

Lake Shore & Michigan Southern Ry.

DETROIT DIVISION.

Jackson, Monroe and Fayette
Branches.

TIME TABLE

No. 20

Effective 12.01 O'clock A. M.

Sunday, June 8, 1913.

CENTRAL STANDARD TIME.

For the Government and Information of Employees only.

F. H. WILSON,
Ass't Gen'l Superintendent.

W. F. SCHAFF,
Superintendent.

A. S. INGALLS,
Gen'l. Superintendent.

S. T. GAGE,
Supt. Pass. Transportation

D. C. MOON,
General Manager.

- "s"—Regular Stop.
- "f"—Stop on Signal.
- "m"—Stop for Meals.
- "t"—Telegraph Office not open Continuously.
- "g"—Telegraph Office open Continuously
- "L"—Leave.
- "A"—Arrive.
- "*"—See foot notes.

SPECIAL INSTRUCTIONS.

1. **DOUBLE TRACK RULES** will govern except on single track.
Rule 21-A will govern except on single track.

2. **CLEARING OF TRAINS, Rule D-81**

3. **TRAIN REGISTERS** are located:

Monroe,	Grosvenor,
Adrian,	Tecumseh Junction
Lenawee Junction,	Jackson

4. **BULLETIN BOARDS** are located:

Monroe,	Tecumseh Junction,
Adrian,	Jackson.
Grosvenor,	

5. **FIXED SIGNALS OF SPECIAL DESIGN OR LOCATION:**
POLE TARGETS:

Lenawee Junction.—Horizontal, Michigan Division trains proceed. Vertical, Jackson Branch Trains proceed. Diagonal, Monroe Branch trains proceed.
Position of Pole Targets by night indicated by two red lights.

GATE TARGETS:

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

BETWEEN MANCHESTER AND MANCHESTER JUNCTION.

Trains on Jackson Branch will be governed by one arm semaphore automatic signals located 1500 feet south and 3000 feet north of Junction, when signal indicates stop, trains will wait three minutes then proceed under control.

Ypsilanti Branch trains going to Manchester will stop at F post and be governed by switch indicators, located at Junction, when switch indicator is in stop position, trains will wait three minutes before fouling main track then proceed with train under control.

AT LENA WEE JUNCTION.

The Michigan Division train order signal is located south of the station. The Detroit Division signal is located north of the station.

6. SIGNALS AT JUNCTIONS AND AT RAILROAD CROSSINGS AT GRADE.

LOCATION.	RAILROAD.	SIGNAL.
Monroe, (Dock Track).....	Detroit Br., M. C., and D.&T.S.L.	Gates
Monroe.....	P. M.....	Interlocked
Federman.....	A. A.....	"
*Harrison.....	T. & W. Trolley.....	"
Bimo.....	D. T. & I.....	Gate Target
Lenawee Junction.....	Michigan Division.....	Pole Target
Lenawee Junction.....	Jackson and Monroe Branch.....	Gates
Raisin Centre.....	Wabash.....	Interlocked
Tecumseh Junction.....	Dundee Branch.....	Gates
Manchester Junction.....	Ypsilanti Branch.....	Switch Indicator
Lake Shore Junction, (Jackson).....	M. C. and Lansing Division.....	Interlocked

*Note:—No distant signals at this interlocker.

The following rules are shown in time table in compliance with Ohio law;

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

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

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

7. MODIFICATIONS AND CHANGES OF RULES.

Rule 5.

The numbers of trains that are to meet or pass are shown in small type adjoining the **FULL-FACED TYPE**.

The use of symbol + is discontinued.

Rules 6, 221, 445, 469 Caution Card Form T-3044, Page 63, Transportation Department Rules.

Train order signal lights will be kept burning continuously. In the absence of a light at night, trains will stop, if office is apparently closed and train order signal arm indicates "proceed", trains may again proceed. A train running against the current of traffic will be notified in the train order, what if any intermediate telegraph offices are closed. Caution card will show to what points they govern, wording of cards having been changed to read, proceed with caution to..... expecting to find track obstructed.

Rule No. 11.

A train on finding a fusee on or near the track burning red, will stop; then may proceed with caution.

Rules 14-h and 16-d.

- | | | | |
|--------|-------|---|--|
| (14-h) | 000 | { | When train is standing, back. Answer to 12 (c) and 16 (c.) |
| | | { | When train is running, stop at next station. Answer to 16 (d.) |
| (16-d) | Three | { | When train is running, stop at next station. To be answered as per 14 (h.) |

Rule 19

Night markers (Lamps) will be used in place of green flags.

Rule 19-a, add

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

Rules 19-b, and 206—Form G Train Orders.

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

Rule D-85.

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

Rules D-85 and 221.

A message to take siding at a station in advance will be authority to pass the train order signal in stop position such message not to be delivered until the train may proceed.

Rules D-90 and D-109.

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

C. & E.—

You may work on westward main track until five forty-five (5:45) P. M. protecting against No. three (3.)

Rule D-100f. add.

If a train is approaching from the opposite direction, or if the view is obstructed from any cause, enginemen will also immediately display red fusee from cab window.

Rule 206.

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

Rule 221.

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

When signal is not displayed at a night office, the fact must be reported to the superintendent from the next open telegraph office at which the train stops.

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

Form G. Example 2. Train Orders.

"When a train receives such an order, i. e., to run from one point to another and return." The train must go to the full limit of the order before returning.

D-Form R. Train Orders.

When a train is run against the current of traffic, to a station where there is more than one cross over, the order must specify to which cross over the movement extends.

Rule 953. add.

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

Rules 321 and 521.

At automatic signals that carry two lights, one for Home and one for Distant signal, when only one of the lights is burning and it is WHITE, trains may pass it, regarding it as a CAUTION indication, but when the light is GREEN it must be regarded as a STOP indication, but in either case a report must be made reporting the light that is not burning.

"Signal Rules." "Interlocking and Block Signals, Principles of Location."

Dummy dolls will not display blue light by night.

8. PROVISIONAL STOPS.

Train 328 at Baldwins Crossing Saturdays

Train 329 at Baldwins Crossing.

9. SPEED RESTRICTIONS.

Speed of any train at any place not to exceed Sixty (60) miles per hour.

Fifty miles per hour between home signals of interlocked railroad crossings.

Six miles per hour through Monroe, Petersburg, Tecumseh, Clinton, Manchester, and Morenci.

Fifteen miles per hour between Manchester and Manchester Junction.

Speed through interlocking plant at Lake Shore Junction at Jackson is limited to ten miles per hour.

Forty miles per hour on Fayette Branch.

No. 10. (OMITTED)

No. 11. (OMITTED)

12. USE OF SPECIALLY DESIGNATED TRACKS.

Passenger trains using slow speed track to be passed will run so that if possible they will be moving while being passed. When taking siding to be passed, they will stop as soon as clear until train to pass is in sight, then pull slowly through siding so train will be in motion when other train passes.

On single track trains taking siding will take first switch except

Tecumseh—Northbound, second switch.

Deerfield—Eastbound, second switch.

Morenci—Eastbound, second switch.

Fayette—Westbound, second switch.

Toledo and Jackson Trains will use the new "Wye" at Lenawee Jct.

The crossing with the Monroe Branch will be protected by gate targets. Normal position of signals will be stop for Monroe Branch. The switch connecting Jackson Branch with new Wye will be kept set for the "Y".

Michigan Division Trains will use Fayette Branch main track at Grosvenor for side tracking. Fayette Branch trains will approach Grosvenor expecting to find the main track occupied by Michigan Division trains.

13. YARD TIME TABLES

Jackson yard time table governs between Jackson and Lake Shore Junction.

14. TELEGRAPH BLOCK SYSTEM

Rule 468 is in effect.

15. LOCAL INSTRUCTIONS.

Trains Nos. 348, 342 and 344 will run direct to M. C. crossing via Pier track at Monroe, to connect with Nos. 324 and 350.

Extras may pass and run ahead of fourth class trains on Jackson, Monroe and Fayette Branches.

Detroit Division Trains will receive a clearance card or orders before using Michigan Division main track at Lenawee Junction and Grosvenor.

Trains 326 and 327 will carry passengers.

COMPANY HOSPITALS.

St. Vincent's.....Toledo.
Jackson City Hospital.....Jackson.

COMPANY SURGEONS.

Monroe.....P. S. Root.
Air Line Junction.....T. F. Hentley.
Toledo.....B. W. Patrick.
Jackson.....D. E. Robinson.
Manchester.....E. W. Conklin.
Tecumseh.....L. G. North.
Adrian.....W. E. Jewett, Sr., and W. E. Jewett, Jr.

JACKSON BRANCH.

STATIONS	Distance from Adrain.	TRAINS SOUTH.					Ypsilanti Branch Trains TO MANCHESTER					
		Second Class Trains.				Fourth Class Train.	Second Class Trains.				Fourth Class Trains	
		315	309	331	311	349	443	454	448	447	468	469
		DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY
§JACKSON.....L	46.5	A. M. 6.05	A. M. 10.30	P. M. 2.05	P. M. 8.05	P. M. 12.30						
ELDRED	40.5	f 6.14	10.42	2.18 312	f 8.16							
NAPOLEON	36.1	s 6.21	s 10.48 346	s 2.22	s 8.24	s 12.55						
†NORVELL	32.7	s 6.28	s 10.55	s 2.29	s 8.28 318	s 1.05						
MANCHESTER JCT...	26.0	6.38	11.05	2.39	8.39	1.20	A. M. 9.18	P. M. 3.56	A. M. 9.26	P. M. 7.32	P. M. 12.10	P. M. 1.00
†MANCHESTER.....	25.4	s 6.40	s 11.07	s 2.41	s 8.42	s 1.53 469-312	9.25 448-346 A. M.	3.59 P. M.	9.30 316-443 346 A. M.	7.35 P. M.	12.45 P. M.	1.40 349 P. M.
RIVER RAISIN.....	21.3	f 6.47	f 11.12	2.46	f 8.48							
†CLINTON	17.5	s 6.53	s 11.18	s 2.53	s 8.56 310	s 2.20	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY
†TECUMSEH	13.1	s 7.03 346	s 11.27	s 3.01 349	s 9.04	s 3.01 331	Dundee Branch Trains					
							Second Class Trains.				Fourth Class Trains.	
							421	435	419		431	
§TECUMSEH JCT.....	12.5	s 7.05 432	s 11.31	s 3.03	s 9.06	s 3.15	A. M. 10.23	P. M. 8.05	P. M. 8.40 310		P. M. 4.25	
SUTTON	8.9	f 7.14	11.36	3.08	f 9.11		f 10.29	f 8.10	f 8.45			
CHASE'S	7.4	7.17	11.39	3.11	9.15	3.50 422	10.32	8.13	8.50		4.40	
RAISIN CENTER.....	6.2	f 7.20	11.42	3.14	f 9.19		f 10.35	f 8.15	f 8.55			
§LENAWEE JCT.....	4.1	s 7.25	s 11.47 345	s 3.20 327-342	s 9.25 419	s 4.15	s 10.40	s 8.20	s 9.05 311		s 5.00	
§ADRIAN	A	7.33 A. M.	A. M.	P. M.	P. M.	4.25 P. M.	10.50 A. M.	8.30 P. M.	9.35 P. M.		5.15 P. M.	
		DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY		DAILY EXCEPT SUNDAY	
6-Detroit Division		315	309	331	311	349	421	435	419		431	

The superior direction of trains is south

JACKSON BRANCH.

STATIONS.	TRAINS NORTH.					Ypsilanti Branch Trains FROM MANCHESTER.							
	Second Class Trains.					Fourth Class Train.	Second Class Trains.					Fourth Class Trains	
	316	312	314	318	310		346	443	454	448	447	468	469
	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY		DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY
JACKSON	A. M. 10.15	P. M. 2.33	P. M. 7.20	P. M. 8.55	P. M. 9.45		A. M. 11.15						
ELDRED	f 10.00	³³¹ 2.18	f 7.05	f 8.40	f 9.30								
NAPOLEON	s 9.54	s 2.10	s 6.57	s 8.33	s 9.23		³⁰⁹ 10.48						
NORVELL	s 9.48	s 2.03	s 6.50	³¹¹ 8.28	s 9.17		10.10						
MANCHESTER JCT	⁴⁴³ 9.38	1.55	6.39	8.20	9.09		A. M. 9.50	P. M. 4.02	A. M. 316-448 9.40	P. M. 7.38	P. M. 12.50	P. M. 1.45	
MANCHESTER	⁴⁴³⁻³⁴⁶ s 9.35	³⁴⁹ s 1.53	f 6.37	s 8.18	s 9.07		⁴⁴³ s 9.45	³¹⁶⁻⁴⁴⁸ s 9.40	³⁴⁶ A. M. 3.59	³⁴⁶ P. M. 9.38	³⁴⁶ P. M. 7.35	³⁴⁹ P. M. 12.45	³⁴⁹ P. M. 1.40
RIVER RAISIN	f 9.29	1.44	f 6.29	f 8.12	f 9.00								
CLINTON	s 9.19	s 1.40	s 6.23	s 8.08	³¹¹ s 8.56		s 8.10	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY
TECUMSEH	s 9.09	s 1.32	s 6.15	s 8.00	s 8.42		³¹⁵ s 7.03	Dundee Branch Trains					
								Second Class Trains.				Fourth Class Train.	
								424	422	420		432	
TECUMSEH JCT	s 9.05	s 1.29	s 6.12	s 7.55	⁴¹⁹ s 8.37		s 6.45	A. M. 8.48	P. M. 4.00	A. M. 8.50		A. M. ³¹⁵ 7.05	
SUTTON	f 9.00		f 6.07	f 7.50	f 8.34			f 8.41	f 3.54	f 8.44			
CHASE'S	8.56	1.22	6.05	7.46	8.31		6.22	8.38	³⁴⁹ 3.50	8.40		6.49	
RAISIN CENTER	f 8.53		f 6.01	f 7.42	f 8.29			f 8.33	f 3.45	f 8.35			
LENAWEE JCT	⁵²⁻⁴⁸ s 8.50	³⁴² s 1.14	⁸⁴⁷ s 5.55	⁹⁴⁻⁴⁷ s 7.35	¹⁵¹⁻³⁴³ s 8.25		s 6.05	⁴⁵ s 8.28	⁴⁵ s 3.40	⁴⁵ s 8.30		s 6.25	
	A. M. 8.45	P. M. 1.12	P. M. 5.55	P. M. 7.25	P. M. 8.15								
ADRIAN	L			7.15	8.05		⁹³ A. M. 5.50	A. M. 8.15	³²⁷ P. M. 3.30	A. M. 8.15		⁹³ A. M. 6.10	
	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY		DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY		DAILY EXCEPT SUNDAY	
7→Detroit Division.	316	312	314	318	310		346	424	422	420		432	

The superior direction of trains is south.

MONROE BRANCH.

Trains West.				Distance from Detroit.	STATIONS.	Trains East.			
Fourth Class Train.	Second Class Trains.					Second Class Trains.			Fourth Class Train
341	343	347	345			348	342	344	340
DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY		DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY EXCEPT SUNDAY	
A. M. 2.00	P. M. 7.10	P. M. 6.30	A. M. 10.50	40.5	L.....\$MONROE.....A	A. M. 10.35	P. M. 4.30	A. M. 10.55	A. M. 8.30
					MONROE M. C. Crossing	10.30	4.25	10.50	
f 2.15	f 7.26	f 6.46	f 11.06	46.7	STRASBURG	f 10.14	f 4.10	s 10.35	f 8.05
s 2.35	s 7.34	s 6.54	s 11.12	50.4	+IDA	s 10.07	s 4.03	s 10.28	s 7.45
	f 7.40	f 7.00	f 11.16	52.9	FEDERMAN	f 10.02	f 3.58	f 10.23	
s 2.55	s 7.46	s 7.06	s 11.22	57.5	+PETERSBURG	s 9.55	s 3.50	s 10.15	s 7.00
s 3.10	s 7.54	s 7.14	s 11.29	60.9	+DEERFIELD	s 9.48	s 3.42	s 10.07	s 6.30
	f 8.00	f 7.20	f 11.35	64.0	SISSON	f 9.40	f 3.35	f 10.00	f 6.10
	f 8.05	f 7.25	f 11.40	66.4	WELLSVILLE	f 9.35	f 3.30	f 9.55	f 6.00
s 3.45	s 8.15	s 7.35	s 11.50	69.6	\$LENAWEE JCT	s 9.25	s 3.25	s 9.50	s 5.50
4.00	8.40	7.42	12.01	73.7	A.....\$ADRIAN.....L	9.15	1.00	9.40	5.00
A. M.	P. M.	P. M.	P. M.			A. M.	P. M.	A. M.	A. M.
DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY			DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY EXCEPT SUNDAY
341	343	347	345		8—Detroit Division.	348	342	344	340

The superior direction of trains is east.

FAYETTE BRANCH.

Trains from Fayette.			Distance from Fayette.	STATIONS.	Trains to Fayette			
Fourth Class Train.	Second Class Train.				Second Class Train.	Fourth Class Train.		
327	329				328	326		
DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY			DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY			
P. M. 12.20	A. M. 7.10		L	+FAYETTE	A	P. M. 6.40	A. M. 11.10	
f 12.32	f 7.16	3.5		RITTERS		f 6.28	f 10.55	
s 12.55	s 7.23	6.7		+MORENCI		s 6.23	s 10.40	
		10.3		BIMO				
s 1.25	s 7.35	13.3		+WESTON		s 6.11	s 10.08	
s 1.45	s 7.42	17.4		+JASPER		s 6.04	s 9.48	
s 2.05	s 7.49	20.4		+OGDEN		s 5.57	s 9.28	
				HARRISON'S				
f 2.45	s 8.00 A. M.	24.9		+GROSVENOR		s ^{1.65} 5.50 5.43	9.00 A. M.	
f 2.50		26.5		+PALMYRA		s 5.38		
s 2.55 3.20 342-50 155-831		28.3		\$LENAWEE JCT.		s 5.33		
3.30 ⁴²² P. M.		32.4	A	\$ADRIAN	L	5.25 P. M.		
DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY					DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	
327	329					328	326	

9—Detroit Division.

The superior direction of trains is toward Fayette.