Pere Marquette Railway

Toledo-Ludington Division

Time Table No. 67

Effective Sunday July 27, 1941

AT 12:01 A. M.

Eastern Standard Time

Former Time Tables Must Be Destroyed

This Time Table is in no case intended for the information of the public, or as an advertisement of the hours of any train; it is for the information of Employees Only.

Employees must provide themselves with copy of Rules and Regulations of the Operating Department, Effective September 27, 1936.

R. J. BOWMAN,
Vice-President
DETROIT

A. E. BADGER,
General Superintendent
DETROIT

A. J. MINARD,
Asst. Gen. Superintendent
DETROIT

W. H. WALLACE,
Superintendent
SAGINAW

SEEMANN & PETERS, SAGINAW

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4M H281 SEEMANN & PETERS, SAGINAW

Subdivision No. 1 — TOLEDO TO SAGINAW — Trains Northward

TIME TABLE NO. 67
Sunday, July 27, 1941

FIRST CLASS

Long Car Room on Siding	STATIONS	43	31	47	19	45	35	49
		Daily	Daily	Daily	Daily	Daily	Daily	Daily
		Penna 105	B & O 58	C & O 47	B & O 22	Penna 69	B & O 54	Penna 117
	TOLEDO	AM	AM 5 50	AM 6 05	AM 6 35	AM	PM 5 45	PM
	Alexis	6 00	6 10	6 25	6 55	6 59	6 05	6 39
	Erie	6 06	6 18	6 32	7 00	7 04	6 12	6 44
95 s 96 n	Monroe	G 6 16	$ 6 34	$ 6 44	E 7 10	N 7 14	S 6 22	F 6 54
93 s	Steiner	6 21	6 41	6 50	7 15	7 19	6 27	6 59
90 s 101 n	Carleton	6 26 AM	$ 6 50	6 56	7 20	7 24 AM	6 32	7 04 PM
98 n	New Boston		7 00	7 05	7 27		6 39	
51 s 79 n	Romulus		7 05 AM	7 10 AM	7 33 AM		6 43 PM	
92	Wayne							
96	Canton							
	PLYMOUTH							
66	Northville							
104	Novi							
148	Wixom							
	Milford							
	Highland							
125	Clyde							
107	Rose Centre							
111	Holly							
125	Newark							
128	Grand Blanc							
	Atwood Junction							
	Flint							
	North Flint							
	Kearsley							
	McGrew Junction							
70	Mt. Morris							
150	Clio							
159	Birch Run							
156	Blackmar							
	Bridgeport							
	Hoyt							
	SAGINAW							
		Daily	Daily	Daily	Daily	Daily	Daily	Daily
		43	31	47	19	45	35	49

Rules D-251 to D-259 inclusive in the Book of Rules are effective between Romulus and Alexis.

Rules 211 (c) and 211 (d) in the Book of Rules are effective between Romulus and Kearsley.

Rules 261 to D-279 inclusive in the Book of Rules are effective between Bridgeport and Mt. Morris.

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

All trains must procure Clearance Form 109 at Plymouth.

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

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

(N) Regular stop week days. Stop on signal Sundays to receive and discharge passengers.

Subdivision No. 1 — TOLEDO TO SAGINAW — Trains Northward

TIME TABLE NO. 67
Sunday, July 27, 1941

Miles from Toledo	Telegraph Stations		STATIONS	FIRST CLASS 101 Daily	FIRST CLASS 103 Daily Ex. Sun.			SECOND CLASS 153 Daily BDM-1	155 Daily TM-1	157 Daily DBC-1	159 Daily TM-8	
0.0	D-N		**TOLEDO**									
8.8	D-N		Alexis									
13.7	D-N		Erie						PM 2 45		AM 12 30	
24.0	D-N		Monroe						3 05		1 00	
29.1			Steiner						3 16		1 15	
33.9	D-N		Carleton						3 26		1 35	
41.2	P		New Boston						3 40		2 05	
45.3	D-N		Romulus						3 50		2 20	
48.9	D-N-P		Wayne						4 00		2 30	
52.6			Canton						4 08		2 37	
57.1	D-N-P		**PLYMOUTH**	AM 12 55	AM 9 32			PM 2 15	4 25	PM 10 30	2 50	
60.6	D-P		Northville	$ 1 04	$ 9 37			2 24	4 40	10 45	3 05	
64.6	D-P		Novi	1 10	$ 9 42			2 41	4 55	158 **11 05**	156 **3 30**	
68.7	D-N-P		Wixom	1 16	$ 9 50			2 50	5 10	11 25	3 45	
74.0	D-P		Milford	$ 1 26	$ 9 58			104 **2 59**	5 21	11 40	4 00	
77.8	D-P		Highland	1 33	$ 10 05			3 09	5 31	11 55	4 10	
80.9	N-P		Clyde	$ 1 38	F 10 10			3 16	5 38	12 05	4 20	
84.3	P		Rose Centre	1 43	F 10 15			3 35	5 46	12 15	4 28	
89.0	D-N-P		Holly	$ 1 55	$ 10 25			3 45	6 00	12 30	4 38	
94.1	P		Newark	156 **2 03**	10 31			3 56	6 10	12 42	4 50	
98.5	D-P		Grand Blanc	$ 2 11	152 **$10 38**			4 05	6 20	12 55	5 00	
100.7	P		Atwood Junction	2 18	10 42			4 10	6 25	1 01	5 05	
105.8	D-P		Flint	$ 2 30 / 2 45	$10 52 / 11 07			Via Flint Belt	Via Flint Belt	Via Flint Belt	Via Flint Belt	
107.2			North Flint	2 51	11 13							
105.4	D-N		Kearsley					4 23	6 37	156 **1 11**	5 20	
109.6	D-N-P		McGrew Junction	3 02	C 11 23			4 32	7 15	2 20	5 45	
113.0	P		Mt. Morris	$ 3 10	$ 11 28			4 40	7 40	2 40	5 55	
117.8	P		Clio	$ 3 18	$ 11 34			4 49	7 50	2 50	6 05	
123.6	P		Birch Run	$ 3 28	$ 11 42			5 00	8 02	3 05	6 20	
127.0	P		Blackmar	3 36	11 47			5 07	8 10	3 20	6 30	
132.8	P		Bridgeport	3 46	11 54			5 18	8 22	3 40	6 45	
136.9	D-N		Hoyt	3 54	11 59			5 27 PM	8 30 PM	3 50 AM	7 00 AM	
139.1	D-N		**SAGINAW**	4 05 AM	12 05 PM							
				Daily	Daily Ex. Sun.			Daily	Daily	Daily	Daily	
				101	**103**			**153**	**155**	**157**	**159**	

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

The time shown on all scheduled trains at Plymouth applies at the north switch of the northeast wye.

The time shown on all scheduled trains at Flint applies at the passenger station.

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

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

No. 103 will stop at Clyde and Rose Center on request of agent, mail clerk or baggageman in charge of mail to load or unload parcel post mail.

All trains must procure Clearance Form 109 at Plymouth.

All southward and eastward trains except first-class must procure Clearance Form 109 at Hoyt.

All southward trains except first class must procure Clearance Form 109 at McGrew Junction.

(C) No. 103 will stop at McGrew coal dock to unload Company material.

Subdivision No. 1 — SAGINAW TO TOLEDO — Trains Southward

TIME TABLE NO. 67
Sunday, July 27, 1941

FIRST CLASS

Long Car Room on Siding	STATIONS	42	34	46	44	20	36	48
		Daily	Daily	Daily	Daily	Daily	Daily	Daily
		Penna 452	B & O 53	C & O 46	Penna 68	B & O 21	B & O 57	Penna 106
	TOLEDO	PM	PM 4 45	PM 6 42	PM	PM 7 15	AM 12 50	AM
	Alexis	1 56	4 25	6 22	6 33	6 55	12 30	1 03
	Erie	1 50	4 18	6 15	6 27	6 48	12 22	12 58
95 s 96 n	Monroe	N 1 40	S 4 07	S 6 04	N 6 17	D 6 37	D 12 09	B 12 48
93 s	Steiner	1 34	4 01	5 58	6 12	6 31	12 01	12 43
90 n 101 s	Carleton	1 29 PM	3 56	5 53	6 07 PM	6 26	11 54	12 38 AM
98 n 51 s	New Boston		3 49	5 45		6 19	11 43	
79 n	Romulus		3 45 PM	5 40 PM		6 15 PM	11 37 PM	
92	Wayne							
96	Canton							
	PLYMOUTH							
66	Northville							
104	Novi							
148	Wixom							
	Milford							
	Highland							
125	Clyde							
107	Rose Centre							
111	Holly							
125	Newark							
128	Grand Blanc							
	Atwood Junction							
	Flint							
	North Flint							
	Kearsley							
	McGrew Junction							
70	Mt. Morris							
150	Clio							
159	Birch Run							
156	Blackmar							
	Bridgeport							
	Hoyt							
	SAGINAW							
		Daily	Daily	Daily	Daily	Daily	Daily	Daily
		42	34	46	44	20	36	48

Rules D-251 to D-259 inclusive in the Book of Rules are effective between Romulus and Alexis.

Rules 211 (c) and 211 (d) in the Book of Rules are effective between Romulus and Kearsley.

Rules 261 to D-279 inclusive in the Book of Rules are effective between Bridgeport and Mt. Morris.

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

All trains must procure Clearance Form 109 at Plymouth.

(B) No. 48 stops at Monroe to pick up passengers only.

(D) Trains No. 20 and No. 36 will stop at Monroe to pick up revenue passengers for points beyond Toledo.

(N) Regular stop week days. Stop on signal Sundays to receive and discharge passengers.

Subdivision No. 1 — SAGINAW TO TOLEDO — Trains Southward

TIME TABLE NO. 67
Sunday, July 27, 1941

Miles from Saginaw	Telegraph Stations	STATIONS	FIRST CLASS 104 Daily Ex. Sun.	FIRST CLASS 106 Daily	SECOND CLASS 152 Daily MS-4	SECOND CLASS 158 Daily BCD-2	SECOND CLASS 156 Daily ST-2
139.1	D-N	**TOLEDO**					
130.3	D-N	Alexis					
125.4	D-N	Erie					AM 6 40
115.1	D-N	Monroe					6 15
110.		Steiner					6 00
105.2	D-N	Carleton					5 45
97.9	P	New Boston					5 30
93.8	D-N	Romulus					5 05
90.2	D-N-P	Wayne					4 55
86.5	P	Canton					4 45
82.	D-N-P	**PLYMOUTH**	PM 3 23	PM 8 53	PM 12 01	PM 11 30	4 00
78.5	D-P	Northville	$ 3 18	$ 8 48	11 45	11 15	3 40
74.5	D-P	Novi	3 12	8 42	11 36	157 **11 05**	159 **3 30**
70.4	D-N-P	Wixom	$ 3 06	8 37	11 30	10 58	3 20
65.1	D-P	Milford	153 $ **2 59**	$ 8 30	11 22	10 50	3 05
61.3	D-P	Highland	2 54	8 25	11 16	10 43	2 55
58.2	N-P	Clyde	2 50	8 21	11 11	10 38	2 45
54.8	P	Rose Centre	2 45	8 16	11 06	10 32	2 35
50.1	D-N-P	Holly	$ 2 35	$ 8 05	10 56	10 24	2 20
45.	P	Newark	2 30	8 00	10 48	10 12	101 **2 03**
40.6	D-P	Grand Blanc	2 24	7 54	103 **10 38**	10 03	1 31
38.4	P	Atwood Junction	2 20	7 50	10 29	9 59	1 25
33.3	D-P	Flint	$ 2 10 / $ 2 00	$ 7 40 / $ 7 30	Via Flint Belt	Via Flint Belt	Via Flint Belt
31.9		North Flint	1 55	7 25			
32.	D-N	Kearsley			10 18	9 48	157 **1 11**
29.5	D-N-P	McGrew Junction	1 49	7 19	10 10	9 40	12 35
26.1	P	Mt. Morris	1 45	7 15	10 02	9 32	12 27
21.3	P	Clio	$ 1 40	7 10	9 54	9 24	12 17
15.5	P	Birch Run	F 1 34	7 04	9 46	9 16	12 05
12.1	P	Blackmar	1 30	7 00	9 41	9 10	11 57
6.3	P	Bridgeport	1 24	6 54	9 33	9 03	11 45
2.2	D-N	Hoyt	1 19	6 49	9 25 AM	8 55 PM	11 35 PM
0.0	D-N	**SAGINAW**	1 15 PM	6 45 PM			
			Daily Ex. Sun.	Daily	Daily	Daily	Daily
			104	**106**	**152**	**158**	**156**

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

The time shown on all scheduled trains at Plymouth applies at the north switch of the northeast wye.

The time shown on all scheduled trains at Flint applies at the passenger station.

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

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

All trains must procure Clearance Form 109 at Plymouth.

All southward and eastward trains except first-class must procure Clearance Form 109 at Hoyt.

All southward trains except first class must procure Clearance Form 109 at McGrew Junction.

SUBDIVISION No. 3

Trains Northward — SAGINAW AND BAY CITY — Trains Southward

Miles from Saginaw		FIRST CLASS 103 Daily Ex. Sun.	FIRST CLASS 101 Daily	TIME TABLE NO. 67 Sunday, July 27, 1941 STATIONS	FIRST CLASS 104 Daily Ex. Sun.	FIRST CLASS 106 Daily		Long Car Room on Siding	Telegraph Stations
		PM 12 20	AM 4 20	SAGINAW	PM 1 05	PM 6 30			D-N-P
1.5		12 25	4 25	Loop Line Switch	1 00	6 25			P
7.8		12 33	4 33	Cheboyganing	12 51	6 17		35	P
10.		A12 37	A 4 37	South Bay City	B 12 46	B 6 13		35	P
10.8		104 12 41	4 41	26th Street	103 12 41	6 09			P
13.3		12 48	4 48	Center Street Tower	12 31	6 01			D-P
15.		12 52	4 52	FOSS	12 28	5 58			
16.7		1 00 PM	5 00 AM	BAY CITY	12 20 PM	5 50 PM			D-P
		Daily Ex. Sun.	Daily		Daily Ex. Sun.	Daily			
		103	101		104	106			

(A) Stop to let off passengers only.

(B) Stop to pick up passengers only.

Rules 211 (c) and 211 (d) in the Book of Rules are in effect between Saginaw and Bay City.

MC and D&M engines and trains using PM tracks in Bay City will be governed by PM Rules and Time Table.

SUBDIVISION No. 5

Northward MT. PLEASANT and COLEMAN Southward

Long Car Room on Siding	TIME TABLE NO. 67 Sun., July 27, 1941 STATIONS	Telegraph Stations	Miles from Coleman
75	Mt. Pleasant	D-P	14.7
	Leaton		9.
	Delwin	P	6.5
	Wise		3.6
	COLEMAN	D-P	

Train service Subdivision No. 5, daily except Sunday.

SUBDIVISION No. 2

McGREW JUNCTION and OTISVILLE

Northward: Long Car Room on Siding	TIME TABLE NO. 67 Sunday, July 27, 1941 STATIONS	Southward: Telegraph Stations	Miles from McGrew
	McGrew Junction	D-N	
	Genesee		3.7
	Rogersville		6.1
19	Otisville		9.9

SUBDIVISION No. 4

Westward Trains — SAGINAW AND LUDINGTON — Eastward Trains

TIME TABLE NO. 67

Sun., July 27, 1941

Long Car Room on Siding		SECOND CLASS 55 Daily TM-1	SECOND CLASS 57 Daily BDM-1	SECOND CLASS 59 Daily TM-3		SECOND CLASS 1 Daily Ex. Sun.	STATIONS	SECOND CLASS 6 Daily Ex. Sun.		SECOND CLASS 52 Daily MS-4	SECOND CLASS 56 Daily MS-2			Telegraph Stations	Miles from Saginaw
						AM 6 00	.. SAGINAW ..	PM 6 00						D-N	0.0
100		PM 10 40	PM 8 00	AM 9 10		6 05	..... Mershon	5 52		AM 8 53	PM 11 53			D-N-P	0.7
95		10 51	8 11	9 20		6 13	..... Lawndale	5 41		8 43	11 43			P	5.9
95		11 02	8 22	9 28		$ 6 24	..... Freeland	F 5 31		8 35	11 35			D-P	11.
47		11 12	8 32	9 35		6 31	Smith's Crossing	5 22		8 27	11 27			P	15.4
94		56 11 22	8 40	9 43		6 36	..... Dean	5 16		8 22	55 11 22			P	18.5
49		11 45	8 45	9 48		$ 6 49	..... Midland	$ 5 11		8 17	11 17			D-P	20.
		11 57	8 57	9 58		6 58	..... Averill	4 56		8 07	11 07			P	25.9
68		12 03	9 02	10 02		$ 7 03	..... Sanford	F 4 51		8 03	11 03			D-P	28.3
38		12 15	9 13	10 12		F 7 13	.. North Bradley ..	F 4 41		7 54	10 54			P	34.2
97		12 30	9 36	10 27		$ 7 29	..... Coleman	$ 4 30		7 45	10 45			D-P	39.9
68		12 45	9 46	10 37		52 7 36	..... Loomis	4 22		1 7 36	10 36			P	44.7
117		1 00	9 58	10 50		$ 7 54	..... Clare	$ 4 08		7 27	10 27			D-N-P	50.4
111		1 10	56 10 19	11 00		$ 8 04	..... Farwell	$ 4 00		7 19	57 10 19			D-P	55.
95		1 35	10 39	11 25		$ 8 16	..... Lake	$ 3 45		7 07	10 07			D-P	62.5
110		1 47	10 50	11 40		8 28	.... Chippewa	3 33		6 58	9 58			P	68.2
51		1 57	10 58	11 46		$ 8 37	..... Sears	$ 3 25		6 52	9 52			P	72.1
96		2 07	11 05	11 52		$ 8 52	..... Evart	$ 3 14		6 46	9 46			D-P	75.9
95		2 20	11 15	12 01		8 59	..... Noble	3 05		6 38	9 38			P	80.9
115		2 30	11 25	12 09		$ 9 11	..... Hersey	$ 2 57		6 30	9 30			D-P	85.7
100		2 45	11 35	12 19		$ 9 16	..... Reed City	$ 2 50		6 25	9 25			D-N-P	89.2
27s 48n		3 05	11 55	12 40		9 28	..... Olivers	2 37		6 15	9 15			P	93.
61		3 12	12 01	12 45		$ 9 36	..... Chase	F 2 30		6 09	9 09			P	95.9
25		3 20	12 09	12 52		F 9 42	..... Nirvana	2 22		6 01	9 01			P	99.8
96		3 26	12 15	12 58		F 9 47	..... Idlewild	2 17		5 56	8 56			P	102.4
94W 45E		4 05	12 30	1 12		9 55 $ 10 25	.. BALDWIN ..	2 09 $ 1 59		5 48	8 48			D-N-P	107.3
104		4 27	12 55	6 1 44		$ 10 40	..... Branch	59 $ 1 44		5 33	8 33			P	116.8
95		4 40	1 05	1 51		$ 10 50	..... Walhalla	$ 1 25		5 27	8 27			D-P	120.6
69		4 55	1 20	2 02		$ 10 58	..... Custer	$ 1 12		5 19	8 19			D-P	125.8
58		52 5 14	1 30	2 08		$ 11 13	..... Scottville	$ 1 03		55 5 14	8 14			D-P	128.7
		6 00 AM	2 00 AM	2 30 PM		11 23 AM	Ludington Yd	12 54 PM		5 00 AM	8 00 PM			D-N	135.
							..... Ludington								136.6
		Daily	Daily	Daily		Daily Ex. Sun.		Daily Ex. Sun.		Daily	Daily				
		55	57	59		1		6		52	56				

Locomotives heavier than Engine 1115 are restricted on Saginaw River bridge.

Locomotives of less weight on drivers than C-2 class engine may be double headed over Saginaw river bridge. C-2 class or heavier must have at least six cars between engines over this bridge. This also includes derrick DK-5.

Rules 211 (c) and 211 (d) in the Book of Rules are in effect between Saginaw and Ludington.

Nos. 1 and 6 will stop at all flag stations for loading and unloading bulky or fragile parcel post mail when requested by baggageman or railway mail clerk to do so, or when flagged by agent.

When train No. 6 is operated as a mixed train with more than eight freight cars, they will receive and discharge express, parcel post and passengers at the tower of Baldwin instead of the depot.

Nos. 1 and 6 are mixed trains.

No. 1's train arrives Ludington Depot at 11:25 A.M.

No. 6's train leaves Ludington Depot at 12:50 P.M.

SUBDIVISION NO. 8
MANISTEE and WALHALLA

Northward **Southward**

Long Car Room on Siding	TIME TABLE NO. 67 Sun., July 27, 1941 STATIONS	Telegraph Stations	Miles from Walhalla
65	Walhalla	D-P	
	Tallman		2.9
27	Fountain		8.1
28	Freesoil		12.9
	Marsh		18.9
6	East Lake		23.7
	Manistee	P	26.8

Train service Subdivision No. 8 daily except Sunday.

SUBDIVISION NO. 6
COLEMAN and BEAVERTON

Northward **Southward**

Long Car Room on Siding	Miles from Coleman	TIME TABLE NO. 67 Sun., July 27, 1941 STATIONS	Telegraph Stations
	0	Coleman	D-P
	11.1	Beaverton	D

Train service Subdivision No. 6, Monday and Thursday.

SUBDIVISION NO. 7
CLARE and HARRISON

Northward **Southward**

Long Car Room on Siding	TIME TABLE NO. 67 Sun., July 27, 1941 STATIONS	Telegraph Stations	Miles from Clare Miles
80	Clare	D-N-P	
	Galliver		8.
	Hatton		9.1
	Mann's Siding		12.3
20	Harrison		16.8

Train service Subdivision No. 7, Tuesdays.

SUBDIVISION NO. 9
PORT HURON AND SAGINAW

Westward Trains **Eastward Trains**

Long Car Room on Siding	TIME TABLE NO. 67 Sunday, July 27, 1941 STATIONS	Telegraph Stations	Miles from Saginaw
	PORT HURON	D-N	90.1
	Tappan	P	86.1
138	Westover	P	85.6
	Abbottsford		77.5
73	Avoca	D-P	73.5
73	Yale	D-P	66.1
	Melvin	D-P	60.9
	Valley Center		58.2
97	Brown City	D-P	54.2
71	Marlette	D-P	45.2
73	Clifford	D-P	39.9
	Silverwood	P	36.6
52	Mayville	D-P	31.2
96	Juniata	P	25.4
116	Vassar	D-P	19.4
76	Gera	D-P	11.1
72	Kulmbach	P	7.1
75	Brewer	P	2.8
	HOYT	D-N	2.2
	SAGINAW		

All southward and eastward trains except first-class must procure Clearance Form 109 at Hoyt.

Rules 211-C and 211-D in Book of Rules are in effect between Saginaw and Port Huron.

SUBDIVISION NO. 10
PORT HURON AND ALMONT

Westward Trains **Eastward Trains**

Long Car Room on Siding	TIME TABLE NO. 67 Sunday, July 27, 1941 STATIONS	Telegraph Stations	Miles from Tappan
	Tappan	P	
	Burns		6.8
	Wales		10.2
	Lambs		11.8
	Memphis	D	15.7
	Doyle		19.3
	Berville		21.6
	Allenton		24.9
	Hopkins Road		27.6
	Almont	D	30.1

SUBDIVISION No. 11

Westward Trains | # SAGINAW, BAD AXE AND PORT HURON | **Eastward Trains**

TIME TABLE NO. 67
Sunday, July 27, 1941

Long Car Room on Siding	THIRD CLASS 61 Daily Ex. Sun.	STATIONS	THIRD CLASS 60 Daily Ex. Sun.	Telegraph Stations	Miles from Saginaw
	AM 7 30	**PORT HURON**	PM 6 00	D-N P	134.6
	$ 7 40	Pine Grove Avenue	$ 5 50		133.
	7 52	Gardendale	5 32		128.8
	F 7 58	North Street	F 5 22		125.7
40	8 02	Balkwell	5 17		124.3
	F 8 06	Atkins	5 12	P	123.1
	F 8 16	Blaine	F 5 00		119.3
	$ 8 22	Jeddo	$ 4 50		116.9
50	$ 9 05	Croswell	$ 4 25	D-P	108.
47	$ 9 30	Applegate	$ 3 30	D	102.2
50	$ 9 55	Carsonville	$ 3 12	D	97.1
	10 00	Poland	2 47	P	95.6
	$ 10 15	McGregor	$ 2 35	D	91.4
50	$ 10 30	Deckerville	$ 2 20	D	88.4
	$ 11 15	**PALMS**	$ 1 55	D-P	82.4
	$ 11 35	Tyre	$ 1 13	P	74.8
	$ 11 50	Ubly	$ 12 58	D	71.8
25	60 $ 12 20 / $ 1 10	Bad Axe	61 $ 12 30 / 12 01	D-P	64.5
	1 27	Grassmere	11 35	P	57.7
51	$ 1 44	Elkton	$ 11 20	D	54.6
44	$ 2 04	Pigeon	$ 10 50	D	50.
50	2 13	Quarry	10 16	D-P	46.7
18	2 18	Bart	10 10	P	
	$ 2 55	Bay Port	$ 10 05	D	46.3
13	3 00	Bart	9 38	P	44.9
78	$ 3 25	Sebewaing	$ 9 20	D-P	36.9
20	$ 3 55	Unionville	$ 8 50	D	31.
50	$ 4 15	Akron	$ 8 30	D-P	24.7
50	$ 4 30	Fairgrove	$ 8 15	D	21.6
42	F 4 45	Gilford	F 7 50		16.9
42	$ 5 00	Reese	$ 7 40	D	12.5
	5 10	Arthur	7 25		9.1
69	5 20	Mannings	7 20	P	6.4
	5 35 PM	Donald	7 10 AM	P	1.5
		SAGINAW			
	Daily Ex. Sun.		Daily Ex. Sun.		
	61		60		

Bay Port is located on a branch 1.4 miles from Bart. When either wye switch at Bart is found set for this branch it indicates that the branch is occupied by some train and branch must not be used unless protected by flag against such train.

Nos. 60 and 61 will back into Bay Port and head out.

Extra trains must not go into Bay Port unless orders specify via Bay Port.

Nos. 60 and 61 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.

Pigeon water tank is located on Pigeon River about one mile west of Pigeon.

Engines must not pass beyond the West end of track scales on Liken track at Sebewaing.

No. 60 leaves Saginaw at 7:00 AM.

No. 61 arrives Saginaw 6:00 PM.

SUBDIVISION No. 12

Westward Trains — POLAND AND SANDUSKY — Eastward Trains

TIME TABLE NO. 67
Sunday, July 27, 1941

Long Car Room on Siding	STATIONS	Telegraph Stations	Miles from Poland
	Poland	P	
	Berkshire		3.7
	Sandusky	D	7.1

Train service Subdivision No. 12 Tuesdays and Saturdays.

SUBDIVISION NO. 13

Northward Trains — BAD AXE AND PORT AUSTIN — Southward Trains

TIME TABLE NO. 67
Sunday, July 27, 1941

Long Car Room on Siding	STATIONS	Telegraph Stations	Miles from Bad Axe
	Bad Axe	D P	
	Fillon		6.4
	Kinde	D	9.4
	Port Austin	D P	16.

SUBDIVISION No. 14

Northward Trains — PALMS AND PORT HOPE — Southward Trains

TIME TABLE NO. 67
Sunday, July 27, 1941

Long Car Room on Siding	STATIONS	Telegraph Stations	Miles from Palms
	PALMS	D P	
	Minden City	D	4.2
	Ruth		7.7
	Helena		12.5
	Harbor Beach	D P	18.3
	Port Hope		25.7

Train service between Harbor Beach and Palms in each direction, daily except Sunday.

SPECIAL INSTRUCTIONS

Rule 1—Superiority of Trains.

Southward and eastward trains are of superior direction.

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

Rule 2—Train Order Signals.

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.

Lights will not be displayed on train order signals between sunset and sunrise on Sub-Divisions Nos. 11, 12, 13 and 14.

Rule 211-D in the Book of Rules governs on Subdivision Nos. 1, 3, 4 and 9.

Rule 3—Designation and Use of Main Tracks.

NUMBERS OF TWO OR MORE MAIN TRACKS.
TRACKS ARE NUMBERED FROM THE EAST.
Between Alexis and Romulus.
Between Kearsley and Mt. Morris.
Between Bridgeport and Saginaw.
No. 1 Northward.
No. 2 Southward.

Between Saginaw and Bridgeport, Mt. Morris and Kearsley, Romulus and Alexis and leads both ends of Ottawa Yard will be used as two tracks and governed by Rule D151 in the Book of Rules.

Trains and engines must not run against the current of traffic between Saginaw and Hoyt and on the leads north and south of Ottawa Yard except under flag protection unless so authorized by permissive card, Form 194 issued over the signature of the Yard Master.

Rule 4—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 at restricted speed unless the switches are seen to be right and the track clear. This will not relieve trainmen from protecting in accordance with Rule 99.

Rule 5—Standard Clocks.

Toledo Union Station, Ottawa Yard and Engine House, Plymouth, McGrew Yard and Engine House, Saginaw Depot, Yard and Engine House, Bay City Engine House, Coleman, Evart, Baldwin, Ludington and East and West Yard and Engine House, Port Huron and Engine House, Bad Axe.

Rule 6—Register Points.

Printed in full-face type.

Atwood Junction is a register station for first class trains only who will register by ticket.

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

Trains Nos. 55, 56 and 57 will register by ticket at Dean Booth which is located about 25 car lengths East of switch leading to the Randall mine. This information is for crews switching at Dean and has no bearing on through trains.

Rule 7—Location of General Order Books and General Notice Boards.

Detroit Union Station, Toledo Union Station, Ottawa Yard, Plymouth, McGrew, Saginaw Depot and Yard, Bay City, Mt. Pleasant, Evart, Baldwin, Ludington, Ludington Yard, Manistee, Bad Axe, Pt. Huron and Harbor Beach, also all engine houses, except Baldwin engine house.

Rule 8—Automatic Block Signals.

LOCATION	TRAINS GOVERNED
Between Romulus and Alexis	All trains
Plymouth, north end	Southward trains
Between Mt. Morris and 1 mile north of Atwood Junction	All trains
Between Saginaw and Bridgeport	All trains

Rule 9—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 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.

Rule 10—Speed Restrictions.

LIMITS	Maximum Speed, mi. per hr.	
	Passenger	Other than Passenger
Sub-Division No. 1—Between Alexis and Romulus	70	50
Sub-Division No. 1—On all curves between Alexis and Romulus	60	40
Sub-Division No. 1—Between Romulus and Saginaw	60	50
Sub-Division No. 1—On all curves between Romulus and Saginaw	50	40
Except as noted below:		
Alexis, end of two tracks	20	20
Alexis, through wye leading to NYC tracks	10	10
Monroe, through City	15	15
Carleton, Monroe Street	25	20
Romulus, Howard Street	15	15
Plymouth, Northeast and Southeast wye	10	10
Plymouth, spring switches on Todelo main	20	20
Plymouth—From approximately 1200 feet South of Ann Arbor trail to a point 1200 feet north of Main Street	30	30
Milford, depot curve	30	30
Holly, curves between GT Ry. crossing and Maple St.	15	15
Holly, spring switch south end scale track northward trains main track	30	30
Atwood Jct. Northbound to Flint Belt	20	20

Rule 10—Speed Restrictions—Continued.

LIMITS	Maximum Speed. mi. per hr.	
	Passenger	Other than Passenger
Flint, between Carpenter Road and Hamilton Ave.	25	25
Between Hamilton Ave. and Fenton Road	10	10
Over all street crossings between Carpenter Road and Hemphill Road	10	10
Flint Belt	30	30
Mt. Morris—All street crossings	20	20
Bridgeport—End of two tracks—southward trains	30	20
Bridgeport—Over Dixie Highway crossing	20	20
Saginaw—within city limits	20	15
Saginaw—between Washington and 8th Sts.	10	10
Saginaw River bridge—all trains	6	6
Sub-Division No. 2	20	20
Sub-Division No. 3. Except as noted below	35	25
Bay City—Between 26th St. and Columbus Ave.	15	15
Bay City—Over highways M-24 and M-29	15	15
Bay City—Passenger station to Woodside Ave.	10	10
Woodside Ave. to Michigan Ave.	25	15
Michigan Ave. to 26th St.	15	15
Sub-Division No. 4, Except as noted below	55	40
Sub-Division No. 4—On all curves, except as noted below	45	
Midland—Benson St. 11 pm to 7 am	10	10
Midland—Between Revere St. and Main St.	15	15
Midland—First curve west	35	30
Coleman—Over 7th St.	15	15
Clare—McEwan St.	15	15
Farwell—First crossing west of depot—eastward trains.	25	25
Reed City—Spring switch east end siding westward trains main track	30	30
Reed City—Highbee and Chestnut Sts.	20	20
Scottville—All street crossings	25	25
Ludington—East spring switch Eastward trains main line	15	15
Ludington—All streets in city	12	12
Sub-Division No. 5	25	25
Sub-Division No. 6	25	15
Sub-Division No. 7	25	15
Sub-Division No. 8, except as noted below	30	30
Walhalla—Both legs of wye	10	10
Sub-Division No. 9:		
Saginaw to Clifford, except as noted below	50	40
Clifford to Port Huron, except as noted below	40	30
1100 class engines	30	30
Vassar Hole track		10
Clifford Main St. crossing	20	20
Marlette Main St. crossing	25	25
Brown City—All street crossings	20	20
Yale—All street crossings	20	20
Yale switch movements over streets—flag over street crossings		
Tappan—curve between GT Ry. Chicago Div'n and Detroit Div'n crossings	30	20
Port Huron—City limits West of Griswold St.	6	6
Port Huron—Black River bridge	8	8
Sub-Division No. 10—except as noted below	15	15
Over Bell River Bridge, Memphis	6	6
Sub-Division No. 11:		
Donald to ½ mile West of Pigeon Water tank, except as noted below	40	30
½ mile West of Pigeon Water tank to Bad Axe, except as noted below	30	25
Bad Axe to Port Huron, except as noted below	30	25
Port Huron—City limits west ofGriswold St.	6	6
Croswell—Switch movements—flag over street crossings		
Croswell—Wells St.	20	20
McGregor—Main Street crossing	25	25
Through Palms swamp	20	15
Ubly—Main crossing	15	15
Elkton—Switch movement—Main St. Flag over street crossing		
Elkton—Main St. crossing	8	8
Pigeon—Switch movements—flag over street cros'gs		
Bay Port—Train backing in, stop and flag over Main St. crossing		
Bart—Main line between wye switches	15	15
Sebewaing—Draw Bridge	8	8
Robert Gage Coal Co. Mine Spur, Unionville	15	15
Fairgrove—Main St. crossing	20	20
Reese—Main St. crossing	20	20
Sub-Division No. 12	20	20
Sub-Division No. 13	20	20
Sub-Division No. 14, except as noted below	20	20
Around curve at Rock Falls	15	15
Steam Derricks—Straight track		30
Steam Derricks—On curves		20
1100 class Engines—except 1198-1199—Sub-Divisions No. 1 and 4	40	40
Trains handling dead engines		20
Trains handling derricks, trucks, cranes, steam derricks or other similar pivoting machinery on own wheels and freight cars with six wheel trucks		30
Trains handling loaded or empty self-clearing hopper cars Sub-Division No. 1		35
Trains handling loaded or empty self-clearing hopper cars Sub-Divisions No. 4 and 9		30
Engines backing up straight track, Sub-Divisions No. 1, 4, 9	25	25
Engines backing up curve track, Sub-Divisions No. 1, 4, 9	15	15
Engines backing up Sub-Divisions No. 2, 3, 5, 6, 7, 8, 10, 11, 12, 13, 14	15	15
Switch engines main line move	20	20
Sidings, Turnouts and crossovers, except those covered by Rule S-265 in Centralized Control territory	10	10

SPECIAL INSTRUCTIONS, Continued

Rule 10—Speed Restrictions—Continued.

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

Scale test cars will be handled only in slow or local freight and mixed trains which trains must not exceed 30 miles an hour when handling such cars. On freight trains these cars will be handled next ahead of caboose and on mixed trains next ahead of passenger equipment.

Passenger trains picking up mail at Clio will not exceed a speed of 20 miles per hour by mail crane.

Passenger trains that have mail to deliver at Highland and do not stop will reduce speed to 25 miles per hour over highway crossing just north of depot.

The circuits to the flashing lights at Davison Road on the Dort passing track, Flint Belt extend to a distance of 165 feet from the center of the crossing in each direction. Switch engines making through movements or road trains passing over these circuits, will not exceed a speed of 5 miles per hour.

Rule 11—Yard Limits.

Ottawa Yard limits embrace all territory, except main line south of the yard limit board located on yard lead south of Erie station and on Main Line from ¼ of a mile North of the Ohio and Michigan State Line north of Alexis to Alexis.

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

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

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

Midland Yard limits embrace all territory within yard limit posts, located west of Midland and east of Dean.

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

Ludington Yard limits embrace all territory west of yard limit board, located west of Amber.

Yard limit boards are erected at Wayne, Plymouth, Northville, Milford, Holly, Flint, Hoyt, Saginaw, Bay City, Dean, Midland, Sanford, Coleman, Mt. Pleasant, Clare, Evart, Hersey, Reed City, Baldwin, Walhalla, Scottville, Ludington, Manistee, Harbor Beach, Carsonville, Croswell, Yale, Melvin, Brown City, Marlette, Vassar.

Bad Axe .....North on Sub-Division No. 13.
East and West, Sub-Division No. 11.

Port Huron—All the territory embraced between Yard limit board west of Romeo foundry on Sub-Division No. 11 to yard limit board east of east switch at Westover on Sub-Division No. 9 will be known as Port Huron Yard.

At all other stations on Sub-Divisions Nos. 9, 10, 11, 12, 13 and 14, outside switches will indicate yard limits.

Rule 12—Foreign Time Tables and Rules.

Between Romulus and Delray Wabash rules and time table will govern.

Between Delray and Fort St. Union Depot Pere Marquette Rules and Union Belt time table will govern.

Toledo—New York Central Railroad rules and time table will govern between Union Station and Alexis.

Toledo—Ann Arbor Rules and Central Terminal time table will govern between Galena Street and between Hallett and Cherry Street.

Bay City—D&M rules and time table will govern between Foss and North Bay City Yard.

Saginaw—Michigan Central rules and time table will govern between Mershon and Paines.

South Saginaw—MC rules and time table will govern between Ward Street and 500 feet west.

South Saginaw—Grand Trunk rules and time table will govern from South Saginaw Belt to Improvement Spur.

Port Huron—Main line between Griswold Street and Thomas Street and Commercial Street siding are used jointly by Pere Marquette and Grand Trunk trains. Pere Marquette Time Table and rules govern.

Rule 13—Other Signals.

Dwarf signal has been installed at north end of passing track Mt. Morris. This is a color light signal to govern movements from siding to main track. The conductor will get permission to enter main track from Train Controller. After receiving permission, he will then line switches to lead to the main track and be governed by dwarf signal indication. Train Controller will place his signal lever at position for all northward movements.

Lower light has been installed on southward signal No. 280 near Coldwater Road, McGrew. Southward trains finding signal No. 280 red and lower light yellow, will report to Train Controller at McGrew. In addition to this, a lower light has been installed on northward signal No. 295 at McGrew Junction. Northward trains finding signal No. 295 red and lower light yellow, will call Train Controller. Phones have been located adjacent to these signals.

Rule 14—Railway Crossings.

The State law requires all trains to stop not less than 200 feet nor more than 800 feet before crossing railroad crossings at grade or draw bridges that are not interlocked.

Station	Railroad Crossed	Character of Signal	Position of Signal Permitting P. M. Trains to Cross.
Hallett	M. C. R. R. T. T. Ry.	Interlocker	Home signal vertical
Alexis	M. C. and N. Y. C. R. R.	Interlocker	Color lights
Monroe	N. Y. C. R. R.	Interlocker	Color lights
Carleton	D. T. & I.	Interlocker	Color lights
Romulus	Wabash R. R.	Interlocker	Color lights
Wayne	M. C. R. R.	Interlocker	Home signal vertical
Plymouth	P. M. R. R.	Interlocker	Color lights
Wixom	Grand Trunk	Interlocker	Color lights

Rule 14—Railway Crossings—Continued.

Station	Railroad Crossed	Character of Signal	Position of Signal Permitting P. M. Trains to Cross.
Holly	Grand Trunk	Interlocker	Color lights
Flint Belt, Kearsley	G. T. Frt. Main	Interlocker	Color lights
Flint Belt, Kearsley	G. T. Main Line	Interlocker	Color lights
Flint	Grand Trunk	Bull's Eye	Light indication green lt.
Hoyt	M. C. R. R.	Interlocker	Color lights
Saginaw, Sheridan Av.	G. T. Ry.	Gates	Clear of track
Fordney	M. C. R. R.	Interlocker	Home signal vertical
West Shore Track	M. C. R. R.	Interlocker	Home signal vertical
Saginaw, East Side	(Toledo Div. P. M. R. R. to Bay City)	Interlocker	Home signal vertical
Saginaw, Bay City Division	General Motors	Interlocker	Upper arm vertical
Bay City, 26th St.	M. C. R. R.	Interlocker	Home signal vertical
Bay City Belt Line Center Street	M. C. R. R.	Interlocker	Home signal vertical
Foss Junction	D. & M. and M. C.	Target	Diagonal position
Bay City, Trumbull St.	M. C. R. R.	Target	Horizontal position
Bay City, Belinda St.	M. C. R. R.	Semaphore	Home signal vertical
Bay City, Foss Lumber Yard	M. C. R. R.	Semaphore	Upper arm at angle of 45°
Bay City, Woodside Avenue	M. C. R. R.	Interlocker	Home signal vertical
Saginaw, Washington Avenue	Toledo Division to Ludington	Interlocker	Home signal vertical
Mershon	M. C. and G. T. Ry	Interlocker	Home signal vertical
Clare	A. A. R. R.	Interlocker	Color light
Reed City	Penna. R. R.	Interlocker	Color lights
Baldwin	P. M. R. R.	Interlocker	Color lights
Vassar	M. C. R. R.	Interlocker	Home signal vertical
Clifford	G. T. Ry.	Semaphore	Lower blade angle 45°
Tappan	G. T. Ry. (Chic. Div.)	Interlocker	Home signal vertical
Tappan	G. T. Ry. (Det. Div.)	Interlocker	Home signal vertical
Port Huron (Military Street)	G. T. Elevator	Target	Clear of track
Port Huron (Poplar Street)	G. T. Ry.	Semaphore	Top blade angle 45°
Pigeon	G. T. Ry.	Semaphore	Top blade angle 90°
Reese	M. C. R. R.	Target	Horizontal

Color light signals on Grand Trunk Western Railway east and west of deadline spur crossing, Saginaw. Derails on Pere Marquette tracks only. Signals and derails are operated from crossing. All trains and engines on Pere Marquette Railway must stop before crossing and will not proceed until after the expiration of one minute after derails have been removed, providing the crossing is clear and there are no Grand Trunk trains or engines in sight. Normal position of signals will be for the GTW Railway.

The target governing the M. C. and P. M. Crossing at Bay City Foss Lumber Yard governs both the main line and water dock track.

A combination pole and gate target is located between Tower K and Alexis on Tower K spur at the crossing of the new Mather Spring Co.'s switch lead with New York Central Railroad.—When target is horizontal and gate over Pere Marquette rails, Pere Marquette trains and engines must stop.—When target is perpendicular and gate over New York Central rails, Pere Marquette trains and engines may proceed without stopping.—Normal position of target is perpendicular and clear for Pere Marquette, and when not in use will be locked with New York Central switch lock.

A swing gate is located on the Horner Spur track, Reed City, 1205 feet from point of switch.

Rule 15—Instructions to be Followed at Interlockings.

Rule 16—Draw Bridges.

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

Under no circumstances must any part of a train or engine be allowed to stand upon the drawbridge portion of any bridge.

Sebewaing—Normal position of bridge open. Closing and opening of bridge will be handled by Agent during his tour of duty. Opening of bridge at other periods of the day will be by train crews. Derails are located 800 feet from each end of draw. Standard signal indication will govern train movement. When a proceed indication is given, trains may proceed over bridge at a speed of eight miles per hour.

Port Huron, Black River Bridge—Two light color light signals are located at both the east and west approach to the drawbridge, giving the following indications:

Two red lights.....Stop
Top light Yellow, lower light red.....Proceed

When a proceed indication is given, trains may pass over this bridge at a speed of Eight miles per hour.

Rule 17—Normal Position of Switches.

Siding extension switches must be set for straight track except Carleton north end west siding and north end of siding at Clio.

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

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

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

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

The normal position for switch at Atwood Junction is for the Flint Belt.

Hand throw switches where Pere Marquette crosses the M. & N. E. Railway at Manistee will be handled and used as follows: The normal position of said switches will be for the M. & N. E. main line. M. & N. E. trains, when switches are not in use and properly set, may pass over said switches at a slow rate of speed. Pere Marquette trains will come to a full stop, and before using said switches crews must satisfy themselves that there are no engines or trains on the Manistee & Northeastern Railway in the near vicinity of said switches about to pass; they may then throw said switches for their use and after having completed such movement, said switches will be promptly restored to the normal position.

SPECIAL INSTRUCTIONS, Continued

Rule 18—Prepaid Stations.

Winchester, Steiner, Waltz, Willow, Rose Center, Clyde, Newark, Genesee, Rogersville, Blackmar, Cheboyganing, Lawndale, Smith's Crossing, Averill, North Bradley, Loomis, Herrick, Chippewa, Sears, Olivers, Chase, Nirvana, Idlewild, Wingleton, Branch, Freesoil, Amber, Wise, Delwin, Leaton, Galliver, Hatton, Mann's Siding, Tallman, Abbotsford, Juniata, Tuscola, Gardendale, North Street, Atkins, Blaine, Filion, Johnson, Creens, Arthur, Gilford, Wallace, Grassmere, Hopkins Road, Burns, Wales, Lambs, Doyle, Berville, Allenton, Berkshire, Helena, Kulmbach, Valley Center, Silverwood.

Rule 19—Restricted Tracks.

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

Monroe—Binder Board and Foundry track in rear of depot.
Monroe Paper Products Co., north of Monroe.
Hixon & Peterson Lumber Co.
Cooperative Oil Co.

Carleton—Northwest wye.

1000 and 1100 class engines restricted on wye tracks at Coleman.

Engines of the 1001 to 1010 class are restricted from using West end of tracks Nos. 5 and 9 of Baldwin East Yard from switch point to clearance point of each track.

Rule 20—Outside Telephones.

Block Circuit—
Crossing to Ann Arbor north of Hallett.
Alexis—North of Dixie Highway freight lead.
Monroe—North and south ends of siding.
Monroe—Paper Mill track and south end of yard.
Steiner—North and south ends of siding.
Carleton—South end south-bound siding.
Romulus—South end of siding.
New Boston—Water tank north and south end of siding.
Holly tower.

Controller's Circuit—
Hoyt—Southwest wye switch
Bridgeport—North end of siding.
Bridgeport—South end of siding.
Bridgeport—At controlled switch.
Blackmar—At controlled switch south end.
Blackmar—At controlled switch north end.
Birch Run—At controlled switch south end.
Birch Run—At controlled switch north end.
Clio—At home signal north of Clio.
Clio—At controlled switch South end.
Clio—At controlled switch north end.
Mt. Morris—At controlled switch.
McGrew—Coldwater Road.
McGrew—A & B tracks south end.
McGrew—A & B tracks north end.
McGrew—Fostoria Branch switch.
McGrew—Carpenter Road.
McGrew—Coal dock.
McGrew—Flint main track switch.
Dort—North end of siding.
Dort—South end of siding.
Kearsley—G. T. wye switch.

Dispatcher's Circuit—
Wayne—South end of siding.
Canton—Middle of siding.
Plymouth—South end of yard.
Plymouth—North end of yard.
Northville—North and south end of siding.
Novi—North and south end of siding.
Wixom—North end of siding.
Milford—North end of house track.
Highland—North end of house track.
Clyde—North and south end of siding.
Rose Center—North and south end of siding.
Holly—South end of H. W. & M. siding.
Holly—North and south end of scale track.
Newark—North and south end of siding.
Grand Blanc—North and south end of siding.
Atwood Junction
Atwood Wye—Both ends of Wye
Buick Docks—Crossover switch
Dort—Middle of siding.
Flint—Opposite Fisher Body Plant switch.
Hamilton Avenue—North end of freight office.
Mershon Belt Line switch.
Mershon—West end of siding.
Lawndale—East and West end of siding.
Freeland—East and west end of siding.
Smith's crossing—West end of siding
Dean—Middle and west end of siding.
Midland—West end of depot
Sanford—West end of siding.
North Bradley—East End siding.
Coleman—East and west end of siding.
Delwin—Pole north of Pure Oil switch
Leaton—Pole at spur track.
Mt. Pleasant—Wye switch.
Loomis—East end of siding and pole at crossover switch.
Clare—West end of siding
Farwell—West end of siding.
Lake—East and west end of siding.
Chippewa—East and west end of siding.
Sears—East end of siding.
Evart—East and west end of siding.
Noble—East and west end of siding.
Hersey—East and West end of siding.
Reed City—East and west end of siding.
Olivers—East end of north siding.
Chase—East end of siding.
Nirvana—East end of siding.
Idlewild—East and west end of siding.
Baldwin—Center of west siding.
Branch—East and west end of siding.
Walhalla—West Wye switch and east end of siding.
Custer—East end of siding.

Rule 20—Outside Telephones—Continued.

Dispatcher's Circuit—
Scottville—East end of siding.
Manistee—New M&NE crossover and car repr. office.
Bay City—26th Street switch.
South Bay City—North end of siding.
Saginaw—Loop line switch.
Saginaw—Chevrolet Plant.
Kulmback—East end of siding.
Gera—East end of siding.
Vassar—East end of siding.
McHale—Opposite switch.
Juniata—East and west end of siding.
Mayville—East end of siding.
Silverwood—Telegraph pole across from water tank.
Clifford—East end of siding.
Marlette—West end of siding.
Brown City—West end of siding.
Yale—West end of siding.
Avoca—Pole west of main highway.
PH&D—Interchange track.
Tappan—Tower.
Port Huron—Roundhouse.
Atkins—Pole west of switch.
Croswell—West end of siding.
Poland—East Wye switch.
Palms—North end of siding.
Harbor Beach—Pole at first switch south of depot.
Bad Axe—ST&H Junction switch.
Port Austin—South end of siding.
Grassmere—West end of siding.
Bart—West Wye switch.
Sebewaing—East end of siding.
Akron—West end of siding.
Donald—East switch.

Rule 21—Spring Switches—Plymouth.

Both ends Southeast wye and North end of Northeast wye.

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.

Yardmaster at Plymouth will handle these switches for passenger trains.

Wixom North End Siding

Southbound distant signal for Wixom interlocking will protect this switch for facing moves. When signal indication is Green or Yellow switch is in Normal position.

Northbound Home signal for Wixom interlocking controls to the southward distant signal and protects main track movements over spring switch, when top light is red and lower light is yellow and route is lined for main track, trains may proceed at restricted speed to the spring switch where they must stop and not proceed over spring switch until they have assured themselves by examining switch points that switch is in proper position and safe to use.

Ludington

East switch to receiving yard and East switch to departure yard.

Normal position of East switch to receiving yard, is for lead to receiving yard. These switches are protected by two arm signal located in advance of East switch. When top arm is horizontal and red light shows and lower arm is diagonal and yellow light shows East switch is properly lined for entering yard. Westbound trains using main line beyond this switch will stop and hand operate the switch. When switch is thrown lower arm will go to horizontal and show red light and top arm will go to diagonal and show yellow light if both spring switches are properly lined, if top arm does not change to diagonal and yellow light it indicates that one of the switches is not properly lined and before proceeding East switch must be examined and if found in proper position the train may proceed at restricted speed to Westerly spring switch where it must stop and examine the switch and assure themselves that it is in proper position and is safe for use.

Other Spring Switches.
Holly—South end Scale track.
Reed City—East end siding.
Bay City—South switch Hampton Yard.

Normal position for all spring switches is for main track, except East spring switch to receiving yard Ludington, which is for yard lead.

Rule 22—Highway Crossing Protection.

No car or train shall be permitted to stand within track circuits of flashlights, wigwag or other crossing signals for a greater length of time than is absolutely necessary.

When switching movements are made over crossings protected by automatic or manually controlled main line circuit flashlight, wigwags or other electric signals, a member of train crew must be on the ground at the crossing to warn traffic before movement is made.

Circuit indicators are installed on both main tracks also on yard leads where they cross Dixie Highway north of Alexis. These indicators are in connection with the flash light signals on the crossing. The indicators on the main tracks are 1885 feet north of the highway. On the yard leads 935 feet north and 900 feet south of the highway. Crews stopping at these points must stop clear of the indicators. Telephones located at these points.

All movement over Genesee Avenue and Davenport Street, Saginaw, must be protected by some member of crew.

When doing switching at the Saginaw Malleable Iron Plant, Saginaw, on track No. 1 and before making movements over crossing known as No. 2, which is located near the scales, all trains and engines must come to a full stop and the crossing protected by a member of the crew before movement is made.

All trains and engines operating on South Saginaw Belt Line will be brought to a stop at Rust Avenue in the vicinity of the Saginaw Tourist Camp and the crossing protected by a member of the crew.

All trains and engines operating on the South Saginaw Belt Saginaw will be brought to a stop at Stop indication signs which are located on each side of Jefferson Avenue and a member of the crew must precede train or engine and flag crossing before movement can be made.

SPECIAL INSTRUCTIONS, Continued

Rule 22—Highway Crossing Protection—Continued.

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

The hours of crossing watchman at Bay City are as follows:
Michigan Avenue .....11:30 A.M. to 7:30 P.M. daily except Sunday
Third Street ..... 8:30 A.M. to 6:30 P.M. daily except Sunday
First Street ..... 8:30 A.M. to 6:30 P.M. daily except Sunday

All movements over the above crossings other than passenger trains except Michigan Avenue outside of the hours specified above must be protected by a member of the crew warning traffic in advance of such movement.

All trains or engines crossing 5th Street and 23rd Street, Bay City, must be brought to a stop and crossing protected by a member of train crew warning traffic in advance of movement.

All trains or engines crossing 3rd Street, Bay City, during the time there is no watchman on duty must be brought to a stop and crossing protected by a member of train crew warning traffic in advance of movement.

When cars are being shoved over Woodside Avenue, Bay City, crossing must be protected by a member of the crew.

All trains and yard engines operating on the Huron and Western Branch must be brought to a full stop before crossing Henry Street (formerly known as US-23) ¼ mile north of Bay City and crossing protected by member of crew, warning traffic in advance of movement.

Scottville—All locomotive bells must be rung continuously from 600 feet in advance of all crossings and until crossing is passed.

Ludington—Locomotive bell must be rung continuously from 600 feet in advance of all crossings and until crossing is passed and locomotive whistle shall be sounded twice sharply at least 40 rods east of Washington Avenue when coming from the East.

Port Huron—All trains and yard engines must come to a full stop before crossing Pine Grove Avenue at the intersection of Thomas Street. Stop should be made within 50 feet of crossing to properly operate signals.

Port Huron—At Grand River Ave., all trains and engines come to full stop before going over crossing unless crossing is flagged by member of crew.

Bad Axe—All trains and engines must flag over Huron Ave. and Woodworth St. crossings.

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.

Rule 23—Operation of Trains.

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

Operators at Kearsley and Hoyt must obtain authority from train controller to permit trains or engines to enter two tracks through interlocker. Trains receiving interlocking signal at Kearsley or Hoyt in yellow or green position may proceed on two tracks with the current of traffic.

No train or engine will open main track switch to enter upon either main track between Kearsley and Mt. Morris and between Bridgeport and Hoyt interlocking without conductor first calling Controller on telephone and explain to him what movement it is desired to make and obtain his oral permission to make the movement including a time limit, Conductor must repeat these instructions orally to his engineer. In all cases (except train movements extending to Kearsley or Mt. Morris) conductor must report clear to the Dispatcher soon as movement arranged for has been completed and he is clear of main track. When time limit is given, train or engine must be clear of main track at time specified or protect by flag according to rule 98.

Between McGrew and Atwood Junction on passenger main and between Kearsley and Atwood Junction on Flint Belt trains or engines may be cleared orally on overdue first and second class trains and conductor must repeat this information orally to engineers. In case first or second class trains are late and have not passed, Dispatcher may orally inform conductor when expected train will arrive and crews are permitted to occupy main track under flag protection as prescribed by Rule 99 up to time given and at expiration of that time must be into clear of main track.

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

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

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

Within yard limits on two tracks in territory protected by automatic block signals all except first class trains must approach all crossovers at a speed that will enable them to stop before reaching crossover if it is being used by another train or engine. Trains or engines may use crossovers in such territory by protecting against first class trains.

Second class trains will move between the west siding switch at Mershon and the home signal to the interlocker at restricted speed, expecting to find main track occupied. Responsibility for accident will rest with approaching trains.

Second class trains will move between the Yard limit boards west of Midland and east of Dean at restricted speed, expecting to find main track occupied. Responsibility for accident will rest with approaching train.

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

P. Co., WLE and B&O pullers when using Wheeling and Ann Arbor tracks will enter and leave Ottawa Yard at Crossover from freight running track No. 1 to Ann Arbor main track located 700 feet north of Hallett. Crews using this crossover must not foul Ann Arbor main track at Hallett until authority is received from Towerman.

Rule 24—City Ordinances.

Carleton—Locomotive whistle must not be sounded within the limits of Carleton except for highway crossings as provided by State law, or in case of great emergency, or to avoid collision.

No car or cars shall be shunted across, along or within the lines of any street or public highway within the Village of Carleton unless attached to a locomotive.

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

Rule 24—City Ordinances—Continued.

Flint—The City Ordinance of Flint is as follows: Locomotives approaching Saginaw Street in the vicinity of Grand Trunk intersection downtown must come to a stop within six rods of crossing unless flagman is seen with flag or lantern in the discharge of his duties. It is unlawful to allow any cars to cross any street, lane or alley in the City of Flint without an engine attached, and to push any cars over any street, lane or alley without a man at the head end of the foremost car. Provided that if switching movements are made over the crossing of any street, lane or alley not protected by gates or controlled flashlight signals, movement shall be protected by a member of the crew on the ground at the crossing in a position to warn all highway traffic. No engine, train or cars shall remain stationary at any time for any purpose in or upon or across any public street of Flint or any portion of street or sidewalk except to comply with State law or in case of unavoidable accidents.

No engine, train or cars shall cross Beech Street, Saginaw Street or intersecting railway track between Union Street and Flint River (except for the purpose of transferring at such railway intersection) so as to block passage of street car traffic on such South Saginaw Street unless such engine train or cars shall cross over and entirely clear both Saginaw and Beech Sts. and no interlocking or derailing equipment shall be operated so as to block traffic on Saginaw Street for more than five minutes at any one time for the continuous passage of a train in one direction.

Interlocking device shall be operated so that when an engine, train or cars pass over Saginaw Street on either Grand Trunk or Pere Marquette, all traffic of any nature that has waited for the train to pass, must be permitted to cross before another train on either track is allowed to proceed. No engine, train or cars shall be allowed to block any public street in Flint for trolleys, vehicle or pedestrians for more than five minutes at one time. No freight car shall be loaded or unloaded from or on any street of the City of Flint, except by express permission of the Mayor of the City. No cars shall be interchanged to or from the Grand Trunk at the downtown interchange track between 5 a. m. and 9 p. m.

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

Saginaw—Locomotive whistle to be sounded only in case of emergency. Bell must be rung continuously while approaching and crossing over streets and highways within the limits of the city of Saginaw.

Bay City—Locomotive bell will be rung continuously while locomotive is being run in or through the City.

Whistle will be used only as required by State Law, or necessary brake whistle or to prevent injury to person or property.

Midland—It shall be the duty of the engineer or other person in charge of any locomotive to sound two short signals between the whistling post and each street or highway crossing within the city of Midland and the whistle shall not be otherwise sounded except in cases of emergency provided that nothing herein contained shall prevent any engineer from giving or acknowledging signals required by law in approaching or passing of other trains on sidings or passing tracks within said city. Any person violating the provisions of this ordinance shall be subject to a fine of not more than $100.00 for each offense. All enginemen will be governed thereby.

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

Rule 25—Automatic Train Stop.

Inbound and outbound inductors are now placed at all terminals. Engineers will see that they receive an acknowledging induction on first block and a stop on the second inductor before leaving terminal. In case engine does not respond to the inductors, engineer will report same to roundhouse foreman before leaving terminal.

Inductors have been installed on track No. 4, Foss Coach Yard opposite roundhouse Foreman's office for the purpose of testing locomotives enroute from Bay City to Detroit in passenger service, this test to be made as train is backing from Foss to depot. In case engine does not respond to the inductor engineer will report from Bay City passenger station to Chief Dispatcher and Roundhouse Foreman at Saginaw.

When train control apparatus fails enroute on locomotives, the matter must be reported immediately to the Superintendent on the Division where the failure occurs so that if possible, repairs may be made or engine relieved before reaching the point where they enter automatic train stop territory.

Rule 26—Miscellaneous.

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

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

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

Dispatcher at McGrew Jct. will place train orders at McGrew Junction for southward trains other than first-class when necessary, but receiving clearance card, Form 109, will not relieve trainmen from observing Rule 23 in Time Table.

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

Hopper cars either loaded or empty will not be handled in trains MS-4, and MS-2, unless otherwise instructed.

The following letters appearing on time table schedules indicate:
D—Day train order station.
N—Night train order station.
DN—Day and night train order station.
P—Dispatchers telephone.

Southward trains doing switching at Grand Blanc must do their switching on siding, middle and back tracks. Northward trains having cars to set off at this point and the dropping of cars is necessary, must also drop the cars in question into either the middle or back tracks which are protected by derails.

The Flint Scrap Iron and Metal Company of Flint have authority to move their crane coupled onto cars off their lead to and from the Catsman Lead. A marker has been placed defining these limits. Switch engines, however, working south of Grand Traverse Street will move in these limits expecting to find the track occupied.

Switch lights will be maintained on Sub-Division No. 11 only between Port Huron and Croswell, and between Sebewaing and Donald Tower. Switch lights will not be maintained on Sub-Divisions Nos. 12 and 14.

SPECIAL INSTRUCTIONS, Continued

Train Order Offices Not Continuous are Open the Following Hours Except Sundays

Northville	8:00 a. m.	to	5:00 p. m.	Bad Axe	8:00 a. m.	to	5:00 p. m.
Novi	9:00 a. m.	to	6:00 p. m.	Kinde	8:00 a. m.	to	5:00 p. m.
Milford	8:30 a. m.	to	5:30 p. m.	Port Austin	8:00 a. m.	to	5:00 p. m.
Highland	8:00 a. m.	to	5:00 p. m.	Sandusky	8:00 a. m.	to	5:00 p. m.
Clyde	9:00 p. m.	to	5:00 a. m.	Minden City	8:30 a. m.	to	5:30 p. m.
Grand Blanc	8:00 a. m.	to	5:00 p. m.	Harbor Beach	7:00 a. m.	to	10:00 p. m.
Flint	10:00 a. m.	to	8:00 p. m.	Elkton	8:00 a. m.	to	5:00 p. m.
Freeland	6:00 a. m.	to	3:00 p. m.	Pigeon	8:00 a. m.	to	5:00 p. m.
Midland	6:30 a. m.	to	3:30 p. m.	Quarry	8:00 a. m.	to	5:00 p. m.
Sanford	6:45 a. m.	to	3:45 p. m.	Bay Port	8:00 a. m.	to	5:00 p. m.
Coleman	7:10 a. m.	to	4:10 p. m.	Sebewaing	8:00 a. m.	to	5:00 p. m.
Farwell	7:45 a. m.	to	4:45 p. m.	Unionville	8:30 a. m.	to	5:30 p. m.
Lake	8:00 a. m.	to	5:00 p. m.	Akron	8:15 a. m.	to	5:15 p. m.
Evart	6:30 a. m.	to	3:30 p. m.	Fairgrove	7:45 a. m.	to	4:45 p. m.
Hersey	8:30 a. m.	to	5:30 p. m.	Reese	7:15 a. m.	to	4:15 p. m.
Walhalla	8:00 a. m.	to	5:00 p. m.	Avoca	8:00 a. m.	to	5:00 p. m.
Custer	8:00 a. m.	to	5:00 p. m.	Yale	8:00 a. m.	to	5:00 p. m.
Scottville	8:00 a. m.	to	5:00 p. m.	Melvin	8:00 a. m.	to	5:00 p. m.
Bay City	9:15 a. m.	to	6:15 p. m.	Brown City	8:00 a. m.	to	5:00 p. m.
Center Street Tower, Bay City.	12 Mid-Night	to	8:00 a. m.	Marlette	8:00 a. m.	to	5:00 p. m.
	12 noon	to	8:00 p. m.	Clifford	8:00 a. m.	to	5:00 p. m.
Croswell	8:00 a. m.	to	5:00 p. m.	Mayville	8:00 a. m.	to	5:00 p. m.
Applegate	9:00 a. m.	to	6:00 p. m.	Vassar	8:00 a. m.	to	5:00 p. m.
Carsonville	8:00 a. m.	to	5:00 p. m.	Gera	8:00 a. m.	to	5:00 p. m.
McGregor	9:00 a. m.	to	6:00 p. m.	Memphis	9:00 a. m.	to	6:00 p. m.
Deckerville	8:00 a. m.	to	5:00 p. m.	Almont	8:00 a. m.	to	5:00 p. m.
Palms	8:00 a. m.	to	5:00 p. m.	Port Huron	6:00 a. m.	to	2:00 p. m.
Ubly	8:30 a. m.	to	5:30 p. m.		5:30 p. m.	to	1:30 a. m.

TRACKS NOT OTHERWISE SHOWN

Miles from	STATIONS	Long Car Room on Side Track	LOCATION
Saginaw	**Saginaw—Toledo**		
101.2	Willow	2	3 miles south of New Boston
103.4	Waltz	14	3 miles north of Carleton
110.	Steiner Quarry Branch	40	4 mile branch at Steiner
119.5	Winchester	7	4 miles south of Monroe
McGrew Jct.	**Fostoria Branch**		
4.28	Jeffery Sand Pit	30	0.57 mile north of Genesee
5.15	Shoecraft	3	Flint Hog Farm
5.82	Bayer Brice Pit	37	
Bay City	**Saginaw—Bay City**		
4.7	Henry St. Spur	4	1.8 miles from D.&M. Crossing, North Bay City
Saginaw	**Saginaw—Ludington**		
16.59	Dibble	36	3.5 miles east of Midland
84.6	Hersey Gravel Co.	..	1.1 miles east of Hersey
84.9	Pere Marquette Pit	66	
130.8	Amber	3	
Mt. Pleasant	**Mt. Pleasant Branch**		
2.08	Valley Chemical Co.	9	2.08 mi. north of Mt. Pleasant

Miles from	STATIONS	Long Car Room on Side Track	LOCATION
Saginaw	**Sub-Division No. 9**		
14.98	Tuscola	9	3.83 miles east of Gera
21.58	McHale		2.21 miles east of Vassar
25.5	Frank		.14 miles west of Juniata
Tappan	**Sub-Division No. 10**		
1.9	Sweet Siding	5	1 mile west of Tappan
Saginaw	**Sub-Division No. 11**		
4.92	Creens	6	4.92 miles east of Saginaw
19.0	Kintner	8	2.3 miles east of Gilford
27.7	Woodman	10	3.0 miles east of Akkron
31.5	Robert Gage Coal Co.	42	.45 miles east of Unionville
46.5	Wallace	10	3.5 miles west of Pigeon
52.4	Rosevear	6	2.4 miles east of Pigeon
60.6	Longs	4	3.9 miles west of Bad Axe
Poland	**Sub-Division No. 12**		
1.6	Scranton	3	1.6 miles west of Poland
Bad Axe	**Sub-Division No. 13**		
3.5	Rapsons	14	3.5 miles north of Bad Axe
12.5	Johnson	28	3.01 miles north of Kinde

D. E. LEHMAN, Train Master,
Subdivisions No. 1 and 2,
Saginaw, Mich.

E. E. AMBERG, Train Master
Saginaw and Bay City Terminals
and Subdivision No. 3
Saginaw, Mich.

J. F. KIELY, Train Master
Subdivisions Nos. 4, 5, 6, 7, 8, 9,
10, 11, 12, 13 and 14
Saginaw, Mich.

F. D. SUTHERLAND
Chief Train Dispatcher

M. DAILEY, Road Foreman Engines,
Subdivisions Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,
11, 12, 13 and 14
Saginaw, Mich.

C. E. DAVIS
Night Chief Train Dispatcher

COMPANY SURGEONS

TOWN	NAME	OFFICE AND TELEPHONE	RESIDENCE AND TELEPHONE
DETROIT	**Dr. W. W. MacGregor**	1904 Eaton Tower.....Randolph 4709	881 Taylor.....Madison 6957
TOLEDO	**Dr. O. W. Burkholder**	456 W. Delaware St. .....Jefferson 4775 Medical Arts Building	2671 Barrington Drive ....Lawndale 5821
MONROE	DR. R. T. EWING	120 Maple Blvd. c/o Monroe Hospital	Monroe Hospital 1800
CARLETON	DR. J. H. HEFFERMAN	60	
PLYMOUTH	**Dr. Luther Peck**	711 W. Ann Arbor St. 8	711 W. Ann Arbor Street.....8
MILFORD	DR. WM. A. GRANT	Main Street 85-J	Hickory and Canal Street.....85-M
NORTHVILLE	DR. L. W. SNOW	508 W. Main Street.....162-J	508 W. Main Street.....162-J
HOLLY	DR. FREDERICK J. BURT	117 N. Saginaw Street.....150	117 N. Saginaw Street.....150
FLINT	**Dr. Henry Cook**	Genesee Bank Bldg. 2-4169	720 E. Hamilton.....3-8341
CLIO	DR. PEARY E. WHITE	Over Reid's Drug Store.....66-3 Rings	Vienna Street .....66-2 Rings
SAGINAW	**Dr. H. R. Wilson**	524½ Potter Street.....2-2850	623 N. Jefferson Ave. 2-2784
BAY CITY	DR. J. N. ASLINE	1103 Woodside Ave., Essexville 1918-J	406 Pine St., Essexville.....1918-M
MIDLAND	DR. G. SJOLANDER	109 Gordon St. 207	109 Gordon Street.....207
MIDLAND	DR. W. D. TOWSLEY	Arcade Building 65-R	East Park Drive.....65-J
MT. PLEASANT	DR. WM. L. HARRIGAN	408 E. Broadway St.....205 Black	
CLARE	DR. C. B. WOOD	208 W. Fifth Street.....Bell 247	208 W. Fifth St. .....Bell 247
EVART	DR. J. BRUGGEMA	Cor. Main and 7th Street.....47-F-2	Oak St. west of public school bldg.
REED CITY	DR. PAUL B. KILMAR	106 Upton Ave. 52	350 Upton Ave. 134
CHASE	DR. GEO. T. FIELD	Chase	Chase
LUDINGTON	**Dr. Leo J. Goulet**	220 S. James St. 71	604 W. Ludington Ave. 71
MANISTEE	DR. H. McMULLIN	Maple Street 444-F-1	Maple Street 444-F-2
BAD AXE	DR. CHAS. HARRINGTON	526 E. Sand Beach Ave. 118-2-R	
CROSWELL	DR. H. G. LEARMONT	Croswell	
VASSAR	DR. E. C. SWANSON	220 N. Main Street.....79	108 East Street 79
MAYVILLE	DR. O. G. JOHNSON	Mayville	
MAYVILLE	DR. H. A. BARBOUR	Mayville	
SANDUSKY	DR. COLLIN G. ROBERTSON	Sanilac Avenue 8-R-3	
PORT HURON	**Dr. D. W. Patterson**	622 Huron Ave.....	
YALE	DR. DONALD A. POLLOCK	Main Street 21-3	

In case of accident the attention of all employees is directed to Rules 1050 to 1059, inclusive, in the Book of Rules.
Examining physicians are shown in heavy type.

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