FORT STREET UNION DEPOT COMPANY
UNION BELT OF DETROIT
JOINT TIME TABLE No. 20

Taking Effect at 12:01 o'clock A.M. Sunday, May 22nd, 1927

Former Time Tables Must Be Destroyed.

"The officers of this Company direct that the time table, books 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."

"Bear in mind that Eternal Vigilance is the Price of Safety, and that Safety must have First consideration in the peration of this property."

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

GEORGE E. WILLIAMS
Superintendent Fort Street Union Depot Co.

B. A. FRAZIER
Trainmaster, Union Belt of Detroit

FORT STREET UNION D

UNION BELT OF

JOINT TIME TABL

Time Table No. 20

Taking Effect Sunday, May 22nd, 1927, at

TRAINS WEST---FIRST CLASS.

STATIONS.	201	5	101	9	27	35	29	31	636	6	3	299	107	207	19	37	51	205	33	23	11	1	2	103	203	25	Distance from Detroit
	Pere Marquette 1	WAB 5	Pere Marquette 101	WAB. 9	Pere Marquette 36	Pennsylvania 106	Pere Marquette 38	Pennsylvania 444	Can. Pac. 636	WAB. Buffalo Div. 6	WAB. 3	Pere Marquette 99	Pere Marquette 107	Pere Marquette 7	Pere Marquette 20	Pennsylvania 68	WAB. 51	Pere Marquette 5	Pennsylvania 116	Pere Marquette 34	WAB. 11	WAB. 1	WAB. Buffalo Div. 2	Pere Marquette 103	Pere Marquette 3	Pere Marquette 32	
	Daily.	Daily.	Daily	Daily.	Daily.	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily.	Daily Except Sun.	Daily	Daily.	Daily	Daily	Daily.	Daily Except Sun.	Daily	Daily.	Daily.	Daily	Daily	Daily Except Sun	Daily Except Sun.	Daily	
DETROIT	P.M. 11.54	P.M. 11.35	P.M. 11.10	P.M. 10 30	P.M. 10.05	P.M. 10.00	P.M 9.45	P.M. 9.40	P.M. 8 50	P.M. 6.15	P.M. 6 00	P.M. 4.50	P.M 4.45	P.M 4.40	P.M. 3.25	P M 3.01	P.M. 3.00	P.M. 12.40	P.M. 12.05	A.M. 11.10	A.M. 9.15	A.M. 9.00	A.M. 8 35	A.M. 7.50	A.M. 7.40	A.M. 7 20	0
21st STREET	12.01	11 42	11.17	10 37	10.12	10.07	9.52	9.47	8.57	6.22	6 07	4.57	4 52	4.47	3.32	3.08	3.07	12.47	12.12	11.17	9.22	9 07	8 42	7.57	7.47	7 27	1.37
WEST END AVE.	12.07	11 48	11.23	10.43	10 18	10.13	9.58	9.53	....	.....	6 13	5.03	4 58	4.53	3.38	3.14	3.13	12.53	12.18	11.23	9.28	9.13	....	8.03	7.53	7.33	3 85
DELRAY STAT'N	12.09	11.50	11.25	10.45	10.20	10.15	10.00	9.55	.....	.....	6.15	5.05	5.00	4 55	3.40	3.16	3.15	12.55	12.20	11.25	9.30	9.15	....	8.05	7.55	7.35	4.60
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M	A.M.	A.M.	A.M.	A.M.	
	Daily.	Daily.	Daily	Daily.	Daily.	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily.	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily.	Daily Except Sun.	Daily	Daily.	Daily.	Daily	Daily.	Daily Except Sun.	Daily Except Sun.	Daily	
	201	5	101	9	27	35	29	31	636	6	3	299	107	207	19	37	51	205	33	23	11	1	2	103	203	25	

Time Table No. 20

STATIONS.

DETROIT

TWENTY-FIRST ST.

WEST END AVE.

DELRAY STATION

Fort Street Union Depot Company between 18½ Street and Union Depot

NION DEPOT COMPANY

LT. OF DETROIT

TIME TABLE No. 20

Sunday, May 22nd, 1927, at 12:01 o'clock A. M.

Time Table No. 20

TRAINS EAST---FIRST CLASS.

103	203	25	Distance from Detroit	Time Table No. 20	Telegraph Symbols.	298	34	212	22	32	28	12	38	2	20	1	635	50	102	202	8	204	104	26	3	6	24	36	206	106	4	STATIONS
Pere Marquette	Pere Marquette	Pere Marquette				Pere Marquette	Pennsylvania	Pere Marquette	Pere Marquette	Pennsylvania	Pere Marquette	WAB.	Pennsylvania	WAB	Pere Marquette	WAB. Buffalo Div.	Can. Pac.	WAB.	Pere Marquette	Pere Marquette	WAB.	Pere Marquette	Pere Marquette	Pere Marquette	WAB. Buffalo Div.	WAB.	Pere Marquette	Pennsylvania	Pere Marquette	Pere Marquette	WAB.	
103	3	32				98	405	12	31	105	37	12	69	2	19	1	635	50	102	2	8	4	104	33	3	6	35	117	6	106	4	
Daily Except Sun.	Daily Except Sun.	Daily		STATIONS.		Daily Except Mon.	Daily	Daily	Daily.	Daily	Daily	Daily.	Daily	Daily	Daily	Daily	Daily Except Mon.	Daily	Daily	Daily Except Sun.	Daily	Daily. Except Sun.	Daily Except Sun.	Daily	Daily.	Daily	Daily	Daily	Daily	Daily		
A.M. 7.50	A.M. 7.40	A.M. 7.20	0	..... DETROIT	N	A.M. 1.30	A.M. 5.30	A.M. 6.00	A.M. 6.25	A.M. 6.40	A.M. 6.45	A.M. 6.55	A.M. 7.05	A.M. 7.25	A.M. 7.30	A.M. 7.35	A.M. 7.40	A.M. 9.40	A.M. 10.00	A.M. 11.00	P.M. 1.45	P.M. 2.35	P.M. 2.45	P.M. 3.45	P.M. 3.50	P.M. 5.55	P.M. 7.30	P.M. 7.40	P.M. 8.50	P.M. 9.10	P.M. 9.30	.....	DETROIT
7.57	7.47	7.27	1.37	... TWENTY-FIRST ST. ...	...	1.23	5.23	5.53	6.18	6.33	6.38	6.48	6.53	7.18	7.23	7.28	7.33	9.33	9.53	10.53	1.38	2.28	2.38	3.38	3.43	5.48	7.23	7.33	8.43	9.03	9.23	.....	21st STREET
8.03	7.53	7.33	3.85	.... WEST END AVE.	...	1.17	5.17	5.47	6.12	6.27	6.32	6.42	6.47	7.12	7.17	.....	.....	9.27	9.47	10.47	1.32	2.22	2.32	3.32	.....	5.42	7.17	7.27	8.37	8.57	9.17	.....	WEST END AVE
8.05	7.55	7.35	4.60	.. DELRAY STATION ...	X D	1.15	5.15	5.45	6.10	6.25	6.30	6.40	6.45	7.10	7.15	.....	.....	9.25	9.45	10.45	1.30	2.20	2.30	3.30	.....	5.40	7.15	7.25	8.35	8.55	9.15	.....	DELRAY STAT'N
A.M.	A.M.	A.M.				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
Daily Except Sun.	Daily Except Sun.	Daily				Daily Except Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily.	Daily	Daily	Daily Except Mon.	Daily	Daily	Daily Except Sun.	Daily	Daily Except Sun.	Daily Except Sun.	Daily	Daily.	Daily	Daily	Daily	Daily	Daily		
103	203	25				298	34	212	22	32	28	12	38	2	20	1	635	50	102	202	8	204	104	26	3	6	24	36	206	106	4	

Union Belt between 18½ Street and Delray

Special Rules

1. Trains will be run by (90th) Meridian or Central Standard Time.

In case of accident or delay to a train by reason of which track cannot be cleared to prevent detention to following trains the first duty of Conductor and engineer in charge of such trains after making their own train safe, will protect in accordance with rule 99 and call trainmaster's and also dispatcher's office at once.

2. Trains will be governed by the Book of Rules of the Wabash and Pere Marquette Railroads.

3. Westward main track will be designated as No. 1 Westward. Eastward track will be designated as No. 2 Eastward.

4. All trains, yard and light engines must approach Delray, Harbaugh Ave., West End Ave., Artillery Ave., Junction Ave., Minnie St., Pleasant Ave., 24th St., 21st and 15th St. cross-overs under control.

"Under control" means running at such speed that the train, or engine, can be stopped by the engineer within his range of vision.

5. Detroit Yard extends from Union Depot to Delray crossing. Switch and light engines will be allowed to use double tracks in yard limits without orders from the train dispatcher by keeping clear time of regular trains and protect as per rule 99.

6. Do not exceed the speed limit indicated by Time Card Schedule between Detroit and Delray.

8. No Engines having greater total weight on driving axles than those specified below will be permitted on Fort Street Union Depot Viaduct:

Pacific type	151,000
Atlantic type	121,000
10 Wheeler	151,000
Consolidated	162,000
8 wheel switcher	160,000
6 wheel switcher	136,000

All trains must maintain a uniform speed while on the viaduct and must consume four minutes between 6th Street Tower and the west end of the steel work,both east and west bound. Engines must not double head over the viaduct.

9. First class west bound trains will report for orders at dispatcher's office in Union Station, Detroit, and must not leave there without an order or clearance card.

10. The bell must be rung on all engines moving about Detroit Yard whether with or without trains. Engine bells must be rung approaching crossing over connecting railway.

11. All trains at night must have red light on rear end. Light engines must have red light on rear of tank.

12. Tracks in Union Depot passenger yard will be numbered from 1 to 10, inclusive, beginning with No. 1 on Fort Street side of yard.

15. Overhead footwalk at Harbaugh Street will not clear man on top of car.

16. The State Law requires all trains to stop before crossing a railroad crossing at grade or draw bridge that is not interlocked.

FIXED SIGNALS

Delray Crossing

17. Michigan Central and N. Y. C. crossing governed by interlocking switch and signals.

Clark Avenue

18. Governed by interlocking switch and signals.

Twenty-first Street Crossover

20. Automatic Semaphore located 500 feet East of Twenty-first Street Crossover governing westbound movement.

Fifteenth Street Crossover and Coach Yard

21. Semaphores on Tracks Nos. 1 and 2.

Where switchtenders are located they will govern movement. Switchtenders West End Ave., Twenty-first St., Fifteenth St.

Sixth Street, Union Depot

22. Interlocking switch and signals.

23. A two-position semi-automatic dwarf block signal on viaduct near 10th Street, protecting east bound main track movements. Signal is 1200 feet west of home signal 6th Street. Indications—Blade diagonal and yellow light: Proceed prepared to stop at home signal; blade horizontal and red light: Stop. After making stop, trains may proceed under control provided the track can be seen to be clear.

BULLETIN BOARDS

24. Dispatcher's Office 3rd Street Station, Trainmaster's Office of Union Belt, Wabash, P. M. and Penna. R. R., Engine house 21st Street, Engine House Delray, and Lincoln Yard of Penna. R. R.

TRAIN AND ENGINEMEN

25. Report to and receive instructions from Superintendent.

Observe orders of Station Master while at Passenger Station.

Examine Bulletin Orders.

Maintain good order on trains.

Do not allow passengers on Platforms of Cars.

Have Closets of all Cars locked between 18th Street and Passenger Station, and do not throw out rubbish.

Do not permit any person to ride on Engines without authority except employees in discharge of duty.

FLAGMEN AND GATEMEN AT CROSSINGS

26. It is the duty of Flagmen and Gate-tenders to protect those on the highway.

The Flagman must know the way is clear before allowing vehicles or others to cross, and must keep such a lookout as to know when trains and engines are coming, so as to be able to stop any vehicle or person on the highway before they are in danger.

Gate-tenders must close their gates and stop all vehicles or persons when a train or engine is approaching, and keep them closed until such train or engine has passed.

It is also the duty of Flagmen and Gate-tenders at crossings to signal the Engineer of train or trainmen to stop when way is not clear for them to proceed.

When gatemen are on duty no switching must be done over crossing unless gates are down. When no gateman or crossing flagman on duty crossings must be protected by trainmen.

Street crossings must not be occupied longer than five minutes when street cars or other traffic desire to cross.

27. Electric headlights on engines must be extinguished, or covered, while at Union Station, on West bound trains, until three (3) minutes of leaving time.

28. Close ash pan hopper bottom slide, while running over Viaduct, also close cylinder cocks and avoid putting on Injectors and causing hot water to run out of branch pipes.

29. A train must not start from the Union Station without a signal from its conductor after receiving signal from stationmaster. Warning and starting bells will be given by gateman—Two bells two minutes before leaving time; one bell at leaving time.

30. Engineers while in immediate vicinity of streets, passenger station, telegraph offices or towers, will avoid unnecessary noise by escaping steam, superfluous use of air pump, bell or whistle, and slipping of driving wheels.

31. Before attaching engine to train, inspector will open angle cock at forward end of train, discharging sufficient air to make service application, in order to avoid moving the train when engine is being attached. Engineer will then release brakes and make a standing test under the direction of inspector, who will, if the brakes are found effective, signal the engineer to release brakes, and notify the conductor.

32. Passenger train crews must be on duty twenty (20) minutes before leaving time, in the uniform prescribed by their respective companies, assist the station employes in directing passengers to proper trains, attach markers, adjust vestibule doors. Train boxes must not be removed from car to the detriment of baggage or express handling.

33. On arrival of trains that terminate at Union Station, crews are required to make thorough search of trains for lost articles, immediately after passengers are discharged, taking such articles as may be found to Station Master's Office, where receipt will be given for each article deposited.

34. It is the duty of train crews to look after vestibule curtains and doors.

35. Trains must not be stopped for belated passengers, and gatemen will not permit passengers to enter gate to take train, after it has started.

36. Conductors of arriving trains must give advance telegraphic notice to Station Master, when invalid chairs are required.

37. Conductors must hold trains when ordered to do so by Station Master.

38. Employes or other persons must not board trains arriving at station until passengers have left them, and the cars have been searched for lost articles, in accordance with rule 37.

39. No person will be allowed in Baggage Room, except persons employed there.

40. In backing trains into station great care must be exercised not to strike bumping post. Make stop five (5) feet from bumping post or car, if occupied by passengers, before backing to proper position. Speed of trains over Sixth St. interlocker and in train shed must not exceed six miles per hour.

41. Baggage and express trucks must not be left where they are liable to be pushed or blown on to the tracks, or run against by passengers. They must not be wheeled alongside a train from which passengers are alighting; and at all times, when not in use, they must be kept in the place assigned for them.

42. Water and gas hose must never be used, or left, where passengers will trip over them.

43. Engines must not emit black smoke while in Depot Grounds.

S. A. LIEBERMAN,
Stationmaster

P. TOWNSEND,
Chief Dispatcher

DR. GEO. W. RIDENOUR,
Company Surgeon

Phones: Office: Cadillac 2618
Residence: Hemlock 7675