Pere Marquette Railway

Detroit - Grand Rapids Division

Time Table No. 38

Effective Sunday, October 4, 1931

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.

R. J. BOWMAN,
Vice-President,
DETROIT

A. E. BADGER,
General Superintendent,
DETROIT

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

D. J. SWOPE,
Superintendent,
DETROIT

THE DEAN-HICKS CO.
GRAND RAPIDS, MICH.

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D. J. SWOPE,
Superintendent,
DETROIT

THE DEAN-HICKS CO.
GRAND RAPIDS, MICH.

Sub-Division No. 1 — GRAND RAPIDS TO DETROIT — Eastward Trains

Distance From Detroit Miles	Telegraph Station	TIME TABLE No. 38 Sunday, Oct. 4, 1931 STATIONS	FIRST CLASS 28 Daily	30 Daily	2 Daily Except Sunday	32 Daily Except Sunday	104 Daily Except Sunday	4 Daily Except Sunday	106 Daily	6 Daily	SECOND CLASS 158 BCD 2 Daily	54 CDF 4 Daily	50 CSF 2 Daily	152 MS 4 Daily	52 CDF 2 Daily	98 Daily Except Saturday
	D N	DETROIT	AM 6 50	AM 7 20	AM 9 45		PM 2 35	PM 2 50	PM 8 35	PM 8 40	AM 6 20	PM 12 01		AM 11 45	AM 2 00	AM 6 30
4.60		4.60														
		Delray	6 35	7 05	9 30		2 20	2 35	8 20	8 25	5 55	11 30		11 25	1 28	6 00
7.06	D N	2.46 ROUGEMERE	6 31	7 00	9 25		2 15	2 31	8 15	8 20	5 45	11 20		11 16	1 20	5 55
7.84		0.78 D T (INT'L'D) Mich. Avenue	6 29	6 58	9 24		2 13	2 29	8 13	8 17	5 20	10 59		11 14	1 04	5 47
13.12	P	5.28 Oak	6 23	6 52	9 18		2 06	2 23	8 06	8 10	4 55	10 50		11 04	12 55	N 5 38
16.14	P D	3.02 Beech	6 20	6 48	9 15		2 01	2 20	8 02	8 06	4 48	10 44		10 59	12 50	N 5 28
20.46	P	4.32 Stark	6 15	6 43	9 10		1 56	2 15	7 56	8 01	4 40	10 37		10 53	12 43	F 5 20
24.64	D N	4.18 PLYMOUTH	6 10 AM	6 38 AM	$ 9 05		$ 1 49 PM	J 2 10	$ 7 50 PM	H 7 55	4 25 AM	57 10 30		10 45 AM	12 35	$ 5 10
		E'D DBL TK 3.01 T-L DIV. ITL														
27.65	P	Dehoco			9 01			2 05		7 51		10 25			12 18	F 5 02
		3.47														
31.12	P	Salem			8 57			2 01		7 47		10 20			12 12	F 4 56
36.30	D N	G. T. 5.18 (INTERLOCKED) South Lyon			3 8 50			1 54		7 41		10 13			12 01	$ 4 46
		5.88														
42.18	P	Island Lake			8 41			1 47		7 35		10 05			11 52	F 4 26
	P	3.20						5							99	
45.38	D	Brighton			8 37			1 42		7 31		9 56			11 47	$ 4 18
		5.85														
51.23	P	Canwell			8 29			1 36		7 25						3 52
53.06	D N	A A 1.83 (INTERLOCKED) Ann Pere			8 26			1 33		7 22		9 37			11 33	3 48
		1.30														
54.86	P	Howell			$ 8 24			F 1 31		7 20		9 32			11 30	$ 3 45
	D	3.65										3				
58.01	P	Fleming			8 19			1 26		7 16		9 15			11 24	3 27
		4.66														
62.67	D N	Fowlerville			8 14			1 21		7 11		9 03			11 16	$ 3 19
		5.20								59						
67.87	P	Webberville			8 08			1 15		7 05		8 55			11 07	$ 3 02
	D	5.67														
73.54	D N	Williamston			8 02			1 08		6 58		8 46			10 58	$ 2 48
		4.19														
77.73	P	Meridian			7 57			1 03		6 53		8 39			10 50	F 2 37
		3 68														
81.41	P	Okemos			7 53			12 59		6 48		8 33			10 43	F 2 31
	D	G T. 3.58 (INTERLOCKED)						57								
84.99	P	Trowbridge			7 49			12 55		6 43		8 27			10 36	F 2 25
		END OF 2.58 DOUBLE TRACK								7						99
87.57	D N	Lansing			$ 7 39			$ 12 50		$ 6 33		8 21			10 28	$ 2 05
		0.90														
88.47	P	North Lansing			7 36			12 43		6 31		8 15			10 18	2 00
		1.61														
90.08	D N	Ensel			7 34			12 41		6 29		8 12			10 14	1 56
		END OF 4.27 DOUBLE TRACK														
94.35	P	Delta			7 29			12 36		6 24		8 04			10 07	F 1 40
		5.14														
99.49	D N	GRAND LEDGE			$ 7 23			$ 12 30		$ 6 18		7 56			9 59	$ 1 30
		3.75														
103.24	P	Clay			7 14			12 21		6 09		7 48			9 53	1 10
	P	4.08														
107.32	D	Mulliken			7 10			12 16		6 05		7 41			9 47	$ 1 04
	P	5.06														
112.38	D	Sunfield			7 05			12 10		5 59		7 33			9 39	$ 12 50
	P	4.07														
116.45	D	Woodbury			7 00			12 05		5 54		7 26			9 32	$ 12 38
	P	3.81														
120.26	D	Lake Odessa			$ 6 56			G 12 01		M 5 50		7 20			9 26	$ 12 11
	P	6.29													59	
126.55	D	Clarksville			6 49			11 54		5 43		7 09			9 16	$ 12 02
	P	3.98														
130.53	D N	ELMDALE			6 45	AM $ 7 12		11 50		5 39		7 03	AM 8 25		9 10	$ 11 51
		3.57														
134.10	P	Alto				F 7 06										F 11 37
	D	1.07														
135.17	P	Brannin			6 40	7 03		11 45		5 34		6 55	8 00		9 03	11 29
		2 30														
137.47	P	McCord				F 6 59										F 11 25
		5.17						51								
142.64	P	Fox			6 32	6 51		11 37		5 26		6 40	7 35		8 47	F 11 15
		END OF 6.03 DOUBLE TRACK														
148.67	D N	SEYMOUR			6 24	6 42		11 29		5 18		6 30	7 15		8 35	11 05
		PENNA 3.52 AND M C										AM	AM		PM	
152.19	D N	GRAND RAPIDS			6 15 AM	6 30 AM		11 20 AM		5 10 PM						10 50 PM
		152.19 Miles	28	30	2	32	104	4	106	6	158	54	50	152	52	98
			Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday

G No. 4 will stop at Lake Odessa on flag to pick up revenue passengers for Grand Ledge and points East at which they stop.

H No. 6 will stop at Plymouth to land revenue passengers from Lansing and beyond.

No. 98 mixed train will stop at all flag stations between Mc Cords and Detroit 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. 28 will stop at Plymouth daily except Sunday to pick up employees for Detroit.

J No. 4 on Saturdays will stop at Plymouth to land revenue passengers from points at which they stop.

M No. 6 will stop at Lake Odessa on flag to pick up revenue passengers for Lansing, Detroit and points beyond and to land revenue passengers from Grand Rapids and points beyond.

N No. 98 will stop at Elm, Beech and Oak only to land or take on revenue passengers.

S—Regular stop. F—Flag stop.

Distance From Detroit Miles	Car Room on Siding	Car Room on Other Track	Locations of Coal, Water, Turn Tables, Wyes, Scales	TIME TABLE No. 38 Sunday, Oct. 4, 1931 STATIONS	FIRST CLASS 3 Daily Except Sunday	103 Daily Except Sunday	5 Daily Except Sunday	7 Daily	31 Daily Except Sunday	29 Daily	101 Daily		SECOND CLASS 57 SC 5 Daily	51 FSC 1 Daily	59 SC 3 Daily	157 DBC 1 Daily	99 Daily Except Saturday
.....				.... DETROIT	AM 7 50	AM 8 05	PM 12 30	PM 4 30	.....	PM 9 35	PM 11 10	.....	AM 8 45	.....	PM 4 30	PM 7 45	PM 9 40
				4.60													
4.60	.....	.....	.....	..... Delray	8 05	8 20	12 45	4 45	.....	9 50	11 25	.....	9 05	.....	4 50	8 05	10 05
				2.46													
7.06	.....	934	O W	ROUGEMERE	8 09	8 25	12 49	4 49	.....	9 53	11 30	.....	9 15	.....	5 00	8 20	10 09
				0.78 (D T IN'D)													
7.84	.....	150	.....	Michigan Avenue	8 11	8 27	12 51	4 51	.....	9 55	11 32	.....	9 18	.....	5 03	8 23	10 12
				5.28													
13.12	100	877	Y W	..... Oak	8 18	8 35	12 57	4 57	.....	10 02	11 40	.....	9 40	.....	5 20	8 35	F 10 22
				3.02													
16.14	70	18	.....	..... Beech	8 22	8 39	1 01	5 00	.....	10 05	11 44	.....	9 48	.....	5 25	8 42	F 10 29
				4.32													
20.46	83	19	.....	..... Stark	8 27	8 46	1 06	5 05	.....	10 10	11 51	.....	9 55	.....	5 31	8 50	F 10 37
				4.18									54				
24.64	.....	327	C Y W T	.... PLYMOUTH	K 8 33	S 8 53 AM	R 1 11	S 5 10	.....	10 15 PM	S 11 58 PM	.....	10 30	.....	5 40	9 05 PM	S 10 52
				E'D D'BL TR'K T-L D (IN'D)													
				3.01													
27.65	29	8	.....	..... Dehoco	8 38	.....	1 16	5 15	.....	.....	.....	.....	10 40	.....	5 50	.....	F 10 59
				3.47													
31.12	73	12	.....	..... Salem	8 43	.....	1 21	5 20	.....	.....	.....	.....	10 50	.....	6 00	.....	S 11 05
				G T 5.18 (INT'L'D)	2												
36.30	97	46	.....	.... South Lyon	8 50	.....	1 28	5 28	.....	.....	.....	.....	11 05	.....	6 10	.....	S 11 25
				5.88													
42.18	97	.....	.....	.... Island Lake	8 56	.....	1 35	5 34	.....	.....	.....	.....	11 17	.....	6 18	.....	F 11 35
				3.20			4										52
45.38	90	61	W	..... Brighton	9 00	.....	1 42	5 38	.....	.....	.....	.....	11 24	.....	6 24	.....	S 11 47
				5.85													
51.23	.....	25	.....	..... Canwell	9 07	.....	1 49	5 45	.....	.....	.....	.....	.....	.....	.....	.....	12 14
				A A 1.83 (INT'L'D)													
53.06	63	18	.....	..... Ann Pere	9 09	.....	1 51	5 47	.....	.....	.....	.....	11 45	.....	6 36	.....	12 17
				1.30													
54.36	59	78	.....	..... Howell	9 11	.....	F 1 53	5 49	.....	.....	.....	.....	11 47	.....	6 38	.....	S 12 30
				3.65	54												
58.01	77	.....	.....	..... Fleming	9 15	.....	1 58	5 53	.....	.....	.....	.....	11 55	.....	6 43	.....	12 36
				4.66													
62.67	92	54	.....	.... Fowlerville	9 20	.....	2 03	5 58	.....	.....	.....	.....	12 06	.....	6 48	.....	S 12 50
				5.20													
67.87	85	48	.....	.... Webberville	9 26	.....	2 09	6 04	.....	.....	.....	.....	12 17	.....	6	7 05	S 1 06
				5.67													
73.54	84	54	W	.... Williamston	9 32	.....	2 15	6 10	.....	.....	.....	.....	12 28	.....	7 20	.....	S 1 23
				4.19													
77.73	83	35	.....	..... Meridian	9 37	.....	2 20	6 15	.....	.....	.....	.....	12 36	.....	7 27	.....	F 1 30
				3.68													
81.41	66	20	.....	..... Okemos	9 41	.....	2 24	6 19	.....	.....	.....	.....	12 44	.....	7 33	.....	F 1 37
				G T 3.58 (INT'L'D)									4				
84.99	86	309	.....	.... Trowbridge	9 45	.....	2 28	6 23	.....	.....	.....	.....	12 55	.....	7 38	.....	F 1 45
				END OF 2.58 D'BL T'K				6									98
87.57	.....	58	.....	..... Lansing	S 9 49	.....	S 2 36	S 6 33	.....	.....	.....	.....	1 05	.....	7 45	.....	S 2 05
				0.90													
88.47	.....	336	.....	North Lansing	9 58	.....	2 38	6 35	.....	.....	.....	.....	1 10	.....	7 49	.....	2 10
				1.61													
90.08	94	152	O W C	..... Ensel	10 00	.....	2 40	6 37	.....	.....	.....	.....	1 30	.....	8 03	.....	2 20
				END OF 4.27 D'BL T'K													
94.35	84	21	.....	..... Delta	10 05	.....	2 45	6 42	.....	.....	.....	.....	1 40	.....	8 15	.....	F 2 30
				5.14													
99.49	116	639	W Y	GRAND LEDGE	S 10 16	.....	S 2 54	S 6 52	.....	.....	.....	.....	1 51	.....	8 25	.....	S 2 37
				3.75													
103.24	83	.....	.....	..... Clay	10 21	.....	2 59	6 58	.....	.....	.....	.....	2 01	.....	8 35	.....	2 57
				4.08													
107.32	57	63	.....	..... Mulliken	10 25	.....	B 3 03	7 03	.....	.....	.....	.....	2 11	.....	8 43	.....	S 3 09
				5.06													
112.38	83	84	W	..... Sunfield	10 30	.....	B 3 08	7 09	.....	.....	.....	.....	2 21	.....	8 52	.....	S 3 26
				4.07													
116.45	57	28	.....	..... Woodbury	10 35	.....	B 3 13	7 14	.....	.....	.....	.....	2 30	.....	8 59	.....	F 3 38
				3.82													
120.26	64	46	.....	.... Lake Odessa	F 10 39	.....	B 3 17	D 7 18	.....	.....	.....	.....	2 38	.....	9 06	.....	S 4 00
				6.29											52		
126.55	79	60	.....	.... Clarksville	10 46	.....	3 25	7 25	.....	.....	.....	.....	2 52	.....	9 16	.....	F 4 15
				3.98					PM					AM			
130.53	e83 w71	25	.....	.... ELMDALE	10 50	.....	3 29	7 29	S 9 38	.....	.....	.....	3 00	10 45	9 23	.....	S 4 30
				3.59													
134.10	.....	28	.....	..... Alto	.....	.....	3 33	.....	9 42	.....	.....	.....	.....	.....	.....	.....	F 4 43
				1.07	51									3			
135.17	e67 —	.....	W	..... Brannin	10 55	.....	3 34	7 35	9 44	.....	.....	.....	3 10	10 55	9 31	.....	4 48
				2.30													
137.47	w87	15	.....	..... McCord	10 58	.....	3 37	.....	9 48	.....	.....	.....	.....	.....	.....	.....	F 4 55
				5.17													
142.64	e73 —	.....	.....	..... Fox	11 04	.....	3 43	7 43	9 57	.....	.....	.....	3 30	11 37	9 45	.....	F 5 05
				END OF 6.03 D'BL T'K			57						5				
148.67	w73	55	.....	.... SEYMOUR	11 10	.....	3 49	7 50	10 05	.....	.....	.....	3 40	11 49	9 55	.....	5 13
				PENNA 3.52 AND M C									PM	AM	PM		
152.19	.....	.....	C W T Y O	GRAND RAPIDS	11 20 AM	.....	4 00 PM	8 00 PM	10 15 PM	.....	.....	.....	.....	.....	.....	.....	5 30 AM
					3	103	5	7	31	29	101		57	51	59	157	99
					Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily		Daily	Daily	Daily	Daily	Daily Except Saturday

No. 5 will stop at Plymouth on Saturdays to land passengers from Detroit.

D No. 7 will stop at Lake Odessa on flag to land revenue passengers from Detroit or to pick up revenue passengers for Grand Rapids and points beyond and on Saturdays and Sundays will stop at Lake Odessa to let off and pick up revenue passengers from and for points at which they stop.

R No. 5 will stop at Plymouth on flag to pick up revenue passengers for Lansing, Grand Rapids and local points at which they stop.

K No. 3 will stop at Plymouth on flag to pick up revenue passengers for Lansing, Grand Ledge, Grand Rapids and beyond.

B No. 5 will stop at Mulliken, Sunfield, Woodbury and Lake Odessa on flag to land revenue passengers from Lansing and points East, and to pick up revenue passengers for Grand Rapids and points beyond.

S—Regular stop. F—Flag stop.

No. 99 mixed train will stop at all flag stations between Detroit and Mc Cords for loading and unloading bulky and fragile parcel post mail, when requested by baggage man or railway clerk to do so, or when flagged by Agent, and will stop at Green Oak on signal to let off or take on passengers.

SUB-DIVISION No. 2

Trains Westward

FREEPORT TO SAGINAW

Trains Eastward

Long Car Room on Other Tracks	Long Car Room on Siding	Locations of Coal, Water, Turn Table, Wyes, Scales	SECOND CLASS 51 Daily	SECOND CLASS 23 Daily Ex. Sun.	SECOND CLASS 39 Daily Ex. Sun.	SECOND CLASS 61 Daily	FIRST CLASS 31 Daily Ex. Sun.	TIME TABLE No. 38 Sunday, Oct. 4, 1931 STATIONS	FIRST CLASS 32 Daily Ex. Sun.	SECOND CLASS 62 Daily	SECOND CLASS 50 Daily	SECOND CLASS 30 Daily Ex. Sun.	SECOND CLASS 24 Daily Ex. Sun.	Telegraph Stations	Distance from Saginaw Miles
			FSC-1			SGG-1		SAGINAW		GSG-2	CSF-2			D N	0.00
								0.68 Mershon						D N	0.68
			AM 62			AM	PM		AM	AM 51	PM			P	
13	73		4 40			1 45	F 5 55	PAINES	F 11 00	4 15	1 40			D N	7.72
								9.61							
44	115	W	5 00			2 05	S 6 10	Hemlock	S 10 45	3 55	1 19			D P	17.33
								5.01							
50	75		5 10			2 15	S 6 20	Merrill	S 10 35	3 42	1 03			D P	22.34
								5.45							
35	73	W	5 21			2 26	S 6 33	Wheeler	S 10 25	3 32	12 52			D P	27.79
								2.03							
67			5 25			2 31	S 6 38	Breckenridge	S 10 21	3 28	12 48			D	29.82
								6.45							
328	75		5 38			2 45	S 6 50	St. Louis	S 10 11	3 15	12 34			D P	36.27
								3.73		61					
360	95	WXY	5 48			62 3 05	S 7 04	Alma	S 10 00	3 05	12 24			D P	40.00
								4.53							
12	70		6 09			3 50	S 7 12	Elwell	S 9 45	2 35	11 54			D P	44.53
								4.62							
36			6 19			4 00	S 7 21	Riverdale	S 9 37	2 25	11 44			D	49.15
								3.92							
41	74		6 28			4 10	S 7 28	Vestaburg	S 9 30	2 17	11 36			D P	53.07
								3.29							
10							F 7 33	Cedar Lake	S 9 22						56.36
								3.35							
									24						
308	W81 E96	CWXYO	6 45 7 20			5 10	S 7 45	EDMORE	S 9 15 S 9 13	2 00 1 25	11 19 10 47			D P	59.71
								3.99							
44	90		7 32			5 20	S 7 55	McBrides	S 9 00	1 15	10 37			D P	63.70
								4.39							
89	96		7 46			5 29	S 8 04	Stanton	S 8 51	1 05	10 27			D P	68.09
								4.69							
18							F 8 13	Sidney	S 8 41		10 15			D	72.78
								2.91							
5	96		8 02			5 44	8 18	Moeller	8 36	12 50	10 09			P	75.69
			32		PM			5.16	51			PM			
180	87	YX	8 25		12 15	5 55	8 26	North Greenville	A 8 25	12 40	9 55	2 00		P	80.85
								0.67							
154	30	W	8 30		S 12 35	6 00	S 8 35	Greenville	S 8 22	12 35	9 50	S 1 55		D P	81.52
				PM 24				5.56					PM 23		
	67		8 42	1 05	12 47	6 14	8 44	Kidd	8 07	12 17	9 35	1 20	1 05	P	87.08
				30	24			1.35				23	39		
224	39		8 47	1 10 PM	12 50 PM	6 19	S 8 49	Belding	S 8 04	12 12	9 30	1 15 PM	1 00 PM	D P	88.40
								4.01							
7	61		8 56			6 30	F 8 58	Smyrna	F 7 50	12 04	9 20			P	92.41
			50					4.31			51				
22	75		9 09			6 40	F 9 06	Moseley	F 7 42	11 55	9 09			D P	96.72
								7.55							
128	74	W X	9 25			6 55	S 9 20	Lowell	S 7 29	11 30	8 54			D P	104.27
								0.73							
								Malta							105.00
						32		4.15	61						
			10 40			7 15	9 34	Hillcrest	7 15					P	109.15
						50		1.42			61				
			10 45 AM			8 30 AM	S 9 38 PM	ELMDALE	S 7 12 AM	11 00 PM	8 30 AM			D N	110.57
								6.02							
10								FREEPORT						D	116.59
			51	23	39	61	31		32	62	50	30	24		
			Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.		Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.		

At Edmore and Alma the arriving and leaving time of first-class trains applies to Train Order Signal instead of siding.

Conductors of Second Subdivision trains will transfer passengers for Ionia and stations south at Belding.

Nos. 23, 24, 30, 31, 32 and 39 are mixed trains.

When extra trains run between Edmore and Greenville, they will go via Sidney, unless orders specify via Howard City.

Train leaves Saginaw — No. 31, 5:35 P. M.

Nos. 31 and 32 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.

No. 30 will wait at Belding for No. 23.

No. 24 will wait at Belding for No. 39.

The connecting switch for Subdivision No. 3 to Subdivision No. 2 at Kidd will be the crossover switch at the west end of siding at Kidd.

The connecting switch for Subdivision No. 3 to Subdivision No. 2 at North Greenville is located about fifty car lengths east of west switch of siding.

Trains No. 23 and 24 will use crossover between Subdivisions Nos. 2 and 3 at Kidd.

A — No. 32 will stop at North Greenville to dispatch U. S. Mail.

Train arrives Saginaw—No. 32, 11:20 A. M.

900 class engines or larger cannot operate over first bridge south of Kidd on Subdivision No. 3.

Mich. Central Rules and Time Table Govern between Paines and Mershon. Toledo-Ludington Division Time Table Governs between Mershon and Saginaw.

Northward

STANTON-HAYNOR

Southward

Long Car Room on Other Tracks	Long Car Room on Siding	Location of Coal, Water, Turn Table, Wyes, Scales	SUBDIVISION No. 4 TIME TABLE No. 38 Sunday, Oct. 4, 1931 STATIONS	Telegraph Stations	Distance from Haynor Miles
30			Haynor		0.00
			6.45		
12			Shiloh		6.45
			3.14		
86			Fenwick		9.59
			4.45		
20		X	Sheridan		14.04
			5.96		
89	88		Stanton	D	20.00

The connecting switch of Subdivision No. 4 at Stanton will be at the switch leading to the siding at Stanton. All trains will come to full stop northbound on Subdivision No. 4 before entering siding at Stanton.

Northward Trains

BIG RAPIDS AND GRAND LEDGE

Southward Trains

SUBDIVISION No. 3
TIME TABLE No. 38
Sunday, Oct. 4, 1931

Long Car Room on Other Tracks	Long Car Room on Siding	SECOND CLASS 23 Daily Ex. Sun.	STATIONS	SECOND CLASS 24 Daily Ex. Sun.	Location of Coal, Water, Turn Tables, Wyes, Scales	Telegraph Stations	Distance from Grand Ledge Miles
		AM		PM			
692		10 30	GRAND LEDGE	4 15	CWY	D N	.0
			4.27				
26		$ 10 45	Eagle	$ 3 49			4.27
			7.78				
120		$ 11 15	Portland	$ 3 30	Syphon	DP	12.05
			5.31				
23		F 11 29	Collins	F 2 44			17.36
			2.27				
	22	11 35	Webber	2 37			19.63
			1.12				
73		$ 11 44	Lyons	$ 2 32		DP	20.75
		$ 12 01	5.38	2 15			
756		12 12	IONIA	$ 1 57	CWXTO	DP	26.13
			4.23				
30		12 26	Haynor	1 35		P	30.36
			4.30				
28		$ 12 45	Orleans	$ 1 22		DP	34.66
			4.95	23			
		1 05	KIDD	1 05		P	39.61
			6.23				
		Run as Nos 23 & 30 bet Belding and N Gre'nville		Run as Nos 24 & 39 bet Belding and N Gr'envill			
		2 00	N. GREENVILLE	12 15	YX	P	45.84
			4.91				
39		$ 2 15	Gowen	$ 11 55		D	50.75
			5.16				
35		$ 2 45	Trufant	$ 11 35		D	55.91
			4.08				
34		$ 3 05	Coral	$ 11 15		D	59.99
			4.29				
60		$ 3 30	Howard City	$ 10 55		D	64.28
			4.76				
18		$ 3 45	Amble	$ 10 35			69.04
			6.05				
112		$ 4 25	Lakeview	$ 10 20		D	75.09
			6.47				
28		$ 4 50	Six Lakes	$ 9 50		D	81.56
			5.53	32			
166		$ 5 35	EDMORE	$ 9 25 / $ 8 45	CWXYO	D / P	87.09
			3.19				
10		F 5 43	Wyman	F 8 36			90.28
			2.94				
	45	5 49	Murphy	8 28			93.22
			2.84				
28	27	$ 6 04	Blanchard	$ 8 17		D	96.06
			2.59				
26		$ 6 19	Millbrook	$ 8 05	Syphon	DP	98.65
			4.00				
64		$ 6 39	Remus	$ 7 50		D	102.65
			4.51				
60		$ 6 56	Mecosta	$ 7 30	W	D	107.16
			6.31				
28		$ 7 15	Rodney	$ 7 13		D	113.47
			8.53				
250		7 55	BIG RAPIDS	6 45	WYX	D	122.00
		PM		AM			
		23		24			
		Daily Ex. Sun.		Daily Ex. Sun.			

After Nos. 23 and 24 become 15 minutes late, they will protect against engines in Ionia Yard.

Freight trains must keep at least fifteen minutes apart between Haynor and Ionia.

Nos. 23 and 24 are mixed trains.

At Edmore the arriving and leaving time of first-class trains applies to Train Order Signal instead of siding.

All trains must be under control at reduced speed through the limits of Grand Ledge, Big Rapids and Edmore yards.

Extra trains will run ahead of second-class trains between Haynor and Ionia without orders.

Nos. 23 and 24 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.

All trains and engines must come to full stop before passing over Depot Street crossing, Ionia.

Southward trains must come to full stop before reaching crossover switches west of Grand Ledge Depot.

Northward — MECOSTA-BARRYTON — Southward

SUBDIV'N No. 5
TIME TABLE No. 38
Sunday, Oct. 4, 1931

Car Room on Other Tracks	Car Room on Passing Track	SECOND CLASS	STATIONS	SECOND CLASS	Telegraph Stations	Distance from Mecosta Miles
			Mecosta		D	0.00
			11.73			11.73
45			Barryton			

Mixed train leaves Mecosta about 1:00 P. M. for Barryton and return on Monday and Friday.

Northward — REMUS-WEIDMAN — Southward

SUBDIV'N No. 6
TIME TABLE No. 38
Sunday, Oct. 4, 1931

Car Room on Other Tracks	Car Room on Passing Track	SECOND CLASS	STATIONS	SECOND CLASS	Telegraph Stations	Distance from Remus Miles
64			Remus		D	0.00
			13.29			13.29
60			Weidman			

Syphon at bridge 8.17 miles north of Remus.

Mixed train leaves Remus about 7:00 A. M. for Weidman and return Tuesday and Saturday.

SPECIAL INSTRUCTIONS

(1) Superiority of Direction.

Eastward and southward trains are of superior direction.

(2) Train Order Signals.

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

At junction points where only one train order signal is maintained, the signal governs trains of the main line only. Branch line trains at such points will be governed by Rule 83-C as printed in the supplemental Book of Rules.

Operators must make sure that light is burning in train order signal at night as train approaches.

(3) Signal for "19" Order and Location.

Rule 211-D in supplemental Book of Rules governs on Sub-Division Nos. 1 and 2. On all other Sub-Divisions a yellow flag by day and a yellow light by night displayed at train order office will indicate "19" order for delivery. Finding "19" order signal displayed, trains must secure a clearance card Form 109 and copies of all orders shown on clearance card addressed to their train before proceeding.

(4) Double Track.

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

Hillcrest—between switches.

Westward trains doubling to Hillcrest will pull head end in on westward main track and go back with engine through eastward track and will leave east switch set by hand for eastward main track so that train doubling going up with rear portion or any train going up hill between first and second cuts may use eastward track under orders or protection without stopping to line this switch for eastward track. Conductor of train doubling must see that cars on westward main track are protected against following trains and must see that switch is restored to normal position after double is completed.

(5) 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.

(6) Standard Clocks.

Telegraph office at Detroit; 21st street roundhouse and yard office; Rougemere yard office; Oak yard office; Plymouth yard office; Ensel yard office; Grand Ledge passenger station; Grand Rapids Chief Dispatcher's Office; Wyoming yard office and Wyoming Roundhouse; Edmore; Ionia.

(7) Register Stations.

Register stations are printed in full face type.

(8) 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.

(9) Other Registering Points.

Stations at which trains start and terminate are registering points for such trains. Plymouth Yard registering point for all trains.

(10) Bulletin Stations.

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; Lowell, Ionia, Edmore, Big Rapids, Alma and Saginaw.

(11) Automatic Block Signals.

Between Grand Rapids and Delray.

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 Delray 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.

Malta—4000 feet west of home signal west of Malta.....Eastward trains.

(12) Spacing Trains.

Except in Automatic Block Centralized Control or Manual Block Territory, two passenger trains in the same direction will not be allowed in the same block at the same time, but freight trains may follow passenger trains after the expiration of ten (10) minutes.

Immediately after the departure of a passenger train, operator must place his train order signal in stop position and not change it to proceed until after the expiration of ten (10) minutes.

If another passenger train is following, dispatcher must notify operator to hold signal "red" until he is notified that leading train has arrived at next station.

(13) Speed Restrictions.

Speed in excess of 30 miles per hour for Passenger trains and 20 miles per hour for Freight trains over all interlocked crossings is prohibited. Except as noted below.

LIMITS	Maximum Speed, Miles, per hour Passenger	Freight
Sub-Division No. 1, except as noted below	60	40
Class C 1-2 and engines over Fort St. Union Depot viaduct	15	15
West Detroit Branch	15	15
Concrete roadbed West of Beech, Westward Main	55	
Through crossover at west end double track Plymouth	10	10
Through Southeast Wye Plymouth	15	15
Through dip west of Dehoco		25
Eastward gravel trains Green Oak to Plymouth		20
Annpere A. A. Crossing	50	30
Trowbridge G. T. Crossing	40	30
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	50	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
Madison St., Grand Rapids	20	15
Division Ave., Grand Rapids	20	15
Sub-Division No. 2, except as noted below	50	40
Between Freeport and Elmdale	20	15
Lowell Hill between Pratt Lake and Malta	30	20
Malta Interlocker	30	20
On curve between Flat and Grand River bridges, Lowell	20	20
Between Smyrna Depot and foot of hill		20
Through Belding	8	8
Around curve at Kidd	20	20
Through Greenville and North Greenville	20	20
North Greenville Interlocker	20	20
Through Stanton	10	10
Through southeast Wye, Edmore	8	8
Main Street crossing east of Edmore	15	15
Township crossing west of East Switch, Edmore	8	8
Between Cedar Lake and west switch at Vestaburg	35	20
Elwell main street crossing	15	15
First curve East of Riverdale	30	30
Superior Street, Alma	10	10
Center and Lincoln Streets, Alma	8	8
Court and South Woodward Streets, Alma	10	10
Alma switch movements	Flag over	St. cross'g
Highway west of depot, St. Louis	15	15
St. Louis switch movements	Flag over	St. cross'g
Through Breckenridge	15	15
Through Merrill	20	20
Sub-Division No. 3, except as noted below	30	25
Lyons Spur	6	6
Through Ionia	15	15
Engines crossing Jefferson Street, Ionia	5	5
Ingram St., Trufant (Northward trains)	15	15
Main St., Trufant (Southward trains)	6	6
Between Station switches, Howard City	15	15
Lincoln Avenue, first crossing north of Depot at Lakeview	6	6
First Highway south of Depot at Lakeview	12	12
First Highway crossing north of Blanchard	15	15
Second Crossing south of Millbrook (Northward trains)	10	10
Big Rapids Bridge	10	10
Big Rapids—State St. and Maple St. crossings	Flag over	St. cross'g
Sub-Division No. 4, except as noted below	20	20
Between Sheridan and Fenwick	10	10
Sub-Division No. 5	20	15
Sub-Division No. 6	20	15

Maximum speed trains CDF-2, CDF-4, SC-3 and MS-4 is fifty (50) miles per hour. All other freight trains forty (40) miles per hour as above.

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.

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.

Trains running against the current of traffic must approach all crossovers under full control and must not exceed twenty (20) miles per hour over facing point switches.

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.

Trains handling steam derrick, trucks, cranes, steam shovels or similar pivoting machinery on wheels; loaded or empty self-clearing hoppers, freight cars with six-wheel trucks, must not exceed thirty miles per hour and trains handling dead engines must not exceed twenty miles per hour on Sub-Divisions 1 and 2 and must not exceed maximum speed on other Sub-Divisions.

Trains TD-3 and TD-5 permitted forty miles per hour with Loaded or Empty self-clearing hoppers.

Switch engines in road movement will not be moved on main line at a speed to exceed 20 miles per hour.

Engines backing up will not exceed a speed of 15 miles per hour except around Woodpecker Curve, Lowell Hill, 10 miles per hour.

No train or engine will exceed a speed of ten (10) miles per hour while entering, passing through or leaving any siding.

Class S-F engines must not exceed 30 miles an hour.

(14) Yard Limits.

Rougemere to 2,500 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 Shepard St. 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. 4451 feet north of north wye switch. Grand Rapids 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.

All the territory embraced within the yard limit posts north of Loop Line switch on the Bay City Division, west of Saginaw River south of Hoyt and east of Brewer, distant signal north of Donald tower on S. T. & H. Division, and all territory embraced by Belt Line will be known as Saginaw Yard, and Toledo-Ludington Division Time Table governs.

St. Louis	East and west
Alma	East and west
Edmore	East and west, Sub-Division No. 2
	South and north, Sub-Division No. 3
Stanton	East and west

Greenville—All territory embraced between west yard limit board, Sub-Division No. 2, Greenville, and yard limit boards east of North Greenville on Sub-Division No. 2 and north of North Greenville on Sub-Division No. 3 will be known as Greenville Yard.

Belding	East and west

Lowell—All territory embraced between yard limit board east of Lowell and yard limit board west of Malta will be known as Lowell Yard.

Grand Ledge	North
Portland	South and north
Ionia	South and north
Remus	South and north, Sub-Division No. 3
Mecosta	South and north, Sub-Division No. 3
Big Rapids	South

At following stations the outside switch either direction will indicate yard limits: Hemlock, Merrill, Breckenridge, Lakeview, Howard City, Trufant, Blanchard.

(15) Foreign Time Tables and Rules.

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 Railway track at Lansing to switch from west bound track to Pere Marquette track at North Lansing. 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 18½ Street, Detroit.

Fort St. Union Depot Co. 18½ Street and Union Station, Detroit.

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

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 Grand River Avenue interlocker must not foul main track at Turner Street until it has been ascertained from towerman at Grand River Avenue that he will be able to move them through the plant without delay.

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.

All territory between Paines and Mershon is joint with M. C. R. R. and all trains moving in this territory will be governed by Michigan Central Time Tables and rules.

(16) Other Signals.

All switch movements over the crossings protected by flashlight 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 flashlight or Wig-wag signals for a greater length of time than is absolutely necessary.

"Any time flashlight signals on any crossing become inoperative a watchman must be placed on crossing to warn traffic of approach of train or engines."

Semaphore signal 3800 feet east of home signal Elmdale governing westward trains normal position 45 degrees.

(17) 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 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 or colored light Colored light eastward
Michigan Ave.	D. T.	"	Colored lights
Plymouth	Tol. Lud'n Div.	"	Colored lights
South Lyon	G. T. R. R.	Interlocking	Colored lights
Ann Pere	A. A. R.R.	Interlocking	Home signal vertical
Trowbridge	G. T. R.R.	"	" " "
Hosmer St.	M. U. R.	"	" " "
Lansing	M. C. R. R. Jct.	Interlocking	" " "
North Lansing	M. C. R. R. M. U. T.	"	" " "
Elmdale	Jct. Sub-Div. No. 2	"	" " "
Madison St.	G. R. ST. RY.	"	" " "
Division Ave.	G. R. ST. RY.	"	" " "
Grand Rapids	M. C. & Penna. Co.	"	Home signal vertical or colored light
Alma	A. A. Ry.	Target	Horizontal
Edmore	Howard City-Edmore Line P. M. R. R.	Semaphore	Top blade angle 45 degrees
Edmore	Big Rapids-Edmore Line P. M. R. R.	Semaphore	Lower blade angle 45 degrees
North Greenville	G. T. Ry.	Interlocker	Home signal vertical
Malta	G. T. Ry.	Interlocker	Home signal 90 degrees
Ionia	G. T. Ry.	Semaphore	Arm at angle of 45 degrees
Sheridan	G. T. Ry.	Gates	Normal position against P. M. Trains
Big Rapids	Penna. Co.	Gates	Normal position of Gates against P. M. Trains

WEST DETROIT BRANCH

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	Colored Light	
Michigan Ave.	D. S. R.	Nil	D. S. R. Flagman.

(18) Instructions to be Followed at Interlockings.

Lamar, Plaster Creek, Division Ave. and Madison Ave., Grand Rapids and Michigan Ave., Detroit, interlocking home signal top light or arm is semi-automatic and acts as block signal as well as governs route over interlocking. The lower light or arm is low speed signal and acts as calling on signal. Trains receiving lower arm diagonal or yellow light 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 given above may pass home signal without stopping, at a speed not exceeding ten miles per hour, and run under control to the next block signal looking out for open switch, broken rail, or other obstruction.

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.

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 Sub-Division No. 1 and Sub-Division No. 2.

3 Blasts of Whistle—To and from Sub-Division No. 1 and West Passing Siding.

1 Long and 1 Short—To and from Sub-Division No. 1 and East Passing Siding.

2 Long and 1 Short—To and from Sub-Division No. 2 and West Passing Siding.

(19) Draw Bridges.

(20) Normal Position of Switches.

All inside switches must be set for straight track.

At Kidd, North Greenville and Stanton and both switches of southeast "Y" at Edmore will be for Sub-Division No. 2.

Haynor—Junction switch will be for Sub-Division No. 3.

(21) Buildings and Structures.

SUB-DIVISION NO. 1.

Buildings 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.

SUB-DIVISION NO. 2.

Alma—The girders on first bridge east, known as "Alma Race Bridge," will not clear man on side of car.

Belding—Lumber on Belding-Hall sidetrack will not clear man on side of box car.

SUB-DIVISION NO. 3.

Six Lakes—Building on elevator track will not clear passenger equipment or person on the side of a car.

Amble—Elevator building will not clear a man on side of car.

Portland—Valley City Milling Co. structure over mill track will not clear top of engine cab and will not clear man on side or top of car.

(22) Prepaid Stations.

Sub-Division No. 1, Oak, Elm, Stark, Salem, Green Oak, Island Lake, Meridian, Trowbridge and Delta.

Sub-Division No. 2—Smyrna, Martha Moeller, Cedar Lake.

Sub-Division No. 3—Wyman, Murphy, Haynor, Chadwick, Collins, Eagle.
Sub-Division No. 4—Henderson, Shiloh.

(23) Restricted Tracks and Bridges.

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

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

SP-2 Engines 725-729 and 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.

No two engines heavier than C-1 class will be permitted to double head over bridges on Sub-Division No. 2 without four cars between them.

The use of high dock track at Edmore by 600 class or heavier engines is prohibited.

Nine hundred class engines cannot operate over first bridge south of Kidd on Sub-Division No. 3.

(24) Outside Telephones.

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

(Paines, Hemlock, St. Louis, Alma, Vestaburg, Edmore, Stanton, Moeller, North Greenville, Kidd, Belding, Smyrna, Moseley, Lowell, Hillcrest.)
(Webber, Haynor, Ionia.)

(P) Indicates Dispatcher's 'phone.

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

(Hemlock, Merrill, Wheeler, Elwell, Riverdale, Vestaburg, Edmore, McBrides, Stanton, Smyrna, Moseley, Lowell.)
(Portland, Lyons, Orleans.)

(25) Spring Switches.

Both ends South East Wye and North end of North East Wye at Plymouth.

Normal position for all spring switches is for main track. Movement from diverging route through these switches may be made without lining switch stand from main track. Trains or engines so doing will not make reverse movement over switch until entire train is pulled clear of switch, and not then until switch has been thrown or trainmen have assured themselves that switch points are in proper position. Movement from Main Track to diverging route may be made by operating switch by hand, but care must be used to know that switch points are properly set.

Signals protecting these switches are two-light signals located in advance of switch location. Indications are as follows:

Top light yellow, lower light red, switches set for straight track.

Top light red, lower light yellow, switches set for Wye.

When signals are red, all trains must stop and not proceed over switch before assuring themselves by examining switch points and knowing that switch is in proper position.

Hillcrest—spring switches at each end.

The switch at the east end will be open for the westward track and trains using this track will trail through the switch at the west end at a speed not to exceed fifteen (15) miles per hour. Eastward trains will use the eastward track and trail through the switch at the east end at a speed not to exceed fifteen (15) miles per hour. A reverse movement must not be made over either of these spring switches until the entire train has passed by the switch.

The normal position of each switch will be indicated by a signal placed 50 ft. in advance of the switch from the approaching train, signal arm being in 45° position and yellow light showing. Trains finding the signal horizontal or red light showing must stop and examine switch points to see that they are in proper position before using switch.

(26) Highway Crossing Protection.

Highway crossings must be opened a sufficient distance by trainmen and others to give approaching vehicles the proper view. It is imperative when cutting crossings on trains enroute as well as car standing in yards and stored in other tracks, that the crossing must be cut and opened a sufficient distance. Sufficient distance should be, if possible to do so, not less than 60 feet from the sidewalk. When crossings are cut by road crews standing on sidings or main line for the purpose of letting trains by or meeting trains, trainmen making this cut will remain at such crossing and protect it until coupled.

Conductors and switchmen must open their trains to clear all public crossing 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.

(27) Highway Crossing Whistle Warning.

Rule 14-L, Page 19 in Book of Rules, is hereby modified as follows: 2 long 1 short and 1 long blast of whistle starting at whistling post and the last long blast held until crossing is reached.

(28) Operation of Trains.

Eastward first class trains and No. 98 will procure orders or a clearance before leaving Michigan Avenue, Lansing.

Westward first-class trains will not secure clearance passing through Michigan Central Territory at Lansing.

All trains will procure clearance at Plymouth Yard Office and Grand Ledge.

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.

At stations on Detroit Division 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 enginemen of approaching trains call for them with four blasts of the whistle. Trainmen will close switches when their train is into clear.

All trains, Sub-Division No. 3 must get clearance card (Form 109) before leaving Edmore.

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.

(29) City Ordinances.

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 viaduct.

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

The signal whistle for highway crossings will be given at all street crossings in the limits of the city of Ionia.

(30) Automatic Train Stop Territory.

Automatic train stop equipment has been installed on the Sub-Division No. 1 as follows:

Between Seymour and 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 Grand River Avenue, Interlocking, North Lansing.

Last westward inductor at automatic signal 37, Seymour.

Between Lansing and 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.

It should be understood, except when authorized by the Superintendent, road locomotives in passenger or freight service must be equipped with Intermittent Inductive Automatic Train Stop Equipment and must not enter automatic train stop territory without having the automatic train stop equipment operative. Enginemen are required to know by actual test that the automatic train stop equipment is working properly before leaving terminal.

When train control apparatus fails enroute on locomotives or when trains are offered in detour over automatic train stop territory by foreign railroads, with locomotives not equipped with automatic train stop device, such trains will not be permitted to enter a block occupied by a train ahead, nor will such trains be permitted to follow each other in block but will be blocked a station apart.

(31) Miscellaneous.

Rules 211-C and 211-D as printed in the supplementary book of rules are effective on Sub-Divisions 1 and 2.

In connection with the handling of snow plows or cars equipped with devices for the removal of snow from tracks, the following communicating electric signal bell signals will be used between locomotive and snow plow.

Sound	Indication
o o	When standing—start.
o o	When running—stop at once.
o o o	When standing—back the train.
o o o	When running—stop at next passenger station.
o o o o	When standing—apply or release air brakes.
o o o o	When running—reduce speed.
o o o o o	When running—increase speed.

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 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 authority from chief dispatcher.

Not more than one man will be permitted to ride upon the leading footboard or pilot of engine while switching. His position on footboard must be outside the rail.

While making movement through yard or between yards, no one will be permitted to ride upon the leading footboards or pilot.

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.

The Southeast wye at Plymouth is equipped with spring switches and automatic block signal governing Eastward movements, to permit Eastward trains and engines from the Toledo-Ludington Division using that wye to enter Detroit Division Eastward Main track on signal indications without stopping if yellow indication received.

Trains and engines using other wye tracks at Plymouth will be governed by Rules 98 and 508 of the Book of Rules.

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

Trains or Engines will not enter or foul either of the main tracks between Seymour and Second Avenue, without first receiving permission from the operator at Seymour. At Seymour and Second Avenue, the proper display of signal will be construed as authority to enter and use main track with the current of traffic, in accordance with existing instructions. At all intermediate points where the main tracks may be entered or cleared, box telephones have been installed, and permission must be obtained from the operator at Seymour, before fouling or entering main tracks, and at same points, crews must report to operator, Seymour, as soon as trains or engines are clear of main track, and switch closed. Trains or engines must not run against current of traffic within these limits without flag protection, ahead, unless authorized by permissive card Form 194, issued by and bearing the name of the Operator at Seymour. Engineer and Conductor are required to have a copy of the Permissive Card on Form 194, in making moves against current of traffic. For westward movements, a clear position of the train order signal at Seymour, and for eastward movements, a proceed indication on the home signal at Second Avenue will be interpreted as the proper display of signals as authority to operate in this territory with the current of traffic.

Trains or engines may move under control between Sunnyside and Second Avenue, with or against current of traffic, without written instructions, when the switches are properly lined and the proper signals given by the leverman at Sunnyside or Second Avenue.

Car capacity of sidings are based on 45′ to the car and includes engine and caboose.

Following letters appearing in Time Table Schedules indicate: D—Day train order station; N—Night train order station; DN—Day and Night rain order station; P—Dispatcher's telephone; C—Coaling station; O—Scales; T—Turn Table; W—Water station; X—Railroad crossing; Y—Wye.

Effective at once the following flag and lamp signals will apply:

	Manner of Use	Indication
By Day:	Nose held with right hand and left hand pointed toward track.	Hot Journal.
By Night:	Lamp swung vertically in small circle, lamp to be held by guard wire around the globe.	Hot Journal.
By Day:	Raise and lower right hand slowly full length of body.	Car door swinging or about to fall.
By Night:	Raise and lower lamp slowly full length of body and in addition give stop signal.	Car door swinging or about to fall.
By Day:	Hand shoved in sliding motion out from body.	Brakes sticking.
By Night:	Lamp shoved in sliding motion out from body.	Brakes sticking
By Day:	Hand raised and held stationary.	All right.
By Night:	Proceed signal.	All right.

PERE MARQUETTE BUSINESS TRACKS NOT OTHERWISE SHOWN

Miles From Detroit	STATIONS	Car Room on Side Track	LOCATION
	Sub-Division No. 1		
15.48	Koenig Spur	54	0.66 miles East Beech
15.89	Water Board Spur	20	0.25 miles East of Beech
17.14	Norton Yard	15	1.00 miles West Beech
17.99	Elm	25	1.85 miles West of Beech
39.70	Green Oak (Disp. P.) (O)	72	3.40 miles West So. Lyon
86.99	East Lansing	335	2 mile branch at Trowbridge
90.91	State Warehouse	70	1.48 miles West of Ensel
Saginaw	**Sub-Division No. 2**		
12.27	Graham	28	4.55 miles west of Paines.
14.22	Graylock	6	6.5 miles West of Paines
77.91	Martha	11	3.6 miles east of Greenville.
Grand Ledge	**Sub-Division No. 3**		
37.5	Chadwick	6	2.8 miles north of Orleans.
Haynor	**Sub-Division No. 4**		
2.3	Henderson	2	4.1 miles south of Shiloh.
Remus	**Sub-Division No. 6**		
5.6	Mansfield	9	7.7 miles south of Weidman.

Train order offices not continuous are open following hours. Except Sundays:

Beech, 6:00 A. M. to 2:00 P. M.
Brighton, 7:30 A. M. to 10:30 P. M.
Howell, 7:50 A. M. to 8:30 P. M.
Webberville, 7:30 A. M. to 4:30 P. M.
Okemos, 7:45 A. M. to 4:45 P. M.
Mulliken, 7:45 A. M. to 4:45 P. M.
Sunfield, 7:25 A. M. to 4:25 P. M.
Woodbury, 6:30 A. M. to 3:30 P. M.
Lake Odessa, 6:30 A. M. to 7:30 P. M.
Clarksville, 6:40 A. M. to 3:40 P. M.
Hemlock, 8:00 A. M. to 5:00 P. M.
Merrill, 8:00 A. M. to 5:00 P. M.
Wheeler, 8:00 A. M. to 5:00 P. M.
Breckenridge, 8:30 A. M. to 5:30 P. M.
St. Louis, 8:30 A. M. to 5:30 P. M.
Alma, 6:00 A. M. to 10:00 P. M.
Elwell, 9:00 A. M. to 6:00 P. M.
Riverdale, 8:00 A. M. to 5:00 P. M.
Vestaburg, 8:00 A. M. to 5:00 P. M.
Edmore, 6:00 A. M. to 10:00 P. M.
McBrides, 7:00 A. M. to 4:00 P. M.
Stanton, 7:00 A. M. to 4:00 P. M.
Sidney, 7:00 A. M. to 4:00 P. M.
Greenville, 7:00 A. M. to 4:00 P. M.
Belding, 7:00 A. M. to 4:00 P. M.
Moseley, 6:30 A. M. to 3:30 P. M.
Lowell, 7:00 A. M. to 4:00 P. M.
Portland, 8:00 A. M. to 5:00 P. M.
Lyons, 8:00 A. M. to 5:00 P. M.
Ionia, 9:00 A. M. to 6:00 P. M.
Orleans, 7:25 A. M. to 4:25 P. M.
Gowen, 8:00 A. M. to 5:00 P. M.
Trufant, 8:00 A. M. to 5:00 P. M.
Coral, 8:00 A. M. to 5:00 P. M.
Howard City, 8:00 A. M. to 5:00 P. M.
Lakeview, 8:30 A. M. to 5:30 P. M.
Six Lakes, 9:00 A. M. to 6:00 P. M.
Blanchard, 7:30 A. M. to 4:30 P. M.
Millbrook, 7:40 A. M. to 4:40 P. M.
Remus, 7:00 A. M. to 4:00 P. M.
Mecosta, 6:15 A. M. to 3:15 P. M.
Rodney, 6:45 A. M. to 3:45 P. M.
Big Rapids, 6:00 A. M. to 5:00 P. M.

COMPANY SURGEONS—DETROIT—GRAND RAPIDS 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	Phone 48	Same as Office
DR. H. P. MELLUS	Brighton	North St. Phone 26-R2	Same as Office
DR. J. E. BROWNE	Howell	110 N. Michigan Ave. Phone 200	1000 W. Grand River Ave. Phone 201
DR. O. S. HENDREN	Williamston	127½ E. Grand River. Phone 41-F2	520 North Putman St. Phone 41-F3
DR. H. A. HAZE	Lansing	402-3 Am. St. Sav. Bk. Bldg. Phone 22948	213 W. Main St. Telephone 23050
DR. HAROLD HOOVER	Grand Ledge	113 E. Jefferson. Phone 155	231 W. Scott St. Phone 155-2R
DR. JOHN W. ROBINSON	Lake Odessa	Campbell Gilson Store Bldg., Maint St. Phone 19-F2	Lake Odessa. Phone 19-F3
DR. ROWLAND F. WEBB	Grand Rapids	127 Fountain St. Phone 80623	751 Cambridge Blvd., S. E. Phone 21239
DR. CHAS. DU BOIS	Alma	Polasky Blk.	45-R.
DR. JOSEPH F. PINKHAM	Belding	206 West Main St.	Citz. 245.
DR. GORDON H. YEO	Big Rapids	Big Rapids	
DR. J. R. HANSEN	Greenville	New Hansen Block. Phone 87F1	
DR. E. M. LING	Hemlock	Hemlock. Phone Union 19	
DRS. F. M. MARSH AND J. J. McCANN	Ionia	National Bank Bldg. Phone 52	Res. 194.
DR. BENJ. FRANKLIN	Remus	Main St. Phone 37-2R	37-2R
DR. H. R. WILSON	Saginaw	524 Potter St. Phone Riverside 259-J	

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

TABLE OF TRAIN SPEEDS

Time Per Mile	Miles Per Hour
0 Mins., 45 Sec.	80.0
0 " 48 "	75.0
0 " 50 "	72.0
0 " 52 "	69.2
0 " 54 "	66.6
0 " 56 "	64.2
0 " 58 "	62.0
1 " 0 "	60.0
1 " 1 "	59.0
1 " 2 "	58.0
1 " 3 "	57.1
1 " 4 "	56.2
1 " 5 "	55.3
1 " 6 "	54.5
1 " 7 "	53.7
1 " 8 "	52.9
1 " 9 "	52.1
1 " 10 "	51.4

Time Per Mile	Miles Per Hour
1 Min., 11 Sec.	50.7
1 " 12 "	50.0
1 " 13 "	49.3
1 " 14 "	48.6
1 " 15 "	48.0
1 " 16 "	47.4
1 " 17 "	46.7
1 " 18 "	46.1
1 " 19 "	45.6
1 " 20 "	45.0
1 " 21 "	44.4
1 " 22 "	43.9
1 " 23 "	43.4
1 " 24 "	42.9
1 " 25 "	42.4
1 " 26 "	41.9
1 " 27 "	41.4
1 " 28 "	40.9

Time Per Mile	Miles Per Hour
1 Min., 29 Sec.	40.4
1 " 30 "	40.0
1 " 31 "	39.6
1 " 32 "	39.1
1 " 33 "	38.7
1 " 34 "	38.3
1 " 35 "	37.9
1 " 40 "	36.0
1 " 45 "	34.3
1 " 50 "	32.7
1 " 55 "	31.3
2 " 0 "	30.0
2 " 5 "	28.8
2 " 10 "	27.7
2 " 15 "	26.7
2 " 20 "	25.7
2 " 28 "	24.8

Time Per Mile	Miles Per Hour
2 Min., 30 Sec.	24.0
2 " 35 "	23.2
2 " 40 "	22.5
2 " 50 "	21.2
3 " 0 "	20.0
3 " 10 "	18.9
3 " 20 "	18.0
3 " 30 "	17.1
3 " 40 "	16.4
3 " 50 "	15.6
4 " 0 "	15.0
4 " 10 "	14.4
4 " 20 "	13.8
4 " 30 "	13.3
4 " 40 "	12.8
4 " 50 "	12.4
5 " 0 "	12.0

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

J. E. WILSON,
Train Master, Edmore.

R. S. REID,
Terminal Train Master,
Detroit.

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,
F. C. DENNER,
L. B. FLETCHER,
Detroit.
} Train Dispatchers

E. J. HOWARD,
Extra Dispatcher,
Detroit.