s 1.57		6.18			3.56 ⁹⁹		10.52	s 12.07
44.9		Mulliken											s 11.59
39.8	134	Sunfield		8.32	1.44		6.07			3.39		10.33	s 11.51
31.9	125	Lake Odessa		8.25	s 1.35		6.00			3.28		10.22	s 11.37
25.6		Clarksville											s 11.27
21.6	125	Elmdale		8.16	1.26		5.51				A. M. 8.45		
18.1		Alto								f	8.39		
14.7		McCords								f	8.32		
9.5	162	Fox											
3.9		Seymour		8.00	1.10		5.35			2.50	8.15	9.42	11.00
0.0		GRAND RAPIDS		7.50	1.00		5.25			A. M.	P. M. 7.55		10.45
				A. M.	P. M.		P. M.			A. M.			P. M.
			Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily		Daily	Daily Except Sunday	Daily	Daily Except Saturday
			18	2	4	104	6	106		40	32	52	98

Rules 211-C and 211-D govern between Plymouth and west end of Trowbridge siding and between North Lansing and east end of Lake Odessa siding on Sub-Division No. 1.

Signal Indication Rules D-251 to D-259 inclusive in book of rules are effective between end of two tracks Plymouth and Rougemere Telegraph Office.

Centralized Train Control Rules 261 to 281, inclusive, are effective between end of two tracks Seymour and East End Lake Odessa siding and between Trowbridge and MA Tower, Lansing.

Lake Odessa is the initial station for trains 40, 52 and 98.

Time shown at Plymouth applies at end of two tracks.

Plymouth yard office is continuous train order office.

The time shown in italics is for information only.

Schedules of trains 2, 3, 4, 5, 6 and 7 must be cleared by inferior trains ten (10) minutes, Rules 86, S-87 and S-89 notwithstanding.

Sub-Div. No. 1

DETROIT TO GRAND RAPIDS

WESTWARD TRAINS

Telegraph Stations	Miles from Detroit	STATIONS	FIRST CLASS					SECOND CLASS				
			101	3	103	5	7		53	31	41	99
			Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily		DC-1 Daily	Daily Except Sunday	Daily	Daily Except Saturday
D.N.	0.0	DETROIT	A. M. <i>12.10</i>	A. M. <i>8.15</i>	A. M. <i>8.45</i>	P. M. <i>12.15</i>	P. M. <i>5.15</i>		A. M. <i>3.45</i>		P. M. <i>5.35</i>	P. M. <i>10.45</i>
D.N.	4.5	Delray	<i>12.25</i>	<i>8.27</i>	<i>8.58</i>	<i>12.27</i>	<i>5.27</i>					<i>11.08</i>
D.N.	6.6	Rougemere	<i>12.29</i>	<i>8.29</i>	<i>9.01</i>	<i>12.29</i>	<i>5.29</i>					<i>11.12</i>
P.	7.7	Michigan Avenue										
P.	13.1	Oak	<i>12.37</i>	<i>8.35</i>	<i>9.09</i>	<i>12.35</i>	<i>5.35</i>					
D.P.	15.9	Beech										
P.	20.3	Stark										
	24.5	Plymouth	s <i>12.50</i> s	s <i>8.45</i> s	s <i>9.21</i> s	s <i>12.47</i> s	s <i>5.45</i> s		⁹⁸ 5.00		6.34s	11.39s
P.	30.9	Salem	A. M.		A. M.				5.12		6.46s	11.54s
D.N.	36.1	South Lyon		8.58		1.00	5.58		⁴⁰ 5.23		6.57s	12.06s
D.P.	45.2	Brighton		9.06		s 1.09	6.06		5.38		⁶ 7.14s	⁵² 12.25s
D.N.	52.9	Ann Pere		9.13		1.17	6.13		5.55		7.26	12.40
D.P.	54.2	Howell				s 1.20						s 1.00
D.P.	62.5	Fowlerville		² 9.22		s 1.29	6.22		6.13		7.39s	1.35s
D.P.	67.7	Webberville										
D.P.	73.4	Williamston		9.32		s 1.41	6.31		6.28		7.54s	⁹⁸ 2.16s
P.	77.1	Meridian							6.33		7.59	2.22
D.P.	81.2	Okemos										s 2.28
D.N.	84.8	Trowbridge		9.41		1.53	⁶ 6.40		6.43		8.09	2.34
D.N.	87.4	Lansing		s 9.47		s 2.04s	6.48		6.50		8.14s	3.00s
	88.3	North Lansing		9.50		2.07	6.50		6.54		8.18	3.10
D.N.	89.9	Ensel		9.52		⁴ 2.09	6.52		7.05		8.22	3.15
D.N.	99.3	Grand Ledge		10.01		s 2.18	7.01		7.19		8.35s	⁴⁰ 3.56s
D.P.	107.1	Mulliken										s 4.08
D.P.	112.2	Sunfield		10.13		2.32	7.13		7.35		8.51s	4.16s
P.	120.1	Lake Odessa		10.20		s 2.40	7.20		7.45		9.01s	4.30s
P.	126.4	Clarksville										s 4.41
D.N.	130.4	Elmdale		10.29		2.49	7.29				P. M. 7.52	4.49
D.P.	133.9	Alto										
P.	137.3	McCords										
P.	142.5	Fox										
D.N.	148.1	Seymour		10.45		3.05	7.45		8.19	8.34	9.35	6.30
D.N.	152.0	GRAND RAPIDS		10.55 A. M.		3.15 P. M.	7.55 P. M.		A. M.	9.10 P. M.	P. M.	7.00 A. M.
			Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily		Daily	Daily Except Sunday	Daily	Daily Except Saturday
			101	3	103	5	7		53	31	41	99

Plymouth is the initial station for all second class westward trains, except train No. 99.
Time shown at Plymouth applies at end of two tracks.
The time shown in italics is for information only.

Schedules of trains 2, 3, 4, 5, 6 and 7 must be cleared by inferior trains ten (10) minutes, Rules 86, S-87 and S-89 notwithstanding.

WESTWARD TRAINS

Sub-Div. No. 2 — ELMDALE TO SAGINAW

EASTWARD TRAINS

Miles from Saginaw	Long Car Room on Siding	THIRD CLASS			STATIONS	THIRD CLASS			Telegraph Stations	Miles from Elmdale
				31		32				
				Daily Except Sunday		Daily Except Sunday				
				P. M.		P. M.				
0.0				<i>12.30</i>	SAGINAW	<i>2.15</i>			D.N.	110.0
0.8					Mershon				D.N.	109.2
7.2	66			1.00	PAINES	1.45			D.N.P.	102.8
16.9	104			³² 1.30	Hemlock	³¹ 1.30			D.P.	93.1
21.8				s 2.00	Merrill	s 1.05			D.P.	88.2
27.3	66			s 2.20	Wheeler	s 12.45			D.P.	82.7
29.3				s 2.40	Breckenridge	s 12.33			D.P.	80.7
35.8	62			s 2.55	St. Louis	s 12.15			D.P.	74.2
39.5	89			s 3.45	Alma	s 11.52			D.P.	70.5
44.0	64			s 4.05	Elwell	s 11.42			D.P.	66.0
48.7				s 4.20	Riverdale	s 11.26			D.P.	61.3
52.6	66			s 4.35	Vestaburg	s 11.13			D.P.	57.4
59.0	73			s 5.10	Edmore	s 10.55			D.P.	51.0
63.1				s 5.23	McBrides	s 10.35			D.P.	46.9
67.4	84			s 5.33	Stanton	s 10.27			D.P.	42.6
72.1				f 5.43	Sidney	f 10.16				37.9
80.2	77			5.56	North Greenville	10.02			P.	29.8
80.9				s 6.20	Greenville	s 9.58			D.P.	29.1
86.1	59			6.31	Kidd	9.42			P.	23.9
87.8				s 6.40	Belding	s 9.38			D.P.	22.2
91.8				f 6.50	Smyrna	f 9.30			P.	18.2
96.1	66			6.58	Moseley	9.23			P.	13.9
103.6	66			s 7.20	Lowell	s 9.10			D.P.	6.4
104.4					Malta					5.6
108.2				7.35	Hillcrest	8.55			P.	1.8
110.0				7.45	Elmdale	s 8.50			D.N.	0.0
				P. M.		A. M.				
				Daily Except Sunday		Daily Except Sunday				
				31		32				

Rules 211-C and 211-D govern on Sub-Division No. 2. At Edmore and Alma the schedule times apply at the train order signal. Westward trains or engines on Sub-Division No. 2 must stop before reaching stop board at Elmdale and not proceed until operator gives them a proceed signal with yellow flag or yellow light.

Nos. 31 and 32 will stop at all flag stations for loading and unloading parcel post and mail, when requested by baggageman or railway mail clerk to do so, or when flagged by Agent. The time shown in italics is for information only.

Sub-Div. No. 3

NORTHWARD TRAINS

GRAND LEDGE — IONIA

SOUTHWARD TRAINS

Miles from Grand Ledge	Long Car Room on Siding	THIRD CLASS			STATIONS	FOURTH CLASS			Telegraph Stations	Miles from Ionia
				73		74				
				Daily Except Sunday		Daily Except Sunday				
				A. M.		P. M.				
0.0				9.30	Grand Ledge	4.45			D.N.	26.1
4.3				9.50	Eagle	4.25				21.8
12.1				10.30	Portland	4.00			D.P.	14.0
20.8				11.10	Lyons	3.20				5.3
26.1				11.30	IONIA	3.00			D.P.	0.0
				A. M.		P. M.				
				Daily Except Sunday		Daily Except Sunday				
				73		74				

Southward trains must come to full stop before reaching junction switch to yard lead west of Grand Ledge depot.

Sub-Div. No. 4		NORTHWARD TRAINS				EDMORE — REMUS				SOUTHWARD TRAINS			
Miles from Edmore	Long Car Room on Siding					STATIONS				Telegraph Stations	Miles from Remus		
0.0						Edmore					D.P.	15.7	
9.2						Blanchard					D.	6.5	
12.7						Millbrook						3.0	
15.7						Remus					D.	0.0	

Sub-Div. No. 5		WESTWARD TRAINS				EDMORE — LAKEVIEW				EASTWARD TRAINS			
Miles from Edmore	Long Car Room on Siding					STATIONS				Telegraph Stations	Miles from Lakeview		
0.0						Edmore					D.P.	12.2	
5.7						Six Lakes					D.	6.5	
12.2						Lakeview					D.	0.0	

M. MIERAS, Trainmaster, Grand Rapids
CLARK PORTER, Road Foreman of Engines, Grand Rapids
V. L. JOHNSON, Asst. Road Foreman of Engines, Grand Rapids

A. R. NORTH, Chief Train Dispatcher, Detroit
C. D. BROWN
R. D. HUDGENS } Asst. Chief Train Dispatchers, Detroit

TRAIN DISPATCHERS

G. W. BURT
J. L. MORRIS
H. L. NICHOLS

PERSONAL INJURY CLAIM AGENTS

ALL TERRITORY EAST OF BUT NOT INCLUDING GRAND LEDGE, ON SUB-DIVISION NO. 1

JOS. E. COSGROVE, District Claim Agent, Detroit. Office: 6-203 General Motors Bldg., Phone MADison 8600. Residence: 4880 W. Outer Drive, Phone UNiversity 16728.
ERNEST J. TEN ELSHOF, Claim Agent, Detroit.
HAROLD W. MILLER, Claim Agent, Detroit. Residence: 17321 Hartwell St., Phone UNiversity 18774.
R. A. KIRKPATRICK, General Claim Agent, Plymouth. Residence: 957 Auburn Ave., Phone 690.

ALL TERRITORY GRAND LEDGE AND WEST ON SUB-DIVISIONS 1 AND 3, EDMORE AND WEST ON SUB-DIVISIONS 2, 4 AND 5

MARLIN B. STRONG, District Claim Agent, Grand Rapids. Office: 412-414 Transportation Bldg., Phone 9-4531. Residence: 329 Hampton St., S. E., Phone 6-6281.
M. L. GOUDZWARD, Claim Agent, Grand Rapids. Residence: 1101 Tamarack Ave., N.W., Phone 9-0088.

ALL TERRITORY EAST OF BUT NOT INCLUDING EDMORE, ON SUB-DIVISION NO. 2

W. HAROLD WALLACE, District Claim Agent, Saginaw. Office: Room 14, Potter St. Station, Phone 6171. Residence: 213 S. Granger St., Phone 21569.
C. D. ROPP, Claim Agent, Saginaw. Residence: 2821 Cooper St., Phone 26593.

SPECIAL INSTRUCTIONS

3. STANDARD CLOCKS

Detroit Telegraph office, 21st St. Enginehouse.
Boat Yard office, Rougemere Yard office.
Plymouth Yard office and Enginehouse.
Ensel Yard office.
Grand Ledge Depot.
Grand Rapids Chief Dispatcher's office, Union Station,
Wyoming Yard office, Wyoming Enginehouse.
Greenville Depot.

D14. DESIGNATION AND USE OF MAIN TRACKS

Sub-Division No. 1

Single track

Seymour to Ensel
Lansing to Plymouth

Two tracks

Second Ave. to Seymour
Ensel to Lansing
Plymouth to Detroit
Tracks are numbered from the South:
No. 2 No. 1
No. 2 Eastward
No. 1 Westward

Sub-Division No. 2

Single track

Elmdale to West Spring Switch, Hillcrest
East Spring Switch, Hillcrest to Paines

Two tracks

Between Spring Switches, Hillcrest
Tracks are numbered from the South:
No. 2 No. 1
No. 2 Eastward
No. 1 Westward

Sub-Divisions Nos. 3, 4 and 5

Single track

S71. SUPERIORITY OF TRAINS

Southward and Eastward regular trains are of superior direction.

83A. REGISTER POINTS

Register stations are printed in full face type. Plymouth Yard office is registering point for all trains.

83E. LOCATION OF GENERAL ORDER BOOKS AND GENERAL NOTICE BOARDS

Detroit Station Master's office, 21st St. Enginehouse, Boat Yard office, Rougemere Yard office, Fullerton Yard office and Warren Ave. Tower.

Plymouth Yard office and Enginehouse.

Ensel Yard office and Enginehouse.

Grand Ledge Depot.

Grand Rapids Telegraph office, Union Station, Wyoming Yard office, Wyoming Enginehouse.

Greenville Depot.

Alma Freight office.

Saginaw Telegraph office, Saginaw Yard office, Saginaw Enginehouse.

91. SPACING TRAINS

Except in automatic block, centralized control or manual block territory, the operator must place his train order signal in stop position immediately after the departure of a train and must not allow another train to follow until the expiration of fifteen (15) minutes, except when a passenger train is following another passenger train, the dispatcher must notify operator, who must not clear the signal until he is notified that the leading train has passed the next station.

93.

Delray
Rougemere

St. Louis
Alma

YARD LIMITS

Sub-Division No. 1

Plymouth
South Lyon
Ensel

Grand Ledge
Grand Rapids

Sub-Division No. 2

Edmore
Greenville

Belding
Lowell

Sub-Divisions 3, 4 and 5

Outside switches will indicate yard limits at all stations on these sub-divisions.

104. SPRING SWITCHES

Sub-Division No. 1

Plymouth
South Lyon
Brighton
Ann Pere
Fowlerville
Williamston
Trowbridge
Grand Ledge
Sunfield
Lake Odessa
Elmdale

Both ends, Southeast Wye
North end, Northeast Wye
West end siding
West end siding
West end siding
West end siding
West end siding
East end siding
East end siding
West end siding
West end siding
West end siding

Sub-Division No. 2

Hillcrest
East end of two tracks
West end of two tracks

104. NORMAL POSITION OF SWITCHES

All inside switches leading to main track must be left in proper position and locked.

Siding extension switches must be set for straight track, except at west end of Fowlerville siding, west end of Williamston siding, west end of Grand Ledge siding, east end of Lake Odessa siding and east end of Elmdale siding.

Seymour, end two tracks, set for No. 1 track, handled by operator.

Elmdale, east switch to siding, handled by operator.

Ensel, end two tracks, set for No. 2 track, handled by operator, who will also handle and be responsible for proper position of west switch of siding.

Brighton, east end siding, will be handled by operators during their tour of duty.

Plymouth, end of two tracks, set for No. 2 track. Switch at northeast wye set for No. 1 track. Crossover switches handled by agent and yardmaster for road trains and by switchmen for yard moves.

The normal position of inside switch of crossover leading from west end of Rougemere Yard to track No. 1 will be for the stub track. This switch and crossover switches west of Rougemere Telegraph office will be handled by operator.

All spring switches, Sub-Division No. 1, set for main track.

Hillcrest, spring switch east end, set for No. 1 track; spring switch west end set for No. 2 track.

Edmore — Both switches southeast wye set for Sub-Division No. 2.

221. TRAIN ORDER SIGNALS

At junction points where only one train order signal is maintained, the signal governs trains on the main track only. Branch line trains at such points will be governed by Rule 83-C.

Trains will be governed by position of train order signals at Seymour and Elmdale.

270. CONTROL AND LOCATION OF DUAL CONTROL SWITCHES

Lake Odessa — East end of siding — By operator at Elmdale.

Fox — Both ends of siding — By operator at Elmdale.

Rules 270, 273, 274, 275, 276 and 277 govern the operation only of dual control switches and Rule S-264 governs the observance of the signals when switch is not being hand operated.

501. AUTOMATIC BLOCK SIGNALS

Electric Automatic Block Signals are in operation, and Rules 501 to 514 inclusive are in effect between Grand Rapids and Delray, except as modified by Centralized Train Control Rules 261 to 281 inclusive.

Train and enginemen must post themselves on the location of overlaps of block circuits.

OPERATION OF TRAINS OR ENGINES Grand Rapids Terminal

Except when there is no operator on duty at Plaster Creek, eastward freight trains moving to Detroit Division must secure Clearance Form 109 before leaving Plaster Creek.

Trains or engines will not enter or foul either of the main tracks between Seymour and Second Ave., without first receiving permission from the operator at Seymour. At Seymour and Second Ave., the proper display of signal will be construed as authority to enter and use main track with the current of traffic in accordance with existing instructions. At all intermediate points where the main tracks may be entered or cleared box telephones have been installed, and permission must be obtained from the operator at Seymour before fouling or entering main tracks, and at same points, crews must report to operator, Seymour, as soon as trains or engines are clear of main track and switch closed. Trains or engines must not run against current of traffic within these limits without flag protection ahead, unless authorized by permissive card on Form 194, issued by and bearing the name of the Operator at Seymour. Engineer and Conductor are required to have a copy of the permissive card, Form 194, in making moves against current of traffic. For westward movements, a clear position of the train order signal at Seymour, and for eastward movements, a proceed indication on the home signal at Second Ave. will be interpreted as the proper display of signals as authority to operate in the territory with the current of traffic.

Trains or engines may move at restricted speed between Sunnyside and Second Avenue with or against current of traffic, without written instructions, when the switches are properly lined and the proper signals given by the leverman at Sunnyside or Second Avenue.

Between Seymour and Elmdale

Receipt of Form 118 will be authority for trains to enter Sub-division No. 1 from east end of Elmdale siding.

Eastward trains will receive their orders at Seymour or Elmdale.

Between Ensel and Lansing

Receipt of Form 118 will be authority for westward trains to enter main track from siding at Ensel.

Pere Marquette trains must not use MC RR main track outside of the joint track limits at either Lansing or North Lansing. The joint track limits are between the east crossover switch from eastward track to PM Ry. track at Lansing to switch from westbound track to PM track at North Lansing.

Michigan Central engines will enter and leave PM main track at Turner St., Ensel, or North Lansing, but must not foul main track without first ascertaining from operator at Ensel whether or not all trains due have arrived and departed, after which movement may be made as outlined by Rule 93. Telephone is located on bracket pole east of crossover from Manufacturers' Belt to eastward main to obtain this information.

Michigan Central and Pere Marquette yard crews about to make a movement that will take them through Grand River Ave. interlocking, North Lansing, must not foul main track at Turner St., Ensel, until it has been ascertained from towerman at Grand River Ave., that he will be able to move them through the plant without delay.

Eastward first-class trains and No. 98 will procure orders or a clearance before leaving Michigan Avenue, Lansing.

Westward first-class trains will not secure clearance passing through Michigan Central Territory at Lansing except when permissive signal is displayed at Michigan Avenue tower.

Between Plymouth and Detroit

At Plymouth, trains or engines will be cleared into signal indication territory as follows:

On southeast wye on Toledo-Ludington Division, on northeast wye and coal dock track from Toledo-Ludington Division by yellow indication on dwarf signal.

A telephone is located on northeast wye near clearance point of Detroit Division main line that may be used to get instructions from operator if dwarf signal governing movement of train is red.

Switches on northeast wye and coal dock track on Detroit Division must not be opened when dwarf signal is red without permission of operator.

Westward trains or engines on main track No. 1 at Plymouth must not pass color light signal at Holbrook Avenue until route they are to use is properly lined and so indicated by yellow light appearing in the signal which governs the route they wish to use. These movements to be made at restricted speed. Top light of this signal governs movement to Northeast Wye. Middle light of this signal governs movement to Detroit Division. Lower light of this signal governs movement to Southeast Wye.

At Plymouth Yard office, westward trains receiving a green automatic signal and a yellow train order signal, may proceed, picking up orders as they pass, but must have all train orders and clearance read and understood before passing the east switch of siding at Salem.

Between Plymouth Yard office and Rougemere Telegraph office trains or engines wishing to enter main tracks No. 1 and No. 2 at points other than where they are cleared by signal indication must not open main track switch until permission is received from operator or dispatcher to occupy either of these tracks. Operators will not give such permission by telephone or signal except as authorized by train dispatcher. Box telephones have been installed at all intermediate points where main tracks can be entered.

Pere Marquette or Detroit Terminal trains or engines coming onto Pere Marquette tracks at Michigan Avenue, receiving yellow indication on home signal, and movements off the third rail west of Michigan Avenue receiving yellow indication on dwarf signal, may proceed to Rougemere telegraph office on either track No. 1 or track No. 2 without train order, Rule D-257 notwithstanding. Operators at Rougemere must obtain permission from train dispatcher to clear these trains or engines onto either track, and if they are lined up to move against the current of traffic, he must place his signal indication block signal at red before giving the train the signal to proceed and keep it in this position until the train or engine has arrived at his office.

Trains or engines must not enter track No. 1 at the Pepke track or east end of Rougemere Yard without permission from Fort St. Tower, or at the Gerisch lead without permission from Delray Tower. Phones are located in boxes at these points for such use.

Trains or engines may move on either main track between Delray and Fort St. upon receiving proceed indication of governing signal.

Sub-Division No. 2

Westward trains doubling to Hillcrest will pull head end in track No. 1 and go back with engine through track No. 2 and will leave east switch set by hand for track No. 2 so that train doubling going up with rear portion or any train going up hill between first and second cuts may use track No. 2 under orders or protection without stopping to line this switch for track No. 2. Conductor of train doubling must see that cars on track No. 1 are protected against following trains and must see that switch is restored to normal position after double is completed.

Special Instructions Governing Operation on P RR Tracks to and from Union Station, Grand Rapids

The two tracks extending between Williams St. and Second Ave. Jct. (via Wealthy St. Jct.), and track extending between Wealthy St. Jct. and Sunnyside discontinued as main tracks. Movements on these tracks not authorized by time table, or by train order, may be made subject to prescribed signals and rules, or special instructions.

Trains or engines moving on yard tracks must run prepared to stop within range of vision unless tracks are seen or known to be clear and switches properly set.

Trains entering main track at Fulton St. and Williams St., may obtain information required by Rule 83, verbally from signalman at Fuller. Trains are relieved from complying with Rule 83 at Sunnyside, Wealthy St. Jct., and Bartlett St. Jct.

Rule 104: Unless hand operated switches in main track are listed in the time table as being in charge of switch-tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding the main track may set switch for opposing train to enter siding. Trains or engines must approach switch where switch tenders are stationed, prepared to stop and must stop clear of any switch or route, unless signal to proceed is received from the switch-tender. A switch-tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 10 miles per hour. Switch-tenders are stationed at and have charge of main track switches as indicated:

Location	Switches
Wealthy St. Jct.	Cross-over, Junction and A-2 track switches.
Williams St.	Junction switch Bartlett St. Jct., cross-over switches. Union Station tracks 1 to 7. A-28 track switch and derail.

CITY ORDINANCES

Grand Rapids — City ordinance regulating use of steam whistle Burton St. to Fuller, and to and including Godfrey Avenue, prohibits the use of whistle between 6:30 p.m. and 6:30 a.m. It also prohibits sounding whistle for any crossing protected by flashlights, gates, or other automatic devices, when working and provides for two short blasts not to exceed three seconds in duration at crossings not so protected between hours of 6:30 a.m. and 6:30 p.m. Such use of whistle as is necessary in train operation such as calling in flag, whistling signals, etc., is permitted.

Detroit — City ordinance requires that doors of closets of all cars be kept closed while passing over a viaduct. Trainmen must see that doors of all closets in cars are properly locked and no person permitted to occupy closets while passing over viaduct.

Engineers must not apply injector while passing over Union Depot viaduct.

AUTOMATIC TRAIN STOP

Automatic train stop equipment has been installed on Sub-Division No. 1 as follows:

Between Seymour and North Lansing

First eastward inductor at automatic block signal 22 just east of Madison Avenue, Grand Rapids.

Last eastward inductor at automatic signal, 630, Ensel Yard.

First westward inductor at the home signal for Grand River Avenue, Interlocking, North Lansing.

Last westward inductor at automatic signal 37, Seymour.

Between Lansing and Oak

First eastward inductor at the home signal for Michigan Avenue Interlocking, Lansing.

Last eastward inductor at automatic signal 1390, West of Oak.

First westward inductor at automatic signal 1399, East of Oak.

Last westward inductor at automatic signal 655 near Pennsylvania Ave., Lansing.

Enginemen operating over this territory will familiarize themselves with, and be governed by, instructions issued by the Mechanical Department as to the handling of the train stop equipment.

It should be understood, except when authorized by the Superintendent, road locomotives in passenger or freight service must be equipped with Intermittent Inductive Automatic Train Stop Equipment and must not enter automatic train stop territory without having the automatic train stop equipment operative. Engine men are required to know by actual test that the automatic train stop equipment is working properly before leaving terminal.

When train control apparatus fails enroute the train must proceed at medium speed to first point of communication with the train dispatcher and there report. Such trains and foreign railroad trains with locomotives not equipped with automatic train stop device to be detoured will not be permitted to enter a block occupied by a train ahead, nor will such train be permitted to follow each other into block, but must be blocked a station apart.

Enginemen must not acknowledge until signal indication has been observed and is being obeyed.

OTHER RAILROADS

Between Detroit Union Station and Delray, Joint Belt and F. S. U. D. Co. Time Table, Rules and Regulations govern.

South Lyon — GT engines may use PM main track from interchange track switch to east switch of siding but before fouling main track must ascertain from PM Dispatcher if all overdue first and second class trains have passed, and after securing permission from Dispatcher, on Form N Train Order such movements will be governed by PM Rules, Time Tables and Regulations.

Between Lansing and North Lansing, MC RR Time Table, Rules and Regulations govern.

Michigan Central crews using PM tracks between Turner St., Ensel and Grand River Ave., North Lansing, will be governed by PM Time Table, Rules and Regulations.

Between Sunnyside, Second Ave., and Union Depot, Grand Rapids, Penna. RR Time Table, Rules and Regulations govern.

North Greenville — Grand Trunk engines may use Pere Marquette main track from west end of siding to first switch west of diamond for the purpose of turning engines; before fouling PM main track, they must ascertain from PM dispatcher if all overdue third-class trains have passed, after which they may use PM main track by strict compliance with PM Rule 93. Pere Marquette engines may use Grand Trunk main track from wye switch west of diamond to first switch west of diamond for the purpose of turning engines; before fouling GT main track permission must be secured from GT operator at North Greenville, after which they may use GT main track by strict compliance with GT Rule 93.

Alma — Ann Arbor engines, before crossing over PM main track will first obtain permission from PM Dispatcher and will be governed by PM Rules, Time Table and Regulations.

Between Paines and Mershon, MC RR Time Table, Rules and Regulations govern.

Between Mershon and Saginaw, Toledo-Ludington Divn. Time Table, Rules and Regulations govern.

PREPAID STATIONS

Sub-Division No. 1 — Elm, Stark, Salem, Green Oak, Trowbridge, Delta.

Sub-Division No. 2 — Moseley, Sidney.

Sub-Division No. 3 — Eagle, Lyons.

Sub-Division No. 4 — Millbrook.

RESTRICTED TRACKS

Doublehead operation of engines involving 1200 class is permitted between Detroit and Grand Rapids but must not exceed speed of fifteen miles per hour over Grand River Bridge D-100.2 at Grand Ledge.

When Steam Derrick DK-5, DK-6, DK-7 or DK-8 is operated on Sub-Division No. 2, it must be separated from engine by at least three cars.

1198, 1199 and 1200 class engines must not be used on other than Sub-Division No. 1 and must not be allowed to go in on tracks which are not adjacent to main line, or on College Branch beyond road crossing.

900 class or heavier engines doubleheading on other than sub-division No. 1 must have four cars separating them.

Green Oak — Engines must not be operated under the loading dock account insufficient clearance.

South Lyon — Pere Marquette engines in switching elevator track or interchange track East of the elevator track switch will hang on to sufficient cars and not allow engines to pass switch points on elevator track. Grand Trunk engines moving through the wye in either direction will not exceed speed of six miles per hour.

Detroit — 600 class or heavier engines cannot use the viaduct between 17th Street and Fort Street Station.

Double heading of engines will not be permitted over Fort Street Union Depot Viaduct in either direction.

Crews switching Runciman Plant No. 2, Lowell, will hang on to sufficient cars as engines are not permitted to be operated on this track due to curvature.

Greenville — Engines larger than 900 class must not go beyond clearance point of track serving Federal Mogul Corp., due to severe curvature.

Alma — Engines must not be operated beyond east loading spout on Leonard Refinery spur track.

Crews switching Crawford Elevator track, Breckenridge, must hang on to sufficient cars, not permitting engine to move more than four car lengths beyond frog.

Eastbound crews picking up at Calvin must hang on to sufficient cars to avoid putting engine in on this track to exceed ten car lengths account severe curvature.

98.

RAILWAY CROSSINGS

The State Law requires all trains to stop not less than 200 feet nor more than 800 feet before crossing railroad crossings at grade or drawbridges that are not interlocked.

Station	Railroad Crossed	Character of Signal	Position of Signal Indicating Clear Route to PM Trains
Delray	MC, NYC RR and Wab. RR	Interlocking	Standard Indications
Michigan Ave.	DT RR	Interlocking	Standard Indications
Plymouth	PM Ry. Toledo-Ludington Divn.	Interlocking	Standard Indications
South Lyon	GT RR	Interlocking	Standard Indications
Ann Pere	AA RR	Interlocking	Standard Indications
Trowbridge	GT RR	Interlocking	Standard Indications
Lansing	MC RR Jct.	Interlocking	Standard Indications
North Lansing	MC RR	Interlocking	Standard Indications
Alma	AA RR	Target	Horizontal
Edmore	PM RR Lakeview-Edmore Line	Semaphore	Top blade 45 degree angle
Edmore	PM RR Remus-Edmore Line	Semaphore	Lower blade 45 degree angle
North Greenville	GT RR	Interlocking	Standard Indications
Malta	GT RR	Interlocking	Standard Indications
Ionia	GT RR	Derail target with switch lamp	Yellow

WEST DETROIT BRANCH

Fullerton	P RR	None	Flag Crossing
Greenfield Ave.	DT RR	Colored Light	
Warren Ave.	DSR	None	Flag Crossing
Michigan Ave.	DSR	None	Flag Crossing

601. INSTRUCTIONS TO BE FOLLOWED AT INTERLOCKINGS

Lamar, Grand Rapids, and Michigan Ave., Detroit, Book of Rules will govern.

Grand Rapids, Second Avenue Interlocking. Westward home signal, top light governs route to depot, middle light governs route to Sunnyside and bottom light calling on signal.

Westward automatic signal, No. 655, located just east of Pennsylvania Avenue, Lansing, when clear or showing green light indicates that the westward home signal for Michigan Avenue interlocking is in proceed position. Westward freight trains should only proceed on clear indication to avoid blocking Pennsylvania, Hosmer and Kalamazoo Street crossings.

Telegraphone has been installed in box on distant signal No. 655 just east of Pennsylvania Avenue, Lansing, which governs westward movements Michigan Avenue interlocking plant. This telegraphone is provided for use of train and enginemen in communication with towerman at Michigan Avenue when the distant signal No. 655 is in stop position.

Eastward trains or engines finding distant signal 3300 ft. west of home signal at Malta in stop position must stop and may then proceed to home signal at restricted speed looking for open switch, broken rail, train or obstruction. If this signal is displaying diagonal or yellow position, Rule 611, Page 107, in the Book of Rules, must be observed.

At Grand Trunk crossing, Ionia, all engine or train movements on the Pere Marquette Railway must be brought to a stop in advance of derails and the conductor or other authorized person after satisfying himself that no trains are on the Grand Trunk Western Railroad in the near vicinity and about to cross, shall set the signals

on the Grand Trunk Western Railway to stop position by placing levers 1 and 3 in the normal position. After a time interval of 3 minutes and 24 seconds, lever 2 will then be reversed which will place the derails in non-derailing position on Pere Marquette tracks and movements may proceed over crossing, after which lever 2 must be returned to normal position and levers 1 and 3 reversed for train movements on the Grand Trunk Western Railroad. Operative approach signals have been installed on Grand Trunk Western Railroad and maximum speed over said crossing for GTW trains is sixty miles per hour for passenger trains and forty-five miles per hour for freight trains.

HIGHWAY CROSSING PROTECTION

Any time flashlight signals on any crossing become inoperative, a watchman must be placed on crossings to warn traffic of approach of trains or engines.

No car or train shall be permitted to stand within track circuits of flashlights, wigwag or other crossing signals for a greater length of time than is absolutely necessary.

When switching movements are made over crossing protected by automatic main line circuit flashlights, wigwags or other electric signals, a member of train crew must be on ground at the crossing to warn traffic before movement is made. This rule does not apply when crossing is protected by manually controlled flashlights or wigwag signals if such signals are working. Below is location of such manually controlled signals:

Mill St., Plymouth. North St., Lansing
 Easton St., Breckenridge, 8 a.m. to 4 p.m. daily except Sunday.
 Wright St., Breckenridge, 8 a.m. to 4 p.m. daily except Sunday.

Flashing light signals at Ann Arbor St., Plymouth, do not operate for movement on siding until engine or cars have reached the sidewalk. Movements on siding will be under restricted speed and crossing protected.

Crews must not set cars off in east yard at Plymouth, that will obstruct view of traffic crossing over Haggerty Road.

At Howell, Fowlerville, Williamston and Sunfield westward train on siding must not foul main track until eastward train is clear of flashlight circuit.

At Warren Avenue, Tireman Avenue, and at Michigan Avenue on the West Detroit Branch, push buttons are located on each side of the crossings and switch crews working within track circuit and being sure that engine or cars will not foul the crossings will use the "stop button" which will permit street traffic to move and before moving over the crossing will use the "start button" to restore the signals to automatic operation.

Main Street crossing at Edmore is protected by flashlight signals with circuit on Sub-Division No. 2 extending 350 feet in either direction from center of highway crossing and 100 feet North of center of highway crossing on Sub-Division No. 4. All train and switch movements on Sub-Division No. 4 and all switch movements on Sub-Division No. 2 over this crossing must be protected by trainmen.

All movements over crossings at Dexter and Steel Streets, Ionia, must be protected by a member of the train crew stationed on ground and in a position to warn traffic before movement is made.

SIDINGS

Capacity based on 45-ft. cars with all crossings cut, also allows for engine and cabooses.

Plymouth—Yard track No. 1 East Yard designated as the siding for freight trains.

Ensel—First track north of track No. 1 between Yard office and crossing west of Turner St. will be used as siding.

MISCELLANEOUS

Outside telephones are provided in convenient locations at stations, sidings, and certain intermediate block signals for use by employees in communicating with dispatcher or operators.

It is the conductor's duty to know he has a fully equipped first aid kit on his train. He must make a report to Trainmaster when any material is used and reason for using.

Hopper cars must not be put into trains 40, 41, 52 and 53 without special instructions.

Covered hoppers must not be handled in trains 40 and 41. Hub switch has been installed as the adjoining switch between the east end of the circus track lead and the back lead located about fifty feet east of East Dix Road viaduct, Rougemere Yard. This switch is indicated by letter "H" on head block. All trains and engines moving over the switch may trail through such switch without stopping, when they know, or can see that adjoining lead is clear of approaching trains, engines or cars, and track is clear of all obstructions.

Engine Coaler, Edmore, will not clear man on top or side of car.

Trains handling magnet cranes, clam shells or similar machinery, the boom must be placed in trailing position.

Switch controlling built-in marker lights on streamline equipment is located in panel on head end of observation car.

The following letters appearing in time table schedules indicate:

- D—Day train order station.
- N—Night train order station.
- DN—Day and night train order station.
- P—Dispatcher's telephone.

SPEED RESTRICTIONS

LIMITS

	Maximum Speed Miles per Hour	
	Passenger	Other than Passenger
Over all Interlocked Crossings, except as noted below.....	30	20
SUB-DIVISION No. 1, except as noted below.....	70	40
Passenger trains 100% Airflow Equipment when handled with Diesel locomotive, between Seymour and Rougemere except where otherwise restricted:		
Straight track	80	
On Curves	60	
Other passenger trains between Seymour and Rougemere except where otherwise re- stricted:		
Straight track	70	
On Curves	60	
Trains 40, 41, 52 and 53 except where otherwise restricted.....		50
200 Ft. West of 12th St., Detroit, to Union Depot, including viaduct.....	6	6
Fort St. Interlocking to Delray Interlocking, both inclusive.....	20	20
Detroit Terminal RR crossing, Michigan Avenue, Detroit.....	30	30
West Detroit Branch.....	15	15
Plymouth, through crossover, west end double track.....	30	30
Plymouth, through all wyes, except northeast wye (See Footnote).....	10	10
Plymouth, Toledo-Ludington Division crossing.....	20	20
Plymouth, Spring Switches.....	20	20
Plymouth, from about 1200 ft. South of Ann Arbor Trail to 1200 ft. North of Main St.....	30	30
P—Plymouth, reverse curves, one mile west of Depot.....	50	40
P—First curve East of Salem.....	50	40
South Lyon, GT RR crossing.....	50	40
South Lyon, Spring Switch turnout, west end.....	25	25
Brighton, Spring Switch turnout, west end.....	25	25
P—Curve West of Island Lake.....	50	40
P—Reserve curves at overhead bridge, 1.5 mi. West of Brighton depot.....	50	40
Ann Pere, AA RR crossing.....	50	40
Ann Pere, Spring Switch turnout, west end.....	25	25
Fowlerville, Spring Switch turnout, west end.....	25	25
Williamston, Spring Switch turnout, west end.....	25	25
Trowbridge, GT RR crossing	40	30
Trowbridge, Spring Switch turnout, east end.....	25	25
MC RR connection at Grand River Ave., North Lansing, to and including Turner St., Ensel	20	20
Ensel, all trains and engines entering No. 2 track.....	25	25

SPEED RESTRICTIONS — Continued
LIMITS

Maximum Speed, Miles per Hour

	Other than	
	Passenger	Passenger
Grand Ledge, Spring Switch turnout, east end.....	25	25
Grand Ledge, between west wye switch and depot.....	30	30
P — Sunfield Swamp, one mile West of Sunfield Depot.....	60	40
Sunfield, Spring Switch turnout, west end.....	25	25
Lake Odessa, Spring Switch turnout, west end; through Dual Control Switch turnout, east end.....	25	25
Crossing west of, and four crossings just east of Lake Odessa depot.....	30	
Elmdale, turnout east end siding.....	10	10
Elmdale, Spring Switch turnout, west end.....	25	25
P — First curve West of McCords depot.....	50	40
P — Over Thornapple River Bridge MP-139.3.....	65	45
P — First curve East of Fox.....	50	40
Fox, Dual Control Switch turnouts, both ends siding.....	25	25
Seymour, turnout end of two tracks.....	20	20
Grand Rapids City Limits.....	20	20
Grand Rapids over Division and Jefferson Aves.....	10	10
SUB-DIVISION No. 2, except as noted below.....	50	40
Hillcrest, trailing through Spring Switches, both ends.....	15	15
P — Lowell Hill, Hillcrest to M-21 crossing, Lowell.....	20	20
Malta Interlocking.....	20	20
P — One mile West of Moseley to five miles West.....	45	25
P — Smyrna Hill eastbound.....	20	20
P — Curve West of Belding depot.....	15	15
P — Curve West end of Kidd.....	20	20
Between Greenville Passenger Station and GT RR crossing, North Greenville.....	20	20
Through Stanton.....	20	20
P — Edmore, Southeast wye.....	15	15
P — Cedar Lake Swamp, between Cedar Lake and west switch Vestaburg.....	40	35
P — First curve East of Riverdale.....	30	30
Alma, West Superior St. and first crossing East of freight house.....	10	10
Alma and St. Louis, switching movements.....	Flag over	
	Street Crossings	
St. Louis, crossing west of station.....	15	15
Through Breckenridge and Merrill.....	20	20
SUB-DIVISION No. 3, except as noted below.....	25	25
Lyons Spur.....	15	10
Through Ionia.....	15	15
Ionia, switching movements.....	Flag over	
	Street Crossings	
SUB-DIVISION No. 4, except as noted below.....	25	25
Blanchard and Millbrook, over crossings.....		15
SUB-DIVISION No. 5, except as noted below.....	25	25
Lakeview, over crossings.....	15	15
GENERAL		
Steam Derricks, straight track.....		30
Steam Derricks, on curves.....		20
Steam Derricks DK-7 and DK-8 — over Bridges D28.4 and D28.7 about one mile west of Dehoco.....		20
Steam Derricks DK-7 and DK-8 — over Bridge S-8.5 — about one mile east of Hemlock.....		10
Steam Derricks DK-7 and DK-8 — over Bridge S-16.1 — about 1½ miles west of Merrill.....		10
Steam Derricks DK-7 and DK-8 — over Bridge S-41.2 — just east of Riverdale.....		10
Steam Derricks DK-7 and DK-8 — over Bridge S-79.7 — about one-half mile west of Kidd.....		10
Steam Derricks DK-7 and DK-8 — over Bridge S-90.9 — about 2 miles west of Moseley.....		10
Steam Derricks DK-7 and DK-8 — over Bridge S-96.0 — about one-half mile east of Lowell.....		10
Steam Derricks DK-7 and DK-8 — over Bridge S-96.4 — just east of Lowell depot.....		10
Engines 1101 to 1115 inclusive.....	40	40
Trains handling dead engines.....		20
Trains handling loaded or empty self-clearing hoppers; except covered hoppers		
Sub-Division No. 1.....		35
Sub-Division No. 2.....		30
Trains handling Air Dump Cars.....		30
Trains handling 75% or more tank cars loaded with gasoline or oil.....		40
Engines backing up, main lines, Seymour to Detroit, and Elmdale to Paines, straight track.....	25	25
Engines backing up on curves and all other tracks and sub-divisions.....	15	15
Switch engines, main line move.....	20	20
Trains handling derricks, scale test cars, trucks, cranes, steam shovels or other pivoting machinery on own wheels and freight cars with 6-wheel trucks.....		30
Sidings, turnouts, and crossovers except otherwise specified.....	10	10
P — Permanent Restriction — Rule 111.		

Northeast wye track, Plymouth, extending from Spring switch, Toledo Division main line, to Detroit Division connection is yard track. Trains or engines moving on this yard track must run prepared to stop within range of vision but not to exceed six (6) miles per hour.

The maximum allowable speed within the City of Detroit is thirty (30) miles per hour.

Engines 711 to 722 inclusive will consume four (4) minutes and Engines 725 to 729 inclusive will consume five (5) minutes between 6th St. and 17th St. Switch engines numbering 200 and 1300 or over must not be used over Fort St. Union Depot viaduct.

When conditions are such as to make the discharge of Mail, Parcel Post, Newspapers and other matter from mail and baggage cars at non-stop stations dangerous, the speed of the train should be reduced sufficiently to make the operation safe.

TRAIN ORDER OFFICES NOT CONTINUOUS ARE OPEN FOLLOWING HOURS EXCEPT SUNDAY

Sub-Division No. 1

Beech.....	7:00 A.M. to 4:00 P.M.
Brighton.....	8:00 A.M. to 5:00 P.M.
Howell.....	8:00 A.M. to 5:00 P.M.
Fowlerville.....	8:00 A.M. to 5:00 P.M.
Williamston.....	8:00 A.M. to 5:00 P.M.
Webberville.....	7:55 A.M. to 11:55 P.M.
Okemos.....	8:00 A.M. to 5:00 P.M.
Mulliken.....	8:00 A.M. to 5:00 P.M.
Sunfield.....	8:00 A.M. to 5:00 P.M.

Sub-Division No. 2

Hemlock.....	8:30 A.M. to 5:30 P.M.
Merrill.....	8:00 A.M. to 5:00 P.M.
Wheeler.....	9:00 A.M. to 6:00 P.M.
Breckenridge.....	9:00 A.M. to 6:00 P.M.
St. Louis.....	8:00 A.M. to 5:00 P.M.
Alma.....	8:30 A.M. to 5:30 P.M.
Elwell.....	9:00 A.M. to 6:00 P.M.
Riverdale.....	9:00 A.M. to 6:00 P.M.

Sub-Division No. 2 (Continued)

Vestaburg.....	9:00 A.M. to 6:00 P.M.
Edmore.....	9:00 A.M. to 5:00 P.M.
.....	11:30 P.M. to 7:30 A.M.
McBrides.....	9:00 A.M. to 6:00 P.M.
Stanton.....	8:00 A.M. to 5:00 P.M.
Greenville.....	8:00 A.M. to 5:00 P.M.
Belding.....	8:00 A.M. to 5:00 P.M.
Lowell.....	8:00 A.M. to 5:00 P.M.

Sub-Division No. 3

Portland.....	8:00 A.M. to 5:00 P.M.
Ionia.....	8:00 A.M. to 5:00 P.M.

Sub-Division No. 4

Blanchard.....	8:00 A.M. to 5:00 P.M.
Remus.....	8:00 A.M. to 5:00 P.M.

Sub-Division No. 5

Lakeview.....	8:00 A.M. to 5:00 P.M.
Six Lakes.....	8:00 A.M. to 5:00 P.M.

BUSINESS TRACKS AT NON-AGENCY OR CLOSED STATIONS NOT OTHERWISE SHOWN

STATION	Long Car Room on Side Track	LOCA-TION Nearest Mile Post	STATION	Long Car Room on Side Track	LOCA-TION Nearest Mile Post	STATION	Long Car Room on Side Track	LOCA-TION Nearest Mile Post
Sub-Division No. 1						Sub-Division No. 2		
Elm	21	D-18	East Lansing	206	D-85	Calvin	14	S-7.74
Dehoco	34	D-28	Delta	14	D-94	Cedar Lake	12	S-56.5
Green Oak (P).....	593	D-40	Woodbury	8	D-116			

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 Min. 45 Sec.....	80.0	1 Min. 7 Sec.....	53.7	1 Min. 21 Sec.....	44.4	1 Min. 35 Sec.....	37.9	2 Min. 50 Sec.....	21.2
0 " 48 ".....	75.0	1 " 8 ".....	52.9	1 " 22 ".....	43.9	1 " 40 ".....	36.0	3 " 0 ".....	20.0
0 " 50 ".....	72.0	1 " 9 ".....	52.1	1 " 23 ".....	43.4	1 " 45 ".....	34.3	3 " 10 ".....	18.9
0 " 52 ".....	69.2	1 " 10 ".....	51.4	1 " 24 ".....	42.9	1 " 50 ".....	32.7	3 " 20 ".....	18.0
0 " 54 ".....	66.6	1 " 11 ".....	50.7	1 " 25 ".....	42.4	1 " 55 ".....	31.3	3 " 30 ".....	17.1
0 " 56 ".....	64.2	1 " 12 ".....	50.0	1 " 26 ".....	41.9	2 " 0 ".....	30.0	3 " 40 ".....	16.4
0 " 58 ".....	62.0	1 " 13 ".....	49.3	1 " 27 ".....	41.4	2 " 5 ".....	28.8	3 " 50 ".....	15.6
1 " 0 ".....	60.0	1 " 14 ".....	48.6	1 " 28 ".....	40.9	2 " 10 ".....	27.7	4 " 0 ".....	15.0
1 " 1 ".....	59.0	1 " 15 ".....	48.0	1 " 29 ".....	40.4	2 " 15 ".....	26.7	4 " 10 ".....	14.4
1 " 2 ".....	58.0	1 " 16 ".....	47.4	1 " 30 ".....	40.0	2 " 20 ".....	25.7	4 " 20 ".....	13.8
1 " 3 ".....	57.1	1 " 17 ".....	46.7	1 " 31 ".....	39.6	2 " 25 ".....	24.8	4 " 30 ".....	13.3
1 " 4 ".....	56.2	1 " 18 ".....	46.1	1 " 32 ".....	39.1	2 " 30 ".....	24.0	4 " 40 ".....	12.8
1 " 5 ".....	55.3	1 " 19 ".....	45.6	1 " 33 ".....	38.7	2 " 35 ".....	23.2	4 " 50 ".....	12.4
1 " 6 ".....	54.5	1 " 20 ".....	45.0	1 " 34 ".....	38.3	2 " 40 ".....	22.5	5 " 0 ".....	12.0

DETROIT-GRAND RAPIDS DIVISION — COMPANY SURGEONS

TOWN	NAME OF DOCTOR	OFFICE	PHONE	RESIDENCE	PHONE
Detroit.....	M. B. LANDERS.....	275 W. Grand Boulevard.....	LA-1194.....	.....	.....
Plymouth.....	LUTHER PECK.....	711 W. Ann Arbor Trail.....	8.....	711 W. Ann Arbor Trail.....	8
South Lyon.....	F. A. Lamoreaux.....	South Lyon.....	2361.....	South Lyon.....	2361
Brighton.....	A. J. McGregor.....	Mellus Hospital.....	4211.....	995 E. Main.....	6781
Howell.....	H. C. Hill.....	110 N. Michigan St.....	200.....	.....	.....
Lansing.....	EARL I. CARR.....	300 W. Ottawa St.....	21204.....	1915 Moores River Dr.....	24348
Grand Ledge.....	E. F. IMTHUM.....	113 E. Jefferson St.....	155.....	113 E. Jefferson St.....	155-W-2
Grand Ledge.....	R. J. Rummel.....	219½ S. Bridge St.....	112.....	314 Madison St.....	112-W-2
Lake Odessa.....	C. H. Peabody.....	Main St.....	2311.....	761-1st St.....	2313
Grand Rapids.....	R. C. BOELKINS.....	127 Fountain, N.E.....	80623.....	739 Prospect, S.E.....	38687
Grand Rapids.....	WM. McDUGAL.....	127 Fountain, N.E.....	80623.....	Kent Hills Rd., N.E.....	72642
Lowell.....	H. R. Myers.....	311 E. Main St.....	296-F2.....	429 N. Washington St.....	296-F3
Lowell.....	J. A. MacDonell.....	207½ East Main St.....	36.....	619 No. Monroe St.....	110
Greenville.....	W. L. Bird.....	110 W. Cass.....	87J.....	319 W. Oak.....	87-M
Edmore.....	M. G. Becker.....	Main St.....	49-R2.....	Home St.....	49-R4
Alma.....	Chas. DuBois.....	Pollasky Bldg.....	45-R.....	706 N. State St.....	45-G
Hemlock.....	E. M. Ling.....	.....	Union 19.....	.....	.....
Ionia.....	J. J. McCANN.....	National Bank Bldg.....	52.....	.....	194
Remus.....	Benj. Franklin.....	Main St.....	57-R2.....	Main St.....	57-R3
Saginaw.....	L. C. HARVIE.....	405 Weichmann Bldg.....	3-2754.....	.....	7470

Examining physicians shown in capital letters.

The attention of all employees is called to rules found on pages 186, 187, 188 and 189 in Book of Rules.

HOSPITALS

DETROIT — Lincoln Clinic, 275 W. Grand Boulevard, Phone Lafayette 1194.
 GRAND RAPIDS — Butterworth Hospital, Bostwick Ave., N. E., Phone 8-1281.
 First Aid Station, Wyoming Shops, available to all employees — Phone 54935.