Pere Marquette Railway

Detroit Division

Time Table No. 27

Effective Sunday, Sept. 16, 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 employes only.

Employes 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 1, 1928.

FRANK H. ALFRED,
President and Gen'l Manager,
DETROIT

A. E. BADGER,
Gen'l Superintendent,
DETROIT

A. J. MINARD,
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DETROIT TO GRAND RAPIDS — Westward Bound

Car Room on Other Track	Car Room on Sidings	Locations of Coal, Water, Turn Tables, Wyes, Scales	TIME TABLE No. 27 Sunday September 16, 1928	FIRST CLASS									SECOND CLASS				
			STATIONS	1	31	3	103	5	7	107	101		57	99	157	61	55
				Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily		SC 5 Daily	Daily Except Sunday	DBC 1 Daily	SGG 1 Daily	FSC 1 Daily
			DETROIT	AM 12 01		AM 7 50	AM 7 55	PM 12 40	PM 4 40	PM 4 45	PM 11 10			PM 4 50			
			4.60 Delray	12 16		8 05	8 10	12 55	4 55	5 00	11 25			5 10			
			2.46														
934		O W	ROUGEMERE	12 20		8 09	8 15	12 59	4 59	5 03	11 30			5 13			
			E'D D T'K 0.78 (D T IN'D)														
150			Michigan Avenue	12 22		8 11	8 17	1 01	5 01	5 05	11 32			5 18			
			END OF 5.28 D'L TR'K														
877	100	Y W	Oak	12 29		8 18	8 25	1 07	5 06	5 11	11 40		AM 8 35	F 5 28	PM 8 30		
			3.02														
18	79		Beech	12 33		8 22	8 29	1 11	5 09	5 15	11 44		8 43	F 5 34	8 38		
			4.32														
19	87		Stark	12 40		8 27	8 36	1 16	5 14	5 20	11 51		8 55	F 5 44	8 48		
			4.18														
277		CYWT	PLYMOUTH	S 12 47		S 8 34	S 8 43 AM	R 1 21	R 5 20	S 5 26 PM	S 11 58 PM		9 30	S 6 00	9 05 PM		
			E'D D'BL TR'K T-L D (IN'D)														
			3.01														
8	33		Dehoco	12 56		8 40		1 26	5 25				9 45	F 6 08			
			3.47										2				
16	79		Salem	1 02		8 45		1 31	5 30				**10 03**	S 6 21			
			G T 5.18 (INT'L'D)														
46	92		South Lyon	1 12		F 8 53		1 40	5 38				10 25	S 6 45			
			5.88					4									
30	103		Island Lake	1 24		9 00		**1 47**	5 44				10 40	F 6 55			
			3.20														
61	68	W	Brighton	1 30		9 04		1 52	5 48				10 52	S 7 15			
			5.85														
25			Canwell	1 43		9 11		1 59	5 55					7 25			
			A A 1.83 (INT'L'D)														
18	69		Ann Pere	1 47		9 14		2 01	5 57				11 12	7 27			
			1.30											6			
78	64		Howell	S 1 53		S 9 17		F 2 03	5 59				11 16	S **7 30**			
			3.65			2								52			
	79		Fleming	2 03		**9 23**		2 08	6 03				11 28	**7 58**			
			4.66														
54	90	W	Fowlerville	2 13		9 29		2 13	6 08				11 40	S 8 27			
			5.20														
48	90		Webberville	2 25		9 37		2 19	6 14				11 55	S 8 45			
			5.67														
54	91	W	Williamston	2 37		9 44		2 25	6 20				12 08	S 9 05			
			4.19	12													
35	90		Meridian	**2 48**		9 49		2 30	6 25				12 20	F 9 14			
			3.68											98			
40	57		Okemos	2 59		9 53		2 34	6 29				12 28	F **9 25**			
			G T 3.58 (INT'L'D)						52								
309	92		Trowbridge	3 06		9 57		2 38	**6 33**				12 36	F 9 35			
			END OF 2.58 D'BL T'K						6				4				
58			Lansing	S 3 21		S 10 02		S 2 46	S **6 41**				**12 48**	S 9 52			
			0.90														
336			North Lansing	3 23		10 14		2 48	6 43				12 55	9 54			
			1.61														
152	109	OWC	Ensel	3 26		10 16		2 50	6 45				1 11	10 07			
			END OF 4.27 D'BL T'K														
21	91		Delta	3 33		10 21		2 55	6 50				1 35	F 10 15			
			5.14														
639	116	W Y	Grand Ledge	S 3 44		S 10 27		S 3 04	S 7 01				2 05	S 10 40			
			3.75														
	90		Clay	3 54		10 39		3 09	7 07				2 20	10 47			
			4.08														
63	58		Mulliken	4 04		X 10 44		3 14	7 12				2 30	S 10 58			
			5.06						98								
84	90	W	Sunfield	4 14		X 10 51		3 20	**7 19**				2 45	S 11 12			
			4.07														
28	63		Woodbury	4 22		X 10 56		3 25	7 24				3 00	F 11 23			
			3.82														
46	69		Lake Odessa	F 4 30		S 11 01		B 3 29	D 7 28				3 10	S 11 43			
			6.29					57					5				
60	83		Clarksville	4 45		11 09		**3 37**	7 36				**3 37**	F 11 58			
			3.98					52					52	62		AM	PM
25	e90 w81		Elmdale	4 55	AM S 10 40	11 14		**3 42**	7 41				**3 50**	S **12 10**		9 00	12 55
			3.59														
28			Alto	5 02	10 45	11 19		3 47	7 46					F 12 22			
	e82		1.30											12			
	—	W	Brannin	5 06	10 47	11 21		3 50	7 49				4 05	**12 34**		9 20	1 15
	w93		2.08														
15			McCord	5 10	10 50	11 24		3 53	7 53					F 12 42			
	e79		5.17			4											
	—		Fox	5 25	10 57	**11 30**		4 00	8 00				4 33	F 12 50		9 45	1 40
	w79		END OF 6.03 D'BL T'K														
55			SEYMOUR	5 34	11 04	11 39		4 09	8 09				4 50	12 58		10 00	1 55
			PENNA 3.52 AND M C														
		CWT Y O	GRAND RAPIDS	5 45 AM	11 15 AM	11 50 AM		4 20 PM	8 20 PM				PM	1 20 AM		AM	PM
				1	31	3	103	5	7	107	101		57	99	157	61	55
				Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily		Daily	Daily Except Sunday	Daily	Daily	Daily

S—Regular stop.
F—Flag stop.
For conditional stops A, B, C, D, E, G, H, N, R and X see foot notes page 6

GRAND RAPIDS TO DETROIT

Eastward Trains

TIME TABLE No. 27 Sunday, September 16, 1928

Distance From Detroit Miles	Telegraph Station	STATIONS	FIRST CLASS 32 Daily Except Sunday	102 Daily	2 Daily Except Sunday	104 Daily Except Sunday	4 Daily Except Sunday	106 Daily	6 Daily	12 Daily	SECOND CLASS 158 BCD 2 Daily	56 CSF 2 Daily	52 CS 6 Daily	98 Daily Except Sunday	62 GSG 2 Daily
	D N	DETROIT		AM 10 00	AM 11 00	PM 2 45	PM 2 50	PM 8 45	PM 8 55	AM 6 00				AM 1 30	
		4.60													
4.60		Delray		9 45	10 45	2 30	2 35	8 30	8 40	5 45				1 07	
		2.46													
7.06	D N	ROUGEMERE		9 40	10 39	2 25	2 31	8 25	8 35	5 39				1 03	
		E'D DBL T'K 0.78 D T (INT'L'D)													
7.84	D N	Mich. Avenue		9 38	10 36	2 23	2 29	8 23	8 33	5 37				12 57	
		END OF 5.28 DOUBLE TRACK													
13.12	D N	Oak		9 32	10 30	2 17	2 23	8 16	8 27	5 26	AM 5 10		PM 10 20	N 12 50	
		3.02													
16.14	P D	Beech		9 28	10 26	2 13	2 20	8 12	8 23	5 19	4 57		10 12	N 12 44	
		4.32													
20.46	P	Stark		9 22	10 21	2 07	2 15	8 06	8 18	5 10	4 45		9 55	F 12 35	
		4.18													
24.64		PLYMOUTH		S 9 15 AM	S 10 15	S 2 00 PM	2 10	S 8 00 PM	H 8 11	S 4 59	4 25 AM		9 40	S 12 25	
		E'D DBL TK 3.01 T-L DIV. ITL													
27.65	P	Dehoco			10 07		2 05		8 05	4 46			9 15	F 12 09	
		3.47			57										
31.12	P	Salem			10 03		2 01		8 00	4 38			9 07	F 12 03	
		G. T. 5.18 (INTERLOCKED)													
36.30	D N	South Lyon			F 9 55		1 54		7 53	4 26			8 54	S 11 50	
		5.88					5								
42.18	P	Island Lake			9 48		1 47		7 46	4 14			8 40	F 11 30	
	P	3.20													
45.38	D	Brighton			S 9 43		1 42		7 42	4 07			8 32	S 11 25	
		5.85													
51.23	P	Canwell			9 34		1 34		7 35	3 54				11 07	
		A A 1.83 (INTERLOCKED)													
53.06	D N	Ann Pere			9 31		1 31		7 32	3 50			8 12	11 03	
		1.30							99						
54.36	P	Howell			S 9 29		F 1 29		7 30	S 3 46			8 08	S 11 00	
	D	3.65			3								99		
58.01	P	Fleming			9 23		1 25		7 25	3 35			7 58	10 30	
		4.66													
62.67	D N	Fowlerville			S 9 17		1 20		7 19	3 25			7 40	S 10 24	
		5.20													
67.87	P	Webberville			9 09		1 14		7 13	3 13			7 28	S 10 07	
	D	5.67													
73.54	D N	Williamston			S 9 01		1 07		7 06	3 01			7 16	S 9 50	
		4.19								1					
77.73	P	Meridian			8 55		1 02		7 01	2 48			7 04	F 9 34	
		3.68							52				6	99	
81.41	P	Okemos			8 50		12 58		6 56	2 40			6 56	F 9 25	
	D	G. T. 3.58 (INTERLOCKED)											7		
84.99	P	Trowbridge			8 46		12 53		6 52	2 34			6 33	F 9 12	
		END OF 2.58 DOUBLE TRACK					57		7						
87.57	D N	Lansing			S 8 41		S 12 48		S 6 41	S 2 27			6 15	S 9 00	
		0.90													
88.47	P	North Lansing			8 33		12 42		6 38	2 17			6 10	8 40	
		1.61													
90.08	D N	Ensel			8 31		12 40		6 36	2 15			6 05	8 37	
		END OF 4.27 DOUBLE TRACK													
94.35	P	Delta			8 25		12 35		6 31	2 06			5 35	F 8 18	
		5.14													
99.49	D N	GRAND LEDGE			S 8 18		S 12 28		S 6 24	S 1 55			5 20	S 8 10	
		3.75													
103.24	P	Clay			8 10		12 18		6 14	1 41			5 10	7 46	
		4.08													
107.32	P	Mulliken			X 8 05		12 13		6 09	1 32			5 00	S 7 40	
	D	5.06												7	
112.38	P	Sunfield			X 7 59		12 07		6 04	1 21			4 47	S 7 19	
	D	4.07													
116.45	P	Woodbury			X 7 54		12 02		5 59	1 11			4 35	S 7 10	
	D	3.81													
120.26	P	Lake Odessa			F 7 49		G 11 58		H 5 55	F 1 04			4 25	S 6 56	
	D	6.29													
126.55	P	Clarksville			A 7 40		11 51		5 48	12 53			4 09	S 6 36	
	D	3.98													
130.53	D N	ELMDALE	S AM 7 10		C 7 35		C 11 46		5 44	12 43		AM 8 25	5–57 3 50 3 37	S 6 23	AM 99 12 10
		3.57													
134.10	P	Alto	F 7 05		7 30		11 41			12 37				F 6 12	
	D	1.30								99					
135.40	P	Brannin	7 03		7 28		11 39		5 39	12 34		8 00	3 25	6 03	11 55
		2.07													
137.47	P	McCord	F 7 00		7 25		11 36			12 29				F 5 58	
		5.17					3								
142.64	D P	Fox	6 53		7 18		11 30		5 31	12 20		7 35	3 00	F 5 44	11 25
		END OF 6.03 DOUBLE TRACK			56							2			
148.67	D N	SEYMOUR	6 45		7 09		11 20		5 23	12 09		7 15	2 40	5 34	11 00
		PENNA 3.52 AND M C													
152.19	D N	GRAND RAPIDS	6 35 AM		7 00 AM		11 10 AM		5 15 PM	11 59 PM		AM	PM	5 24 PM	PM
		152.19 Miles	32	102	2	104	4	106	6	12	158	56	52	98	62
			Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily

S—Regular stop.
F—Flag stop.
For conditional stops A,B,C,D,E,G,H,N,R and X see foot notes page 6.

SPECIAL INSTRUCTIONS

(1) Superiority of Direction.

Eastward trains are of superior direction.

At stations where there are east- and west-bound sidings lapping each other, westward trains required to take siding will use west siding; eastward trains required to take siding will use east siding unless directed otherwise by train orders.

Operators at Fox will open head-in switches when engine-men of approaching trains call for them with four blasts of the whistle. Trainmen will close switches when their train is into clear.

(2) Position of Train Order Signal.

Rule 221-B as printed in supplemental book of rules will govern.

(3) Operator Examine Train Order Signal

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

(4) Signal for "19" Order and Its Location.

Rule 221-D in supplemental Book of Rules.

(5) Double Track.

Double track is in use between Detroit and Rougemere, Michigan Avenue and Plymouth, Lansing and Ensel, Seymour and Grand Rapids. Trains will use right hand track.

(6) Color Signals.

Color signals as provided for in Book of Rules—RED—STOP; GREEN—PROCEED; YELLOW—PROCEED WITH CAUTION.

(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 Location.

Telegraph office at Detroit; 21st street roundhouse; Plymouth yard office; Ensel yard office; Grand Ledge passenger station; Elmdale passenger station; Grand Rapids passenger station; Wyoming yard office.

(9) Register Stations.

Register stations are printed in full face type.

(10) Register by Ticket.

All trains not scheduled to stop at Register Stations will register by ticket.

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. Plymouth Yard registering point for all trains.

(12) Bulletin Boards Location.

General Order Books and General Notice Boards are located at Detroit Station Master's office; 21st street yard office and roundhouse; Plymouth yard office and roundhouse; Ensel yard office; Grand Ledge telegraph office; Elmdale telegraph office; Grand Rapids telegraph office; Wyoming telegraph office and roundhouse.

(13) Spacing Trains.

Automatic Block Signal Rules Govern.

(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 all interlocked crossings.

LIMITS	Maximum Speed, Miles, per hour	
	Passenger	Freight
Detroit—Grand Rapids	60	30
Class C 1-2 and SP-2 engines over Fort St. Union Depot viaduct	15	15
Over Dix Road Rougemere Yard	15	10
West Detroit Branch	15	15
Concrete roadbed West of Beech, Westward Main	45	
Westward trains leaving double track Plymouth	15	15
Through dip west of Turkey		25
Eastward gravel trains Green Oak to Plymouth		20
Westward trains leaving Franklin St., North Lansing	20	20
All trains and engines passing over Turner St. Ensel Yard, Lansing	25	25
All trains and engines entering West End Double Track Ensel	25	25
Through Sunfield swamp, 1 mile west of Sunfield between Mile Posts D-114 and D-115	50	25
Through dip east of Lake Odessa		25
Thornapple River Bridge 139.3	50	30
All trains and engines passing over Hall St., Grand Rapids, between 6:00 P. M. and 6:30 A. M.	15	15
All trains and engines passing over Jefferson Ave., Grand Rapids	10	10
Entering, leaving or passing through sidings	10	10
Engines backing up	15	15
Switch engines in road movement		20
Class S-F engines		30
Trains handling Steam Derrick:		
On Straight Track		30
On Curves		20

Passenger trains not scheduled to stop at Brighton, Fowlerville, Williamston, and Lake Odessa must not exceed thirty-five (35) miles per hour passing the above stations.

Freight trains not exceed fifteen miles per hour through Grand Ledge.

Attention is directed to the fact that high speed should not obtain on the following curves:

First curve east of Fox, eastbound.

First curve west of McCords, westbound.

Reverse curves at overhead bridge, west of Brighton, eastbound.

First curve east of Salem, eastbound.

Reverse curves west of Plymouth, eastbound.

Southward trains from Port Huron-Grand Rapids division, second subdivision, must come to a full stop before reaching cross-over switches west of Grand Ledge Depot.

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

Main track switches are equipped with switch indicators which work in connection with automatic block signals and show whether block in either direction is occupied.

Automatic block signal indications between Michigan Avenue and Plymouth are given by colored lights both day and night.

Push buttons on switch indicators in this territory must be used to obtain indication. Yellow—Block clear. No indication—block occupied.

Trains or engines must not enter the westward main at the McFadden track or east end of Rougemere Yard without permission from Fort Street Tower, or at the East Yard without permission from Delray Tower. Phones are located in boxes at these points for such use.

Trains or engines will not be permitted to enter the Eastward main from the Pennsylvania Company track at Dix Avenue.

Class C or heavier engines cannot use the viaduct between 17th Street and Fort Street station. Double heading of engines will not be permitted over Fort Street Union Depot Viaduct, Detroit, in either direction.

725 class engines, when using viaduct between 6th and 17th Sts., Detroit, will consume Six (6) minutes between the 6th St. and west end of viaduct and maintain uniform speed while passing over this viaduct. Engs. 711 to 722 inclusive will consume four (4) minutes between 6th St. and 17th St. Switch engines numbering 1300 or over must not be used over Fort St. Union Depot viaduct.

Class SF engines must not be allowed to go in on any of the industrial tracks, at any station, College Branch beyond road crossing. Tracks to Worden Lake Ice House.

900 Class or heavier engines must not use elevator track at South Lyon.

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

(15) Yard Limits.

Rougemere to 1000 feet west of Oak. Plymouth between 516 feet east of east switch east yard and 2362 feet west of north siding switch, So. Lyon from east of G. T. Wye to 1900 feet west of west siding switch. Green Oak from 1000 feet east of east switch to 1800 feet west of west switch. Lansing 2885 feet east of east switch Lansing to 1500 feet west of State Warehouse track west of Ensel. Grand Ledge 1000 feet east of east switch to 1000 feet west of Clay Product Co. west switch on north side of Main line. Grand Rapids, to 1700 feet east of end of double track, Seymour. The yard limits of the West Detroit Branch have been extended to Oak, up to but not including any portion of the Detroit Division Main line.

(16) Trains Using Foreign Tracks.

Double track between Lansing and North Lansing will be used jointly with Michigan Central. Trains must be governed by rules and regulations of the Michigan Central Railroad. Pere Marquette trains must not use M. C. R. R. main track outside of the joint track limits at either Lansing or North Lansing. The joint track limits are between the east crossover switch from eastward track to Pere Marquette Railroad track at Lansing to switch from west bound track to Pere Marquette track at North Lasning. Conductors and enginemen using joint track between Lansing and North Lansing must provide themselves with M. C. R. R. time table and be governed by same within joint track limits.

Union Belt of Detroit—Delray and Fort Street Depot, Detroit.

(17) Joint Time Table and Rules.

Trainmen and Enginemen running into Detroit must provide themselves with Union Belt Time Tables and be governed in accordance therewith on joint section between Delray and Union Station.

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

Trainmen and Enginemen running into Grand Rapids Union Depot will supply themselves with Penna. Co. time tables and be governed thereby between Second Avenue and Union Depot.

(18) Interlocking Plants.

STATION	Railroad Crossed	Character of Signal	Position of Signal Indicating Clear Route to P. M. Trains
Warren Ave. W. Det. Bch.	D. S. R.	Interlocking	Home signals vertical
Delray	M.C. & N.Y.C.R.R. Wabash, D. S. R.	Interlocking	Home signals vertical westward Colored light eastward
Fort Street	D. U. R.	"	Home signal vertical
Michigan Ave.	D. T.	"	Colored lights
Plymouth	Tol. Lud'n Div.	"	
South Lyon	G. T. R. R.	Interlocking	Colored lights
Ann Pere	A. A. R. R.	Interlocking	Home Signal vertical
Trowbridge	G. T. R. R.	"	" " "
Lansing	M. C. R. R. Jct.	Interlocking	" " "
North Lansing	M. C. R. R. M.U. T.	"	" " "
Elmdale	Jct. Pt. Huron-G.R.	"	" " "
Madison St.	G. R. ST. RY.	"	" " "
Division St.	G. R. ST. RY.	"	" " "
Grand Rapids	M. C. & Penna. Co.	"	Home signal vertical.

(19) Automatic Block Signals.

Between Grand Rapids and Delray.

(20) Other Signals.

(21) Semaphores.

(22) Railroad Crossings Not Interlocked.

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 Indicating Clear Route to P. M. Trains
Chesterfield Ave.	Penna.-Detroit	Nil	Flag across.
Oakman Blvd.	D. S. R.	Nil	D. S. R. Flagman.
Greenfield	Detroit Terminal	Target	Horizontal.
Michigan Ave.	D. S. R.	Nil	D. S. R. Flagman.

Target at the crossing of the Detroit Terminal and Pere Marquette at Greenfield on West Detroit Branch, to be operated in three positions.

Horizontal position—For Pere Marquette trains.

Perpendicular position—For Detroit Terminal Trains.

Diagonal, or 45 degrees, position—Shows crossing cannot be used by either road.

Red lights will be displayed on this target at night to indicate position.

There will be no one in charge of the target, and the changing of its position will be handled by the train crews of the respective roads.

After using target permitting trains to cross, it must again be placed in "Stop Position."

(23) Draw Bridges

(24) Buildings and Structures.

Building on Elevator track at Woodbury will not clear passenger equipment or person on side of freight car. Lean-to attached to building on elevator track at South Lyon will not clear man on side of a car. Eaves of this building are also close to roofs of cars.

(25) Normal Position Switches.

All inside switches must be set for straight track.

(26) Prepay Stations.

Prepay stations are: Oak, Elm, Stark, Salem, Green Oak, Island Lake, Meridian, Trowbridge and Delta.

(27) Siding Telephone Booths.

Michigan Avenue	Fleming	Grand Ledge
Oak	Fowlerville	Clay
Beech	Williamston	Lake Odessa
Island Lake	Meridan	
Canwell	Ensel	

(P) Indicates Dispatcher's phone.

(28) Location of Outside Station Phones.

Stark	Webberville	Woodbury
Turkey	Okemos	Lake Odessa
Salem	Trowbridge	Clarksville
Green Oak	Delta	Brannin
Brighton	Mulliken	McCords
Howell	Sunfield	Fox
Fowlerville		

(29) Miscellaneous.

Grand Rapids, Second Avenue interlocking westward home signal, top light governs route to depot. Lower light governs route to Wyoming.

Eastward home signal on wye track near Buckley St., top light governs route to eastward main line. Lower light governs diverging routes.

High signal located near Logan Street, top arm governs trains into eastbound main line. Lower arm governs trains into westbound main line and coach yards.

At Grand Rapids with Penna. Co. R. R. Engines working upon the Penna. Co. plaster track across the Chicago Division main track through the crossover switches near Godfrey avenue, Grand Rapids. All trains and engines must approach that point under full control, expecting to find main track obstructed.

The following code of signals sounded by engine whistles will govern the route desired to be used over the Michigan Avenue Interlocker:

WEST BOUND MOVEMENT—Four (4) short blasts for westward main track movements. One (1) long and one (1) short blast for eastward main track. Two (2) long and one (1) short blasts for Haggerty's siding.

EAST BOUND MOVEMENT—Four (4) short blasts for main line movement. Two (2) long and one (1) short blasts from Haggerty's siding to main track.

The following code of engine whistle signals will designate route desired at Elmdale:

1 Blast of Whistle—Detroit Main Line.

2 Blasts of Whistle—To and from Detroit Division Main Line to Grand Rapids-Pt. Huron Main Line.

3 Blasts of Whistle—To and from Detroit Division Main Line to West Passing Siding.

1 Long and 1 Short—To and from Detroit Division Main Line to East Passing Siding.

2 Long and 1 Short—To and from Grand Rapids—Pt. Huron Main Line to West Passing Siding.

At west end of double track Ensel yard office main track switch will be handled by the operator. Operator will also handle and be responsible for proper position of west switch of siding at that point.

Michigan Central engines will enter and leave Pere Marquette main track at Turner Street but must not foul the main track without first ascertaining from operator at Ensel whether or not all trains due have arrived and departed. Telephone has been installed on bracket pole east of crossover from Manufacturers' Belt to eastward main to obtain this information.

Michigan Central and Pere Marquette yard crews about to make a movement that will take them through Franklin Street interlocker must not foul main track at Turner Street until it has been ascertained from towerman at Franklin Street that he will be able to move them through the plant without delay.

The first track north of the westward main track between Ensel yard office and crossover west of Turner Street will be used as a siding.

Conductors having stock in trains into Detroit will notify Yard Master at Detroit by wire from Plymouth, stating the number of cars for Buffalo and the number for Detroit.

Special attention is called to the ordinance of the City of Detroit requiring the doors of closets of all cars to be kept closed while passing over a viaduct in that city. Trainmen must see that the doors of all closets in cars are properly locked and no person permitted to occupy the closets while passing over this viaduct.

Maximum car limit for freight trains is 100 cars.

The staking of cars is prohibited, except when absolutely necessary and then only with regulation stakes.

When rules require the headlights to be displayed, electric headlights on engines will be dimmed:

(a) In yards where switch engines are employed.

(b) At meeting points.

(c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers, or 19 order signal displayed.

(d) When standing.

(e) On two or more tracks when approaching trains running in the opposite direction.

Moving cars at a speed in excess of two (2) miles per hour is prohibited when coming in contact with other cars in switch movement.

Sidings must not be blocked without getting authority from chief dispatcher.

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

Rules 211-C and 211-D as printed in the supplementary book of rules are effective between Detroit and Grand Rapids.

"First class trains will procure clearance at Lansing, and all trains will procure clearances at Plymouth Yard office and Grand Ledge."

The track between west end of Rougemere yard and Michigan Avenue will be controlled by positive manual block. No train or engine can enter this territory at either end until it has received the proper signal indication or clearance card.

A westward train or engine receiving a clear train order signal or clearance card Form T-119 at Rougemere, may proceed to Michigan Avenue ahead of or against superior trains, and an eastward train or engine receiving green or yellow indication of home signal at Michigan Avenue may proceed to Rougemere ahead of or against superior trains.

The normal position of westbound train order signal at Rougemere is "STOP."

The operator at Michigan Avenue must not give signal to an eastward train or engine until he knows that there is no opposing train in the block, and not then until the operator at Rougemere advises him that he will hold all westward trains and engines until arrival of train about to enter the block.

The operator at Rougemere must not give a proceed signal to a westward train or engine until he knows that there is no opposing train or engine in the block and not then unless operator at Michigan Avenue has advised him that he will hold all eastward trains and engines until train about to enter the block has arrived.

These rules do not permit crews operating in this territory to violate the automatic block rules as printed in the Book of Rules, nor do they in any way relieve trainmen from proper protection of the rear of their trains.

(30) Automatic Train Stop Territory.

Automatic train stop equipment has been installed on the Detroit Division as follows:

From Seymour to North Lansing

First eastward inductor at the home signal for Madison Avenue, Interlocking, Grand Rapids.

Last eastward inductor at automatic signal 630, Ensel Yard.

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

Last westward inductor at automatic signal 37, Seymour.

From Lansing to Oak

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

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

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

Last westward inductor at the home signal for Hosmer Street Interlocking, Lansing.

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

FOOT NOTES

Nos. 98 and 99 Mixed Trains will stop at all flag stations between Detroit and McCords for loading and unloading bulky and fragile parcel post mail, when requested by baggage man or railway mail clerk to do so, or when flagged by agent.

No. 99 will stop at Green Oak on signal to let off or take on passengers.

(a) No. 2 will stop on flag at Clarksville to pick up paying passengers for Lansing and Detroit.

(b) No. 5 will stop at Lake Odessa on flag to land passengers from Detroit, Lansing and Grand Ledge and to pick up paying passengers for Grand Rapids and points beyond. Also stops at Plymouth Saturdays only to land passengers from Detroit.

(c) No. 2 will stop at Elmdale to pick up passengers for points at which they stop.

(d) No. 7 will stop at Lake Odessa on flag to let off paying passengers from Detroit or to pick up paying passengers for Grand Rapids and points beyond and on Sundays will stop at Lake Odessa to let off and pick up paying passengers from and for points at which they stop.

(e) No. 4 will stop at Elmdale on flag to pick up passengers from points on Saginaw Division for points at which they stop.

(g) No. 4 will stop at Lake Odessa on flag to pick up paying passengers for Grand Ledge, Lansing, Detroit and points beyond.

(h) No. 6 will stop at Lake Odessa on flag to pick up passengers holding tickets to Lansing, Detroit and points beyond, and at Plymouth to land passengers from Lansing and beyond.

(n) No. 98 will stop at Elm, Beech and Oak only to let off or take on pay passengers.

(r) Trains Nos. 5 and 7 will stop at Plymouth on flag to pick up pay passengers for Lansing, Grand Rapids and Local points at which they stop.

(x) Nos. 2 and 3 will stop at Mulliken, Sunfield and Woodbury on flag to land paying passengers from, and pick up paying passengers for points at which they stop.

ENGINE TONNAGE—RATINGS

BETWEEN	OPERATING GRADE PER CENT	NUMBER OF TONS TO BE ADDED PER CAR FOR ALL CARS OVER THE ADJUSTMENT CAR LIMIT	ENGINE NUMBERS INCLUSIVE											
			CLASS SF 1101-1115		CLASS MK 1001-1040		CLASS SC 901-925		CLASS C 601-625 CLASS SP-2 725-729		CLASS C-1 361-365		CLASS C-2 REBORED CYL'DERS 276, 277, 279, 282, 285, 287, 289, 291, 297, 301, 302, 313, 366, 368, 370, 375, 501, 503, 505, 508, 510, 512		CLASS C-2 ENGINES NOT REBORED 273, 275, 278, 283, 284, 288, 290, 298, 300, 303, 312, 369, 504, 509	
			TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT
Detroit & Plymouth.	0.64	7	3125	50	2650	45	2400	40	1890	32	1640	28	1560	26	1490	25
Plymouth & S. Lyon.	1.15	5	2000	30	1750	25	1550	25	1200	20	1050	18	1000	17	950	17
S. Lyon & Wyoming.	0.75	7	2900	45	2450	40	2250	36	1720	29	1480	25	1420	24	1370	23
Wyoming & Elmdale	1.10	5	2300	35	2100	30	1650	25	1400	20	1200	18	1150	17	1000	17
Elmdale & Plymouth	1.05	5	2500	35	2300	30	1800	30	1600	23	1400	20	1350	19	1100	19
Plymouth & Detroit.	0.30	10	5050	85	4280	70	3930	66	3130	53	2720	46	2600	44	2450	41

BETWEEN	OPERATING GRADE PER CAR	NUMBER OF TONS TO BE ADDED PER CAR FOR ALL CARS OVER THE ADJUSTMENT CAR LIMIT	ENGINE NUMBERS INCLUSIVE											
			CLASS C-2 314-350		CLASS M 200-221 CLASS P-2 701-705 CLASS SP 706-710		CLASS M-1 223-227		CLASS T 150, 153, 156, 157, 159, 168, 183-184		CLASS M-3 235, 241, 243		CLASS M-3 231, 232, 234, 236, 240, 242, 244		CLASS M-3 229, 230, 23	
			TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT
Detroit & Plymouth.	0.64	7	1420	24	1377	23	1280	21	1010	17	915	15	865	14	805	13
Plymouth & S. Lyon.	1.15	5	900	15	834	14	775	13	605	10	560	10	525	10	485	8
S. Lyon & Wyoming.	0.75	7	1280	22	1200	20	1140	19	900	15	815	14	770	13	715	12
Wyoming & Elmdale	1.10	5	1050	16	834	14	775	13	605	10	560	10	525	9	485	8
Elmdale & Plymouth	1.05	5	1050	18	910	15	845	14	660	11	610	10	570	9	530	9
Plymouth & Detroit.	0.30	10	2350	40	2142	36	1987	33	1585	23	1415	23	1335	22	1250	21

TRAIN TONNAGE INSTRUCTIONS

To compute the tonnage of a train, add the respective stenciled light weights plus the weight of 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 to be added per car for all cars over the 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.

PERE MARQUETTE BUSINESS TRACKS NOT OTHERWISE SHOWN

Miles From Detroit	STATIONS	Car Room on Side Track	LOCATION
15.29	Birrel	25	0.85 miles East Breech
17.99	Elm	25	1.85 miles West of Beech
39.70	Green Oak (Disp. P.)	72	3.40 miles West So. Lyon
86.99	East Lansing	335	2 mile branch at Trowbridge
90.91	State Warehouse	70	1.48 mile West of Ensel

Station Hours:

Plymouth Yard, continuous office.
Offices not continuous are open on the following hours:
Beech, 7:30 A. M. to 4:30 P. M., except Sundays.
Brighton, 7:30 A. M. to 10:30 P. M., except Sundays.
Howell, 7:50 A. M. to 8:30 P. M., Sunday meet Nos. 7 and 6.
Webberville, 7:30 A. M. to 4:30 P. M.
Okemos, 7:45 A. M. to 4:45 P. M., except Sunday.
Mulliken, 7:45 A. M. to 4:45 P. M., except Sunday.
Sunfield, 7:45 A. M. to 4:45 P. M., and 6:00 P. M. to 2:00 A. M., except Sunday.
Woodbury, 6:30 A. M. to 3:30 P. M., except Sunday.
Lake Odessa, 7:30 A. M. to 8:40 P. M.
Clarksville, 7:00 A. M. to 4:00 P. M., except Sunday.
Alto, 6:45 A. M. to 3:45 P. M.
Fox, 9:00 A. M. to 6:00 P. M.

INSTRUCTIONS IN CASE OF ACCIDENTS

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 newspapers 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, promptly report facts to proper officials, giving location of injured and name of attending physician.

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

TABLE OF TRAIN SPEEDS

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

COMPANY SURGEONS—DETROIT DIVISION

LOCAL SURGEONS	PLACE	OFFICE	RESIDENCE
DR. G. W. RIDENOUR	Detroit	1904 Eaton Tower. Phone Cadillac 2618	3045 Lawrence Ave. Phone L'gfell'w 7675
DR. A. E. PATTERSON	Plymouth	243 Main St. Telephone 88	Same as Office
DR. FRED. A. LEMOREAUX	South Lyon		
DR. H. P. MELLUS	Brighton	North St. Phone 26-2R	
DR. J. E. BROWNE	Howell	110 N. Michigan Ave. Phone 200	
DR. L. S. DUNKIN	Williamston		
DR. H. A. HAZE	Lansing	123½ So. Washington Ave. Phone 22948	213 W. Main St. Telephone 23050
DR. HAROLD HOOVER	Grand Ledge	231 West Scott Street	
DR. JOHN W. ROBINSON	Lake Odessa	Morse Bldg., Main St. Phone 19-F2	
DR. ROWLAND F. WEBB	Grand Rapids	127 Fountain St. Phone 80623	751 Cambridge Blvd., S. E. Phone 21239

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

W. W. DYER,
Train Master, Grand Rapids.

S. J. BOYLE,
Day Terminal Train Master,
Oak.

R. S. REID,
Night Terminal Train Master,
Oak.

W. ROBERTS,
Road Foreman of Engines,
Grand Rapids.

A. R. NORTH,
Chief Train Dispatcher.

H. I. SMITH,
Night Chief Dispatcher,
Detroit.

H. V. EGGLESTON,
J. H. EARLE,
E. J. HOWARD,
L. B. FLETCHER,
Detroit.
} Train Dispatchers