IT HURTS TO GET HURT!

1952-53

SEPTEMBER							OCTOBER							NOVEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
.	1	2	3	4	5	6	.	.	.	1	2	3	4	.	.	.	.	.	.	1
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15
21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22
28	29	30	.	.	.	.	26	27	28	29	30	31	.	23	24	25	26	27	28	29
.	.	.	.	.	.	.	.	.	.	.	.	.	.	30	.	.	.	.	.	.

DECEMBER							JANUARY							FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
.	1	2	3	4	5	6	.	.	.	.	1	2	3	.	.	.	.	.	.	.
7	8	9	10	11	12	13	4	5	6	7	8	9	10	1	2	3	4	5	6	7
14	15	16	17	18	19	20	11	12	13	14	15	16	17	8	9	10	11	12	13	14
21	22	23	24	25	26	27	18	19	20	21	22	23	24	15	16	17	18	19	20	21
28	29	30	31	.	.	.	25	26	27	28	29	30	31	22	23	24	25	26	27	28
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

MARCH							APRIL							MAY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	.	.	.	1	2	3	4	.	.	.	.	.	1	2
8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
29	30	31	.	.	.	.	26	27	28	29	30	.	.	24	25	26	27	28	29	30
.	.	.	.	.	.	.	.	.	.	.	.	.	.	31	.	.	.	.	.	.

JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
.	1	2	3	4	5	6	.	.	.	1	2	3	4	.	.	.	.	.	.	1
7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15
21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22
28	29	30	.	.	.	.	26	27	28	29	30	31	.	23	24	25	26	27	28	29
.	.	.	.	.	.	.	.	.	.	.	.	.	.	30	31	.	.	.	.	.

The Chesapeake and Ohio Railway Company

Pere Marquette District

Saginaw Division

Time Table No. 98

Effective Sunday, Sept. 28, 1952

AT 12:01 A. M.
Eastern Standard Time

Former Time Tables Must Be Destroyed

98

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.

M. M. CRONK,
Vice President and General Manager
DETROIT

C. J. MILLIKIN,
Asst. General Manager
DETROIT

C. L. MC GRAIN,
Superintendent
SAGINAW

D. E. LEHMAN,
Assistant Supt.
SAGINAW

Sub-Division No. 1 — TOLEDO AND SAGINAW — Northward

Long Car Room on Siding	STATIONS	FIRST CLASS 105	47	69				SECOND CLASS 159	157	155	151	
		Daily Ex. Sunday	Daily	Daily				Daily	Daily	Daily	Daily	
		PRR		PRR								
....	TOLEDO	.....	A. M. 6.25	.....				.....	.....	.....	.....	....
.....	.....Alexis.....	A. M. 6.21	6.45	A. M. 7.00				.....	.....	.....	.....	....
.....	.....Erie.....	6.27	6.52	7.07				A. M. 3.25	.....	P. M. 2.30	.....	....
.....	.....Monroe.....	s 6.40	s 7.04	s 7.19				.....	.....	.....	.....	....
93 s	.....Steiner.....	6.46	7.09	7.24				.....	.....	.....	.....	....
90 s 114n	....Carleton.....	A 6.52	7.15	A 7.30				.....	.....	.....	.....	....
.....	...New Boston...	A. M.	7.22	A. M.				.....	.....	.....	.....	....
28n	.....Romulus.....	.....	7.26	.....				4.20	.....	3.20	.....	....
141	.....Wayne.....	.....	7.30	.....				4.26	.....	3.26	.....	....
220	.. PLYMOUTH ..	.....	A 7.40	.....				4.42	P. M. 152 **3.00**	3.42	P. M. 11.00	...
52	....Northville....	.....	A. M.	.....				4.52	3.25	3.50	11.25	...
104	.....Novi.....	.....	.....	.....				158 **5.12**	3.38	154 **4.03**	11.38	...
148	.....Wixom.....	.....	.....	.....				5.20	154 **3.50**	4.15	11.47	....
.....	.....Milford.....	.....	.....	.....				5.29	4.00	4.25	11.57	...
.....	....Highland....	.....	.....	.....				5.38	4.08	4.33	12.05	...
125	.....Clyde.....	.....	.....	.....				5.45	4.13	4.38	12.10	....
107	...Rose Centre...	.....	.....	.....				5.50	4.18	4.43	12.15	....
111	.....Holly.....	.....	.....	.....				6.07	4.32	4.57	12.29	....
125	.....Newark.....	.....	.....	.....				156 **6.20**	4.40	5.05	12.37	....
128	...Grand Blanc...	.....	.....	.....				6.35	4.47	5.12	12.44	....
.....	...Atwood Jct....	.....	.....	.....				6.40	4.52	5.17	12.49	....
.....	.....Kearsley.....	.....	...	.....				A 6.50 A. M.	A 5.05 P. M.	A 5.30 P. M.	A 1.00 A. M.	....
.....	...McGrew Jct....	.....	.....	.....				.....	.....	.....	.....	....
.....	....Mt. Morris....	.....	.....	.....				.....	.....	.....	.....	....
150	.....Clio.....	.....	.....	.....				.....	.....	.....	.....	....
159	....Birch Run....	.....	.....	.....				.....	.....	.....	.....	....
156	....Blackmar....	.....	.....	.....				.....	.....	.....	.....	....
217	.....Hoyt.....	.....	.....	.....				8.15 A. M.	6.45 P. M.	7.15 P. M.	3.30 A. M.	....
.....	....SAGINAW....	.....	.....	.....								....
		Daily Ex. Sunday	Daily	Daily				Daily	Daily	Daily	Daily	
		105	47	69				159	157	155	151	

All trains leaving from Union Depot Toledo must procure Clearance form 109.

The time shown in Italics is for information only.

Time shown on all scheduled trains at Plymouth applies at the north switch of the northeast wye except No. 47 and their time applies at the south switch of the southeast wye.

Sub-Division No. 1 — SAGINAW AND TOLEDO — Southward

Telegraph Stations	Miles from Saginaw	STATIONS	FIRST CLASS 68	46	106				SECOND CLASS 158	156	152	154
			Daily	Daily	Daily Ex. Sat.				Daily	Daily	Daily	Daily
			PRR		PRR							
D.N.	139.1	...TOLEDO...	.....	P. M. A 7.20	.....				.....	.....	.....	.....
D.N.	130.3	....Alexis....	P. M. A 6.34	7.00	A. M. A 12.46				.....	.....	.....	.....
D.N.	125.4	.....Erie.....	6.28	6.53	12.40				.....	A. M. 9.15	.....	P. M. 5.45
P.N.	115.1	....Monroe....	s 6.16	s 6.43	s 12.28				.....	....	.....	.....
.....	110.0	....Steiner....	6.10	6.37	12.22				.....	.....	.....	.....
D.N.	105.2	...Carleton...	6.05	6.32	12.17				.....	.....	.....	.....
P.	97.9	. New Boston .	P. M.	6.25	A. M.				.....	.....	.....	.....
D.N.	93.8	...Romulus...	.....	6.20	.....				.....	.....	.....	.....
D.N.P.	90.2	....Wayne....	.....	P. M.	.....				.....	.....	.....	.....
									A. M.	A. M.	P. M. 157	P. M.
D.N.P.	82.0	.PLYMOUTH.	.....	.....	.....				A 5.30	A 7.35	A **3.00**	A 4.15
D.P.	78.5	.. Northville ..	.....	.....	.....				5.20	7.25	2.51	4.10
D.P.	74.5	.....Novi.....	.....	.....	.....				159 **5.12**	7.17	2.45	155 **4.03**
D.N.P.	70.4	....Wixom....	.....	.....	.....				5.05	7.10	2.39	157 **3.50**
D.P.	65.1	....Milford....	.....	.....	.....				4.56	7.01	2.32	3.39
D.P.	61.3	...Highland...	.....	.....	.....				4.50	6.55	2.26	3.32
P.N.	58.2	....Clyde....	.....	.....	.....				4.45	6.50	2.21	3.27
P.	54.8	. Rose Centre .	.....	.....	.....				4.38	6.42	2.16	3.20
D.N.P.	50.1	.....Holly.....	.....	.....	.....				4.25	6.30	2.06	3.09
P.	45.0	....Newark....	.....	.....	.....				4.17	159 **6.20**	1.58	3.00
D.P.	40.6	. Grand Blanc .	.....	.....	.....				4.06	6.06	1.49	2.50
P.	38.4	. Atwood Jct. .	.....	.....	.....				4.01	6.01	1.45	2.45
D.N.	32.9	...Kearsley...	.....	.....	.....				3.50	5.50	1.35	2.35
D.N.P.	29.5	. McGrew Jct. .	.....	.....	.....				A.M.	A. M.	P. M.	P. M. .....
P.	26.1	..Mt. Morris.	.....	.....	.....				.....	.....	.....	.....
P.	21.3	.....Clio.....	.....	.....	.....				.....	.....	.....	.....
P.	15.5	..Birch Run..	.....	.....	.....				.....	.....	.....	.....
P.	11.3	...Blackmar...	.....	.....	.....				.....	.....	.....	.....
D.N.	2.2	.....Hoyt.....	.....	.....	.....				*2.40*	*4.40*	*12.40*	*1.30*
D.N.	0.0	..SAGINAW..	.....	.....	.....				A. M.	A. M.	P. M.	P. M.
			Daily	Daily	Daily Ex. Sat.				Daily	Daily	Daily	Daily
			68	46	106				158	156	152	154

All Northward trains procure Clearance form 109 at Plymouth.

The time shown in Italics is for information only.

Kearsley is the initial station for all southward second class trains.

SUB-DIVISION No. 4

Westward — **SAGINAW AND LUDINGTON** — **Eastward**

Long Car Room on Siding			SECOND CLASS 55 Daily P. M.	SECOND CLASS 59 Daily A. M.	STATIONS	SECOND CLASS 52 Daily A. M.	SECOND CLASS 56 Daily A. M.		Telegraph Stations	Miles from Saginaw
.....	.....	.....	.....	.....	.....SAGINAW.....	.....	.....	.....	D.N.	0.0
100	.....	.....	10.00	10.05	.....Mershon.....	A 11.42	A 1.15	.....	D.N.P.	0.7
95	.....	.....	10.20	10.24	.....Freeland.....	11.26	12.57	.....	D.P.	11.0
.....	.....	.....	10.32	10.36	.....Dean.....	11.14	12.45	.....	D.N.P.	18.2
49	.....	.....	10.38	10.41	.....Midland.....	11.10	12.25	.....	P.	20.0
121	.....	.....	10.42	10.45	.....Anderson.....	11.06	12.21	.....	P.	22.1
68	.....	.....	10.52	52 **10.57**	.....Sanford.....	59 **10.57**	12.12	.....	D.P.	28.3
97	.....	.....	11.14	11.15	....Coleman.....	10.41	11.55	.....	D.P.	39.9
117	.....	.....	56 **11.37**	11.32	.....Clare.....	10.25	55 **11.37**	.....	D.N.P.	50.4
	.....	.....	11.45	11.39	.....Farwell.....	10.18	11.30	.....	D.P.	55.0
95	.....	.....	12.05	11.56	.....Lake.....	10.07	11.19	.....	P.	62.5
96	.....	.....	12.28	12.17	.....Evart.....	9.45	10.57	.....	D.P.	75.9
143	.....	.....	12.43	12.32	.....Hersey.....	9.30	10.41	.....	D.P.	85.7
100	.....	.....	12.48	12.37	.....Reed City.....	9.24	10.35	.....	D.N.P.	89.2
48	.....	.....	1.02	12.54	.....Olivers.....	9.16	10.25	.....	P.	93.0
61	.....	.....	1.07	12.59	.....Chase.....	9.10	10.14	.....	P.	95.9
96	.....	.....	1.18	1.09	.....Idlewild.....	8.55	9.57	.....	P.	102.4
94	.....	.....	1.29	1.29	.....Baldwin.....	8.47	9.49	..	D.N.P.	107.3
104	.....	.....	1.44	1.44	.....Branch.....	8.33	9.34	....	P.	116.8
90	.....	.....	1.52	1.54	.....Walhalla.....	8.27	9.28	.....	N.P.	120.6
100	.....	.....	2.01	2.05	.....Custer.....	8.19	9.20	.....	P.	125.8
58	.....	.....	2.06	2.15	.....Scottville.....	8.15	9.15	.....	D.P.	128.7
.....	.....	.....	A 2.30 A. M.	A 3.00 P. M.	.....LUDINGTON YARD.....	8.00 A. M.	9.00 P. M.	.....	D.N.	135.0
			Daily	Daily		Daily	Daily			
			55	59		52	56			

SUB-DIVISION No. 3

Northward — **SAGINAW AND BAY CITY** — **Southward**

Miles from Saginaw	THIRD CLASS 301 Daily Ex. Sun.	STATIONS	FOURTH CLASS 302 Daily Ex. Sun.	Long Car Room on Siding	Telegraph Stations
	A. M.		P. M.		
.....	6.30	.....SAGINAW.....	A 5.35	.....	D.N.P.
1.5	6.40	.....Loop Line Switch.	5.25	.....	P,
10.0	7.05	.....South Bay City.....	5.00	35	P.
.....	7.20	.....Hampton Yard.....	4.40	.....	.....
15.0	A 7.25	..... **FOSS**.....	4.35	.....	.....
	A. M.		P. M.		
16.7	.....	..... Bay City.....	.....	.....	P.
	Daily Ex. Sun.		Daily Ex. Sun.		
	301		302		

Time of all scheduled trains at Mershon applies at the west switch of siding.

Time of all scheduled trains at Ludington Yard applies at the East switch.

SUB-DIVISION No. 2

McGREW JUNCTION and OTISVILLE

Northward — **Southward**

STATIONS	Telegraph Stations	Miles from McGrew
. McGrew Junction .	D.N.	.....
.....Otisville.....	.....	9.9

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

SUB-DIVISION No. 8

SAGINAW, BAD AXE and PORT HURON

Westward — Eastward

Long Car Room on Siding	THIRD CLASS 805 Daily Ex. Sun.	THIRD CLASS 803 Daily Ex. Sun.	FOURTH CLASS 807 Daily Ex. Sun.	STATIONS	THIRD CLASS 808 Daily Ex. Sun.	THIRD CLASS 806 Daily Ex. Sun.	THIRD CLASS 804 Daily Ex. Sun.	Telegraph Stations	Miles from Saginaw
.....	A. M. 8.00	.....	.....	PORT HURON	.....	.....	P. M. A 3.00	D.N.P.	134.6
.....	8.50	.....	.....	....Jeddo....	.....	.....	1.00	.....	116.9
50	9.45	.....	.....	....Croswell....	.....	.....	12.30	D.P.	108.0
22	10.00	.....	.....	...Applegate...	.....	.....	10.30	D.	102.2
25	804 **10.15**	.....	.....	...Carsonville...	.....	.....	805 **10 15**	D.	97.1
.....	10.20	.....	.....	.....Poland.....	.....	.....	9.50	P.	95.6
20	10.30	.....	.....	...McGregor...	.....	.....	9.30		91.4
34	10.45	.....	.....	...Deckerville...	.....	.....	9.20	D.	88.4
.....	11.01	.....	P. M. 7.45	....PALMS....	P. M. A 3.00	.....	9.00	D.P.	82.4
17	11.31	.....	8.15	.....Ubly.....	2.30	.....	8.30	D.	71.8
25	A 12.01 P. M.	A. M. 8.55	A 8.45 P. M.	...BAD AXE...	2.00 P. M.	A. M. A 11.15	8.00 A. M.	D.P.	64.5
51	.....	9.30	.....	.....Elkton....	.....	10.45	.....	D.	54.6
44	.....	806 **10.00**	.....	.....Pigeon.....	.....	803 **10 00**	.....	D.	50.0
.....	.....	10.45	.....	.....Quarry.....	.....	9.35	.....	D.	46.7
.....	.....	10.50	.....	.....Bart.....	.....	9.30	.....	P.	.....
.....	.....	11.20	.....	....Bay Port....	.....	9.25	.....	D.	46.3
.....	.....	11.30	.....	.....Bart.....	.....	9.10	.....	P.	44.9
34	.....	12.45	.....	...Sebewaing...	.....	8.55	.....	D.P.	36.9
47	.....	1.10	.....	...Unionville...	.....	8.25	.....	D.	31.0
50	.....	1.35	.....	.....Akron.....	.....	8.05	.....	D.P.	24.7
.....	.....	2.00	.....	....Fairgrove....	.....	7.51	.....	D.	21.6
42	.....	2.45	.....	.....Reese.....	.....	7.35	.....	D.	12.5
.....	.....	A 4.00 P. M.	.....	. Saginaw Yard .	.....	7.00 A. M.	.....	P.	1.5
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		
	805	803	807		808	806	804		

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.

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

Northward — SUB-DIVISION No. 5 — Southward

MT. PLEASANT and COLEMAN

Fourth Class 517 Daily Ex. Sat. & Sun.	STATIONS	Third Class 518 Daily Ex. Sat. & Sun.	Telegraph Stations	Miles from Coleman
A. M. 6.45	. MT. PLEASANT .	A. M. A 5.30	D.P.	14.7
A 7.45 A. M.	....COLEMAN....	4.30 A. M.	D.P.	.....

SUB-DIVISION No. 6

Northward **MANISTEE and WALHALLA** Southward

Fourth Class 681 Daily	STATIONS	Third Class 682 Daily	Telegraph Stations	Miles from Walhalla
A. M. 12.30	WALHALLA	P. M. A 9.30	N.P.	.....
1.00	..Fountain..	9.00	.....	8.1
A 2.00 A. M.	MANISTEE	8.00 P. M.	P.	26.8

The connection switch to Sub-Division No. 6 is the north switch of the wye at Walhalla.

SUB-DIVISION No. 7

PORT HURON and SAGINAW

Westward — Eastward

Car Room on Siding	SECOND CLASS 65 Daily Ex. Sunday	STATIONS	SECOND CLASS 64 Daily Ex. Sunday	Telegraph Stations	Miles from Saginaw
....	P. M.	...PORT HURON...	P. M.	D.N.	90.1
....	11.20	.....Tappan.....	A 9.17	P.	86.1
....	11.46	.....Avoca.....	8.51	D.P.	73.5
73	12.02	.....Yale.....	8.35	D.P.	66.1
....	12.14	.....Melvin.....	8.23	D.P.	60.9
97	12.27	.....Brown City.....	8.10	D.P.	54.2
....	12.45	.....Marlette.....	7.52	D.P.	45.2
73	12.57	.....Clifford.....	7.40	D.P.	39.9
52	1.12	.....Mayville.....	7.25	D.P.	31.2
....	1.26	.....Juniata.....	7.11	P.	25.4
105	1.35	.....Vassar.....	7.02	D.P.	19.4
62	1.48	.....Gera.....	6.49	D.P.	11.1
....	A 2.02 A. M	.....HOYT.....	6.35 P. M.	D.N.	2.2

SUB-DIVISION No. 9

POLAND and SANDUSKY

Northward — Southward

THIRD CLASS 911 Daily Ex. Sun.	STATIONS	FOURTH CLASS 912 Daily Ex. Sun.	Telegraph Stations	Miles from Poland
A. M.		P. M.		
10.20	Poland	A 12.15	P.	.....
A 11.10	SANDUSKY	11.45	D.	7.1
A. M.		A. M.		

SUB-DIVISION No. 10

BAD AXE and PORT AUSTIN

Northward — Southward

THIRD CLASS 1013 Daily Ex. Sun.	STATIONS	FOURTH CLASS 1014 Daily Ex. Sun.	Telegraph Stations	Miles from Bad Axe
P. M.		P. M.		
1.00	Bad Axe	A 3.30	D.P.	.....
1.30	Kinde	3.00	D.	9.4
A 2.00	PORT AUSTIN	2.30	D.P.	16.0
P. M.		P. M.		

SUB-DIVISION No. 11

PALMS and PORT HOPE

Northward — Southward

THIRD CLASS 1109 Daily Ex. Sun.	STATIONS	FOURTH CLASS 1110 Daily Ex. Sun.	Telegraph Stations	Miles from Palms
P. M.		P. M.		
3.15	PALMS	A 7.30	D.P.	.....
3.45	Minden City	7.00	D.	4.2
.....	Ruth	.....	.....	7.7
A 5.00	HARBOR BEACH	6.00	D.P.	18.3
.....	Port Hope	.....	.....	25.7
P. M.		P. M.		

SUB-DIVISION No. 12

Westward — **ELMDALE AND SAGINAW** — Eastward

Miles from Saginaw	Long Car Room on Siding	SECOND CLASS 21 Daily	STATIONS	SECOND CLASS 20 Daily	Telegraph Stations	Miles from Elmdale
0.0	....	.....	SAGINAW	.....	D.N.	110.0
		A. M.		P. M.		
0.8	....	*3.25*	Mershon	A *4.20*	D.N.	109.2
7.2	66	3.45	PAINES	3.55	D.N.P.	102.8
16.9	104	4.00	Hemlock	3.40	D.P.	93.1
21.8	....	.....	Merrill	.....	D.P.	88.2
27.3	66	4.19	Wheeler	3.20	P.	82.7
29.3	....	.....	Breckenridge	.....	D.P.	80.7
35.8	62	4.33	St. Louis	3.05	D.P.	74.2
39.5	89	4.40	Alma	2.55	D.P.	70.5
44.0	64	4.52	Elwell	2.45	D.P.	66.0
48.7	....	.....	Riverdale	.....	P.	61.3
52.6	66	5.07	Vestaburg	2.32	D.P.	57.4
59.0	73	5.19	EDMORE	2.20	D.P.	51.0
67.4	84	5.32	Stanton	1.55	D.P.	42.6
80.9	77	5.52	Greenville	1.35	D.P.	29.1
86.1	59	6.02	Kidd	1.23	P.	23.9
87.8	....	6.05	Belding	1.20	D.P.	22.2
96.1	66	6.22	Moseley	12.59	P.	13.9
103.6	66	6.35	Lowell	12.40	D.P.	6.4
104.4	....	.....	Malta	.....	.....	5.6
108.2	....	.....	Hillcrest	.....	P.	1.8
110.0	....	A 7.00	Elmdale	12.25	D.N.	0.0
		A. M.		P. M.		
		Daily 21		Daily 20		

Time of all scheduled trains at Paines applies at the east switch of siding.

Westward trains or engines on Sub-Division No. 12 must stop before reaching stop board at Elmdale and not proceed until operator gives them a proceed signal with yellow flag or yellow light.

Time shown in Italics is for information only.

SUB-DIVISION No. 13

Northward — **EDMORE — REMUS** — Southward

Long Car Room on Siding	THIRD CLASS 1301 Daily Ex. Sun.	STATIONS	FOURTH CLASS 1302 Daily Ex. Sun.	Telegraph Stations	Miles from Edmore
	P. M.		P. M.		
.....	3.00	EDMORE	A 5.30	D.P.	0.0
.....	.....	Blanchard	.....	D.	9.2
.....	A 4.00	REMUS	4.30	D.	15.7
	P. M.		P. M.		

SUB-DIVISION No. 14

Westward — **EDMORE — LAKEVIEW** — Eastward

Long Car Room on Siding	THIRD CLASS 1401 Daily Ex. Sun.	STATIONS	FOURTH CLASS 1402 Daily Ex. Sun.	Telegraph Stations	Miles from Edmore
	P. M.		P. M.		
.....	3.00	EDMORE	A 5.10	D.P.	0.0
.....	.....	Six Lakes	.....	D.	5.7
.....	A 3.50	LAKEVIEW	4.20	D.	12.2
	P. M.		P. M.		

SPECIAL INSTRUCTIONS

3. STANDARD CLOCKS

Saginaw, Dispatcher's Office, Telegraph Office.
Yard Office, Caller's Office.
Foss Yard Office.
McGrew Dispatcher's Office Roundhouse.
Plymouth, Yard Office, Roundhouse.
Toledo Union Station.
Ottawa, Yard Office, Roundhouse.
Dean.
Baldwin Tower.
Ludington, East and West Yard Office, Roundhouse.
Port Huron, Depot, Roundhouse.
Bad Axe Depot.
Greenville Depot. Alma Freight House.
Manistee M & NE Roundhouse

D14. DESIGNATION AND USE OF MAIN TRACKS

Sub-Division No. 1

Single track
Saginaw to Mt. Morris.
Kearsley to Romulus.

Two tracks
Kearsley to Mt. Morris.
Romulus to Alexis.
Tracks are numbered from the East, No. 1, No. 2
No. 1 Northward
No. 2 Southward

Sub-Division 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14.
Single Track

15(B) EQUIPMENT FOR FLAGGING PURPOSES:

Train	Engine
2 Red Lanterns	1 Red Lantern
1 White Lantern	1 White Lantern
2 Red Flags	1 Red Flag
Ample supply of topedoes and fusees	Ample supply of topedoes and fusees

These lanterns must be kept burning from sunset to sunrise, also when day signals cannot be plainly seen.
The use of 10 minute Red fusees is required.

SPECIAL INSTRUCTIONS GOVERNING THE USE OF OSCILLATING LIGHT

On trains so equipped, a red rear end oscillating light must be displayed at all times on departure from initial terminal to arrival at final terminal, with the exception that when train has turned out to be passed by another train and has stopped clear of main track with switches closed, said light must be extinguished.

NOTE: The display of oscillating lights is in addition to the use of other lights and signals as required by rules or special instructions.

S71. SUPERIORITY OF TRAINS

Southward and eastward regular trains are of superior direction.

83A. REGISTER POINTS

Register stations are printed in full faced type.
Alma is a register station for Train No. 21 which will register in Register Book in telephone box west end of Freighthouse.

83E. LOCATION OF GENERAL ORDER BOOKS AND GENERAL NOTICE BOARDS

Saginaw Telegraph Office, Yard Office, Roundhouse, Chevrolet Foundry.
McGrew Yard Office, Roundhouse.
Plymouth Yard Office, Roundhouse.
Toledo Union Station, Roundhouse, P. Co. Summit St., P. Co. Outer Yard Office.
Ottawa Yard Office, Roundhouse, Northbound Hump Office.
Dean.
Baldwin Tower.
Ludington, East and West Yard Office, Roundhouse.
Port Huron Depot, Roundhouse.
Bad Axe Depot.
Foss Yard Office.
Greenville Depot. Alma Freight House.
Manistee M & NE Roundhouse

91. SPACING TRAINS

Except in automatic block, centralized control or manual block territory the Operator must place his train order signal in stop position immediately after the departure of a train and must not allow another train to follow until the expiration of fifteen (15) minutes, except when a passenger train is following another passenger train, the Dispatcher must notify the Operator, who must not clear the signal until he is notified that the leading train has passed the next station.

93. YARD LIMITS

	Sub-Division No. 1	
Saginaw	Holly	Ottawa
McGrew	Northville	Alexis
Grand Blanc	Plymouth	
	Sub-Division No. 2	
McGrew		
	Sub-Division No. 3	
Saginaw		Bay City
	Sub-Division No. 4	
Saginaw	Clare	Scottville
Midland—Dean	Reed City	Ludington
Coleman	Baldwin	
	Sub-Division No. 5	
Coleman		Mt. Pleasant
	Sub-Division No. 6	
Manistee		
	Sub-Division No. 7	
Port Huron	Brown City	Vassar
Yale	Mayville	Saginaw
	Sub-Division No. 8	
Port Huron	Bad Axe	Sebewaing
Croswell	Bart	Saginaw
Quarry		
	Sub-Division No. 10	
Bad Axe		
	Sub-Division No. 12	
Paines	Edmore	Belding-Kidd
St. Louis	Greenville	Lowell
Alma		
	Sub-Division No. 13	
Edmore	Blanchard	Remus
	Sub-Division No. 14	
Edmore	Six Lakes	Lakeview

All other stations on sub-divisions 8, 9, 10 and 11 outside switches will indicate Yard Limits.

RAILWAY CROSSINGS

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

Station	Railroad Crossed	Character of Signal	Position of Signal Permitting C&O Trains to Cross
Hallett	N. Y. C. R. R. T. T. Ry.	Interlocking	Home signal vertical
Alexis	N. Y. C. R. R.	Interlocking	Color lights
Mather Spring Co. lead. Note 3	N. Y. C. R. R.	Target & Gate	Target perpendicular gates clear of track
Monroe	N. Y. C. R. R.	Interlocking	Color lights. See instructions in Phone Booth.
Carleton	D. T. & I.	Interlocking	Color lights
Romulus	Wabash R. R.	Interlocking	Color lights
Wayne	N. Y. C. R. R.	Interlocking	Color lights
Plymouth	C & O Ry.	Interlocking	Color lights
Wixom	G. T. W. Ry.	Interlocking	Color lights
Holly	G. T. W. Ry.	Interlocking	Color lights
Flint Belt, Kearsley	G. T. W. Frt. Main	Interlocking	Color lights
Flint Belt, Kearsley	G. T. W. Main Line	Interlocking	Color lights
Flint	G. T. W. Ry.	Interlocking	Color lights
Hoyt	N. Y. C. R. R.	Interlocking	Color lights
Saginaw, Sheridan Ave.	G. T. W. Ry.	Gates	Clear of Track
Saginaw, Deadline Spur—Note 1	G. T. W. Ry.	Interlocking	Color lights
Fordney	N. Y. C. R. R.	Interlocking	Derail—See instructions posted in phone booth
West Shore Track	N. Y. C. R. R.	Interlocking	Derail—See instructions posted in phone booth
Fordney Spur—Note 4	N. Y. C. R. R.	Gate	Clear of Track
Bay City, 26th St.	N. Y. C. R. R.	Interlocking	Color lights
Bay City Belt Line Center Street	N. Y. C. R. R.	Auto Interlocking	Color light—See instructions in phone booth.
Foss Junction	D. & M. and N. Y. C.	Target	Diagonal position
Bay City, Trumbull St.	N. Y. C. R. R.	Target	Horizontal position
Bay City, Foss Lumber Yard—Note 2.	N. Y. C. R. R.	Semaphore	Upper arm at angle of 45°
Bay City, Woodside Avenue	N. Y. C. R. R.	Interlocking	Home signal vertical
Mershon	N. Y. C. and G. T. W.	Interlocking	Color lights
Clare	A. A. R. R.	Interlocking	Color lights
Reed City	Penna. R. R.	Interlocking	Color lights
Baldwin	C & O Ry.	Interlocking	Color lights
Vassar	N. Y. C. R. R.	Interlocking	Home signal vertical
Clifford	G. T. W. Ry.	Semaphore	Lower blade angle 45°
Tappan	G T. W. Ry. (Chi. Div.)	Interlocking	Home signal vertical
Tappan	G T. W. Ry. (Det. Div.)	Interlocking	Home signal vertical
Port Huron (Military Street)	G. T. W. Dock Track	Target	Clear of Track
Port Huron (Military Street) Note 5.	G. T. W. Elevator	Stop sign	
Port Huron (Poplar Street)	G. T. W. Ry.	Semaphore	Top blade angle 45°
Pigeon	G. T. W. Ry.	Semaphore	Top blade angle 90°
Reese	N. Y. C. R. R.	Target	Horizontal
Alma	AA RR	Target	Horizontal
Edmore	C.&O. Ry. Lakeview Edmore Line	Semaphore	Top blade 45 degree angle
Edmore	C.&O. Ry. Remus-Edmore Line	Semaphore	Lower blade 45 degree angle
Greenville	G. T. W. Ry.	Interlocking	Standard Indications
Malta	G. T. W. Ry.	Interlocking	Standard Indications

Interlockings are also located at Saginaw River Bridge, Washington Ave., and 5th Street, Saginaw and Port Huron Black River Bridge.

Note 1: Color light signals on C&O and G. T. W. Railway deadline spur crossing Saginaw. Derails on C&O tracks only. Signals and derails are operated from crossing. All trains and engines on C&O must stop before crossing and will not proceed until after the expiration of two minutes after derails have been removed, providing the crossing is clear and there are no G.T.W. trains or engines in sight. Normal position of siginals will be for the GTW Railway.

Note 2: The target governing the N. Y. C. and C&O crossing at Bay City Foss Lumber Yard governs both the main line and water dock track.

Note 3: 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 NYC.—When target is horizontal and gate over C&O rails, C&O trains and engines must stop.—When target it perpendicular and gate over NYC rails, C&O trains and engines may proceed without stopping.—Normal position of target is perpendicular and clear for C&O, and when not in use will be locked with NYC switch lock.

Note 4: A swing gate is located at the crossing of the NYC side track with the C&O track at Fordney. Normal position of gate is against NYC train movement.

Note 5: All trains and engines will come to stop before crossing this diamond and providing crossing is clear and there are no G.T.W. trains or engines in sight, may proceed.

DRAW BRIDGES

Saginaw and Port Huron—River Bridges, Two light color 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

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

D&M Bridge over Saginaw River at North Bay City will be closed to traffic and span will be left in open position between the hours of 800 PM to 12:00 noon Monday thru. Friday and 8:00 PM Saturday & 12:00 Noon Monday.

104 NORMAL POSITION OF SWITCHES

(1) All inside switches leading from sidings to main track must be left in proper position and locked.

(2) Siding extension switches must be set for straight track except Carleton North end South siding and North end of siding at Clio and west end siding Greenville.

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

(4) Ludington yard east switch to yard set for the lead.

(5) The normal position of switches where the M & NE enter and leave C & O main line at Manistee is for M & NE movements, C & O trains must come to complete stop before using these switches.

(6) Edmore—Switches leading to the northeast wye off of Sub-Division No. 14 and onto Sub-Division No. 13 are lined for the northeast wye.

(7) All spring switches sub-division 1 and 4 set for main track.

104E. SPRING SWITCHES

Wixom	North end siding.
Holly	South end siding.
Mershon	West end siding.
Clare	West 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.

221. TRAIN ORDER SIGNALS

(1) 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 govered by Rule 83-C.

(2) Lights will not be displayed on train order signals between sunset and sunrise on Sub-Divisions Nos. 8, 9, 10, and 11.

251. RULES GOVERNING THE MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OF MORE TRACKS BY BLOCK SIGNALS

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

261 CENTRALIZED TRAIN CONTROL OPERATION RULES

Centralized train control rules 261 to 281 inclusive in the book of rules are effective between Hoyt and Mt. Morris.—Between Romulus and the northward home signals Plymouth.

Operators at Romulus and Wayne will not clear trains without permission from dispatcher and operator at Plymouth will not clear southward trains into C.T.C. territory without permission from dispatcher.

270. LOCATION OF DUAL CONTROL SWITCHES CONTROLLED BY DISPATCHER

All sidings in centralized control territory with the exceptions of the North end of Wayne, North end of Plymouth and North end of Hoyt which are interlocked, are equipped with dual control switches.

501. AUTOMATIC BLOCK SIGNALS

Electric Automatic Block Signals are in operation, and Rules 501 to 512 inclusive are in effect, except as modified by Centralized train control Rules 261 to 281 inclusive.

Alexis and Plymouth.
Hoyt to one mile North of Atwood Junction.

OPERATION OF TRAINS OR ENGINES

Saginaw Terminal

(1) On leads between Saginaw and Hoyt, trains must use the right hand track in direction of movement unless given permission by yard master to make movement on left hand track.

(2) Operator at Hoyt must obtain permission from dispatcher before allowing a Southward movement to enter C. T. C. territory.

(3) The switch leading to Water Street Spur, Saginaw, is connected with No. 1 depot track east of Washington Avenue Interlocking plant. This is a hand throw switch and is outside of the Interlocking circuit. Permission to enter and leave this track must be secured from leverman at Washington Avenue. When inbound movement has cleared No. 1 depot track and the switch is lined in proper position, crew must notify leverman at Washington Avenue. A stop board governing outbound movement is located on Water Street Spur track at clearance point and a telephone placed on pole near stop board.

(4) G. T. W. main track at Saginaw from Howard Street crossover South 5,420 feet to Saginaw Improvement Company Spur joint with G. T. W.; G. T. W. timetable and rules govern.

C&O crews before fouling this track will ascertain verbally by telephone from the operator at MX Tower whether all over-due first and second class trains have arrived or left and then will be governed by G. T. W. Rule 86 and the first and second paragraph of Rule 93, which reads as follows:

'Within yard limits the main tracks may be used, clearing first and second class trains as prescribed by the Rules, and without protecting against other trains.

'The main track must not be so used within yard limits until it is known that all overdue first and second class trains have arrived or left'.

Sub-Division No. 1

Rules 211 (C) and 211 (D) are in effect on Sub-Division No. 1 between Plymouth and Kearsley, Trains will be governed by train order signal at Hoyt, and northward trains will be governed by train order signal at Romulus and Kearsley, Rule 211 (D) will govern.

Kearsley-Mt. Morris

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

(2) Operators at Kearsley must obtain authority from train controller to permit trains or engines to enter two Tracks through interlocking. Train receiving interlocking signal at Kearsley in yellow or green position may proceed on two tracks with the current of traffic.

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

(4) 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 the authority of train controller.

(5) No train or engine will open main track switch to enter upon either main track between Mt. Morris and Kearsley 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, 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 controller 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 99.
(6) Trains finding indication on signal No. 280 and No. 295 at McGrew Junction, yellow under red must report to Train Controller at McGrew Junction for instruction.

McGrew Junction and Atwood Junction

(1) Between Kearsley and Atwood Junction trains or engines may be cleared orally on overdue second class trains, and conductor must repeat this information orally to engineer. In case second class trains are late and have not passed, dispatcher may orally inform conductor when expected train will arrive and the 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.

Holly

Holly—The C&O Ry uses GTW freight house jointly with GTW. C&O engines may use the GTW main track between the C&O crossover and the East GTW freight house track switch, but before fouling GTW main track in either direction must receive permission from GTW dispatcher and ascertain that all overdue first class trains have passed. Such movements will be made under GTW rules Time Table and regulations.

Northville and Plymouth

(1) The Grand Rapids Division is the Auxiliary line at Plymouth.

(2) The two semaphore signals between Northville and Plymouth are to govern the approach of southward trains to the north switch of the Northeast Wye at Plymouth. The indication given by these signals are—
Red—Stop and proceed at restricted speed
Yellow—proceed at medium speed
Green—proceed
These signals in no way relieve trains from flagging according to Rule 99, when Rules 93 or 99 require flag protection to be given.

Romulus, Carleton and Alexis

(1) Trains or engines coming from Wabash Ry at Romulus, from Penna. Ry at Carleton, from N. Y. C. Ry or from Ann Arbor Ry at Alexis will be cleared into signal indication territory by home signal of interlocking.

(2) Between Alexis and Romulus trains or engines wishing to enter main tracks No. 1 and No. 2 at points other than where they are cleared by signal indication must not open main track switch until permission is received from operator or dispatcher to occupy either of these tracks. Operators will not give such permission by telephone or signal except as authorized by train dispatcher. Box telephones have been installed at all intermediate points where main tracks can be entered.

Carleton

Carleton — When the three-position semaphore signal is diagonal, and yellow light displayed and interlocking plant is lined for siding, trains will take siding at Carleton and be governed by Rules D-253 and D-254.

When the three-position semaphore signal is diagonal, and yellow light shown and interlocking plant is lined for the main track, trains will proceed to Steiner and comply with Rules D-253 and D-254 at that point.

Ottawa Terminal

(1) Freight trains entering and leaving Ottawa Yard at Erie will reduce speed to eight miles per hour passing Erie Depot, for the purpose of checking cars.

(2) Pullers leaving Ottawa Yard report to Alexis their destination, route and number of cars. Unless signal at Alexis is at proceed indication, trains will stop at phone box just north of state line road and report to operator at Alexis.

(3) Tower K track movement will be regulated by operator at Alexis. Trains coming from the Terminal should have preference movements.

(4) Southward trains to the terminal must stop clear of Terminal main line until they secure orders at Tower K to proceed.

(5) Puller runs entering C&O rails at Hallett are controlled at Hallett interlocking. Puller runs leaving C&O rails to enter Ann Arbor main track at Hallett Tower, will be governed by dwarf position light signal. If this signal is not at proceed indication, operator at Hallett should be called from phone located near signal.

(6) On the leads at North and South end of Ottawa Yard trains must use right hand track in direction of movement, unless given permission by Yardmaster to make movement on left hand track.

Sub-Division No. 3
Bay City

Trains or engines operating on the Henry Street Spur will move from crossover just south of Foss Lumber Yard diamond to M.C. Wenona Yard over M.C. tracks. M.C. rules and timetable will govern.

Sub-Division No. 4

(1) Rules 211 (C) and 211 (D) are in effect between Saginaw and Ludington.
(2) Westbound trains will be governed by train order signal at Washington Street tower, Saginaw.

(3) The Grand Rapids Division is the Auxiliary line at Baldwin.

(4) Smoking not permitted and the use of electric lanterns required of all crews working at Dow Chemical Co., Midland.

Sub-Division Nos. 7 and 8

Main track on Sub-Divn No. 7 ends at Military Ave. Port Huron.
Main track on Sub-Divn No. 8 ends at Black River Bridge, Port Huron.
Trains or engines operating between Black River Bridge and Military Ave. Port Huron will move expecting to find cars on any track.

Sub-Division No. 11
Port Hope

Main track on Sub-Division No. 11, Ends at south switch Port Hope, Trains or engines operating north of this point will move expecting to find cars on any track.

Sub-Division No. 12

Rules 211-C and 211-D govern on Sub-Division No. 12.

CITY ORDINANCES

(1) Carleton — Locomotives 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.

(2) 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.

(3) Flint — 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. Street crossings in the City of Flint shall not be blocked by standing cars except in case of unavoidable accident. If crossing is blocked it must not be held for more than 5 minutes by standing cars.

(4) Between 6:00 AM and 8:00 PM when a street or public way has been blocked by train or switch movements at interlocking plants or otherwise, accumulated highway traffic will be permitted to clear before again blocking street crossing.

(5) No cars to be interchanged to or from Grand Trunk Railway at the downtown interchange between the hours of 5:00 AM and 9:00 PM.

(6) Flint prohibits use of locomotive whistle within the city limits except to avoid obvious danger of accident.

(7) 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.

(8) 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.

(9) 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.

(10) Clare — 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 Clare, and the whistle shall not be otherwise sounded except in cases of emergency. Provided, That nothing herein contained shall prevent an 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.

(11) Port Huron — Prohibits use of locomotive whistle within the city limits except to avoid obvious danger of accident.

AUTOMATIC TRAIN STOP

(1) 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.

(2) 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.

OTHER RAILROADS

(1) Between Romulus and Delray, Wabash rules and time table will govern.

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

(3) Toledo — NYC rules and time table will govern between Union Station and Alexis.

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

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

(6) Saginaw — NYC rules and time table will govern between Mershon and Paines.

(7) South Saginaw—NYC rules and time table will govern between Ward Street and 500 feet west.

(8) South Saginaw—GTW rules and time table will govern from South Saginaw Belt to Improvement Spur.

(9) Port Huron — Main lines between Griswold Street and Thomas Street and Commercial Street siding are used jointly by C&O and GTW. Pere Marquette District Time Table and rules govern.

(10) Manistee — All M&NE trains and engines will operate over C&O tracks from junction switch to a connection with the M&NE opposite our old Depot at Manistee. All M&NE trains are scheduled only over M&NE tracks between the junction and Kaleva. The time shown for their 2nd class trains at Manistee is shown in italics in their timetable and is for information only. All movements of all trains and engines between the M&NE junction near US-31 and the new connection opposite the Depot will be made under Yard Rule 93.

(11) Greenville — GTW engines may use C&O main track from west end of siding to first switch west of diamond for the purpose of turning engines; but before fouling C&O main track they must obtain permission from C&O dispatcher, after which they may use C&O main track by strict compliance with Pere Marquette District Rule 93.

C&O engines may use GTW main track from wye switch west of diamond to first switch west of diamond for the purpose of turning engines, but must comply with GTW Rule 93.

12 Alma — Ann Arbor engines, before crossing over C&O main track will first obtain permission from C&O Dispatcher and will be governed by Pere Marquette District Rules, Time Table and Regulations.

PREPAID STATIONS

Sub-Division No. 1

Steiner	Carloads only		Prepaid
Waltz	"	"	Prepaid, except carloads for Farm Union Co-operative, Krzyske Brothers, Gerisch Coal Co.
New Boston	"	"	Prepaid, except carloads for A. Dugan & Son.
Clyde	"	"	Prepaid
Newark	"	"	"
Blackmar	"	"	"
Bridgeport	"	"	Prepaid, except carloads for Bridgeport Lumber & Supply Co. and Saginaw Kraut Co., division of LaSalle Food Product Co.

Sub-Division No. 2			
Jeffrey	Carloads only		Prepaid
Shoecraft	"	"	"
Bayer Brice Pit	"	"	"
Rogersville	"	"	Prepaid, except carloads for Rogers Elevator Co.
Genesee	"	"	Prepaid, except carloads, for Mt. Morris Lumber & Supply Co.
Otisville	"	"	Prepaid, except Otisville Elev. and Quarderer Coal Co.
Sub-Division No. 4			
Averill	"	"	Prepaid, except carloads, for Ray D. Wentworth.
North Bradley	"	"	Prepaid, except carloads for Flynn Lumber Co., W. H. Hall & Son
Lake	"	"	Prepaid
Sears	"	"	"
Olivers	"	"	"
Chase	"	"	"
Branch	"	"	"
Custer	"	"	"
Sub-Division No. 5			
Delwin	"	"	"
Sub-Division No. 6			
Tallman	"	"	"
Freesoil	"	"	"
Marsh	"	"	"
Stronach	"	"	Prepaid, except carloads for Standard Lime & Stone Co.
East Lake	"	"	Prepaid
Sub-Division No. 7			
Tuscola	"	"	Prepaid
McHale	"	"	"
Juniata	"	"	"
Silverwood	"	"	Prepaid, except carloads and less carloads for the Michigan Bean Co.
Sub-Division No. 8			
Gardendale	"	"	Prepaid
Blaine	"	"	"
McGregor	"	"	"
Tyre	"	"	" , except carload for Snover Grain Co.
Grassmere	"	"	Prepaid, except carloads for Wallace and Morley Elevator Co.
Rosevear	"	"	Prepaid
Gilford	"	"	"
Arthur	"	"	"
Sub-Division No. 12			
Moseley	"	"	Prepaid
Sidney	"	"	Prepaid, except carloads for Hudson Chemical Co.
McBrides	"	"	Prepaid
Cedar Lake	"	"	"
Riverdale	"	"	"
Wheeler	Carload and Less		Carload Prepaid, except carloads and less carloads for the Breckenridge Farmers Elevator Co., and carloads for Wheeler Bean Co.
Calvin	Carloads only		Prepaid.

RESTRICTED TRACKS

Sub-Division No. 1

Engines with weight on drivers of 275,000 pounds are restricted on the following tracks —

Monroe — Consolidated Paper Co., and Steel Casting Co. track in rear of Depot, Monroe Paper Products Co., Hixon & Peterson Lumber Co., Cooperative Oil Co.

Diesel engines Class D-1, 2 and 3 are restricted on the following tracks: — Wayne County Road Commission track at New Boston beyond the derail, Novi Elevator track, Highland Elevator Track beyond the derail, Hole tracks, Holly, Hill Top or Coal Yard track back of Depot Grand Blanc beyond derail; also, Buick Service Parts tracks Grand Blanc.

Do not permit engine to pass beyond the south end of the elevator on Weaver and Watkins track Milford.

Sub-Division No. 2

Diesel engines Class D-1, 2 and 3 are restricted on Sub-Division No. 2.

Sub-Division No. 3

It is permissible to operate two 1500 H.P. or 2000 H.P. diesel units coupled over D & M Bridge, Bay City.

Sub-Division No. 4

Diesel engine D-1, 2 and 3 are restricted on Hersey gravel pit spur.

Sub-Division No. 7

Diesel engines D-1, 2 and 3 are restricted on Vassar Hole track, Fox track Mayville and Elevator Track Marlette and beyond the derails on McHale and Juniata Sand Spur tracks.

When going into the pit at Juniata do not shove equipment other than gons under the second conveyor as it will not clear a box car or hopper.

Engines must not operate beyond switch of curved track in Juniata Sand Pit.

Sub-Division No. 8

Diesel engines D-1, 2 and 3 are restricted on Sub-Division No. 8.

Do not permit locomotive to pass beyond north side of street on G.T.W. portion of wye at Pigeon.

Sub-Division No. 9

Diesel engines D-1, 2 and 3 are restricted on Sub-Division No. 9.

Sub-Division No. 10

Diesel engines D-1, 2 and 3 are restricted on Sub-Division No. 10.

Sub-Division No. 11

Diesel engines D-1, 2 and 3 are restricted on Sub-Division No. 11.

Sub-Division No. 12

Crews picking up at Calvin must not allow the engine to go beyond the engine limit sign placed on this track.

Sub-Division No. 13

Diesel engines D-1, 2 and 3 are restricted on Sub-Division No. 13.

Sub-Division No. 14

Diesel engines D-1, 2 and 3 are restricted on Sub-Division No. 14.

Engines PM 101-102 Class D-1.
" " 103-108 " D-2.
" C&O 95- 98 " D-3.

601. INSTRUCTIONS TO BE FOLLOWED AT INTERLOCKINGS

(1) Flint—Northward movement finding home signals at stop will stop south of Beach Street.

Southward movements finding home signal at stop will stop north of Saginaw Street.

(2) Trains finding the distant signals at Wixom, Holly, Reed City, Baldwin and eastward distant signal at Malta displaying stop indication must stop and not proceed until a yellow or green indication is displayed by that signal, or when authorization by form 118 issued by the dispatcher is received. When unforeseen blockade of traffic is encountered, dispatcher is authorized to instruct crew by message

over superintendent's signature to follow a flagman through the block, provided he cannot issue form 118. Distant signals at these interlockings are positive signals.

HIGHWAY CROSSING PROTECTION

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

(2) Where stop signs are placed before reaching highway crossing, trains or engines must come to a stop and crossing must be protected by a member of the crew before movement is made over crossing.

(3) When switching movements are made over crossings protected by automatic 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. This rule does not apply when crossing is protected by manually controlled flashing lights or wigwag signals if such signals are working. Below is location of such manually controlled signals:

Saginaw, 3rd, 4th, 5th, 6th, 7th, 8th and Washington St. daily.

Carleton, Main Street, daily.

Flint, Beach Street and Saginaw Street daily, Grand Traverse and Kearsley 9:00 a. m. to 5:00 p. m. Daily except Sunday.

Manistee — US 31 6:00 p.m. to 2:00 a. m. Daily except Sunday.

(4) McGrew — Movements over Dort Highway on Otisville Branch will come to a stop and crossing protected by a member of the crew warning traffic in advance of movement. During night hours a fusee will be used in providing protection.

(5) Dort Highway—between Flint and Atwood Junction Old Main Line—Stop and flag over highway.

(6) Romulus—All movements must flag over north line road and Huron River drive on new gas turbine plant track.

(7) Wayne—Annapolis Street. Track circuit on the main line and siding extends 400 ft. south of the crossing; when trains or engines stop back of this 400 ft. circuit, gates will automatically raise. When train or engine movement again starts and reaches this circuit, gates will again lower. When engine or cars are standing on the 400 ft. approach circuit, trainmen will use pushbutton located on the track side of relay house to operate the gates. Cars should not be left standing on the circuit. Insulated joints are painted white.

(8) Switch locks have been installed on pushbutton boxes located on relay houses at: Northline Road near MP-S-95—Stoney Creek Road near MP-S-109—Albain Road near MP-S-118—Yargersville Road near MP-S-119—Lakeside Road near MP-S-124. These pushbuttons are for raising gates to allow highway traffic to pass when crossing is clear and it is safe to do so. Buttons are marked LOWER and RAISE for each main track. Trainmen may use the buttons as required.

(9) Plymouth—Circuit governing half-arm gates on Main Street is installed so that a southward movement that will not proceed over Main Street should stop approximately 300 ft. north of Main Street crossing, which will permit gates to function properly, allowing them to raise while in track circuit when movement over crossing is not desired, and when movement again starts gates will automatically lower to protect crossing.

(10) Saginaw — The crossing flashing light signals controlling Team track and Water Street spur track over Washington Avenue are controlled manually from Washington Street tower. The insulated joints are set approximately 50 feet East and West of the crossing. Enginemen and Trainmen must see that the flashing lights are working properly before movement is made over Street crossing. The lights will commence flashing after engine or car has passed over the insulated joint. If light does not start to flash, movement must be stopped and the crossing protected by a member of the crew.

(11) 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 truck scales, all trains and engines must come to full stop and the crossing protected by a member of the crew before movement is made.

(12) 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.

(13) Bay City — Switch movements on Water St. spur over Broadway St. and on old passenger main over Lafayette St. must be flagged by a member of the crew.

(14) When cars are being shoved over Woodside Avenue, Essexville, crossing must be protected by a member of the crew.

(15) 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.

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

(17) Ludington — Locomotive bells 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.

(18) 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 and all movements over 10th Avenue, which is the third street west of Pine Grove Avenue, must be protected by a member of crew flagging crossing.

(19) 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.

(20) Bad Axe — All trains and engines must flag over Huron Ave., Woodworth St. crossing, So. Hanselman St. South St. and So Heisterman St.

(21) Any time flashing light signals on any crossing become inoperative a watchman must be placed on crossing to warn traffic of approach of train or engines.

(22) Harbor Beach—All trains and engines must flag over East State St. crossing.

(23) On US-10 crosssing at Dean, on M-47 crossing at west end of Mershon, 12 Mile Road Crossing north of Novi and M-46 east of Edmore Depot trains on siding or yard tracks, waiting to meet a train in the opposite direction, must not open main track switch until train is clear of flashing light circuit.

(24) Main Street crossing at Edmore is protected by flashlight signals with circuit on Sub-Division No. 12 extending 350 feet in either direction from center of highway crossing and 100 feet North of center of highway crossing on Sub-Division No. 13. All train and switch movements on Sub-Division No. 13 and all switch movements on Sub-Division No. 12 over this crossing must be protected by trainmen.

SIDINGS

Capacity based on 45-foot cars with all crossings cut, also allows for engine and caboose.

MISCELLANEOUS

(1) 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.

(2) The following letters appearing on time table schedule indicate:

D — Day train order station.

N — Night train order station.

DN — Day and night train order station.

P — Dispatchers telephone.

(3) 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.

(4)In switching the Sugar Company at Mt. Pleasant, cars on either No. 4 track or the scale track must be shoved back to proper clearance of the adjoining track so as to clear a man on side of car. No cars should be placed on the scale track between the live rail over scale and switch when movements are made on No. 4 track.

(5) Hub Safety Switches have been installed in Saginaw yard, Ludington yard and Ottawa yard in various locations. They are indicated by letter H on the head block.

All trains and engines moving on yard tracks where Hub Safety Switches are located may trail through such switches without stopping when they know, or can see, that adjoining track or lead is clear of approaching engines, trains, or cars, and track is clear of all obstructions.

(6) The following instructions will govern in connection with the operating of assisting engine, either by double-heading or pushing from the rear.

Engineers on road trains will keep brakes set on train while taking water or while otherwise engaged, and release them only when ready to proceed.

After assisting engine couples onto rear of train and is ready to proceed, they will sound two long blasts of the whistle, and road engineer will acknowledge such signal before starting train.

When assisting engine is used on rear, the air brake must be coupled to assisting engine and operated from lead engine, in accordance with Rule 1112.

When cutting off assisting engine from the rear without stopping, the angle cock will be closed on the rear end of caboose, uncoupling lever raised, and signal given for assisting engine to stop helping.

When engineer of assisting engine receives signal to stop pushing, and when air hose separates between assisting engine and rear of train, brake will automatically set on assisting engine.

Crew on road train will be responsible for turning angle cock, lifting pin, and giving proper signal to assisting engine crew.

(7) C. & O. cars equipped with roller bearings should not be humped or cut loose in switching, but shoved to spot.

When cars are being handled individually or in groups in yards, sidings etc., hand brakes should be securely set and same released before cars are again moved.

These cars can be identified account having a white stripe under name Chesapeake and Ohio on each side of the car.

(8) Crews performing industrial service at industries where buildings are equipped with doors either manually or electrically operated and protected by a derail, will see that derails are not removed until doors have been opened, and derail must be replaced before doors are closed.

(9) Hopper cars must not be put into trains 52 and 152.

(10) Diesel locomotives or cars must not be stopped over burning fusees, burning switch heaters, car thawers, ash pan heaters, ash pits, or hot ashes on the track, or any other open flame, lights or fires.

(11) The 2000 h.p. Diesel locomotives now being used in freight service have a long train line hose due to the type lock coupler arrangement. This hose should always be fastened to the holding device as they drag on the ground when not fastened.

METHOD OF OPERATING ELECTRIC LOCKS ON HAND-THROW SWITCHES

1. Call Dispatcher on telephone located near the lock for permission.
2. After permission has been granted, open door of electric lock, which is locked with switch lock.
3. Pull button on right hand side of lock.
4. When semaphore arm is on diagonal position, move the electric lock lever from right to left.
5. Switch is now unlocked and may be hand-thrown.
6. After movements have been completed and switch returned to normal position, the electric lock lever must be returned to the original position, button pushed in, door closed and locked. Then report to Dispatcher.

LOCATION OF ELECTRIC LOCK SWITCHES

Monroe: Both ends of crossover leading from No. 1 and 2 transfer tracks to Northbound main track.

South end of Warehouse track. The hand throw derail governing the Warehouse track and the hand throw derail governing the Consolidated Paper Co., and Monroe Steel Casting Co. track in rear of depot are mechanically bolt locked by the main track switch. The main track switch must be hand operated in the reverse position before derails protecting same can be hand thrown.

Bridgeport Lumber and Supply Company track—and Kraut factory track. The hand thrown derail governing these tracks are mechanically bolt locked by main track switch. The main track switch must be hand operated in reverse position before derail can be hand thrown.

Electric lock switches with pipe connected derail.

Monroe — North end of old West siding.

Wayne
North and South ends Lincoln-Mercury plant.
Northeast and Southeast Wye
Wayne Fuel and Supply
Both ends back track and Detroit diesel track
To operate these switches permission must be obtained from operator at Wayne.

Plymouth
All switches within interlocking limits.
To operate these switches permission must be obtained from operator at Plymouth.

Semaphore arm moves diagonally when time limit expires and electric lock lever is raised.

SPEED RESTRICTIONS LIMITS

	Maximum Speed, mi. per hr. Passenger	Other than Passenger
SUB-DIVISION NO. 1 — Between Alexis and Romulus, and between McGrew Jct. and Saginaw, except as otherwise restricted	75	45
SUB-DIVISION NO. 1 — On all curves between Alexis and Romulus and between McGrew Jct. and Saginaw except as otherwise restricted	60	45
SUB-DIVISION NO. 1 — Between Romulus and McGrew Jct. except as otherwise restricted	59	45
SUB-DIVISION NO. 1 — On all curves between Romulus and McGrew Jct., except as otherwise restricted	55	45
Hallet — between home signals of interlocking	15	15
Alexis, end of two tracks	15	15
Alexis, through wye leading to NYC tracks	10	10
Erie through crossover and turn outs leading to yard	20	20
Monroe, through City	15	15
Carleton, Monroe Street	35	25
Carleton through turnout from Pco.	20	20
Carleton through crossover to and from Pco.	20	20
P — New Boston, Over Huron River Bridge No. 1 track	50	45
P — New Boston, Over Huron River Bridge No. 2 track	30	30
Romulus, Howard Street	15	15
Romulus, Through wye leading to Wabash Ry	10	10
Romulus, End of two tracks Southward trains	20	20
Wayne—Through siding and turnouts both ends of siding	15	15
Plymouth — Between home signals of interlocking	20	20
Plymouth, through all wyes, except northeast wye (See Footnote)	10	10
Plymouth —From approximately 1200 feet South of Ann Arbor trail to a point 1200 feet north of Main Street	30	30
Hospital Spur	10	10

Milford, depot curve	30	30
Holly, curves between GT Ry. crossing and Maple St.	15	15
Holly, spring switch south end siding northward trains main track	30	30
P — Atwood, Jct., Through turnout to and from Flint Belt	20	20
Kearsley, End of two tracks Northward trains	20	20
McGrew; Approaching Carpenter Road from a distance of 400 ft. to properly actuate crossing flash lights and gates	35	35
Flint — City Limits — Flint Belt between (Webster Road) located just north of Signal 295 and Atherton Road	45	45
Flint — City Limits — Old Main Line between Webster Road and Hemphill Road	25	25
Mt. Morris — All street crossings	20	20
Mt. Morris, End of two tracks Southward trains	20	20
Clio — over Main Street crossing	45	
Birch Run — over Main Street crossing	45	
Bridgeport — Over Dixie Highway crossings	20	20
Hoyt — Through crossovers	20	20
Saginaw — within city limits	20	15
Saginaw — between Washington and 8th Sts.	10	10
Saginaw River bridge — all trains	20	20
SUB-DIVISION NO. 2	20	20
SUB-DIVISION NO. 3. Except as noted below	40	30
Saginaw—Over Washington Avenue on Loop Line	5	5
Bay City — Between 26th St. and Bay City passenger depot	20	20
Bay City — On all curves 26th St. to Passenger Depot	10	10
SUB-DIVISION NO. 4, Except as noted below	55	45
SUB-DIVISION NO. 4 — On all curves, except as otherwise restricted	45	40
Between MP-60.5 Two (2) miles east of Lake and Branch except as otherwise restricted	55	40
Mershon — Between home signals of interlocking	20	20
Midland — Between First Highway west of depot and first highway crossing east of east switch Midland	15	15
P — Curve ¾ mile West of Midland	35	30
Coleman — Over 7th St.	25	25
Clare — Between home signals of interlocking	20	20
Clare — McEwan St.	15	15
Reed City — Eastward trains between home signals of interlocking	20	20
Reed City — 1st & 2nd Street West of Depot	20	20
Baldwin — Between home signals of interlocking	20	20
Scottville — All street crossings	25	25
Ludington — All streets in city	12	12
SUB-DIVISION NO. 5, except as noted below	25	25
Over Bridge 0.2 miles north of Delwin	20	20
Over Bridge 1.6 miles south of Delwin	20	20
Over Bridge 2.2 miles south of Delwin	20	20
Over Bridge 3.4 miles south of Delwin	20	20
Over Bridge 2.1 miles north of Mt. Pleasant	20	20
SUB-DIVISION NO. 6, except as noted below	30	30
Walhalla — Both legs of wye	10	10
½ mile south of Stronach, Bridge MA-20.5	20	20
SUB-DIVISION NO. 7:		
Saginaw to Port Huron, except as noted below	50	40
Vassar — Between home signals of interlocking	20	20
Vassar Hole track		10
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 to Black River Bridge	20	20
Port Huron over 16th and Griswold Streets	10	10
SUB-DIVISION NO. 8:		
Saginaw to Ubly	40	30
Ubly to Croswell except as otherwise restricted	30	25
Croswell to Port Huron except as otherwise restricted	20	20
Port Huron — Black River bridge	6	6
Port Huron — City limits to Black River Bridge	6	6
Croswell — Switch movements — flag over street crossings		
Croswell — Wells St.	20	20
McGregor — Main Street crossing	25	25
Elkton — Switch movement — Main St. Flag over street crossing		
Elkton — Main St. crossing	8	8
Pigeon — Switch movements — flag over street crossings		
Bay Port—Train backing in, stop and flag over Main St. crossing		
Bart — Main line between wye switches	15	15
SUB-DIVISION NO. 9	15	15
SUB-DIVISION NO. 10		
Between Bad Axe and Mile Post 12	30	30
Between Mile Post 12 and Pt. Austin	20	20
SUB-DIVISION NO. 11	40	30
SUB-DIVISION NO. 12, except as noted below	50	40
P — Lowell Hill, Hillcrest to M-21 crossing, Lowell	20	20
P — One mile West of Moseley to four miles West between MP97 and MP101	45	25

P — Smyrna Hill eastbound	20	20
P — Curve West of Belding depot	15	15
P — Curve West end of Kidd	20	20
Betweeen Greenville Depot and GTW crossing, North Greenville	20	20
Through Stanton	20	20
P — Edmore, Southeast wye	15	15
P — Cedar Lake Swamp, between Cedar Lake and west switch Vestaburg	40	35
Alma, West Superior St. and first crossing East of freight house	10	10
Alma and St. Louis switching movements — flag over street crossings		
St. Louis, crossing west of station	15	15
SUB-DIVISION NO. 13, except as noted below	25	25
Blanchard		15
SUB-DIVISION No. 14, except as noted below	25	25
Lakeview, over crossings	15	15
STEAM DERRICKS DK 7 and DK 8 MAY BE OPERATED ONLY AS FOLLOWS:		
Sub Division No. 12		
Bridge MPS 16.2—about one mile east of Hemlock		10
Bridge MPS 23.8—about 1½ miles west of Merrill		10
Bridge MPS 38.9—just east of Riverdale		10
Bridge MPS 87.4—about one-half mile west of Kidd		10
Bridge MPS 98.6—about 2 miles west of Moseley		10
Bridge MPS 103.7—about one-half mile east of Lowell		10
Bridge MPS 104.5—just west of Lowell depot		10
Steam Derrick DK-5, DK-6, DK-7 or DK-8 must be separated from engine by at least three cars		
P — Permanent restriction. Rule 111		

GENERAL

Steam Derricks—Straight track		30
Steam Derricks—on curves		20
Trains handling dead steam engines		20
Trains handling derricks, scale test cars, air dump cars, and Jordan Spreaders GL-5, 6, 7, 8, 9 trucks cranes, steamshovels or other pivoting machinery on own wheels and freight cars with 6-wheel trucks		30
Diesel locomotives main line move, 600 H.P. Class D-10, 11 and 12	25	25
Diesel locomotives main line moves 1000 and 1200 H.P. Class D-13, 14, 17 SE-10 and 12	40	40
Diesel locomotives main line move 1500 H.P. Class D-15, D-16—MRSE 15	65	45
All Diesel locomotives being towed in trains		45
Sidings, Turnouts and crossovers, except as otherwise specified	10	10
Magnet cranes, clam shells or similar machinery must not be handled in trains unless Boom is trailing, these instructions do not apply to C&O Burro Cranes.		

DETROIT—the rate of speed of engines and cars on railroads while moving upon or across public streets, alleys or highways at grade within the limits of the city shall not exceed thirty (30) miles per hour.

Detroit City limits extends from Fort St. Union Depot to Baubee Creek at east end of Rougemere Yard and from Greenfield Road to Outer Drive. Dearborn City limits extends from Baubee Creek to Greenfield Road.

Trains and engines will not exceed a speed of 15 miles per hour within the limits of Ottawa Yard.

Trains handling Derrick DK-7 and DK-8 will reduce speed to 8 miles per hour over the following bridges — T 33.2 Just North of Waltz — T 58.2 South of Novi — T 59.8 South of Novi and reduce speed to 25 miles per hour over Bridge T 60.4 just South of Novi and T 61.1 just North of Novi.

Derrick DK-5 and DK-6 may be operated on Sub-Division No. 8 between Saginaw and Palms, and on Sub-Division No. 11 between Palms and Pt. Hope. Trains handling same will reduce speed to 10 miles per hour over bridge ST. 32.4 one and one-half miles east of Unionville and bridge ST. 49.0 one mile west of Pigeon.

C & O District locomotives of the 4-6-4 type, A speed restriction of 15 miles per hour must be observed by these locomotives over bridges T-25-9 one-tenth of a mile north of Steiner and T-46-9 just north of Wayne.

The circuits to the flashing lights at Davison Road on the Dort Siding 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.

Northeast wye track, Plymouth, extending from switch, Saginaw Division, main line, to Grand Rapids Division connection is yard track. Trains or engines moving on this yard track must run prepared to stop within range of vision but not to exceed six (6) miles per hour.

Jordan Spreaders when handled in road trains, must be headed in the direction being traveled.

Trains or engines will not exceed 6 miles per hour on any track in McHale and Junanita pits.

BUSINESS TRACKS AT NON-AGENCY OR CLOSED STATIONS NOT OTHERWISE SHOWN

Station	Long Car Room on Tracks	Location Nearest Mile Post
Sub-Division No. 1		
Bridgeport	9	S-6
Hospital Spur		S-80
Waltz	14	S-102
Sub-Division No. 2		
Genesee	11	S-29
Jeffery Sand Pit	30	S-29
Shoecraft	3	S-29
Bayer Brice Pit	37	S-29
Rogersville	11	S-29
Sub-Division No. 4		
Midland Co. Spur	40	S-22
Averill	6	S-26
Sears	10	S-72
Hersey Gravel Co.		S-85
Sub-Division No. 5		
Valley Chemical Co.	18	C-12
Delwin	9	C- 7
Sub-Division No. 6		
Tallman	14	MA-123
Fountain	23	MA-129
Freesoil	8	MA-134
Marsh	27	MA-139
Stronach	37	MA-142
East Lake	23	MA-144
Sub-Division No. 7		
Tuscola	7	S-15
McHale		S-22
Juniata		S-26
Silverwood	10	S-37
Sub-Division No. 8		
Arthur	20	S-9
Gilford	17	S-17
Rosevear	6	S-52
Grassmere	8	S-58
Tyre	13	S-75
Blaine	9	S-120
Balkwell	20	S-125
Gardendale	5	S-129
Sub-Division No. 12		
Calvin	50	S-8
Cedar Lake	12	S-56
Sidney	12	S-72
McBrides	35	S-63
Hillcrest	25	S-108.2

Train Order Offices Not Continuous Are Open the Following Hours Except Saturdays and Sundays

Sub-Division No. 1	
Northville	8:00 AM to 5:00 PM
Novi	8:00 AM to 5:00 PM
Milford	8:00 AM to 5:00 PM
Highland	9:00 AM to 6:00 PM
Grand Blanc	8:00 AM to 5:00 PM
Monroe, Daily	4:45 PM to 12:45 AM
Sub-Division No. 4	
Freeland	7:30 AM to 4:30 PM
Dean	8:00 AM to 4:00 PM except Saturday 5:00 PM to 1:00 AM except Sunday
Sanford	7:30 AM to 4:30 PM
Coleman	7:30 AM to 4:30 PM
Farwell	8:00 AM to 5:00 PM
Evart	8:00 AM to 5:00 PM
Hersey	8:00 AM to 5:00 PM
Walhalla	9:00 PM to 5:00 AM
Scottville	7:30 AM to 4:30 PM
Sub-Division No. 5	
Mt. Pleasant	8:00 AM to 5:00 PM
Sub-Division No. 7	
Port Huron, Daily except Sunday	8:00 AM to 4:00 PM 7:00 PM to 3:00 AM
Avoca	8:00 AM to 5:00 PM
Yale	8:00 AM to 5:00 PM
Melvin	8:00 AM to 5:00 PM
Brown City	8:00 AM to 5:00 PM
Marlette	8:00 AM to 5:00 PM
Clifford	8:00 AM to 5:00 PM
Mayville	8:00 AM to 5:00 PM
Vassar	8:00 AM to 5:00 PM
Gera	8:00 AM to 5:00 PM
Sub-Division No. 8	
Croswell	8:00 AM to 5:00 PM
Applegate	9:00 AM to 6:00 PM
Carsonville	8:30 AM to 5:30 PM
Deckerville	8:00 AM to 5:00 PM
Palms	8:00 AM to 5:00 PM
Ubly	8:30 AM to 5:30 PM
Bad Axe, Daily except Sunday	8:00 AM to 5:00 PM
Elkton	8:00 AM to 5:00 PM
Pigeon	8:00 AM to 5:00 PM
Bay Port	8:00 AM to 5:00 PM
Sebewaing	8:00 AM to 5:00 PM
Unionville	8:30 AM to 5:30 PM
Akron	8:15 AM to 5:15 PM
Fairgrove	8:00 AM to 5:00 PM
Reese	7:15 AM to 4:15 PM
Sub-Division No. 9	
Sandusky	9:00 AM to 6:00 PM
Sub-Division No. 10	
Kinde	8:00 AM to 5:00 PM
Port Austin	8:00 AM to 5:00 PM
Sub-Division No. 11	
Minden City	9:00 AM to 6:00 PM
Harbor Beach	8:00 AM to 12MN
Sub-Division No. 12	
Hemlock	8:30 AM to 5:30 PM
Merrill	8:00 AM to 5:00 PM
Breckenridge	9:00 AM to 6:00 PM
St. Louis, Daily, except Sunday	8:00 AM to 5:00 PM
Elwell	8:00 AM to 5:00 PM
Vestaburg	9:00 AM to 6:00 PM
Edmore	8:00 AM to 12:00 MN
Stanton	8:00 AM to 5:00 PM
Greenville, Daily except Sunday	6:30 AM to 3:30 PM
Belding	8:00 AM to 5:00 PM
Lowell	6:30 AM to 5:00 PM
Sub-Division No. 13	
Blanchard	8:00 AM to 5:00 PM
Remus	8:00 AM to 5:00 PM
Sub-Division No. 14	
Lakeview	8:00 AM to 5:00 PM
Six Lakes	8:00 AM to 5:00 PM

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

COMPANY SURGEONS

TOWN	NAME	OFFICE	PHONE	RESIDENCE	PHONE
Toledo	O. W. BURKHOLDER	456 W. Delaware Ave. Medical Arts Building	Garfield 7531	2671 Barrington Drive	Lawndale 5821
Monroe	S. R. NEWCOMER	31 S. Washington Ave.	327-J		327-R
Carleton	Zoltan B. Zigany	1402 Monroe Ave.	3491		
Romulus	H. J. Porter	36911 Goodard Road	66		
Plymouth	LUTHER PECK	711 W. Ann Arbor Trail	8	711 W. Ann Arbor Trail	8
Milford	Wm. A. Grant	Main Street	85-J	Hickory and Canal St.	85-M
Northville	L. W. Snow	508 W. Main Street	162-J	508 W. Main Street	162-J
Holly	C. E. Lockwood	107 Martha St.	4621		
Flint	HENRY COOK	326 Genesee	4-0921	720 E. Hamilton	3-8341
Flint	G. L. WILLOUGHBY	5009 N. Saginaw St.	3-3613	5013 N. Saginaw St.	9-6301
Clio	Peary E. White	182½ W. Vienna Street	3141	340 E. Vienna St.	3142
Mt. Morris	A. C. Pfeifer	11610 No. Saginaw St.	2721	12206 No. Saginaw St.	2141
Saginaw	LLOYD C. HARVIE	405 Wiechmann Bldg.	3-2754		
Bay City	J. N. ASLINE	207 Walnut St.	7891	406 Pine St. Essexville	2-3303
Bay City	C. JONES	900 Jackson St.	5551		
Midland	W. D. TOWSLEY	Arcade Building	65	515 W. Main St.	165
Midland	C. L. MacCallum	221 Reinhart Bldg.	206		
Mt. Pleasant	Wm. L. Harrigan	408 E. Broadway St.	35052	412 E. Broadway St.	35051
Coleman	W. A. Maynard	Coleman	2811		
Clare	Stewart C. McArthur	Clare Hospital & Clinic 104 W. 6th St.	247	Rosebush, Mich.	9
Evart	J. BRUGGEMA	Cor. Main and 7th Street	47-F-2	621 N. Main St.	
Reed City	PAUL B. KILMAR	102½ Upton Ave.	52	350 Upton Ave.	
Baldwin	R. J. Meeuwenberg		39-F-2		39-F-3
Ludington	LEO J. GOULET	220 S. James St.	71	604 W. Ludington Ave.	71
Manistee	E. C. HANSEN	78 Maple St.	300	428 First St.	580
Pigeon	C. A. Scheurer	7293 Michigan Ave.	99	7414 Michigan Ave.	96
Bad Axe	CHAS. HARRINGTON	Medical Bldg. 125 N. Hanselman St.	31-F-1	106 Willis St.	31-F-2
Croswell	H. H. Learmont	So. Howard St.	794-W	No. Howard St.	794-R
Vassar	E. C. Swanson	220 N. Main Street	6111	108 East Street	6111
Mayville	H. A. Barbour				
Port Huron	D. W. PATTERSON	622 Huron Ave.	8129	4240 Keewahdin Drive	7752 & 7-2392
Yale	Donald A. Pollock	Main Street	21-R-2		21-R-3
Lowell	H. R. Myers	311 E. Main St.	296-F-2	429 N. Washington St.	296-F-3
Greenville	W. L. Bird	110 W. Cass	87-J	319 W. Oak	87-M
Edmore	M. G. Becker	Main St.	49-R-2	Home St.	49-R-4
Alma	CHAS. DUBOIS	Pollasky Bldg.	45-R	706 N. State St.	45-G
Hemlock	Kenneth C. Ling		Union 19		
Remus	Benj. Franklin	Main St.	57-R-2	Main St.	57-R-3

OCULIST SERVING SAGINAW

Louis D. Gomon — 308 Eddy Building — Phone 7712
F. J. Cady — 402 S. Jefferson — Phone 2-4394

OCULIST SERVING FLINT

W. Z. Rundles — 303 National Bank Bldg. — Phone 2-5652
RESIDENCE — Phone 3-1246

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 CAPITAL LETTERS.

PERSONAL INJURY CLAIM AGENTS

TERRITORY NORTH OF OAKLAND — GENESEE COUNTY LINE ¼ MILE NORTH OF NEWARK AND TERRITORY EAST OF YARD LIMITS OF ELMDALE, INCLUDING SUB-DIVISIONS 13 AND 14.

W. HAROLD WALLACE, District Claim Agent, office — room 14 Potter St. Station, Phone 49171. Residence — 313 So. Granger St., Phone 2-1569. Saginaw, Michigan.

CLIFTON D. ROPP, Claim Agent, Residence — 4315 Williamson Road, Bridgeport, Mich. Phone — Home 4-5525.

D. M. BEATON, Claim Agent, Residence — 1740 North Clinton, Saginaw, Mich. Phone — Home 4-6821.

R. A. KIRKPATRICK, Gen. Claim Agent. Residence — 357 Auburn Ave., Plymouth, Mich. Phone 690.

TERRITORY SOUTH OF OAKLAND—GENESEE COUNTY LINE ¼ MILE NORTH OF NEWARK

JOSEPH E. COSGROVE, Dist. Claim Agent, Office 6-203 General Motors Bldg., Phone MAdison 8600. Residence —4880 W. Outer Dr., Phone UNiversity 1-6728. Detroit, Mich.

HAROLD W. MILLER, Claim Agent, Residence — 28571 Wildwood Trail, Farmington, Michigan. Phone Farmington 0198M.

RICHARD J. STRAUB, Claim Agent. Residence — 608 Ann Street, Plymouth, Mich. Phone 2340.

DIVISION OFFICERS

E. E. Amberg	Train Master	Saginaw
W. F. Ludlum	Train Master	Ottawa Yard
M. B. Meredith	Train Master	Saginaw
C. J. Hickey	Train Master	Saginaw
S. O. Youngquist	Terminal Manager—General Agent	Flint
H. H. Brady	Train Master	McGrew Yard
M. F. Deska	Train Master	Saginaw Yard
L. M. Gillespie	Terminal Manager	Midland
R. J. Kelley	Road Foreman of Engines	Saginaw
W. O. Schwalm	Asst. Road Foreman of Engines	Saginaw
F. D. Sutherland	Chief Train Dispatcher	Saginaw

ASST. CHIEF TRAIN DISPATCHERS

C. D. Brown

D. E. Baldwin

TRAIN DISPATCHERS

P. J. Woigdka

C. E. Davis

J. E. Shimmin

D. D. Beach

F. C. Denner

A. L. Adair

M. W. Belill

J. L. Morris

G. E. Pullum

G. L. Rozell

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