Pere Marquette Railway

Toledo-Ludington Division

Time Table No. 26

Effective Sunday, June 24, 1928

AT 12:01 A. M.

Central Standard Time

Former Time Tables Must be Destroyed

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 Employees Only.

Employees must provide themselves with copy of Rules and Regulations of the Operating Department, Effective May 1, 1914, also copy of Supplemental Book of Rules, Effective June 1st, 1928.

FRANK H. ALFRED,
President and General Manager,
DETROIT

A. E. BADGER,
General Superintendent,
DETROIT

A. J. MINARD,
Ass't Gen. Superintendent
DETROIT

W. H. WALLACE
Superintendent
SAGINAW

SEEMANN & PETERS, SAGINAW

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W. H. WALLACE
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SAGINAW

4000—A8167

SEEMANN & PETERS, SAGINAW

Long Car Room on Other Tracks	Long Car Room on Siding	TIME TABLE NO. 26 Sunday, June 24, 1928. STATIONS	FIRST CLASS								
			41	31	37	43	19	45	33	47	35
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			Penna 405	B & O-58	B & O-28	Penna 105	B & O-22	Penna 69	B & O-56	Penna 117	B & O-54
		TOLEDO	AM 3 52	AM 4 30	AM 4 45	AM 5 08	AM 5 50	AM 6 17	PM 1 50	PM 5 38	PM 5 40
		8.79									
	100 s	Alexis	4 00	4 50	5 05	5 18	6 08	6 25	2 08	5 47	6 00
		END OF 5.19 DOUBLE TRACK									
20		ERIE	4 08	4 58	5 13	5 25	6 14	6 31	F 2 15	5 55	6 07
		9.95									
212	102 s	Monroe	4 20	S 5 12	S 5 27	G 5 38	E 6 25	F 6 42	S 2 31	F 6 07	S 6 20
	102n	5.17									
8	93 s	Steiner	4 27	5 19	5 35	5 45	6 31	6 48	2 39	6 13	6 28
	65 n	4.82									
60	88 n	Carleton	4 33 AM	5 28	S 5 44	5 51 AM	6 36	6 53 AM	F 2 48	6 20 PM	6 37
	95 s	7.23									
6	102 n	New Boston		5 39	5 57		6 45		F 3 00		6 46
	59 s	END OF 4.09 DOUBLE TRACK									
20	79 n	Romulus		5 45 AM	6 06 AM		6 50 AM		3 08 PM		6 53 PM
		3.67									
100	99	Wayne									
		3.71									
60	100	Canton									
		4.43									
580		PLYMOUTH YARD									
		3.52									
58	69	Northville									
		3.97									
35	83	Novi									
		4.20									
60	76	Wixom									
		5.28									
82	110	Milford									
		3.79									
40	87	Highland									
		3.03									
122	113	Clyde									
		3.48									
4	85	Rose Centre									
		4.61									
208	47 s	Holly									
	110 n	5.10									
12	110	Newark									
		4.42									
56	118	Grand Blanc									
		FLINT BELT 2.27 JUNCTION									
		Atwood Junction									
		5.05									
1587		Flint									
		1.42									
1330		North Flint									
		3.19									
		Kearsley									
		END OF D'LE TR'K 3.33 FLINT BELT JUNC									
1830	101	McGREW JUNCTION									
		END OF 2.60 DOUBLE TRACK									
70	73	Mt. Morris									
		4.82									
69	170	Clio									
		5.81									
48	170	Birch Run									
		3.32									
6	170	Blackmar									
		END OF 5.87 DOUBLE TRACK									
138		Bridgeport									
		4.10									
27		Hoyt									
		2.18									
2700		SAGINAW									
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			41	31	37	43	19	45	33	47	35

Rules D-154 to D-164 inclusive as printed in Supplemental Book of Rules are effective between Romulus and Alexis.

Trains or engines coming from Wabash Ry. at Romulus, from Penna. Ry. at Carleton from N. Y. Central or from Ann Arbor Ry. at Alexis will be cleared by home signal of interlocking.

Rules 211-C and 211-D as printed in Supplemental Book of Rules are in effect between Romulus and Saginaw.

All trains procure clearance at Plymouth Yard office.

No. 33 will stop at all flag stations and at Winchester, Steiner and Waltz on request of agent or baggageman or mail clerk in charge of mail to load or unload parcel post mail.

(G) No. 43 stops at Monroe to discharge passengers only.

(E) No. 19 stops at Monroe to let off passengers from Willard or beyond.

Subdivision No. 1 — TOLEDO TO SAGINAW — Trains Northward

TIME TABLE NO. 26
Sunday, June 24, 1928

Distance from Saginaw Miles	Telegraph Stations		STATIONS	FIRST CLASS 101 Daily	103 Daily Ex. Sun.	107 Daily	115 Daily Ex. Sun.		SECOND CLASS 23 Daily Ex. Sun.	155 Daily	157 Daily	159 Daily
										TM-1	DBC-1	TM-3
139.14	D-N		TOLEDO									
			8.79									
130.35	D-N	X	Alexis									
			END OF 5.19 D'BLE TRACK									
125.37	D-N		ERIE							PM 2 30		PM 11 30
			9.95									
115.15	D-N	WX	Monroe							2 55		12 00
			5.17									
109.98			Steiner							3 08		12 15
			4.82									
105.16	D-N	XY	Carleton							3 23		1 00
			7.23									
97.93		W	New Boston							3 50		1 30
			END OF 4.09 D'BLE TRACK									
93.84	D-N	X	Romulus							4 05		1 45
			3.67									
90.17	D-N	XY	Wayne							4 15		2 00
			3.71									
86.46			Canton							4 22		2 10
		T	4.43									
82.03	D-N	CWYX	PLYMOUTH YARD	AM 12 01	AM 8 45	PM 5 28	PM 9 15			4 35	PM 9 30	2 25
			3.52									
78.51	D		Northville	$ 12 10	$ 8 54	5 34	9 21			4 47	9 45	2 40
			3.97		102							
74.54	D		Novi	12 17	$ **901**	5 39	9 27			5 00	10 05	2 55
			4.20									158
70.34	D-N	WX	Wixom	12 25	$ 9 09	5 45	9 34			5 23	10 25	**3 15**
			5.28									
65.06	D		Milford	$ 12 33	$ 9 18	5 52	9 41			5 35	10 40	3 30
			3.79									
61.27	D		Highland	12 40	$ 9 26	5 57	9 47			5 48	10 55	3 40
			3.03			155				107		
58.24	D-N	W	Clyde	12 46	$ 9 33	**6 01**	9 52			**6 01**	11 05	3 50
			3.48									156
54.76			Rose Centre	12 52	$ 9 40	6 06	9 57			6 16	11 15	**4 05**
			4.61									
50.15	D-N	WX	Holly	$ 1 02	$ 9 50	$ 6 15	10 06			6 26	11 30	4 25
			5.10							106		
45.05		W	Newark	1 10	9 58	6 21	10 13			**6 42**	11 45	4 45
			4.42	158								
40.63	D		Grand Blanc	**1 18**	$ 10 06	6 27	10 18			7 07	11 55	5 05
			FLINT BELT 2.27 JUNCTION			106						
38.36	D-N	Y	Atwood Junction	1 23	10 10	**6 30**	10 21			7 15	12 01	5 15
33.31	D-N	WX	Flint	{ $ 1 32 / 1 55	{ $ 10 20 / 10 30	{ $ 6 42 / 6 53	{ $ 10 30 / 10 35			Via Flint Belt	Via Flint Belt	Via Flint Belt
			1.42									
31.89			North Flint	2 01	10 35	6 58	10 40					
			3.19									
32.03	D-N	X	Kearsley							7 25	12 11	5 25
			END OF D'LE TR'K 3.33 FLINT B'LT JUNC.	156								
28.70	D-N	CWYO	McGREW JUNCTION	**2 07**	C 10 40	7 05	10 46			7 55	1 20	6 20
			END OF 2.60 D'BLE TRACK								156	
26.10	D		Mt. Morris	2 15	$ 10 46	7 09	10 51			8 10	**1 40**	6 35
			4.82									
21.28	D-N	W	Clio	2 23	$ 10 52	7 15	10 58			8 20	1 50	6 50
			5.81				158					102
15.47	D-N		Birch Run	2 31	$ 11 01	7 23	**11 06**			8 32	2 05	**7 11**
			3.32									
12.15			Blackmar	2 40	11 06	7 28	11 10			8 40	2 20	7 25
			END OF 5.87 D'BLE TRACK									
6.28	D-N		Bridgeport	2 50	11 14	7 36	11 16			8 52	2 40	7 45
			4.10						PM			
2.18	D-N	XY	Hoyt	2 57	11 19	7 41	11 21		2 47	9 05	2 50	8 00
			2.18									
0.00	D-N	CWTXYO	SAGINAW	3 05 AM	11 25 AM	7 45 PM	11 25 PM		2 55 PM	PM	AM	AM
				Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.		Daily Ex. Sun.	Daily	Daily	Daily
				101	**103**	**107**	**115**		**23**	**155**	**157**	**159**

The time shown on all scheduled trains at McGrew Junction apply at the coal dock.

The time for all trains shown on time table at Plymouth Yard applies to the north switch of the northeast wye.

The time shown at Flint applies at the passenger station.

All except first class trains will use Flint Belt track through Flint, except as otherwise advised through train order.

All trains procure clearance at Plymouth Yard office.

Rules 211-C and 211-D as printed in Supplemental Book of Rules are in effect between Romulus and Saginaw.

(C) Nos. 102 and 103 stop at McGrew coal dock to unload Company material.

The siding at Dort located 2.3 miles south of McGrew Junction on Flint Belt holds 77 cars.

All except first class trains must get clearance before leaving McGrew Junction.

Subdivision No. 1 — SAGINAW TO TOLEDO — Trains Southward

Long Car Room on Other Tracks	Long Car Room on Siding	TIME TABLE NO. 26 Sunday, June 24, 1928. STATIONS	FIRST CLASS								
			32	34	42	44	20	46	38	48	36
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			B & O-55	B & O-53	Penna 116	Penna 68	B & O-21	Penna 444	B & O-27	Penna 106	B & O-57
		TOLEDO	AM 9 15	PM 12 50	PM 1 33	PM 4 23	PM 5 05	PM 11 12	PM 11 35	PM 11 38	PM 11 55
		8.79									
	100 s	**Alexis**	8 55	12 30	1 24	4 14	4 45	11 01	11 15	11 28	11 35
		END OF 5.19 D'BLE TRACK									
20		**ERIE**	F 8 46	12 23	1 17	4 08	4 37	10 53	11 06	11 21	11 27
	102 s	9.95									
212	102n	**Monroe**	S 8 32	D 12 12	F 1 05	E 3 57	D 4 26	10 40	S 10 52	F 11 03	S 11 14
	93 s	5.17									
8	65 n	**Steiner**	8 21	12 06	12 57	3 51	4 20	10 33	10 43	10 56	11 05
	88 n	4.82									
60	95 s	**Carleton**	F 8 15	12 01	12 51 PM	3 46 PM	4 15	10 27 PM	10 37	10 50 PM	10 59
		7.23									
6	102 n	**New Boston**	F 8 03	11 53			4 06		10 28		10 48
	59 s	END OF 4.09 D'BLE TRACK									
20	79 n	**Romulus**	7 57 AM	11 47 AM			4 01 PM		10 22 PM		10 42 PM
		3.67									
100	99	**Wayne**									
		3.71									
60	100	**Canton**									
		4.43									
580		**PLYMOUTH YARD**									
		3.52									
58	69	**Northville**									
		3.97									
35	83	**Novi**									
		4.20									
60	76	**Wixom**									
		5.28									
82	110	**Milford**									
		3.79									
40	87	**Highland**									
		3.03									
122	113	**Clyde**									
		3.48									
4	85	**Rose Centre**									
	47 s	4.61									
208	110 n	**Holly**									
		5.10									
12	110	**Newark**									
		4.42									
56	118	**Grand Blanc**									
		FLINT BELT 2.27 JUNCTION									
		Atwood Junction									
		5.05									
1587		**Flint**									
		1.42									
1330		**North Flint**									
		3.19									
		Kearsley									
		END OF D'LE TR'K 3.33 FLINT BELT JUNC.									
1830	101	**McGREW JUNCTION**									
		END OF 2.60 D'BLE TRACK									
70	73	**Mt. Morris**									
		4.82									
69	170	**Clio**									
		5.81									
48	170	**Birch Run**									
		3.32									
6	170	**Blackmar**									
		END OF 5.87 D'BLE TRACK									
138		**Bridgeport**									
		4.10									
27		**Hoyt**									
		2.18									
2700		**SAGINAW**									
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			32	34	42	44	20	46	38	48	36

Rules D-154 to D-164 inclusive as printed in supplemental Book of Rules are effective between Romulus and Alexis.

Trains or engines coming from Wabash Ry. at Romulus from Penna. Ry. at Carleton from N. Y. Central or from Ann Arbor Ry. at Alexis will be cleared by home signal of interlocking.

Rules 211-C and 211-D as printed in Supplemental Book of Rules are in effect between Romulus and Saginaw.

No. 32 will stop at all flag stations and Waltz, Steiner and Winchester on request of agent or baggageman or mail clerk in charge of mail to load or unload parcel post mail.

(D) Monroe is flag stop for No. 34 and No. 20 to pick up passengers for points beyond Toledo.

(E) No. 44 stop at Monroe to pick up passengers for Harrisburg or beyond.

All trains will procure clearance at Plymouth Yard office.

Subdivision No. 1 — SAGINAW TO TOLEDO — Trains Southward

Distance from Saginaw	Telegraph Stations		TIME TABLE NO. 26 Sunday, June 24, 1928	FIRST CLASS						SECOND CLASS		
				114	102	104	106			22	156	158
Miles			STATIONS	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily			Daily Ex. Sun.	Daily	Daily
											MT-2	BCD-2
139.14	D-N		**TOLEDO**									
			8.79									
130.35	D-N	X	**Alexis**									
			END OF 5.19 D'BLE TRACK									
125.37	D-N		**ERIE**								AM 8 30	
			9.95									
115.15	D-N	WX	**Monroe**								8 00	
			5.17									
109.98			**Steiner**								7 45	
			4.82									
105.16	D-N	XY	**Carleton**								7 30	
			7.23									
97.93		W	**New Boston**								7 05	
			END OF 4.09 D'BLE TRACK									
93.84	D-N	X	**Romulus**								6 50	
			3.67									
90.17	D-N	XY	**Wayne**								6 35	
			3.71									
86.46			**Canton**								6 20	
		T	4.43	156 AM	AM	PM	PM				114	AM
82.03	D-N	CWYX	**PLYMOUTH YARD**	**5 45**	9 12	1 57	7 57				{**6 00**	4 00
			3.52								{**5 40**	
78.51	D		**Northville**	5 40	9 08	1 52	S 7 50				5 30	3 45
			3.97		103							
74.54	D		**Novi**	5 35	**9 01**	1 46	S 7 41				5 15	3 30
			4.20									159
70.34	D-N	WX	**Wixom**	5 29	8 55	1 38	S 7 33				5 00	**3 15**
			5.28									
65.06	D		**Milford**	5 23	8 47	S 1 30	S 7 25				4 40	2 55
			3.79									
61.27	D		**Highland**	5 17	8 40	1 23	S 7 13				4 25	2 45
			3.03									
58.24	D-N	W	**Clyde**	5 13	8 35	1 19	S 7 08				4 15	2 35
			3.48									159
54.76			**Rose Centre**	5 08	8 30	1 14	F 7 00				**4 05**	2 20
			4.61									
50.15	D-N	WX	**Holly**	5 02	S 8 22	S 1 08	S 6 53				3 45	2 00
			5.10				155					
45.05		W	**Newark**	4 52	8 12	12 59	**6 42**				3 30	1 33
			4.42									101
40.63	D		**Grand Blanc**	4 45	8 05	12 53	S 6 35				3 07	**1 18**
			FLINT BELT 2.27 JUNCTION				107					
38.36	D-N	Y	**Atwood Junction**	4 41	8 01	12 49	**6 30**				2 55	1 00
			5.05	{4 33	{7 52	{12 40	{6 21					
33.31	D-N	WX	**Flint**	{S 4 28	{S 7 46	{S12 33	{S 6 11				Via Flint Belt	Via Flint Belt
			1.42									
31.89			**North Flint**	4 23	7 41	12 27	6 06					
			3.19									
32.03	D-N	X	**Kearsley**								2 40	12 45
			END OF D'LE TR'K 3.33 FLINT BELT JUNC.								101	
28.70	D-N	CWYO	**McGREW JUNCTION** (C)	4 18	C 7 35	12 21	6 00				**2 07**	12 30
			END OF 2.60 D'BLE TRACK								157	
26.10	D		**Mt. Morris**	4 15	S 7 30	12 17	5 56				**1 40**	11 35
			4.82									
21.28	D-N	W	**Clio**	4 09	S 7 21	12 12	5 51				1 25	11 22
			5.81		159							115
15.47	D-N		**Birch Run**	4 02	S **7 11**	12 05	5 44				1 10	**11 06**
			3.32									
12.15			**Blackmar**	3 58	7 03	12 01	5 40				1 00	10 45
			END OF 5.87 D'BLE TRACK									
6.28	D-N		**Bridgeport**	3 52	6 55	11 55	5 34				12 45	10 30
			4.10							AM		
2.18	D-N	XY	**Hoyt**	3 47	6 50	11 50	5 29			7 06	12 30	10 15
			2.18									
0.00	D-N	CWTXYO	**SAGINAW**	3 43 AM	6 45 AM	11 45 AM	5 25 PM			7 00 AM	AM	PM
				Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily			Daily Ex. Sun.	Daily	Daily
				114	**102**	**104**	**106**			**22**	**156**	**158**

Southward trains receiving clear train order signal or clearance card, Form 109, at Hoyt, may proceed to Bridgeport on southward track without a running order and must not foul northward track until orders have been read.

All except first-class trains will use Flint Belt track through Flint, except as otherwise advised through train order.

The time for all trains shown on time table at Plymouth Yard applies to the north switch of the northeast wye.

The time shown on all scheduled trains at McGrew Junction apply at the coal dock.

Rules 211-C and 211-D as printed in Supplemental Book of Rules are in effect between Romulus and Saginaw.

The time shown at Flint applies at the passenger station.

(C) Nos. 102 and 103 stop at McGrew coal dock to unload company material.

All except first class trains must get clearance before leaving McGrew Junction.

The siding at Dort, located 2.3 miles south of McGrew Junction on Flint Belt, holds 77 cars.

All trains will procure clearance at Plymouth Yard office.

SUBDIVISION No. 3

Trains Northward — SAGINAW AND BAY CITY — Trains Southward

FIRST CLASS			Distance from Saginaw		TIME TABLE NO. 26 Sunday, June 24, 1928.	Long Car Room on Other Tracks	Long Car Room on Siding	FIRST CLASS			
107	103	101						102	104	106	
Daily	Daily Ex. Sun.	Daily	Miles		STATIONS			Daily	Daily Ex. Sun.	Daily	
PM 7 55	AM 104 **11 35**	AM 3 20			**SAGINAW**	2030		AM 6 30	AM 103 **11 30**	PM 5 10	
					0.54						
					Norman Street Switch						
					1.00						
8 00	11 39	3 25	1.54		**Loop Line Switch**			6 26	11 25	5 05	
					6.07						
8 08	11 47	3 33	7.61		**Cheboyganing**		35	6 18	11 17	4 57	
					2.45						
A 8 13	A11 51	A 3 37	10.05		**South Bay City**	58	35	B 6 14	B11 13	B 4 53	
					0.99						
8 17	11 53	3 41	11.04		**23rd Street**	40		6 09	11 09	4 49	
					0.68						
8 20	11 55	3 44	11.72		**Columbus Avenue**	14		6 06	11 06	4 46	
					0.74						
8 25 PM	12 00 NOON	3 50 AM	12.46	CWTO	**BAY CITY**	430		6 00 AM	11 00 AM	4 40 PM	
					1.80						
			14.26		**FOSS**	180					
Daily	Daily Ex. Sun.	Daily						Daily	Daily Ex. Sun.	Daily	
107	103	101						102	104	106	

(A) Stop to let off passengers only.

Trains must not exceed 10 miles an hour between Bay City Passenger Station and Foss.

Trains must not exceed 15 miles per hour on Huron and Western Branch.

(B) Stop to pick up passengers only.

D & M engines and trains using tracks between Foss and yard limit board south of South Bay City will be governed by Pere Marquette Rules and Time Table.

SUBDIVISION No. 2

Northward — FLINT and FOSTORIA — Southward

Long Car Room on Other Tracks	Long Car Room on Siding	TIME TABLE NO. 26 Sunday, June 24,1928. STATIONS	Telegraph Stations	Distance from McGrew
10		**McGREW JUNCTION**	D-N	
		3.71		
15		**Genesee**		3.71
		2.39		
11		**Rogersville**		6.10
		3.83		
3	19	**Otisville**	D	9.93
		4.40		
24		X **Otter Lake**	D	14.34
		5.18		
16	22	**FOSTORIA**	D	19.51

Syphon at Fostoria, and one-half mile West of Otter Lake.

SUBDIVISION No. 4

Trains Westward — SAGINAW AND LUDINGTON — Trains Eastward

Long Car Room on Other Tracks	Long Car Room on Siding	SECOND CLASS 55 Daily TM-1	SECOND CLASS 57 Daily SM-1	SECOND CLASS 59 Daily TM-3	FIRST CLASS 15 Daily Ex. Sun.	FIRST CLASS 1 Daily Ex. Sun.	TIME TABLE NO. 26 Sun., June 24, 1928 STATIONS	FIRST CLASS 14 Daily Ex. Sun.	FIRST CLASS 4 Daily Ex. Sun.	SECOND CLASS 54 Daily M-SG-2	SECOND CLASS 56 Daily MS-2	SECOND CLASS 58 Daily MT-2	Location Coal, Water, Turntables, Wyes, Scales	Telegraph Stations	Distance from Saginaw Miles
					PM	AM		AM	AM						
2030					11 35	7 10	SAGINAW	3 35	11 30				CWTYO	D-N	0.0
							0.68								
97		PM 11 50	PM 8 30	AM 9 45	11 37	7 12	Mershon	3 30	11 26	PM 6 50	PM 9 26	PM 10 55	X	D-N	0.68
							5.24								
10	56	12 05	8 45	10 00	11 45	F 7 20	Lawndale	3 23	F 11 18	6 30	9 15	10 40			5.92
			56				5.11				57				
26	100	12 20	**9 00**	10 15	11 53	S 7 31	Freeland	3 16	S 11 10	6 15	**9 00**	10 25		D	11.03
							4.40								
8	49	12 35	9 10	10 30	11 59	F 7 40	Smith's Crossing	3 10	F 11 02	6 00	8 45	10 15			15.43
				4			3.07		59						
	100	12 45	9 20	**10 56**	12 04	7 45	Dean	3 05	**10 56**	5 50	8 30	10 05			18.50
							1.55								
545	47	12 50	9 30	11 05	S 12 07	S 7 57	Midland	S 3 02	S 10 54	5 30	8 10	10 00	W	D-N	20.05
			58				5.85					57			
16	49	1 00	**9 45**	11 20	12 15	F 8 06	Averill	2 52	F 10 42	5 15	7 55	**9 45**			25.90
							2.39								
20	74	1 15	10 00	11 30	12 18	S 8 11	Sanford	2 48	S 10 37	5 10	7 50	9 35		D	28.29
	41n						5.94								
20	40s	1 30	10 20	11 50	12 27	S 8 23	North Bradley	2 40	S 10 25	4 57	7 37	9 20			34.23
							5.64								
182	100	1 45	10 35	12 10	12 36	S 8 36	Coleman	2 32	S 10 16	4 45	7 25	9 05	WY	D	39.87
							4.85								
17	72	1 55	10 45	12 20	12 42	F 8 45	Loomis	2 26	F 10 10	4 32	7 12	8 50			44.72
							5.62	55							
212	100	14 **2 20**	11 15	12 45	12 52	S 9 00	Clare	**2 20**	S 10 00	4 20	7 00	8 35	CWX	D-N	50.34
							4.70								
83	111	2 35	11 30	1 00	1 00	S 911	Farwell	2 11	S 9 52	4 05	6 30	8 05		D	55.04
							2.56								
	51	2 45	11 40	1 10	1 05	9 16	Remick	2 07	9 46	3 57	6 20	7 55			57.60
							4.87								
50	100	3 00	12 00	1 25	1 13	S 9 23	Lake	2 00	S 9 39	3 45	6 05	7 40	W	D-N	62.47
						4	5.73		1						
20	61	3 15	12 15	1 40	1 20	F **9 33**	Chippewa	1 53	F **9 33**	3 33	5 50	7 25			68.20
							3.91								
42	58	3 25	12 25	1 50	1 26	S 9 40	Sears	1 48	S 9 24	3 25	5 40	7 15		D	72.11
							3.83								
211	100	3 35	12 40	2 00	1 31	S 9 51	Evart	1 43	S 9 13	3 17	5 30	7 05	WY	D-N	75.94
					14		5.01	15							
	100	3 50	12 55	2 12	**1 37**	10 00	Noble	**1 37**	9 07	3 05	5 15	6 50			80.95
							4.73								
122	50	4 05	1 05	2 25	1 44	S 10 09	Hersey	1 31	S 9 00	2 55	5 05	6 40		D	85.68
							3.52	57		59					
230	100	4 15	14 **1 24**	54 **2 40**	S 1 50	S 10 18	Reed City	S **1 24**	S 8 50	**2 40**	4 55	6 30	WOX	D-N	89.20
	27s						3.83								
12	51n	4 40	1 45	3 00	2 00	F 10 34	Olivers	1 15	F 8 39	2 25	4 40	6 20			93.03
			15		57		2.87								
8	61	4 50	**2 07**	3 10	**2 07**	S 10 42	Chase	1 09	S 8 31	2 15	4 30	6 10		D	95.90
							3.92								
	26	5 00	2 35	3 20	2 13	F 10 50	Nirvana	1 03	F 8 23	2 05	4 20	6 00			99.82
							2.91								
5	100	5 10	2 50	3 30	2 20	F 10 56	Idlewild	12 58	F 8 15	1 55	4 10	5 50			102.43
	98W			56		S 11 02	4.84		8 05		59				
500	51E	5 35	3 40	**3 45**	2 28	11 25	BALDWIN	12 50	S 7 42	1 45	**4 00**	5 40	XYCW	D-N	107.27
				4 15	AM		3.85	AM							
	54	5 50	4 00	4 30		F 11 31	Wingleton		F 7 37	1 00	3 15	5 22			111.12
							5.67								
14	104	6 05	4 15	4 45		S 11 38	Branch		S 7 29	12 45	3 00	5 10		D	116.79
				58			3.82					59			
149	98	6 15	4 25	**5 00**		S 11 57	Walhalla		S 7 22	12 35	2 50	**5 00**	Y	D	120.61
							5.19								
25	75	6 30	4 40	5 20		S 12 07	Custer		S 7 01	12 27	2 35	4 40		D	125.80
						54	2.91			1					
88	60	6 38	4 50	5 30		S **12 17**	Scottville		S 6 53	**12 17**	2 25	4 30		D	128.71
	31n	4					2.08		55						
7	47s	**6 50**	5 00	5 40		F 12 23	Amber		F **6 50**	12 05	2 18	4 20			130.79
							4.19								
1016		7 10 AM	5 15 AM	6 15 PM			LUDINGTON YARD			11 50 AM	2 00 PM	4 00 PM	Y	D-N	134.98
							2.17								
1297						S 12 35	LUDINGTON		S 6 40				CWTO	D	137.15
							0.49								
						12 40 PM	Dock		6 30 AM						137.64
		Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily			
		55	57	59	15	1		14	4	54	56	58			

Locomotives of less weight on drivers than C-2 class engine may be double headed over Saginaw river bridge. C-2 class or heavier must have at least six cars between engines over this bridge.

No. 15 will stop at Second Street crossing east of Baldwin Tower to let off passengers from Detroit and No. 14 will stop at this crossing to load passengers for Detroit when notified before leaving Traverse City by agent at Baldwin that there will be passengers to get on.

Rules 211-C and 211-D as printed in Supplemental Book of Rules are in effect between Saginaw and Ludington.

Nos. 1 and 4 will stop at all flag stations for loading and unloading bulky or fragile parcel post mail when requested by baggageman or railway mail clerk to do so, or when flagged by agent.

Sweet water tank is located 3.5 miles west of Wingleton.

SUBDIVISION No. 5

Northward MT. PLEASANT and COLEMAN Southward

Long Car Room on Other Tracks	Long Car Room on Siding	2ND. CLASS	501	TIME TABLE NO. 26 Sun., June 24, 1928.	2ND. CLASS	506		Telegraph Stations	Distance from Coleman
			Daily Ex. Sun.	STATIONS	Daily Ex. Sun.				Miles
252			AM 7 00	MT. PLEASANT	PM 12 20	W T		D	14.66
				2.93					
			F 7 12	Isabella	F 12 09				11.73
				1.35					
			F 7 19	Jordan	F 12 03				10.38
				1.37					
12			S 7 25	Leaton	S 11 56				9.01
				2.55					
20			S 7 35	Delwin	S 11 43				6.47
				2.87					
18			S 7 45	Wise	S 11 30				3.60
				3.60					
182			8 00 AM	COLEMAN	11 15 AM	WY		D	
			Daily Ex. Sun.		Daily Ex. Sun.				
			501		506				

Nos. 501 and 506 are mixed trains.

SUBDIVISION No. 7

Northward CLARE and HARRISON Southward

Long Car Room on Other Tracks	Long Car Room on Siding	2ND. CLASS	603	TIME TABLE NO. 26 Sun., June 24, 1928.	2ND. CLASS	606		Telegraph Stations	Distance from Clare
			Tuesdays Sat'rd'ys	STATIONS	Tuesdays Sat'rd'ys				Miles
212	80		AM 9 45	CLARE	PM 12 25	CWT		D-N	
				4.63					
			F 10 04	Moore's Crossing	F 12 03				4.63
				3.38					
9			F 10 17	Galliver	F 11 50				8.02
				1.13					
7			F 10 23	Hatton	F 11 43				9.15
				3.18					
6			F 10 36	Mann's Siding	F 11 30				12.33
				4.52					
33	20		10 55 AM	HARRISON	11 15 AM	W T		D	16.84
			Tuesdays Sat'rd'ys		Tuesdays Sat'rd'ys				
			603		606				

Nos. 603 and 606 are mixed trains.
No. 606 wait at Harrison for arrival of No. 603.

SUBDIVISION No. 8

Northward MANISTEE and WALHALLA Southward

Long Car Room on Other Tracks	Long Car Room on Siding	FIRST CLASS	701	TIME TABLE NO. 26 Sun., June 24, 1928.	FIRST CLASS	704		Telegraph Stations	Distance from Walhalla
			Daily Ex. Sun.	STATIONS	Daily Ex. Sun.				Miles
149	65		AM 11 57	WALHALLA	AM 7 00			D	
				2.87					
17			F 12 03	Tallman	F 6 55				2.87
				1.71					
10			F 12 08	Batcheller	F 6 50				4.58
				3.52					
9	27		S 12 16	Fountain	S 6 43	W		D	8.11
				4.83					
15	28		S 12 27	Freesoil	S 6 30			D	12.94
				6.01					
53			12 40	Marsh	6 15				18.95
				1.98					
	34		F 12 46	Stronach	F 6 09				20.92
				2.82					
28	6		F 12 54	East Lake	F 6 00				23.74
				3.09					
228			1 04 PM	MANISTEE	5 50 AM			D	26.83
			Daily Ex. Sun.		Daily Ex. Sun.				
			701		704				

SUBDIVISION No. 6

Northward COLEMAN and BEAVERTON Southward

Long Car Room on Other Tracks	Long Car Room on Siding	Distance from Coleman	2ND. CLASS	805	TIME TABLE NO. 26 Sun., June 24, 1928.	2ND. CLASS	804	
		Miles		Mon Wed Friday	STATIONS		Mon Wed Friday	
182		0		AM 8 10	COLEMAN WY		AM 10 05	
					11.09			
74		11.09		8 55 AM	BEAVERTON WY		9 20 AM	
				Mon Wed Friday			Mon Wed Friday	
				805			804	

Nos 804 and 805 are mixed trains.
No. 804 will wait at Beaverton for arrival of No. 805.

SUB-DIVISION NO. 8.

Nos. 701 and 704 will stop at all flag stations for loading and unloading bulky and fragile parcel post mail, when requested by baggageman or railway mail clerk to do so, or when flagged by Agent.

SPECIAL INSTRUCTIONS

(1) Superiority of Trains.

Southward and eastward trains are of superior direction.

Movement of trains between Mershon and Washington Avenue, Saginaw; westward train getting clear home signal at Washington Avenue may proceed against or ahead of superior trains to Mershon westbound home signal. Eastward trains getting clear home signal at Mershon may proceed against or ahead of superior trains to Washington Avenue eastbound home signal.

(2) Normal Position Train Order Signal.

Rule 221-B as modified in supplemental Book of Rules, will govern.

(3) Operator Examine Train Order Signal.

Upon approach of trains operators must examine train order signals and know that lamps are burning properly.

(4) Signal for 19 Order and Indication.

Rule 211-D in supplemental Book of Rules on sub-divisions 1 and 4.

On all other sub-divisions a yellow flag or yellow light displayed, will indicate 19 order for delivery. Train finding such signal displayed must secure order or clearance.

(5) Double Track.

Between Saginaw and Bridgeport, Mt. Morris and Kearsley and between Romulus and Alexis, trains will use right-hand track.

The leads between south end of Ottawa south classification yard and new cross-over north of Alexis, will be used as double track and governed by Rule D-151. The leads between north end Ottawa north classification yard and Erie, will be used as double track and governed by Rule D-151.

(6) Color Indications.

As provided in Rule 10 in Book of Rules.

(7) Trains Protected.

In territory not protected by automatic block signals all except first and second class trains will approach fuel and water stations and pass through all station limits under control unless the switches are seen to be right and the track clear. This will not relieve trainmen from protecting in accordance with Rule 99.

(8) Standard Clocks.

Toledo Union Station, Ottawa Yard, Plymouth Yard, McGrew, Saginaw, Bay City, Coleman, Evart, Baldwin, Ludington and Ludington Yard Office.

(9) Register Stations.

Printed in full-face type.

(10) Register by Ticket.

Trains not scheduled to stop at Register Stations may register by slip. Operators at Register Stations will be outside when trains do not stop to receive these tickets, and will enter in register book all information shown on ticket. If ticket is not found, operator must not enter anything in register book except as authorized by train dispatcher.

(11) Other Registering Points.

Stations at which trains start and terminate are registering points for such trains.

Trains using Loop Line between Saginaw and Bay City must register at Loop Line switch.

(12) Bulletin Boards.

Detroit Union Station, Toledo Union Station, Ottawa Yard, Plymouth Yard, Hamilton Ave., McGrew, Saginaw Depot and Yard, Bay City, Mt. Pleasant, Evart, Baldwin, Ludington, Ludington Yard and Manistee. Also all engine houses.

(13) Spacing Trains.

The following rules apply in spacing trains except in Automatic and Manual Block Signal Territory:

Two passenger trains in the same direction will never be allowed in the same block at the same time.

On the main line between Toledo and Ludington, Bay City and Saginaw, no train will be permitted to follow a passenger train in the same block.

Where there is an operator on duty he will immediately, on the departure of a passenger train, place the train order signal in "stop" position and not change it to "Proceed", nor permit any train in the same direction to pass until notified by the dispatcher that such passenger train has cleared the next open telegraph or telephone office.

Should wire failure prevent the operator from obtaining this information from the dispatcher he may allow the following train to proceed under caution at the expiration of a minimum of ten minutes. If the scheduled time between is longer than ten minutes he will hold the following train that length of time, first notifying such train, in writing, that he has not

(13) Spacing Trains—Continued.

been advised of the arrival of the passenger train at the next open station. The train so notified may then proceed under control until the next open telegraph or telephone station is reached.

Where no operator is on duty the conductor will go to the telephone booth and secure a clearance from the dispatcher.

In all other territory freight trains are permitted to follow passenger trains under caution, after the expiration of ten minutes.

Freight trains are permitted to follow each other under caution, after the expiration of ten minutes.

The above to be followed except where special rules are provided for greater safety.

These instructions do not relieve trains from protecting strictly in accordance with Rule 99.

(14) Speed Restrictions.

The State Law prohibits speed in excess of 30 miles per hour for passenger trains and 20 miles per hour for freight trains over interlocked crossings.

LIMITS	MAXIMUM SPEED Miles per Hour	
	Passenger	Other than Passenger
Sub-Division No. 1, except as noted below	60	30
Sub-Division No. 1, on all curves	50	
Alexis, end of double track	20	20
Monroe	15	15
Carleton—Monroe Street	25	20
Romulus, over Howard Street	15	15
Plymouth, north end of east wye and depot	10	Full control
Milford	10	Full control
Holly, over Maple and Martha Streets	12	Full control
Atwood Jct.—Heading in on Flint Belt	10	10
Flint, between Carpenter Road and Hamilton Avenue	25	25
Between Hamilton Avenue and Fenton Road	10	10
Over all street crossings between Carpenter Road and Atherton Road	10	10
Flint Belt	30	25
Mt. Morris	20	20
Clio, Main and Mill Streets	30	25
Birch Run, Main Street	30	25
Bridgeport, end of double track southward trains	30	20
Bridgeport, trains over Dixie Highway	20	20
Saginaw, between Washington Ave. and Eighth Street	6	6
Saginaw, within City Limits	20	15
Saginaw River bridge, all trains	6	6
Sub-Division No. 2	20	20
Sub-Division No. 3, Except as noted below	45	25
Bay City, First Street and Columbus Avenue	8	8
Bay City, between Columbus Ave. and 26th Street	15	15
Sub-Division No. 4, Except as noted below	55	30
Sub-Division No. 4, on all curves	45	
Trunk Line, M-10 crossing, one mile west of Mershon	30	20
Midland, Benson Street, 10 p. m. to 6 a. m.	10	10
Midland, between River Street and Main Street	15	15
On first curve west of Midland	35	
Coleman, over Fourth Street	6	6
Coleman, over 7th Street	10	10
Clare, McEwen Street	15	15
Farwell—First crossing west of depot, Eastward trains	15	15
Reed City—Higbee and Chestnut Sts., Westward Trains	20	20
Ludington, all streets in city	6	6
Sub-Division No. 5	25	15
Sub-Division No. 6	25	15
Sub-Division No. 7	25	15
Sub-Division No. 8	30	25
Steam Derricks, straight track		30
Steam Derricks, on curve		20
Engines backing up	15	15
Switch Engines, main line move	20	20
Sidings, turn-outs and cross-overs	10	10

No train or engine will exceed a speed of 15 miles per hour within the limits of Ottawa Yard. This does not apply to the main line.

Do not exceed 5 miles per hour when passing through west siding at Bridgeport.

Trains running against the current of traffic must approach all cross-overs under full control and must not exceed 20 miles per hour over facing point switches.

(15) Yard Limits.

Saginaw Yard limits embrace the territory within yard limits post north of Crow Island, west of Saginaw River, south and east of Hoyt and north of Donald Tower, including the Belt Line between Mershon and Fordney and South Saginaw Belt Line between Hoyt and South Saginaw Water Works.

Bay City Yard limits embrace all territory north of yard limit post south of South Bay City.

Flint Yard limits embrace all territory within yard limit post located south of Atwood Jct., and north of McGrew Jct.

Ottawa Yard limits embrace all territory, except main line, south of the yard limit board located on yard lead south of Erie station.

Manistee Yard limits embrace all territory north of the south switch at East Lake.

Ludington Yard limits embrace all territory west of yard limit board. 1,000 feet east of east switch Amber.

SPECIAL INSTRUCTIONS, Continued

(15) Yard Limits—Continued.

Yard limit boards are erected at Wayne, Plymouth, Northville, Milford, Holly, Flint, Bridgeport, Hoyt, Saginaw, Bay City, Dean, Midland, Sanford, Coleman, Clare, Evart, Hersey, Reed City, Baldwin, Walhalla, Scottville, Ludington, Manistee.

(16) Trains Using Foreign Tracks.

N. Y. C. between Alexis and Union Station.

A. A. R. R., between Alexis and Manhatten Boulevard.

Ft. S. U. D. Co., between Delray and Detroit.

P. M. & D. M., between Bay City and Foss.

D. & M. and P. M., between Foss and North Bay City yard.

P. M. and M. C., Bay City Belt Line, between Foss and sugar beet factory switch.

(17) Joint Time Tables.

Between Alexis and Union Station, N. Y. C. Book of Rules and Time Table.

Between Alexis and Cherry Street Station, Central Terminal, Ann Arbor Book of Rules.

Between Delray and Detroit, Union Belt of Detroit.

Between Bay City and Foss, Pere Marquette.

Between Foss and North Bay City yard, D. & M. Time Table and Book of Rules.

(18) Interlocking Plants.

At Carleton after train or engine has accepted interlocking signal, and moved into plant it must not make reverse movement before going beyond next opposing signal and not then except on proper signal indication.

Alexis, Erie, Monroe and Carleton interlocking home signal top light is semi-automatic and acts as block signal as well as governs route over interlocking. The lower light is low speed signal and acts as calling on signal. Trains receiving lower light yellow, must understand that it indicates that route through interlocking plant is set up but does not indicate block is clear and does not give right to automatic block territory. At these points trains receiving home signal indication given above may pass home signal without stopping at a speed not exceeding 10 miles an hour and run under control to next block signal looking out for open switch, broken rail or other obstruction.

At Romulus top light of northward home signal and middle light of southward home signal are semi-automatic signals and act as block signal as well as governs route over interlocking. The lower light acts as a calling on signal. Trains receiving lower light yellow must understand that route through interlocking plant is set up but does not indicate block is clear and does not give right to automatic block territory. Trains receiving home signal indication given above at this point may pass home signal without stopping at a speed not exceeding ten miles an hour and run under control through block circuit that this signal governs.

(19) Automatic Block Signals.

LOCATION	TRAINS GOVERNED
Romulus, to Alexis	All trains
Plymouth, north end	Southward trains
Flint, D. U. R.—Crossing South Saginaw Street, home and distant signals	All trains
Crago and Mt. Morris	All trains
Hoyt and Bridgeport	All trains

(20) Other Signals.

Switch indicators between Romulus and Alexis and Bridgeport and Hoyt are of the push button type—after pushing button if a yellow light appears it indicates block is clear, if no light appears it indicates block is not clear.

All switch movements over the crossings protected by flash light or Wig-wag signals must be protected by a member of train crew on ground at crossing to warn traffic before movement is made.

No car or train shall be permitted to stand within track circuit of flash light or Wig-wag signals for a greater length of time than is absolutely necessary.

(21) Semaphores.

(Omitted).

(22) 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 draw bridges that are not interlocked.

Station	Railroad Crossed	Character of Signal	Position of Signal Permitting P. M. Trains to Cross
Hallett	M. C. R. R. and T. R. & T. Co.	Interlocker	Home signal vertical
Alexis	M. C. and N. Y. C. R. R.	Interlocker	Color lights
Monroe	N. Y. C. R. R.	Interlocker	Color lights
Carleton	D. T. & I.	Interlocker	Color lights
Romulus	Wabash R. R.	Interlocker	Color lights
Wayne	M. C. R. R.	Interlocker	Home signal vertical
Plymouth Junction	P. M. R. R.	Interlocker	Color lights
Wixom	Grand Trunk	Interlocker	Color lights
Holly	Grand Trunk	Interlocker	Color lights
Flint (S. Saginaw St.)	D. U. R.	Interlocker	Color lights
Flint Belt, Crago	D. U. R.	Interlocker	Home signal vertical
Flint Belt, Kearsley	G. T. Frt. Main	Interlocker	Home signal vertical
Flint Belt, Kearsley	G. T. Main Line	Interlocker	Color lights
Flint	Grand Trunk	Bull's Eye	Light indication green lt.
Flint, Saginaw St.	D. U. R.	Semaphore	Arm vertical
Otter Lake	M. C. R. R.	Interlocker	Home signal vertical
Hoyt	M. C. R. R.	Interlocker	Color lights
Saginaw, Maple St.	G. T. Ry.	Gates	
Saginaw, Dead Line	G. T. Ry.	Interlocker	Home signal vertical
Fordney	M. C. R. R.	Interlocker	Home signal vertical
West Shore Track	M. C. R. R. and G. T. Ry.	Interlocker	Home signal vertical
Genesee Street	D. F. & S. R. R. (Interurban Line)	Interlocker	Home signal vertical
Saginaw, East Side	(Toledo Div. P. M. R. R. to Bay City)	Interlocker	Home signal vertical
Bay City, 26th Street	M. C. R. R.	Interlocker	Home signal vertical
Bay City Belt Line (Hampton Yard)	M. C. R. R.	Interlocker	Home signal vertical
Bay City, Woodside Avenue	M. C. R. R.	Interlocker	Home signal vertical
Bay City Water Wks.	M. C. R. R.	Target	Horizontal position
Bay City Turntable	M. C. R. R.	Semaphore	Upper arm at angle of 45°
Foss Junction	D. & M. and M. C.	Target	diagonal position.
Saginaw, Washington Avenue	Toledo Division to Ludington	Interlocker	Home signal vertical
Mershon	M. C. and G.T. Ry. and Interurban	Interlocker	Home signal vertical
Clare	A. A. R .R.	Interlocker	Home signal vertical
Reed City	Penna. R. R.	Semaphore	Horizontal
Baldwin	P. M. R. R.	Semaphore	Arm at angle of 45°
Manistee	M. & N. E.	Semaphore	Upper arm at angle of 45°

(23) Drawbridges

Saginaw Main Line—At crossing Saginaw River on the main line, signals and derailing device 100 feet from each end of the bridge. The position of the movable span is also indicated at night by green and red signals on top of the movable span.

Jamestown Branch—At crossing Tittabawassee River and Jamestown Branch.

(24) Buildings and Structures.

(25) Normal Position of Switches.

At Saginaw—The normal position of Norman Street switch will be for S., T. & H. Bay City trains running via Loop Line will use main line between Fifth Street and Norman Street switch. All trains must approach this switch under control.

Siding extension switches must be set for straight track.

(26) Prepaid Stations.

Winchester, Steiner, Waltz, Willow, Rose Center, Newark, Genesee, Rogersville, Blackmar, Cheboyganing, Lawndale, Smith's Crossing, Averill, North Bradley, Loomis, Herrick, Chippewa, Olivers, Nirvana, Idlewild, Wingleton, Amber, Wise, Delwin, Leaton, Jordan, Isabella, Moore's Crossing, Galliver, Hatton Mann's Siding, Bachellor, Stronach, Tallman.

(27) Siding Telephone Booths.

Block Circuit—

Alexis—South Dixie Highway
Monroe—North and south ends of siding
Monroe—Paper Mill track
Steiner—North and South ends of siding
Carleton—South end south-bound siding
Carleton—South end of north-bound siding
Carleton—North end of north-bound siding

Dispatcher's Circuit—

New Boston—Water tank north and south end of siding.
Wayne—South end of siding
Canton—Middle of siding
Plymouth—South end of yard
Plymouth—North end of yard
Northville—North end of siding
Novi—North end of siding
Wixom—North end of siding
Milford—South end of siding
Highland—North end of siding
Clyde—Water tank
Rose Center—South end of siding
Holly—South end of H. W. & M. Siding
Holly—North and south end of scale track
Newark—North and south end of siding
Grand Blanc—North end of siding
Dort—Middle of siding.
Flint—Fenton Road
McGrew—Pierson Road
McGrew—Fostoria Branch switch
Clio—South end of siding
Birch Run—South end siding

SPECIAL INSTRUCTIONS, Continued

(27) Siding Telephone Booths—Continued.

Dispatcher's Circuit.

Blackmar—South end of siding
Hoyt—South end new wye
Lawndale—East end of siding
Smith's crossing—West end of siding
Dean—Middle of siding
Midland—West end of depot
Loomis—East end of siding
Clare—West end of siding
Remick—West end of siding
Chippewa—East end of siding
Evart—West end of siding
Noble—West end of siding
Hersey—East end of siding
Reed City—Both ends of siding
Idlewild—West end of siding
Baldwin—Center of west siding
Wingleton—East end of siding
Branch—East end of siding
Amber—West end north siding
What Cheer Switch
Cheboyganing
Twenty-sixth Street, South Bay City
Loop Line

(28) Location of Outside Station Phones.

Northville	Grand Blanc	Sanford	Lake	Chase
Novi	Mt. Morris	No. Bradley	Sears	Branch
Milford	Birch Run	Coleman	Evart	Walhalla
Highland	Freeland	Loomis	Hersey	Custer
Rose center	Averill	Farwell	Olivers	Scottville

(29) Miscellaneous.

All trains and engines from Toledo Division must come to a full stop before reaching junction switches just west of passenger station at Plymouth and know that Detroit Division main line is clear before fouling or using same, and will enter and leave Detroit Division through crossover west of passenger station.

Passengers will not be permitted to ride, and baggage will not be carried, on freight trains. Passengers and baggage may be carried on trains designated in the foot notes as mixed trains.

Sidings must not be blocked without authority from the Chief Dispatcher.

Rule 211-C in supplemental Book of Rules is effective on Subdivision No. 1 and on Subdivision No. 4.

Rule 807, page 97 in Book of Rules is hereby cancelled.

Engines equipped with electric headlights when meeting trains on double track, when standing on main line to meet other trains which are to take siding, or when entering, passing through or switching in yards or congested territory, electric headlights must be dimmed.

No. 1 lead between Hoyt and Saginaw to be used as switching lead.

No. 2 lead, direction of traffic southward used by outgoing freight trains.

No. 3 lead, direction of traffic northward used by incoming freight trains.

Normal position of connection No. 1 lead with No. 2 lead at Hoyt which is not connected with interlocker is for movement on No. 2 lead.

All switch movements over Second Street crossing, Bay City, must be protected by some member of crew.

All movements over Michigan Avenue on Bay City but must be made under flag protection by member of crew.

The hours of Towerman at Center Street crossing of Michigan Central Railway on Bay City Belt Line ,Bay City, are from 6:00 a. m. to 10:00 p. m. No P. M. trains will operate over this crossing between the hours of 10:00 p. m. and 6:00 a. m. without calling maintainer.

All trains and engines using Third Street crossing, Bay City, between the hours of 5:00 a. m. and 6:00 a. m. must be brought to a stop and trainmen will go ahead and flag over.

Crossing watchmen are on duty at Columbus Avenue, Bay City week days only and work the following hours, 5 a. m. to 1 p. m. and 3 p. m. to 11 p. m. All trains and engines must be brought to a stop not less than 30 feet and not more than 100 feet from this crossing before passing over it during the time there is no crossing watchman on duty.

Conductors and switchmen must open their trains to clear all public crossings while at stations and must in no case block public crossings longer than "5" minutes. All fines inflicted on the company for obstructing crossings will be collected from the party at fault, and they will also render themselves liable to dismissal from service.

(29) Miscellaneous—Continued.

When passenger trains are to be met or passed care must be taken by freight conductors and switchmen to open their trains to allow free passage way for all persons going to and from train.

Pennsylvania engines, with weight on drivers of 293,000 pounds or over, are restricted on the following tracks:

Monroe—Binder Board and Foundry track in rear of depot.

Monroe Paper Products Co., north of Monroe.

K&K Ice and Coal track.

Fiber Container Co. track.

Silica Sand Co. pit track.

Carleton—Northwest wye.

Operation of trains on Tower K track at Alexis. Northbound trains coming from Terminal Railroad to the Pere Marquette have right of track over southbound trains. Conductors of southbound trains going to the Terminal by Tower K will stop at end of double track to clear Dixie Highway and obtain permission from operator at Alexis before proceediing and will stop clear of the Terminal main line until they secure orders at Tower K to proceed.

City ordinance at Flint prohibits use of locomotive whistle within the city limits except to avoid obvious danger of accident.

Village ordinance at Holly prohibits use of locomotive whistle for purposes of calling for target or making up trains, but requires every locomotive whistle to be twice sharply sounded 40 rods before reaching each and every street crossing within the village limits.

Main track switch at east end of Ludington Yard is a spring switch and permits trains or engines leaving Ludington Yard to pull thru it without lining switch stand from main track, but trains or engines so doing, must not make reverse movement over switch until entire train is pulled clear of switch and not then until switch has been thrown and trainmen have assured themselves that switch points are in proper position.

Westward movements into yard through this switch must not be made until switch points have been properly set by use of switch stand.

Signal indicating position of this switch is located 100 feet east of it. When blade is at an angle of 45° or yellow light shows, it indicates switch is set for main track. Westward trains finding this signal horizontal or red light showing, must stop and not proceed over switch before assuring themselves by examining switch pionts, that switch is in proper position.

Speed restrictions over this switch are 30 miles an hour for westward trains on main line and 10 miles an hour for westward trains entering Ludington Yard.

"The officers of this company direct that the time table, book of rules, general orders and general notices must be rigidly observed, and the claim of customary practice at variance therewith will not be accepted as an excuse for violation".

Rule 30 as printed below, will not be effective until General Order is issued giving date and time it is to become effective.

Rule 30—Operation of Trains.

Trains and engines may run with the current of traffic between Hoyt and Bridgeport and between Mt. Morris and Kearsley, without train orders and under the following rules:—

All southward trains and engines must procure clearance card, form 195 before leaving Hoyt.

All northward trains and engines must procure clearance card, form 195 before leaving Kearsley.

Operators must obtain authority from train controller to issue such clearance.

All northward trains and engines from Flint; trains or engines coming off Fostoria Branch; all yard engines in McGrew Yard; all trains originating at McGrew; all trains and engines coming from Pt. Huron Division through wye and engines coming from Belt Line through south wye at Hoyt, must get permission by telephone from train controller before entering double track.

Southward trains and engines getting green or yellow block signal at end of double track Mt. Morris and northward trains and engines getting green of yellow block signal at end of double track Bridgeport, may proceed on double track with current of traffic.

Trains or engines must not run against curent of traffic in these limits without flag protection ahead, unless authorized by permissive card, form 194 issued upon authority of train controller.

Second class and extra trains may run ahead of first class trains and extra trains may run ahead of second class trains in this territory, without orders, but must avoid delaying 1st and 2nd class trains by so doing.

ENGINE TONNAGE RATINGS

BETWEEN	OPERATING GRADE PER CENT	NUMBER OF TONS TO BE ADDED PER CAR FOR ALL CARS OVER THE ADJUSTMENT CAR LIMIT	CLASS SF 1101-1115		CLASS MK 1001-1050		CLASS SC 901-925		CLASS C 601-625	
			TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT
Toledo an Plymouth	0.35	10	4630	70	3900	60	3700	60	3000	50
Plymouth and Clyde	0.58	8	3350	55	2800	45	2600	45	2100	35
Clyde and Mt. Morris	0.50	8	3720	55	3100	45	2900	45	2400	35
Mt. Morris and Saginaw	0.30	10	5050	75	4100	65	3900	65	3100	50
Saginaw and Flint	0.65	8	3125	50	2600	40	2400	40	2200	35
Flint and Clyde	0.70	8	3125	50	2500	40	2300	40	2150	35
Clyde and Plymouth	0.40	8	4286	50	3100	40	2900	40	2600	35
Plymouth and Toledo	0.35	10	4630	75	3900	65	3700	65	3000	50
Saginaw to Reed City	0.50	8	3720	55	3100	45	2900	45	2200	35
Reed City to Olivers	1.10	5	2300	35	2100	30	1650	25	1400	25
Olivers to Ludington	0.30	10	5050	75	4100	65	3900	65	3100	50
Ludington to Baldwin	0.50	8	3720	50	3100	45	2900	45	2300	40
Baldwin to Olivers	1.08	5	2400	35	2200	30	1700	30	1400	25
Olivers to Saginaw	0.50	8	3720	50	3100	45	2900	45	2300	40

BETWEEN	OPERATING GRADE PER CENT	NUMBER OF TONS TO BE ADDED PER CAR FOR ALL CARS OVER THE ADJUSTMENT CAR LIMIT	CLASS C-1 351-365		CLASS C-2 CYLINDERS REBORED 276, 277, 279, 281, 282, 285, 287, 289, 291, 292, 293, 295, 297, 299, 301, 302, 306, 307, 308, 313, 366, 368, 370, 375, 501, 502, 503, 505, 506, 507, 508, 510, 512		CLASS C-2 273, 275, 278, 280, 283, 284, 286, 288, 290, 294, 296, 298, 300, 303, 309, 312, 313, 367, 369, 504, 509, 511		CLASS C-2 314-350	
			TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT
Toledo and Plymouth	0.35	10	2700	45	2550	45	2400	40	2300	40
Plymouth and Clyde	0.58	8	1800	30	1750	30	1650	30	1600	25
Clyde and Mt. Morris	0.50	8	2100	30	2000	30	1900	30	1850	25
Mt Morris and Saginaw	0.30	10	2700	45	2600	45	2450	40	2350	40
Saginaw and Flint	0.65	8	1900	30	1800	30	1700	30	1650	25
Flint and Clyde	0.70	8	1850	30	1775	30	1675	30	1600	25
Clyde and Plymouth	0.40	8	2300	30	2200	30	2100	30	2000	25
Plymouth and Toledo	0.35	10	2700	45	2550	45	2400	40	2300	40
Saginaw to Reed City	0.50	8	1900	30	1900	30	1800	30	1700	30
Reed City to Olivers	1.10	5	1100	20	1000	15	975	15	925	15
Olivers to Ludington	0.30	10	2700	45	2600	45	2450	40	2350	40
Ludington to Baldwin	0.50	8	2000	35	1900	30	1800	30	1725	30
Baldwin to Olivers	1.08	5	1100	20	1050	15	1000	15	950	15
Olivers to Saginaw	0.50	8	2000	35	1900	30	1800	30	1725	30

TRAIN TONNAGE INSTRUCTIONS

To compute the tonnage of a train, add the respective stenciled light weights plus the weight of the contents (as shown on the way-bills) for all cars up to the number shown in the "Adjustment Car Limit" column. After this adjustment car limit has been reached, add the respective stenciled light weights plus the weight of the contents (as shown on the way-bills) plus the "Number of tons per car for all cars over adjustment car limit" (as shown in the column under that heading) until the tonnage is equal to the rating as shown. Weight of caboose not to be added.

Offices Not Continuous Are Open the Following Hours:

Northville	6:45 a. m.	10:45 p. m.
Novi	8:00 a. m.	5:00 p. m.
Milford	7:00 a. m.	8:00 p. m.
Highland	7:00 a. m.	4:00 p. m.
Grand Blanc	7:00 a. m.	4:00 p. m.
Flint	6:30 a. m.	4:00 a. m.
Mt. Morris	6:30 a. m.	3:30 p. m.
Birch Run	6:45 a. m.	2:45 p. m.
Birch Run	7:00 p. m.	3:00 a. m.
Freeland	7:15 a. m.	4:15 p. m.
Sanford	7:30 a. m.	4:30 p. m.
Coleman	7:30 a. m.	4:30 p. m.
Farwell	8:00 a. m.	5:00 p. m.
Sears	8:30 a. m.	5:30 p. m.
Hersey	7:00 a. m.	6:00 p. m.
Chase	8:00 a. m.	5:00 p. m.
Baldwin Depot	7:30 a. m.	11:00 a. m.
Baldwin Tower	11:00 a. m.	7:30 a. m.
Branch	7:15 a. m.	4:15 p. m.
Walhalla	6:45 a. m.	3:45 p. m.
Custer	6:45 a. m.	3:45 p. m.
Scottville	6:15 a. m.	6:30 p. m.
Ludington Depot	6:00 a. m.	3:00 p. m.
Fountain	6:20 a. m.	3:20 p. m.
Freesoil	6:10 a. m.	3:10 p. m.
Manistee	5:50 a. m.	2:30 p. m.
Bay City	5:30 a. m.	9:30 p. m.

TRACKS NOT OTHERWISE SHOWN

Miles from	STATIONS	Long Car Room on Side Track	LOCATION
Saginaw	**Saginaw—Toledo**		
128.4	Creagars	20	2 miles north of Alexis
110.	Steiner Quarry Branch	40	4 mile Branch at Steiner.
101.2	Willow	2	
Flint	**Fostoria Branch**		
5.02	Shoecraft	3	
10.2	Genesee Gravel Co.	261	Branch 1.91 miles to Gravel Pit
15.3	Catsman Pit	30	.82 miles south of Otisville
18.2	Stewarts Siding	4	
Saginaw via Fordney	**Jamestown Branch**		
8.5	Road Commissioner	4	3.9 miles west of Fordney.
9.4	Shiawassee Mine	70	On 0.6 mile spur 4 miles west of Fordney.
Saginaw	**Saginaw—Bay City**		
4.8	Fifield	9	2.0 miles north of Saginaw
5.8	What Cheer Mine Branch	8	4.8 miles north of Saginaw
			3.7 mile spur 6.6 miles south of Bay City.
Bay City	**What Cheer Mine Branch**		
8.5	National Chicory Co.	3	1.9 miles from Junc B City Div
8.6	Houseback	12	2.0 " " " " "
9.0	Krabbe	8	2.4 " " " " "
9.5	Betts	8	2.9 " " " " "
9.6	Wallace	10	3.0 " " " " "
10.1	What Cheer Mine	40	3.5 " " " " "

Miles from	STATIONS	Long Car Room on Side Track	LOCATION
Bay City	**Huron & Western Branch**		
4.7	Henry St. Muller Chicory	4	1.8 miles from D. & M. Crossing, N. Bay City.
7.5	Felton	5	4.6 miles from D. & M. Crossing, N. Bay City.
9.5	Arnold	5	6.6 miles from D. & M. Crossing, N. Bay City.
12.2	Wolverine Mine No. 2	80	On 1.4 mile spur 7.9 miles from D.&M. Cross., N. Bay City.
11.5	Seven mile road	5	8.6 miles from D. & M. Crossing, N. Bay City.
12.1	Scales	5	9.2 miles from D. & M. Crossing, N. Bay City.
12.7	Wolverine Mine No. 3	76	9.8 miles from D. & M. Crossing, N. Bay City.
Saginaw	**Saginaw—Ludington**		
18.5	Randall Branch	....	2.7 mile spur located 1.5 miles east of Midland.
46.	Herrick	3	3.0 miles east of Clare.
131.7	Harding	5	5.5 miles east of Ludington.
84.6	Hersey Gravel Co.	....	1.1 miles east of Hersey.
84.9	Pere Marquette Pit	270	
Walhalla Coleman	**Walhalla—Manistee Beaverton Branch**		
6.0	Lyle	7	6.0 miles north of Coleman.

COMPANY SURGEONS

(Toledo Division)

TOWN	NAME	ADDRESS	TELEPHONE
TOLEDO	DR. L. W. BRIGGS	Office, 501 Columbia Ave. Residence, Same	Home—Pontiac 1526.
MONROE	DR. A. W. KARCH	Office, 20 So. Washington St.	1800
PLYMOUTH	DR. A. E. PATTERSON	Office, 243 Main St. Residence, Same	88 88
HOLLY	DR. FREDERICK J. BURT	Office, 117 N. Saginaw St. Residence, Same	150 150
FLINT	DR. CARL F. MOLL	Office, Genesee Bank Bldg. Residence, 512 So. Traverse St.	190-O 2486-M
CLIO	DR. PEARY E. WHITE	Office, Over Reid's Drug Store Residence, Vienna St.	66-3 Rings 66-2 Rings
SAGINAW	DRS. J. M. & H. R. WILSON DR. H. R. WILSON	Office, 524½ Potter St. Residence, 623 N. Jefferson Ave.	Riverside 259-J Riverside 2452
BAY CITY	DR. FRED S. BAIRD	Office, 205 Davidson Bldg. Residence, 1212 Fifth St.	Madison 3093-J Madison 3093-M

(Ludington Division)

TOWN	NAME	ADDRESS	TELEPHONE
SAGINAW	DRS. J. M. & H. R. WILSON DR. H. R. WILSON	Office, 524½ Potter St. Residence, 623 N. Jefferson Ave.	Riverside 259-J Riverside 2452
MIDLAND	DR. G. SJOLANDER	Office, 109 Gordon St. Residence, Same	207
MT. PLEASANT	DR. M. F. BRONDSTETTER	Office, 128 Court St. Residence, 220 N. Kinney St.	53 81
CLARE	DR. W. F. CLUTE	Office, 622 McEwan St. Residence, Same	Bell 68 Bell 68
LAKE AND CHIPPEWA	DR. ALBERT DONDERS	Office, Evart Residence, Chippewa	
REED CITY	DR. THOS. F. BRAY	Office, Up Town Residence, McEwen St.	124-A 124-C
CHASE AND BALDWIN	DR. GEO. T. FIELD	Office, Baldwin Residence, Chase	
LUDINGTON	DR. E. GEO. GRAY	Office, 405 1st Natl. Bank Bldg. Residence, 509 E. Ludington Ave.	247-W 247-W
MANISTEE	DR. H. McMULLIN	Office, Maple St. Residence, Same	444-F1 444-F2

The attention of all employees is called to pages 143, 144, 145 and 146 in Book of Rules.

INSTRUCTIONS IN CASE OF ACCIDENT

1—Cover every wound promptly with sterile gauze or clean linen. Do not use old rags, waste, used towels or handkerchiefs.

2—Put nothing on the wound but a clean dressing. Do not use soap or water, salves, vaseline, oil or any other substance.

3—Control hemorrhage by bandage or tourniquet.

4—Immobilize fractured bones by means of a board, cardboard, or folded newspaper bound on externally.

5—If faint, place injured on their back, loosen clothing; give plenty of air.

6—Convey to nearest Company doctor; if he is at too great a distance and injury is serious, secure attendance of nearest reputable physician.

7—For minor injuries, observe Bulletin No. 2.

8—If derailment or collision is experienced, render first aid to all injured and await instructions for their further care.

9—In all serious injuries, promply report facts to proper officials and to R. A. Kirkpatrick, General Claim Agent, giving location of injured and name of attending physician.

TABLE OF TRAIN SPEEDS

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

C. HARSCH, Supt. of Terminals,
Toledo Terminal, Toledo, Ohio.

CARL J. MILLIKEN, Supt. of Terminals,
Flint Terminal and Subdivision No. 2,
Flint, Mich.

JAS. E. IKNER, Train Master,
Subdivision No. 1,
Saginaw, Mich.

P. B. ADAIR, Train Master,
Saginaw and Bay City Terminals
and Subdivision No. 3,
Saginaw, Mich.

J. F. KIELY, Train Master,
Subdivision Nos. 4, 5, 6, 7 and 8,
Saginaw, Mich.

W. E. KNOX, Road Foreman Engines,
Subdivision Nos. 1 and 2,
Saginaw, Mich.

M. DAILEY, Road Foreman Engines,
Subdivision Nos. 3, 4, 5, 6, 7, 8,
Saginaw, Mich.

TRAIN DISPATCHERS

C. L. McGRAIN,
Chief Train Dispatcher,
Saginaw, Mich.

A. M. CARTER,
F. G. BEMENT,
A. W. COTTER,
F. D. SUTHERLAND,
C. E. DAVIS,
D. E. LEHMAN,
G. W. BURT,
J. E. SHIMMIN,

G. E. SIMONTON,
Night Chief Dispatcher,
Saginaw, Mich.