

SAFETY

IS OF

FIRST

IMPORTANCE

BE CAREFUL

THINK — LOOK

AND

LIVE

AVOID DAMAGE

SWITCH CUSTOMER'S CARS

CAREFULLY

IMPACT FORCE AT VARIOUS
STRIKING SPEEDS

CAR COUPLED AT (MPH)		IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100

Fort Street Union Depot Company

and

Union Belt of Detroit Joint Time Table

146

Effective Sunday, October 25, 1959

at 12:01 A.M.

Eastern Standard Time

This Time Table is intended for the information of employees only, who must be provided with a copy thereof and with a copy of book of rules mentioned in Special Rule No. 8

Former Time Tables
must be destroyed

L. A. HOUGH
Superintendent
F. S. U. D. Co.

H. C. HENRY
Trainmaster
U. B. of D.

TRAINS WEST—FIRST CLASS

	1	11	15	17	3															
STATIONS	WAB. 1	C. & O. Ry. 11	C. & O. Ry. 15	C. & O. Ry. 17	WAB. 3															
	Daily	Daily Except Sun.	Daily	Daily	Daily															
Detroit 1.37	A. M. 7.50	A. M. 8.30	P. M. 5.05	P. M. 6.00	P. M. 9.00															
21st Street 2.48	7.56	8.36	5.11	6.06	9.06															
Solvay Ave.75	8.00	8.40	5.15	6.10	9.10															
Delray	8.02	8.42	5.17	6.12	9.12															
	A. M.	A. M.	P. M.	P. M.	P. M.															

TRAINS EAST—FIRST CLASS

	2	18	14	12	4															
STATIONS	WAB. 2	C. & O. Ry. 18	C. & O. Ry. 14	C. & O. Ry. 12	WAB. 4															
	Daily	Daily	Daily Except Sun.	Daily	Daily															
Detroit	A. M. 7.00	A. M. 7.30	A. M. 10.45	P. M. 6.55	P. M. 8.10															
21st Street	6.42	7.16	10.39	6.49	8.00															
Solvay Ave.	6.36	7.12	10.35	6.45	7.55															
Delray	6.32	7.10	10.33	6.43	7.51															
	A. M.	A. M.	A. M.	P. M.	P. M.															

Special Instructions

Fort Street Union Depot Company Territory
Third Street to 18½ Street

Union Belt of Detroit Territory
18½ Street to Delray

SPECIAL RULES

1. STANDARD CLOCKS

Room 107, Union Depot
Trainmaster's Office, West End Avenue
Delray Tower

2. DESIGNATION AND USE OF MAIN TRACKS

The two main tracks between 15th Street and Delray are operated as double track and designated as follows:

No. 1—Westward main track

No. 2—Eastward main track

If either main track is operated as a single track, Eastward trains will be superior.

Trains and engines will keep to the right and operate with the current of traffic. Movements against the current of traffic may be made only by authority of Permissive Form S-152 signed by the trainmaster of the Union Belt or stationmaster of the Union Depot Company for their respective territories, issued by the towermen or switchtenders, after the track on which movement is to be made is cleared of opposing trains.

The Conductor and Engineer must be provided with a copy of Permissive Form S-152.

Trains running against the current of traffic must run at restricted speeds.

The territory between Delray and 21st Street will be supervised by the Union Belt Trainmaster and between 21st Street and the Depot by the Fort Street Union Depot Stationmaster.

The territory between Detroit and Delray is within yard limits.

3. REGISTER STATION

Room 107, Union Depot

4. LOCATION OF BULLETIN AND NOTICE BOOKS

Room 107, Union Depot
Trainmaster's Office, West End Avenue

5. OUTSIDE TELEPHONES

On viaduct	Tenth Street
15th Street	21st Street
Pelham Avenue	Clark Avenue
Solvay Avenue	Crawford Avenue
Between Junction and Campbell Avenue	

6. AUTOMATIC BLOCK SIGNAL

Automatic block signals with colored lights, dwarf type, are in operation between 15th Street and Delray and govern movement of trains with the current of traffic in this territory.

Westward signals carry odd numbers.

Eastward signals carry even numbers.

Permissive automatic block signals are designated with number plate attached.

Positive automatic block signals are not provided with number plate.

7. INTERLOCKING PLANTS AND RAILWAY CROSSINGS

Sixth Street interlocking controls movements between Union Depot Train Shed and 15th Street Lead to Coach Yard and 21st Street Roundhouse.

Delray Interlocking controls movements over crossings of the New York Central Railroad and Wabash Railroad and movements to and from the Chesapeake and Ohio Railway and Wabash Railroad.

8. OPERATION OF TRAINS OR ENGINES

The movement of trains between Detroit and Delray is governed by the Operating Department rules of The Chesapeake and Ohio Ry. Co. or the Transportation Rules of the Wabash Railroad, except as modified by the Special Rules in the Joint Time Table of the Fort Street Union Depot and Union Belt of Detroit.

9. TERRITORY DELRAY—21ST STREET

Trains or engines will not enter or foul either of the main tracks between Delray and 21st Street, Detroit without first receiving permission from the lead leverman at Delray.

At Delray the proper display of signals and at 21st Street the proper hand signal from switchtender will be construed as authority for trains and engines to enter and use main track with the current of traffic. At all other intermediate points where the main track may be entered, telephones have been installed and permission must be obtained from the lead leverman at Delray before

fouling or entering main tracks, and at same points crews must report to lead leverman at Delray as soon as trains or engines are clear of main track and switch closed.

Trains or engines receiving authority to enter the main track for continuous movement will know that in receiving permission or proper signal that overdue first class trains have passed, or sufficient time is available to make such movement unless delay occurs, in which event protection must be provided in accordance with the provisions of rule 8.

Trains or engines having work to do between Delray and 21st Street must when obtaining permission from the lead leverman at Delray so inform him and will be given a time limit which must be cleared at least five minutes in advance of time specified, unless additional time has been secured.

Switch tenders at 21st Street must not permit trains or engines to occupy main track until authority has been received from the lead leverman at Delray.

TERRITORY 21ST STREET-15TH STREET -SIXTH STREET

Sixth Street Interlocking is extended to include certain power operated switches and associated dwarf signals in the vicinity of 15th Street.

At Sixth Street Interlocking the proper display of signals will be authority for trains or engines to enter and use main tracks. At intermediate points where the main track may be entered, telephones or speakers are provided and permission must be obtained from leverman at Sixth Street before fouling or entering main tracks, and at such points crews will report to leverman at Sixth Street when clear of main tracks.

At 21st Street the proper hand signal from switch tender will be authority for trains or engines to enter and use main track with the current of traffic.

Switch tenders at 21st Street will not permit trains or engines to occupy main track until authority has been received from leverman at Sixth Street.

10. Trains or engines must approach crossovers at 21st Street, where switchtenders are located, at restricted speed prepared to stop clear of switch or route unless proper signal is received.

Switchtenders will use a green flag by day and a green light by night to give signals to eastward movements and a yellow flag by day and a yellow light by night to give signals to westward movements.

Crossovers not controlled by interlocking are located at:

24th Street
Pelham Avenue
Junction Avenue
Solvay Avenue

Torpedoes may be used for signals only in emergency or under unusual conditions where fusees and other signals may not afford full protection.

11. SPEED RESTRICTIONS

Maximum speed is thirty (30) miles per hour except, trains and engines must not exceed ten (10) miles per hour through turnouts, crossovers and over Sixth Street Interlocking, and six (6) miles per hour over viaduct between Eighth Street and 250 feet west of 12th Street.

12. Passenger train and engine crews are under authority of the Stationmaster at the Union Depot and must be on duty in advance of departure as required by rules of their respective companies, and trains will not start from the Depot until authorized by the Stationmaster.

Departing lights are located under the train shed adjacent to the track on which a train is to depart, consisting of a red and a blue light. The red light will be displayed five minutes prior to departure of a train. The blue light, when displayed, will be the Stationmaster's authority for departure of the train.

13. Trainmen and porters must not permit the use of toilets while trains are passing over viaduct or standing at the Union Depot.

14. Train crews will uncouple vestibule curtains on incoming trains.

15. Car cleaners and other employees will not enter cars of incoming trains until passengers have detrained, and search has been made for lost articles.

16. LOCATION OF ELECTRIC LOCK SWITCHES

15th Street, to West Jefferson spur track.
12th Street, Eastbound main track to 3rd rail viaduct.

To operate these switches permission must be received from leverman at Sixth Street Interlocking.

17. Whistling within the city limits is prohibited unless it appears that there is danger of collision or other injury.

18. POSTAL CARS

Before switching Postal cars the Postal employees in cars will be notified.

Company Surgeons

Dr. Ben Schwartz	Dr. F. B. MacMillan
Lincoln Clinic	920 David Whitney Bldg.
275 W. Grand Boulevard	Office WO. 1-0680
Phone—TA 5-1194	Residence WA. 1-3535

Company Oculist

Dr. Leland F. Carter
613-617 David Whitney Bldg.
Phone WO. 1-1111

Hospital

Lincoln Hospital	Providence Hospital
1053 25th Street	14th & W. Grand Blvd.
Phone—TA 5-0293	Phone—TY 5-4600

Ambulance Service

American Ambulance Co.
1645 Bagley Ave.
Phone—WOOdward 3-2000

Personal Claim Agents

Robt. A. Straub, Gen'l Claims Attorney
Residence—2794 Heatherway, Ann Arbor, Mich.
Phone Normandy 27148

Harold W. Miller, Dist. Claim Agent
Residence—28571 Wildwood Trail, Farmington
Phone Greenleaf 46788

Jos. E. Cosgrove, Claim Agent
Residence—3915 N. Telegraph, Bloomfield Hills
Phone Midwest 6-2800

Richard J. Straub, Claim Agent
608 Ann St., Plymouth
Phone Glenview 3-5138

William Rohn, Ticket Agent-Stationmaster
E. Louks, Stationmaster