

The New York Central Railroad Company

LANSING DIVISION

Time Table No. 1

FOR EMPLOYEES ONLY

Effective 1.00 A. M.

Sunday, June 6, 1915

Superseding Time Table No. 22
Dated June 7, 1914

STUDY THE SPECIAL INSTRUCTIONS AND
NOTE ALL CHANGES

F. H. WILSON,
Gen'l Superintendent

S. T. GAGE,
Supt. Pass. Transportation

D. C. MOON
General Manager

M. L. REYNOLDS,
Superintendent

INDEX

	Page
North Lansing to Jonesville	5
Jonesville to North Lansing	6
Jackson to Fort Wayne	7
Fort Wayne to Jackson	8
Ypsilanti to Hillsdale	9
Hillsdale to Ypsilanti	10
Dundee to Moscow	11
Moscow to Dundee	12

SPECIAL INSTRUCTIONS

- 1.
2. **Standard Clocks** are located at:
 - Fort Wayne. Passenger Station.
 - Hillsdale Train Dispatcher's Office.
3. **Bulletin Boards** are located at:
 - Fort Wayne { Engine House, Shop Office.
 Yard Master's Office
 - Hillsdale { Train Dispatcher's Office.
 Engine House.
 - Homer (Dundee Branch) Michigan Central Telegraph Office.
 - Jackson { Michigan Central Engine House.
 Michigan Central Passenger House.
 - North Lansing Engine House.
 - Tecumseh Jct. Passenger Station.
4. **Train Registers** are located at:
 - Lansing Branch.
 - Jonesville Telegraph Office (Lansing Bch. Trains)
 - Lansing Telegraph Office.
 - Fort Wayne Branch.
 - Bankers Telegraph Office (Operator Registers)
 - Fort Wayne Passenger Station.
 - Fort Wayne Jct. Telegraph Office. (Fort Wayne Branch Trains.)
 - Haires Tower (Operator registers all except southbound third-class and extra trains).
 - Jackson Michigan Central Telegraph Office
 Passenger Station.
 - Ypsilanti Branch.
 - Hillsdale Passenger Station.
 - Ypsilanti Michigan Central Telegraph Office.
 - Dundee Branch.
 - Dundee Tower.
 - Homer Michigan Central Telegraph Office.
 - Tecumseh Jct. Telegraph Office.

Trains will register accordingly.
5. **Yard Limits** designated by signs are located at:
 - Lansing Branch.
 - Albion.
 - Jonesville.
 - Lansing
 - Fort Wayne Branch.
 - Angola.
 - Fort Wayne.
 - Fort Wayne Jct.
 - Hillsdale.
 - Jackson.
 - Jonesville.
 - Pleasant Lake.
 - Waterloo.
 - Ypsilanti Branch.
 - Hillsdale.
 - Ypsilanti.
 - Dundee Branch.
 - Addison.
 - Addison Jct.
 - Tecumseh Jct.
6. **Water Stations** are located at:
 - Lansing Branch.
 - Albion.
 - Eaton Rapids.
 - North Lansing.
 - Fort Wayne Branch.
 - Auburn Jct.
 - Fort Wayne.
 - Jackson.
 - Jonesville.

- Montgomery.
 - Pleasant Lake.
- Ypsilanti Branch.
- Brooklyn.
 - Hillsdale.
 - Jerome.
 - Saline.
- Dundee Branch.
- Addison.
 - Onsted.
 - Tecumseh Jct.
7. **Sidings** (capacity based on 40 foot cars) are located at:
- Lansing Branch.
- | | |
|-------------------|----|
| Albion..... | 57 |
| Charlesworth..... | 15 |
| Condit..... | 13 |
| Devereaux..... | 14 |
| Dimondale..... | 53 |
| Eaton Rapids..... | 53 |
| Homer..... | 23 |
| Jonesville..... | 26 |
| Kingsland..... | 15 |
| Lansing..... | 15 |
| Litchfield..... | 30 |
| Packards..... | 10 |
| Springport..... | 55 |
- Fort Wayne Branch.
- | | |
|---------------------|----|
| Academie..... | 14 |
| Angola..... | 55 |
| Auburn..... | 23 |
| Auburn Jct..... | 22 |
| Bankers..... | 24 |
| Fremont..... | 60 |
| Ft. Wayne..... | 17 |
| Fort Wayne Jct..... | 28 |
| Hanover..... | 18 |
| Horton..... | 20 |
| Huntertown..... | 7 |
| Jackson..... | 20 |
| Jonesville..... | 18 |
| Montgomery..... | 39 |
| Mosherville..... | 25 |
| New Era..... | 22 |
| Pleasant Lake..... | 29 |
| Ray..... | 32 |
| Reading..... | 42 |
| Stoners..... | 16 |
| Summit..... | 42 |
| St. Johns..... | 12 |
| Waterloo..... | 45 |
- Ypsilanti Branch.
- | | |
|--------------------------|----|
| Brooklyn..... | 19 |
| Bridgewater..... | 20 |
| Jerome..... | 14 |
| Manchester..... | 15 |
| North Adams..... | 17 |
| Pittsfield Junction..... | 17 |
| Saline..... | 16 |
| Somerset..... | 17 |
| Somerset Center..... | 10 |
| Watkins..... | 8 |
| Woodstock..... | 8 |
| Ypsilanti..... | 30 |
- Dundee Branch.
- | | |
|-------------------|----|
| Addison..... | 32 |
| Addison Jct..... | 14 |
| Baker..... | 10 |
| Britton..... | 23 |
| Devils Lake..... | 12 |
| Dundee..... | 15 |
| Jerome..... | 22 |
| Moscow..... | 20 |
| Onsted..... | 30 |
| Pentecost..... | 8 |
| Rea..... | 27 |
| Ridgeway..... | 32 |
| Tecumseh Jct..... | 12 |
| Tipton..... | 27 |

8. Normal Position of Main Track Switches.

Bankers—Jct. switch for cut off track to Hillsdale.
 Ft. Wayne Jct.—North switch of east wye for wye track.

- 9.
- 10.
- 11.

12. Clearing of Trains.

Rule 95A will govern at Haires for all except second class south-bound trains; at Ft. Wayne Junction for north-bound trains running via Hillsdale; Hillsdale south-bound Fort Wayne Branch trains, and Tecumseh Jct.

13. Speed Restrictions.

Lansing Branch.

Passenger trains . . . 50 miles per hour.
 Freight trains . . . 30 miles per hour.
 Engines backing
 up 20 miles per hour.
 Switch engines . . . 20 miles per hour.
 Albion 10 miles per hour between the passing siding and Michigan Central crossing.
 Eaton Rapids 6 miles per hour.
 Lansing 6 miles per hour over Kalamazoo Street.

Fort Wayne Branch.

Passenger trains . . . 50 miles per hour.
 Freight trains . . . 30 miles per hour.
 Engines backing
 up 20 miles per hour.
 Switch engines . . . 20 miles per hour.
 Angola 16 miles per hour.
 Fort Wayne 6 miles per hour.
 Hillsdale 10 miles per hour.

Jackson 10 miles per hour { Between Mich. Cent. Passenger Station and Jackson Branch Crossing.

Thirty-five miles per hour around reverse curves north of Reading.

Twenty-five miles per hour around reverse curves just south of Hillsdale.

Twenty miles per hour between Ft. Wayne Junction and Bankers.

Ypsilanti Branch.

Passenger trains . . . 45 miles per hour.
 Freight trains . . . 25 miles per hour.
 Engines backing
 up 20 miles per hour.
 Switch engines . . . 20 miles per hour.
 Manchester 6 miles per hour.
 Saline 6 miles per hour, over Main St.

Dundee Branch.

Passenger trains . . . 40 miles per hour.
 Freight trains . . . 25 miles per hour.
 Engines backing
 up 20 miles per hour.
 Tecumseh Jct. 6 miles per hour.

Note.

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

14.

15. Block Signals.

Manual Block System is in effect.

All employes must be provided with pamphlet covering Modifications and Changes in Transportation Department Book of Rules and Book of Signal Rules to cover operation of Manual Block System.

15a. Fixed Signals of Special Design or Location:

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.

Ft. Wayne Junction—Dwarf signal control northbound trains using east "wye".

Ypsilanti—Lower arm of home signal controls eastbound N. Y. C. trains taking siding east of the bridge. Westbound N. Y. C. trains governed by dwarf signal just east of tower house on M. C. siding.

Waterloo—Two derails north of Air Line Crossing, one located 800 feet and one 100 feet north of crossing.

Two southbound home signals, one 850 feet and one 150 feet north of crossing.

Two northbound home signals, one south of crossing and one 750 feet north of crossing.

Green lights on stop signs at N. Y. C. & St. L. and G. R. & I. crossing Ft. Wayne are indicating signals showing location of stop signs.

Pole Targets:

Lansing. Vertical, N. Y. C. trains proceed. Horizontal, trains on the Transit track proceed.

Eaton Rapids—Horizontal, N. Y. C. trains proceed. Vertical, M. C. trains proceed. Diagonal, no train may pass. At night trainmen will operate target and leave it in diagonal position.

Hanover—Vertical, N. Y. C. trains proceed. Horizontal, M. C. trains proceed. Diagonal, no trains may pass. At night trainmen will operate target and leave it in diagonal position.

16.

17. Signals at Junctions and at Railroad Crossings at Grade.

Lansing Branch

Location	Railroad	Signal
Albion	Michigan Central	Interlocked
Eaton Rapids	Michigan Central	Pole target
Homer	Michigan Central	Interlocked
Lansing	M. U. T. Electric	"
Lansing	G. T. W.	"
Lansing	Transit Crossing	Pole target

Fort Wayne Branch.

Location	Railroad	Signal
Auburn Junction	B. & O. Vandalia and T. & C. Electric	Interlocked
Ft. Wayne Jct.	Michigan Division	"
Fort Wayne	N. Y. C. & St. L.	Gates
Ft. Wayne	G. R. & I.	No Signal
Fort Wayne	P. F. W. & C.	Interlocked
Hanover	Michigan Central	Pole target
Haires (Intersection)	Michigan Central	Interlocked
Jackson	Jackson Bch. & Cinn. North	Interlocked
Steubenville	Wabash	Interlocked
Waterloo	Mich. Div'n	Interlocked

Ypsilanti Branch.

Location	Railroad	Signal
Pittsfield Jct.	Ann Arbor	Interlocked
Three miles west of Ypsilanti	D. J. & C. Elec.	"
Ypsilanti (Intersection)	Michigan Central	"

Dundee Branch.

Location	Railroad	Signal
Addison Junction	Cincinnati Northern	Gates
Britton	Wabash	Interlocked
Dundee	Ann Arbor	Interlocked
Tecumseh Jct	Jackson Branch	Gates

Note:—No distant signals at Waterloo, Auburn Junction, Fort Wayne Junction, Ypsilanti, and D. J. & C. Electric west of Ypsilanti; also on north side at Jackson and Albion.

18.

19. Modifications and Changes of Rules in addition to pamphlet covering Modifications and Changes in Transportation Department Book of Rules and Book of Signal Rules to cover operation of Manual Block System.

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 the symbol * is discontinued.

Rule 11.

A train or engine finding a fusee on or near the track burning red, will stop; after removing it from the track 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.

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.

Except in manual block territory 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-87 and 450, add.

When necessary to get clearance by telephone, clearance must be secured personally by either conductor or engineman. Brake-man must not be permitted to get clearance.

Rule D-90 and D-109.

Authority to occupy main tracks or crossover on the time of firstclass 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 either direction, or if the view is obstructed from any cause, engine and trainmen will display stop signals.

Rules D-100e, D-100f, D-101.

Where there are more than two main tracks, provisions of these rules will apply to all main tracks.

Rule D-108.

Where there are two main tracks, trains will use the right-hand track unless otherwise instructed.

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.

Rules 221, 445, Caution Card, Form T-3044.

Lights will be used upon all block and train order signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them. In the absence of a light at night, trains will stop and if the office is apparently closed, will be governed by the indication of the signal. Caution cards will show to what point they govern, wording of cards having been changed to read "proceed with caution to....."

expecting to find track obstructed." All trains running against the current of traffic will be notified in the train order of any intermediate closed block stations."

Rule 221.

If a signal is not displayed at night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the superintendent from the next open telegraph office at which the train stops.

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 signal before starting, whenever conditions are such that the signal cannot be seen from the engine.

Note to Rule 211.

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 received 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.

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.

Rule 532.

Wherever switch indicators are used, they display a red disc or miniature semaphore at "stop" whenever the block is occupied or there is a train approaching the block from the rear, except that where switch indicators, in normal clear territory, are located within 1,500 feet in advance, and in sight of automatic signal protecting the block, such switch indicators will not display a red disc or miniature semaphore at "stop" when the block is occupied, but such switch indicators will display "stop" when there is a train approaching such block from the rear.

Rule 533.

Where switch indicators are used, a train desiring to enter the block from siding or crossover may do so at once if the indicator disc is withdrawn, or the miniature semaphore indicates "proceed". Precaution, however, must be taken to note if any approaching train is within sight or hearing; also that the indicator changes to "stop" position with opening of switch, except that where switch indicators in normal clear territory are located within 1,500 feet in advance and in sight of automatic signal protecting the block, such switch indicators will not display red disc or miniature semaphore with opening of switch.

Flagging signals must be at hand and used if indicator does not change (except as noted above) or other conditions make them necessary for safe movement.

Note.—The switch indicator on switches of crossovers between main tracks will give the block indication of the opposite track.

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

Dummy dolls will not display blue light by night.

Rule 953, add.

Signals must also be exchanged at intervals of not to exceed 10 minutes when moving.

20. Yard Time Tables.

Jackson Yard time table governs between Haires and Jackson.

21. Use of Specially Designated Tracks.

Passenger trains using slow speed track to be passed, will run so that, if possible, they will be moving when 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.

Trains taking siding will take first switch except.:

Addison Jct.—Westbound, first switch west of station.

Albion—Northbound, first switch north of permissive block signal north of passenger station.

Auburn—Northbound, second switch north of passenger station.

Auburn Junction—Northbound, first switch north of B. & O. crossing.

Dimondale—Northbound first switch north of passenger station.

Fremont—Southbound first switch south of passenger station.

Ft. Wayne—Southbound first switch north of Round House.

Jackson—Northbound, second switch north of Grand River bridge.

Jonesville—Westbound, first switch west of passenger station.

Lansing—Northbound, first switch north of viaduct.

Montgomery—Northbound first switch north of passenger station.

Pleasant Lake—Southbound, first switch south of water tank.

Reading—Northbound first switch north of passenger station.

Springport—Northbound second switch north of passenger station.

Waterloo—Northbound, first cross-over switch leading to the east siding.

34. COMPANY SURGEONS

Albion.....	A. J. Abbot.
Angola.....	H. D. Wood.
Ft. Wayne.....	J. M. Dinnen.
Hillsdale.....	W. H. Sawyer.
Jackson.....	D. E. Robinson.
Lansing.....	C. V. Russell.
Manchester.....	E. W. Conklin.
Tecumseh.....	L. G. North.
Waterloo.....	J. E. Showalter.
Ypsilanti.....	R. A. Clifford.

COMPANY HOSPITALS

Albion City Hospital,.....	Albion, Mich.
St. Joseph's Hospital.....	Ft. Wayne, Ind.

901. Local Instructions.

Detroit Division time table will govern between Manchester Junction and Manchester; Tecumseh Junction and Lenawee Junction.

Michigan Division time table will govern between Lenawee Junction and Adrian; Hillsdale and Jonesville. Trains must not foul Michigan Division main track without permission.

Rules governing the movement of trains by telegraph will apply where telephones are used for dispatching trains.

At Ft. Wayne, L. E. & W. trains use N. Y. C. tracks between Round House and P. Ft. W. & C. crossing.

At Ypsilanti N. Y. C. passenger trains arrive and depart from M. C. station and will use second side track south of main track in M. C. yard, and while doing so will protect themselves by interlocking semaphore located west of Junction of N. Y. C. with M. C. tracks.

Trainmen must flag Franklin Street, North Lansing.

All eastbound trains must stop at D. T. & I. Junction, as per Rule 98.

At Tecumseh Jct., Trains in either direction must not pass Jackson Branch Crossing with the block signal in stop position without instructions from the signalman as per Rule 481.

D. T. & I. trains use N. Y. C. main track from intersection of D. T. & I. tracks 1000 feet west of passenger station.

Extras may pass and run ahead of third class trains.

Lansing Branch		
Block Stations.	Telegraph Call	Hours Open.
Lansing.....	CB	7:30 A. M. to 7:30 P. M.
Dimondale.....	GY	7:30 A. M. to 7:30 P. M.
Eaton Rapids.....	JP	7:30 A. M. to 7:30 P. M.
Springport.....	S	7:30 A. M. to 7:30 P. M.
Devereaux.....	CM	8:00 A. M. to 8:00 P. M.
Albion.....	WM	7:00 A. M. to 7:00 P. M.
Homer.....	HR	7:30 A. M. to 7:30 P. M.
Litchfield.....	FE	7:30 A. M. to 7:30 P. M.
Jonesville.....	JO	6:00 A. M. to 12:00 night.

Fort Wayne Branch.		
Block Stations	Telegraph Call	Hours Open
Haires.....	R	Continuously.
Hanover.....	FN	6:30 A. M. to 8:15 P. M.
Mosherville.....	GD	7:00 A. M. to 7:50 P. M.
Jonesville.....	GW	7:15 A. M. to 7:15 P. M.
Ft. Wayne Jct.....	JX	Continuously.
Bankers.....	BK	7:45 A. M. to 7:45 P. M.
Reading.....	RG	6:30 A. M. to 7:25 P. M.
Montgomery.....	US	6:25 A. M. to 12:00 night
Ray.....	RA	8:00 A. M. to 8:00 P. M.
Fremont.....	DW	6:10 A. M. to 8:30 P. M.
Angola.....	RM	5:50 A. M. to 11:00 P. M.
Pleasant Lake.....	PA	5:45 A. M. to 11:30 P. M.
Summit.....	W	8:10 A. M. to 8:10 P. M.
Waterloo.....	WX	Continuously.
Auburn.....	GA	5:10 A. M. to 11:00 P. M.
Auburn Jct.....	JR	6:45 A. M. to 8:40 P. M.
New Era.....	Q	6:30 A. M. to 6:30 P. M.
No. Ft. Wayne.....	YD	10:00 A. M. to 5:30 P. M. 7:00 P. M. to 10:00 P. M.
Ft. Wayne Pass. Sta.....	FW	Continuously.

Ypsilanti Branch.		
Block Stations	Telegraph Call	Hours Open.
Ypsilanti Freight House...	SV	7:30 A. M. to 7:30 P. M.
Pittsfield Jct.....	CJ	7:00 A. M. to 7:00 P. M.
Saline.....	BO	7:45 A. M. to 7:45 P. M.
Bridgewater.....	CI	8:00 A. M. to 8:00 P. M.
Brooklyn.....	G	8:15 A. M. to 8:15 P. M.
Somerset.....	AC	8:15 A. M. to 8:15 P. M.
Somerset Center.....	A	8:16 A. M. to 8:16 P. M.
Jerome.....	UA	8:05 A. M. to 8:25 P. M.
North Adams.....	NR	7:30 A. M. to 9:30 P. M.
Hillsdale.....	D	Continuously.

Dundee Branch		
Block Stations	Telegraph Call	Hours Open.
Moscow.....	SC	7:30 A. M. to 7:30 P. M.
Addison.....	AD	7:50 A. M. to 7:50 P. M.
Addison Jct.....	JN	6:45 A. M. to 7:30 P. M.
Onsted.....	CD	7:35 A. M. to 7:35 P. M.
Tipton.....	PO	7:50 A. M. to 7:50 P. M.
Tecumseh Jct.....	SU	Continuously.
Ridgeway.....	RW	7:30 A. M. to 7:30 P. M.
Britton Tower.....	XN	Continuously.
Rea.....	KS	7:30 A. M. to 7:30 P. M.
Dundee Tower.....	RN	Continuously.

M. L. REYNOLDS, Superintendent.

H. W. LOOMIS, Train Master.

J. H. TUCKER, Chief Train Dispatcher.

NORTH LANSING TO JONESVILLE

SOUTH-BOUND—FIRST-CLASS		THIRD-CLASS									
Miles from North Lansing	STATIONS	6	2	4				64			
		Local	Local	Local				Freight			
	Sunday Only	Daily Except Sunday	Daily				Daily Except Sunday				
	LEAVE	A. M.	A. M.	P. M.				A. M.			
0.0	North Lansing.....	7.00	9.10	3.45							
1.07	Lansing.....	s 7.10	s 9.25	s 4.00				8.00			
2.20	G. T. Crossing.....										
6.16	Packard.....	f 7.19	f 9.35	f 4.09				8.13			
9.15	Dimondale.....	s 7.25	s 9.43 ¹	s 4.16 ³				s 8.25			
13.36	Kingsland.....	f 7.31	f 9.50	f 4.24				8.36			
18.66	Eaton Rapids.....	s 7.41	s 10.02	s 4.37				s 9.26 ¹			
23.43	Charlesworth.....	s 7.50	s 10.12	s 4.47				f 9.41			
28.34	Springport.....	s 7.58	s 10.20 ⁶⁴	s 4.56				s 10.20 ²			
32.41	Devereaux.....	s 8.05	s 10.28	s 5.04				s 10.40			
38.80	Albion.....	s 8.16	s 10.40 ⁶⁵	s 5.17				s 10.58 ⁶⁵			
43.82	Condit.....	f 8.23	f 10.48	f 5.25				11.55 12.10			
47.17	Homer.....	s 8.31 ¹	s 10.58	s 5.33				s 12.50			
54.45	Litchfield.....	s 8.47	s 11.11	s 5.45 ⁵				s 1.30			
61.13	Jonesville.....	9.03	11.29	6.04				2.08			
	ARRIVE	A. M.	A. M.	P. M.				P. M.			

On single track, southbound trains are superior to northbound trains of the same class, unless otherwise specified.

JONESVILLE TO NORTH LANSING

		NORTH-BOUND—FIRST-CLASS				THIRD-CLASS			
Miles from Jonesville	STATIONS	1	3	5	65				
		Local	Local	Local	Freight				
		Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday				
		LEAVE	A. M.	P. M.	P. M.	A. M.			
.....	Jonesville.....	7.54	2.34	5.30	8.40				
6.68	Litchfield..... s	8.11	2.47	5.45 ⁴	s 9.20				
13.96	Homer..... s	8.31 ⁶	3.00	5.58	s 9.45				
17.31	Condit..... f	8.38	3.07	6.05	9.55				
22.33	Albion..... s	8.49	3.17	6.16	s 10.38 ² 10.58 ⁶⁴				
28.72	Devereaux..... s	8.59	3.28	6.26	f 11.20				
32.79	Springport..... s	9.08	3.38	6.38	s 11.50				
37.70	Charlesworth..... f	9.14	3.46	6.45	f 12.10				
42.47	Eaton Rapids..... s	9.26 ⁶⁴	3.58	6.59	s 12.55				
47.77	Kingsland..... f	9.35	4.07	7.09	1.10				
51.98	Dimondale..... s	9.43 ²	4.16 ⁴	7.16	s 1.30				
54.97	Packard..... f	9.50	4.24	7.24	1.40				
58.93	G. T. Crossing.....								
60.06	Lansing..... s	10.05	4.40	7.37	2.00				
61.13	North Lansing.....	10.15	4.50	7.45					
	ARRIVE	A. M.	P. M.	P. M.	P. M.				

On single track, southbound trains are superior to northbound trains of the same class, unless otherwise specified.

JACKSON TO FORT WAYNE

SOUTH-BOUND—FIRST-CLASS					THIRD-CLASS			
Miles from Jackson.	STATIONS	8	22	18	20		72	74
		Local	Local	Local	Local		Freight	Freight
		Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily		Daily Except Sunday	Daily Except Sunday
		LEAVE	A. M.	A. M.	A. M.	P. M.		A. M.	P. M.
.....	Jackson.....	6.50	8.15	11.45	5.25		7.05	10.00
5.13	Haires.....	7.05	8.29	11.59	5.39		7.20	10.15
6.55	Wilsons.....	f 7.07	f 8.32		f 5.41			
10.43	Horton.....	s 7.14	s 8.40	s 12.08	s 5.48		s 7.35	10.30
14.04	Hanover.....	s 7.20	s 8.49	s 12.13	s 5.53		s 7.45	10.45
16.22	Stony Point.....	f 7.24	f 8.53	12.17	f 5.57			
18.83	Mosherville.....	s 7.29	s 9.02 ²¹	s 12.23	s 6.03		s 7.57	11.00
24.58	Jonesville.....	s 7.45	s 9.17	s 12.37	s 6.18		s 8.17 ⁷	11.20
25.29	Fort Wayne Jct.....	s 7.53	s 9.20	s 12.41	s 6.23		s 8.30	11.35
29.19	Hillsdale.....	s 8.05 ⁷	s 9.30 9.50	s 12.50 1.10	s 6.35 6.40			
33.41	Bankers.....	s 8.15	s 10.00	s 1.20	s 6.50		s 8.50	11.55
38.11	Reading.....	s 8.25	s 10.09	s 1.29 ⁹	s 6.59 7.05 ¹⁹		s 9.15	12.15
43.48	Montgomery.....	s 8.34	s 10.19	s 1.38	s 7.15		s 9.46	12.35
47.11	Ray.....	s 8.42	s 10.27	s 1.46	s 7.24		s 10.15	12.50
51.18	Fremont.....	s 8.50	s 10.36	s 1.54	s 7.33		s 10.50 ⁷³	1.15
58.53	Angola.....	s 9.04	s 10.49	s 2.07	s 7.46		s 11.40	1.40 ⁷⁵
62.78	Pleasant Lake.....	s 9.15 ⁷³	s 10.59	s 2.17	s 7.56		s 11.59	2.30
65.77	Steubenville.....	s 9.21	s 11.05	s 2.23	s 8.03			
66.99	Summit.....	s 9.25	s 11.08	s 2.27	f 8.06		s 12.25 ⁹	2.45
72.75	Waterloo.....	s 9.40 9.50	s 11.19	s 2.42 2.50	s 8.17		s 12.50	3.20
77.76	Auburn.....	s 10.00	s 11.29	s 3.00	s 8.27		s 1.20	3.45
78.92	Auburn Jct.....	s 10.03	s 11.33	s 3.03	s 8.31		s 1.45	4.00
82.43	St. Johns.....	f 10.09	f 11.40	f 3.09	f 8.37			
83.95	New Era.....	f 10.13	f 11.44	s 3.13	f 8.41		s 2.10	4.15
87.08	Stoners.....	10.18	11.49	3.19	8.47			
88.71	Huntertown.....	f 10.21	11.52	3.23	8.50			
90.71	Carroll's Crossing.....	f 10.24						
93.06	Academie.....	f 10.28	11.59	f 3.30	8.57			
97.13	North Fort Wayne.....	10.35	12.10	3.40	9.05		3.05	4.50
98.56	Fort Wayne.....	10.40	12.15	3.45	9.10			
	ARRIVE	A. M.	P. M.	P. M.	P. M.		P. M.	A. M.

On single track southbound trains are superior to northbound trains of the same class unless otherwise specified.

Omega Cement Works is flag stop for trains Nos. 8, 20 and 22.

FORT WAYNE TO JACKSON

NORTH-BOUND—FIRST-CLASS		THIRD-CLASS							
Miles from Ft. Wayne	STATIONS	7	21	9	19	73	75		
		Local	Local	Local	Local	Freight	Freight		
	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday			
	LEAVE	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.		
	Fort Wayne.....	5.00	6.00	11.30	4.45				
1.43	North Fort Wayne.....	5.03	6.03	11.33	4.48	6.00	10.00		
5.50	Academie.....	5.09	f 6.10	11.38	f 4.53	6.15	10.15		
7.85	Carroll's Crossing.....				f 4.56				
9.85	Huntertown.....	5.15		11.44	f 4.59				
11.48	Stoners.....	5.17		11.46	5.01	6.32			
14.61	New Era.....	5.22	f 6.25	f 11.51	s 5.07	s 6.42	10.40		
16.13	St. Johns.....		f 6.29	f 11.54	f 5.11	6.47			
19.64	Auburn Jct.....	s 5.31	s 6.37	s 12.01	s 5.19	s 7.20	11.00		
20.80	Auburn.....	s 5.35	s 6.41	s 12.04	s 5.23	s 7.50	11.20		
25.81	Waterloo.....	s 5.47	s 6.53	s 12.15	s 5.35	s 8.35	12.00		
31.57	Summit.....	5.57	f 7.05	s 12.25 ⁷²	s 6.02	s 8.55	12.25		
32.79	Steubenville.....	s 5.59	f 7.08	s 12.28	s 6.04				
35.78	Pleasant Lake.....	s 6.10	s 7.18	s 12.37	s 6.12	s 9.15 ⁸	12.55		
40.03	Angola.....	s 6.20	s 7.30	s 12.48	s 6.22	s 10.15	1.15		
47.38	Premont.....	s 6.32	s 7.43	s 1.01	s 6.34	s 10.50 ⁷²	1.40 ⁷⁴		
51.45	Ray.....	s 6.40	s 7.51	s 1.09	s 6.41	s 11.20	2.05		
55.08	Montgomery.....	s 6.48	s 7.59	s 1.17	s 6.48	s 11.50	2.25		
60.45	Reading.....	s 6.58	s 8.11	s 1.29 ¹⁸	s 7.00 ²⁰	s 12.20	2.45		
65.15	Bankers.....	s 7.08	s 8.20	s 1.39	s 7.09	s 12.45	3.15		
69.37	Hillsdale.....	s 7.25	s 8.37	s 1.55	s 7.25		3.40		
73.27	Fort Wayne Jct.....	s 8.13	s 8.45	s 2.03	s 7.33	s 1.20	4.10		
73.98	Jonesville.....	s 8.17 ⁷²	s 8.50	s 2.07	s 7.36	s 1.50	4.50		
79.73	Mosherville.....	s 8.28	s 9.02 ²²	s 2.18 ⁷³	s 7.46	s 2.18 ⁹	5.30		
82.34	Stony Point.....	f 8.33	f 9.06	f 2.23	f 7.50				
84.52	Hanover.....	s 8.38	s 9.10	s 2.28	s 7.54	s 2.42	6.00		
88.13	Horton.....	s 8.45	s 9.18	s 2.35	s 8.04	s 2.55	6.20		
92.01	Wilsons.....	f 8.55	f 9.28	f 2.45	f 8.15				
93.43	Haires.....	9.00	9.31	2.50	8.20	3.20	6.45		
98.56	Jackson.....	9.15	9.45	3.05	8.35	3.35	7.00		
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.		

On single track, southbound trains are superior to northbound trains of the same class, unless otherwise specified.

Omega Cement Works is flag stop for trains Nos. 7, 9 and 21.

YPSILANTI TO HILLSDALE

		WEST-BOUND—FIRST-CLASS				THIRD-CLASS			
Miles from Ypsilanti	STATIONS	35	37			69			
		Local	Local			Freight			
		Daily Except Sunday	Daily			Daily Except Sunday			
	LEAVE	A. M.	P. M.			A. M.			
	Ypsilanti.....	8.35	6.20			11.15			
7.06	Pittsfield Jct.....	s 8.47	f 6.35			s 11.40			
11.08	Saline.....	s 8.54	s 6.43			s 12.10			
17.32	Bridgewater.....	s 9.03	s 6.54			s 12.35			
24.43	Manchester, Ypsilanti Branch.....	9.15	7.05			12.55 ⁶⁸			
25.43	Manchester Jct.....	9.18 9.42 ³⁸	7.07 7.13			1.00 1.45			
29.75	Watkins.....	f 9.50	f 7.20			2.00			
35.68	Brooklyn.....	s 10.01	s 7.31			s 2.40			
40.69	Woodstock.....	s 10.11	s 7.41			s 3.00			
43.45	Somerset.....	s 10.17	s 7.47			s 3.20 ³⁶			
45.26	Somerset Centre.....	s 10.22 ⁶⁸	s 7.51			s 3.30			
48.88	Jerome.....	s 10.31	s 8.00			s 3.50			
53.62	North Adams.....	s 10.41	s 8.10			s 4.30			
61.12	Hillsdale.....	10.55	8.25			5.00			
	ARRIVE	A. M.	P. M.			P. M.			

On single track eastbound trains are superior to westbound trains of the same class unless otherwise specified.

HILLSDALE TO YPSILANTI

		EAST-BOUND—SECOND-CLASS					THIRD-CLASS									
Miles from Hillsdale	STATIONS	38		36							68					
		Local		Local							Freight					
		Daily		Daily Except Sunday							Daily Except Sunday					
		LEAVE		A. M.		P. M.							A. M.			
.....	Hillsdale.....	8.10	.....	2.45	.....	.....	.....	.....	.....	.....	.....	9.00	.....	.....	.....	.....
7.50	North Adams..... s	8.25	..... s	3.00	.....	.....	.....	.....	.....	.....	.....	s 9.40	.....	.....	.....	.....
12.24	Jerome..... s	8.34	..... s	3.09	.....	.....	.....	.....	.....	.....	.....	s 10.00	.....	.....	.....	.....
15.86	Somerset Centre..... s	8.41	..... s	3.16	.....	.....	.....	.....	.....	.....	.....	s 10.22 ³⁵	.....	.....	.....	.....
17.67	Somerset..... s	8.46	..... s	3.20 ⁶⁹	.....	.....	.....	.....	.....	.....	.....	s 10.35	.....	.....	.....	.....
20.43	Woodstock..... s	8.52	..... s	3.26	.....	.....	.....	.....	.....	.....	.....	s 10.52	.....	.....	.....	.....
25.44	Brooklyn..... s	9.04	..... s	3.37	.....	.....	.....	.....	.....	.....	.....	s 11.35	.....	.....	.....	.....
31.37	Watkins..... f	9.16	..... f	3.48	.....	.....	.....	.....	.....	.....	.....	11.52	.....	.....	.....	.....
35.69	Manchester Jct.....	9.26	.....	3.56	.....	.....	.....	.....	.....	.....	.....	12.10	.....	.....	.....	.....
36.69	Manchester, Ypsilanti Branch.....	9.40 ³⁵	.....	4.02	.....	.....	.....	.....	.....	.....	.....	12.50	.....	.....	.....	.....
		9.42	.....	4.04	.....	.....	.....	.....	.....	.....	.....	12.55 ⁶⁹	.....	.....	.....	.....
43.80	Bridgewater..... s	9.55	..... s	4.17	.....	.....	.....	.....	.....	.....	.....	s 1.25	.....	.....	.....	.....
50.04	Saline..... s	10.07	..... s	4.28	.....	.....	.....	.....	.....	.....	.....	s 2.00	.....	.....	.....	.....
54.06	Pittsfield Jct..... f	10.15	..... s	4.36	.....	.....	.....	.....	.....	.....	.....	s 2.25	.....	.....	.....	.....
61.12	Ypsilanti.....	10.30	.....	4.50	.....	.....	.....	.....	.....	.....	.....	2.45	.....	.....	.....	.....
	ARRIVE	A. M.		P. M.							P. M.					

On single track east-bound trains are superior to west-bound trains of the same class unless otherwise specified.

DUNDEE TO MOSCOW

WEST-BOUND—FIRST-CLASS

THIRD-CLASS

Miles from Dundee	STATIONS	1	41	31	3			29	55	
		D. T. & I.	Local	Local	D. T. & I.			Freight	D. T. & I.	
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily			Daily Except Sunday	Daily	
		LEAVE	A. M.	P. M.	P. M.	P. M.			A. M.	P. M.
	Dundee.....	9.50		4.20	6.30				10.50	
3.83	Rea.....	f 9.57		s 4.38 ²	f 6.38				11.02	
9.41	Britton.....	f 10.08		s 4.59	f 6.49				11.19	
11.28	Ridgeway.....	f 10.13		s 5.10	f 6.53				11.24	
15.60	Tecumseh Jct.....	10.22 ⁴² A. M.		5.20 P. M.	7.00 P. M.				11.40 P. M.	
15.60	Tecumseh Jct.....		P. M. 4.02					7.50 9.10 ⁴		
21.80	Tipton.....		s 4.16					s 9.30 10.10 ⁴²		
24.92	Pentecost.....		s 4.23					f 10.25		
28.32	Onsted.....		s 4.32					s 10.55		
33.80	Devils Lake.....		s 4.45					f 11.10		
35.91	Addison Jct.....		s 4.52					s 11.20		
36.82	Addison.....		s 4.55					s 11.50 ³⁰		
42.18	Baker.....		f 5.07					f 12.05		
43.89	Jerome.....		s 5.11					s 12.10		
46.80	Moscow.....		s 5.18					s 12.25		
	ARRIVE	A. M.	P. M.	P. M.	P. M.			P. M.	P. M.	

On single track eastbound trains are superior to westbound trains of the same class unless otherwise specified.
No. 29 will carry passengers.

MOSCOW TO DUNDEE

EAST-BOUND—FIRST-CLASS

THIRD-CLASS

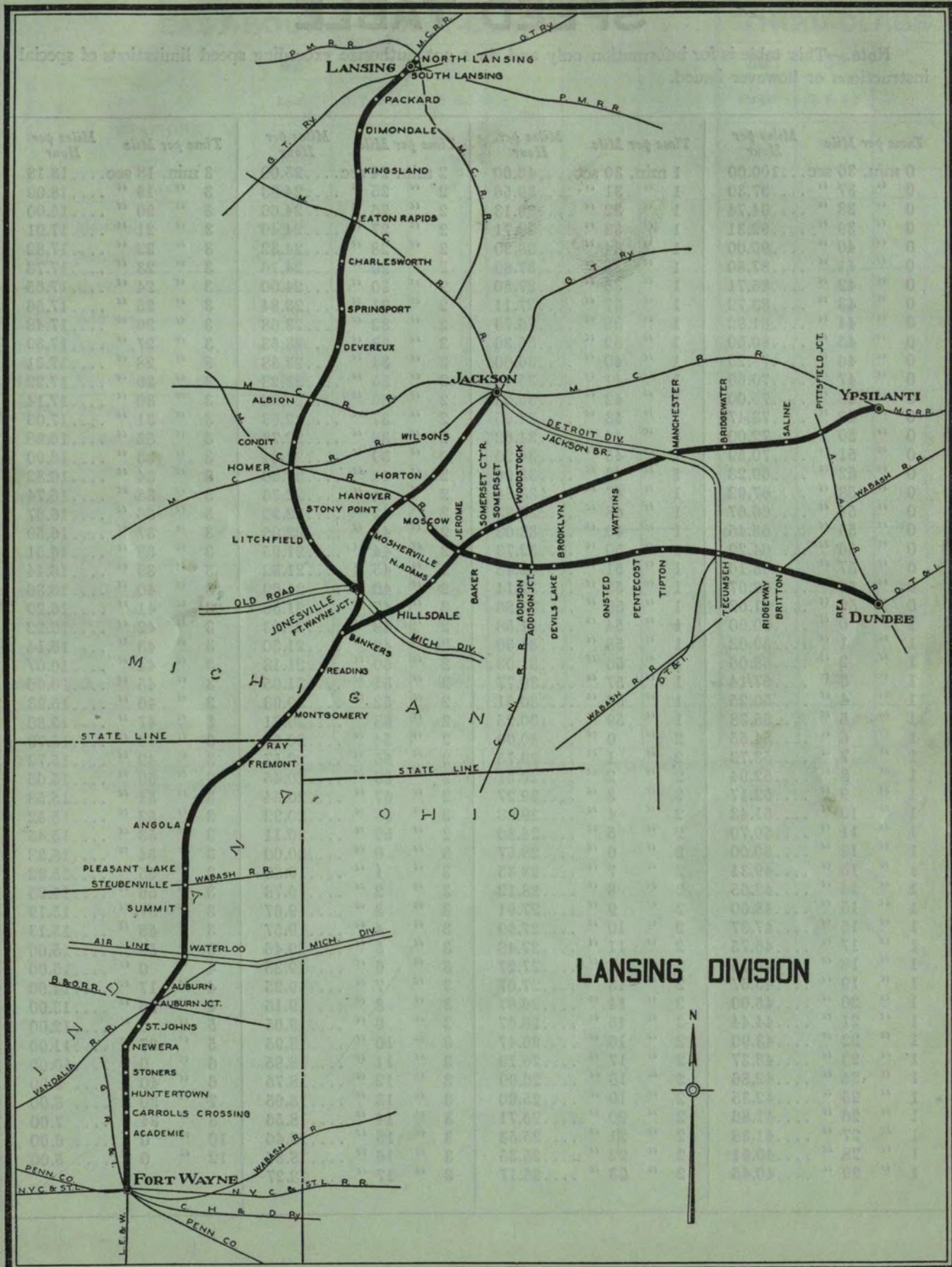
Miles from Moscow	STATIONS	EAST-BOUND—FIRST-CLASS				THIRD-CLASS			
		42	4	2		30	54		
		Local	D. T. & I.	D. T. & I.		Freight	D. T. & I.		
		Daily Except Sunday	Daily	Daily Except Sunday		Daily Except Sunday	Daily		
	LEAVE	A. M.	A. M.	P. M.		A. M.	P. M.		
.....	Moscow.....	s 9.15						s 10.57	
2.91	Jerome.....	s 9.21						s 11.10	
4.62	Baker.....	f 9.25						f 11.15	
9.98	Addison.....	s 9.37						s 11.50 ²⁹	
10.89	Addison Jct.....	s 9.40						s 12.01	
13.00	Devils Lake.....	s 9.45						f 12.15	
18.48	Onsted.....	s 9.56						s 1.05	
21.88	Pentecost.....	s 10.03						f 1.20	
25.00	Tipton.....	s 10.10 ²⁹						s 1.40	
31.20	Tecumseh Jct.....	10.22 ¹ A. M.						s 2.10	
31.20	Tecumseh Jct.....		A. M. 9.10 ²⁹	P. M. 4.16				3.10	P. M. 7.25
35.52	Ridgeway.....		f 9.18	f 4.24				s 3.25	7.40
37.39	Britton.....		f 9.21	f 4.27				s 3.40	7.45
42.97	Rea.....		f 9.32	f 4.38 ³¹				s 3.54	8.00
46.80	Dundee.....		9.40	4.46				4.05	8.15
	ARRIVE	A. M.	A. M.	P. M.				P. M.	P. M.

On single track eastbound trains are superior to westbound trains of the same class unless otherwise specified.
No. 30 will carry passengers.

SPEED TABLE

Note.—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



LANSING DIVISION

