# WORK SAFELY

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**Flint Subdivision Operating on Eastern Standard Time**

**South Bend & Kalamazoo Subdivisions Operating on Central Standard Time**

# Grand Trunk Western Railroad Company

## CHICAGO DIVISION

# Employees Time Table

## Safety No. 63 First

**EFFECTIVE**

**Flint Subdivision - - - 1.01 A.M., EST**
**South Bend Subdivision - 12.01 A.M., CST**

**SUNDAY, SEPT. 29, 1946**

This Time Table is for the government and information of employees only.

**READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY. IMPORTANT CHANGES HAVE BEEN MADE.**

# 63

ON SINGLE TRACK, the superior direction is EAST, and EASTWARD trains are, unless otherwise specified, superior to the trains of the same class in the opposite (inferior) direction.

The Company's Operating Rules are printed separately in book form. All employees whose duties are connected with the movement of trains must have a copy accessible and a copy of current employees' timetable with them while on duty.

## Destroy ALL Former Time Tables

C. A. SKOG, Vice-Pres. & Gen. Mgr.
W. H. EDMONDSON, Asst. General Manager.
A. C. McCARTHY, Supt. Transportation.
J. M. MUNNINGS, Superintendent.

GAGE PRINTING CO., LTD., BATTLE CREEK, MICH.

# HOURS OF SERVICE FOR TRAIN ORDER OFFICES

**(Flint Subdivision—Eastern Standard Time)**
**(South Bend Subdivision—Central Standard Time)**

Train Order Offices (T) are open 24 hours daily, except—

| | | | |
|---|---|---|---|
| Goodells | 7.45 a.m. to | 4.45 p.m. | daily except Sunday |
| Emmett | 8.30 a.m. to | 5.30 p.m. | daily except Sunday |
| Capac | 7.00 a.m. to | 4.00 p.m. | daily except Sunday |
| | 11.30 p.m. to | 7.30 a.m. | daily except Sunday |
| Imlay City | 6.45 a.m. to | 12.00 night | daily except Sunday |
| | 7.45 a.m. to | 3.45 p.m. | Sunday |
| Davison | 7.00 a.m. to | 4.00 p.m. | daily except Sunday |
| Swartz Creek | 6.30 a.m. to | 3.30 p.m. | daily except Sunday |
| Bancroft | 7.45 a.m. to | 4.45 p.m. | daily except Sunday |
| Morrice | 8.00 a.m. to | 4.00 p.m. | daily except Sunday |
| | 11.00 p.m. to | 7.00 a.m. | daily except Sunday |
| Perry | 7.45 a.m. to | 4.45 p.m. | daily except Sunday |
| Haslett | 8.00 a.m. to | 5.00 p.m. | daily except Sunday |
| Millett | 7.30 a.m. to | 4.30 p.m. | daily except Sunday |
| Potterville | 9.00 a.m. to | 6.00 p.m. | daily except Sunday |
| Olivet | 8.30 a.m. to | 5.30 p.m. | daily except Sunday |
| Bellevue | 8.00 a.m. to | 5.00 p.m. | daily except Sunday |
| Climax | 6.45 a.m. to | 3.45 p.m. | daily except Sunday |
| Scotts | 7.00 a.m. to | 11.00 p.m. | daily except Sunday |
| Schoolcraft | 7.00 a.m. to | 3.00 p.m. | daily except Sunday |
| | 4.00 p.m. to | 12.00 night | daily except Sunday |
| Marcellus | 9.00 a.m. to | 6.00 p.m. | daily except Sunday |
| Edwardsburg | 7.00 a.m. to | 3.00 p.m. | daily except Sunday |
| *Kingsbury | 7.30 a.m. to | 4.30 p.m. | daily except Sunday |
| *Oak Glen | 8.00 a.m. to | 5.00 p.m. | daily except Sunday |
| *Harvey | 8.00 a.m. to | 5.00 p.m. | daily |

*No train order signal.

# TELEPHONES

**Additional Telephones Connected with Train Dispatchers' Circuit are located at:**

### FLINT SUBDIVISION

**Tunnel Yard**—Yardmasters' office, 32nd Street
**Capac**—On pole at crossing watchman's shanty
**Imlay City**—On pole west of section house
**Imlay City**—On pole opposite crossover east of station
**Attica**—On pole opposite crossover
**Belsay**—In shanty, east end of yard
**North Flint**—General Yardmaster's office
**Flint**—In station
**Torrey**—In booths at crossovers east and west end of yard
**Mundy**—In booth at single track switch
**Durand**—Flagman's shanty at diamond
**Durand**—Yardmaster's office at Middle Yard
**Morrice**—On pole west end of siding
**Shaftsburg**—In station
**Trowbridge**—In booth at crossover and in interlocking tower
**Lansing**—In booth at each end of eastward siding
**Charlotte**—In booth at west crossover
**Bellevue**—In booth at east end of siding
**[illegible]field**—On pole opposite section house

### SOUTH BEND SUBDIVISION

**Airport**—In booth at crossover
**Renton**—On pole west of highway crossing
**Pavilion**—In booth west end of station
**Kalamazoo**—Agent's office
**Vicksburg**—On pole east end of eastward siding
**Chamberlains**—On pole at spur track
**Marcellus**—On pole east end of eastward siding
**Wakelee**—In station
**Cassopolis**—On pole west end of siding
**Edwardsburg**—On pole east end of station
**Mishawaka**—In freight house and shanty, north Main St.
**South Bend**—Watchman's shanty, 18th St., east end of elevation
**South Bend**—Union station on platform
**South Bend**—Agent's office freight house
**Olivers**—(two miles west) N.J.I.& I. Tower
**Crumstown**—In station
**Mill Creek**—In station
**Stillwell**—On pole east end of siding
**Wellsboro**—On pole east end of eastward siding
**Union Mills**—In station
**Haskells**—On pole south side of west crossover
**Valparaiso**—On pole east end of westward siding
**Sedley**—On pole at west end of eastward siding
**Sedley**—In booth opposite eastward home signal
**Ainsworth**—On pole opposite station
**Lottaville**—In booth at water tank
**Griffith**—On pole at east and west crossovers
**Maynard**—In booth adjacent P.R.R. interlocking tower
**Harvey**—B.& O.C.T. tower and freight house
**Blue Island**—In I.H.B. interlocking tower
**Mt. Greenwood**—In booth 111th Street
**Evergreen Park**—In station

NOTE: Beween Valparaiso and Sedley, telephones connected only with train order office at Valparaiso are located: near Carver's Crossing at Signal No. 548, at Clifford's Crossing at Signal No. 538, and near Salt Creek Bridge at Signal No. 516.

**J. H. WHELAN, Superintendent Terminals, Elsdon**
**C. P. LOCKWOOD, Superintendent Terminals, Port Huron**

**J. J. HERMAN, Chief Dispatcher**
**D. H. SMITH, Assistant Chief Dispatcher**

## TRAINMASTERS

**J. E. MORAN, South Bend Subdivision**

**A. F. MOORE, Flint Subdivision**

## TRAIN DISPATCHERS

**G. W. KAY**
**T. J. SOMMERS**
**O. D. CAMPBELL**
**W. F. DEMPSEY**
**G. R. PILMORE**
**H. K. MANN**
**D. H. PATTERSON**
**R. W. TIMMONS**

# FLINT SUBDIVISION — Eastern Standard Time

| Symbols Under Rule 6 | Car Capacity of Sidings | Distance from Chicago | Time Table No. 63 Effective 1.01 o'clock A. M. Sunday, Sept. 29, 1946 STATIONS | WESTWARD TRAINS FIRST CLASS 15 Daily | 17 Daily | 35 Daily Ex.Sunday | 5 Daily | |
|---|---|---|---|---|---|---|---|---|
| | | | LEAVE | A. M. | P. M. | P. M. | P. M. | |
| KT | ... | 333.92 | ...PORT HURON... | 2.30 | 1.50 | 7.30 | 11.20 | ..... |
| | | 0.64 | | | | | | |
| KYCW | .... | 333.28 | .. TUNNEL YARD .. | ..... | ..... | ..... | ..... | ..... |
| | | 1.17 | | | | | | |
| T | .... | 332.11 | ..... TAPPAN ..... | 2.34 | 1.54 | A 7.34 | 11.24 | ..... |
| | | 9.18 | | | | | | |
| T | .... | 322.93 | .... GOODELLS .... | ..... | ..... | | ..... | ..... |
| | | 5.05 | | | | | | |
| T | .... | 317.88 | ..... EMMETT ..... | ..... | ..... | | ..... | ..... |
| | | 8.54 | | | | | | |
| T | 92 | 309.34 | ..... CAPAC ..... | 2.57 | 2.18 | | 11.47 | ..... |
| | | 7.38 | | | | | | |
| T | .... | 301.96 | .... IMLAY CITY .... | 3.04 | s 2.28 | | s11.58 | ..... |
| | | 4.68 | | | | | | |
| P | .... | 297.28 | ..... ATTICA ..... | ..... | ..... | | ..... | ..... |
| | | 7.26 | | | | | | |
| TW | 95 | 290.02 | ..... LAPEER ..... | * 3.15 | s 2.45 | | s12.17 | ..... |
| | | 10.78 | | | | | | |
| T | .... | 279.24 | ..... DAVISON ..... | 3.25 | 2.57 | | 12.29 | ..... |
| | | 5.01 | | | | | | |
| KTYCW | 88 | 274.23 / 273.72 | ..... BELSAY ..... | 3.30 | 3.02 | | 12.34 | ..... |
| | | 3.62 | | | | | | |
| P | .... | 270.10 | ..... FLINT ..... | s 3.37 | s 3.06 / 3.12 | | s12.38 / 12.50 | ..... |
| | | 7.45 | | | | | | |
| P | .... | 262.65 | ..... MUNDY ..... | ..... | ..... | | ..... | ..... |
| | | 1.19 | | | | | | |
| T | .... | 261.46 | . SWARTZ CREEK | 3.46 | 3.22 | | 1.00 | ..... |
| | | 4.25 | | | | | | |
| ..... | .... | 257.21 | ... . DUFFIELD ..... | ..... | ..... | | ..... | ..... |
| | | 3.92 | | | | | | |
| KTYCW | 77 | 253.29 | . . . . DURAND ..... | 3.55 | s 3.32 / 3.40 | | s 1.10 / 1.40 | ..... |
| | | 4.82 | | | | | | |
| T | .... | 248.47 | .. . BANCROFT .... | ..... | ..... | | ..... | ..... |
| | | 6.28 | | | | | | |
| T | 72 | 242.19 | ..... MORRICE ..... | 4.07 | 3.54 | | 1.55 | ..... |
| | | 2.17 | | | | | | |
| T | .... | 240.02 | ..... PERRY ..... | ..... | ..... | | ..... | ..... |
| | | 4.32 | | | | | | |
| P | .... | 235.70 | ... SHAFTSBURG ... | ..... | ..... | | ..... | ..... |
| | | 6.66 | | | | | | |
| T | .... | 229.04 | ..... HASLETT ..... | ..... | ..... | | ..... | ..... |
| | | 5.53 | | | | | | |
| P | .... | 223.51 | ... TROWBRIDGE ... | 4.22 | 4.10 | | 2.12 | ..... |
| | | 2.57 | | | | | | |
| TCW | 94 | 220.94 | ..... LANSING ..... | s 4.35 | s 4.20 | | s 2.20 / 2.30 | ..... |
| | | 4.74 | | | | | | |
| T | 89 | 216.20 | ..... MILLETT ..... | ..... | ..... | | ..... | ..... |
| | | 7.50 | | | | | | |
| T | .... | 208.70 | ... POTTERVILLE ... | ..... | ..... | | ..... | ..... |
| | | 6.29 | | | | | | |
| T | 91 | 202.41 | .... CHARLOTTE .... | 4.55 | s 4.43 | | s 2.56 | ..... |
| | | 8.07 | | | | | | |
| T | .... | 194.34 | ..... OLIVET ..... | ..... | ..... | | ..... | ..... |
| | | 5.14 | | | | | | |
| T | .... | 189.20 | ..... BELLEVUE ..... | 5.08 | 4.58 | | 3.10 | ..... |
| | | 11.90 | | | | | | |
| KCW | .... | 177.30 | .. NICHOLS YARD .. | ..... | ..... | | ..... | ..... |
| | | 0.66 | | | | | | |
| KT | . .. | 176.64 | .. BATTLE CREEK .. | 5.20 | 5.15 | | 3.30 | ..... |
| | | | ARRIVE | A. M. | P. M. | P. M. | A. M. | |
| | | | | Daily | Daily | Daily Ex.Sunday | Daily | |
| | | | | 15 | 17 | 35 | 5 | |

TO MT. CLEMENS SUBDIVISION

Westward extras leaving Tunnel Yard will obtain Terminal Clearance at Tappan.

*No. 15 will reduce speed to thirty-five miles per hour at Lapeer to permit safe handling of U.S. mail.

Old Single Track between Mundy and Belsay via North Flint is within Yard Limits.

**Way Freight 474** will operate Monday, Wednesday and Friday from Nichols Yard and will handle mail and express.

**Way Freight 473** will operate Tuesday, Thursday and Saturday from Durand and will handle mail and express.

**Way Freight 471** will operate Monday, Wednesday and Friday from Tunnel Yard.

**Way Freight 472** will operate Tuesday, Thursday and Saturday from Durand.

## ADDITIONAL TRACKS

| | | | |
|---|---|---|---|
| Crapo Farm | M. P. 259.79 | Westward Track | 3 cars |
| Michigan Home Spur | M. P. 287.97 | Westward Track | 24 cars |
| Capac Peat Spur | M. P. 306.48 | Eastward Track | 9 cars |

# FLINT SUBDIVISION — Eastern Standard Time

Time Table No. 63

Effective 1.01 o'clock A. M.

Sunday, Sept. 29, 1946

## EASTWARD TRAINS

FIRST CLASS

| Symbols Under Rule 6 | Car Capacity of Sidings | Distance from Chicago | STATIONS | 14 Daily | 6 Daily | 34 Daily Ex. Sunday | 20 Daily |
|---|---|---|---|---|---|---|---|
| | | | LEAVE | A. M. | A. M. | P. M. | P. M. |
| KT | .... | 176.64 | BATTLE CREEK | 12.35 | 4.05 | ..... | 2.18 |
| | | 0.66 | | | | | |
| KCW | .... | 177.30 | NICHOLS YARD | ..... | ..... | ..... | ..... |
| | | 11.90 | | | | | |
| T | 92 | 189.20 | BELLEVUE | 12.50 | 4.21 | ..... | 2.33 |
| | | 5.14 | | | | | |
| T | .... | 194.34 | OLIVET | ..... | ..... | ..... | ..... |
| | | 8.07 | | | | | |
| T | .... | 202.41 | CHARLOTT | /*1.03 | s 4.34 4.43 | ..... | s 2.48 |
| | | 6.29 | | | | | |
| T | .... | 208.70 | POTTERVILLE | ..... | ..... | ..... | ..... |
| | | 7.50 | | | | | |
| T | .... | 216.20 | MILLETT | 1.18 | 4.59 | ..... | 3.03 |
| | | 4.74 | | | | | |
| TCW | 92 | 220.94 | LANSING | s 1.30 | s 5.05 5.20 | ..... | s 3.08 3.18 |
| | | 2.57 | | | | | |
| P | .... | 223.51 | TROWBRIDGE | ..... | ..... | ..... | ..... |
| | | 5.53 | | | | | |
| T | .... | 229.04 | HASLETT | ..... | ..... | ..... | ..... |
| | | 6.66 | | | | | |
| [redacted] | .... | 235.70 | SHAFTSBURG | ..... | ..... | ..... | ..... |
| | | 4.32 | | | | | |
| [redacted] | .... | 240.02 | PERRY | ..... | ..... | ..... | ..... |
| | | 2.17 | | | | | |
| T | 84 | 242.19 | MORRICE | 1.56 | 5.47 | ..... | 3.44 |
| | | 6.28 | | | | | |
| T | .... | 248.47 | BANCROFT | 2.02 | 5.52 | ..... | 3.49 |
| | | 4.82 | | s 2.08 2.15 | s 6.00 6.35 | ..... | s 3.55 4.05 |
| KTYCW | 80 | 253.29 | DURAND | | | | |
| | | 3.92 | | | | | |
| ..... | .... | 257.21 | DUFFIELD | ..... | ..... | ..... | ..... |
| | | 4.25 | | | | | |
| T | 76 | 261.46 | SWARTZ CREEK | 2.25 | s 6.48 | ..... | 4.15 |
| | | 1.19 | | | | | |
| P | .... | 262.65 | MUNDY | ..... | ..... | ..... | ..... |
| | | 7.45 | | | | | |
| P | .... | 270.10 | FLINT | s 2.40 | s 7.00 7.15 | | s 4.30 |
| | | 3.62 | | | | | |
| KTYCW | { | 273.72 | BELSAY | 2.45 | 7.20 | | 4.35 |
| | { | 274.23 | | | | | |
| | | 5.01 | | | | | |
| T | .... | 279.24 | DAVISON | ..... | s 7.28 | | ..... |
| | | 10.78 | | | | | |
| TW | .... | 290.02 | LAPEER | *3.06 | s 7.48 | | s 4.53 |
| | | 7.26 | | | | | |
| P | .... | 297.28 | ATTICA | ..... | ..... | | ..... |
| | | 4.68 | | | | | |
| T | .... | 301.96 | IMLAY CITY | 3.21 | s 8.08 | | *F 5.09 |
| | | 7.38 | | | | | |
| T | .... | 309.34 | CAPAC | ..... | s 8.20 | | ..... |
| | | 8.54 | | | | | |
| T | .... | 317.88 | EMMETT | ..... | s 8.31 | | ..... |
| | | 5.05 | | | | | |
| T | ... | 322.93 | GOODELLS | 3.48 | s 8.40 | | 5.28 |
| | | 9.18 | | | | | |
| [redacted] | .... | 332.11 | TAPPAN | 3.58 | 8.53 | L 5.00 | 5.38 |
| | | 1.17 | | | | | |
| KTCW | .... | 333.28 | TUNNEL YARD | ..... | ..... | ..... | ..... |
| | | 0.64 | | | | | |
| KT | .... | 333.92 | PORT HURON | 4.05 | 9.00 | 5.10 | 5.45 |
| | | | ARRIVE | A. M. | A. M. | P. M. | P. M. |
| | | | | Daily | Daily | Daily Ex. Sunday | Daily |
| | | | | 14 | 6 | 34 | 20 |

FROM MT. CLEMENS SUBDIVISION

Trains originating at Nichols Yard must obtain Terminal Clearance.

*No. 14 will stop at Charlotte to detrain revenue passengers from Chicago.

*On Sundays, if not required to stop, No. 14 will reduce speed to ten miles per hour at Charlotte to discharge U.S. mail.

*No. 14 will reduce speed to thirty-five miles per hour at Lapeer to permit safe handling of U.S. mail.

*When not required to stop, No. 20 will reduce speed to thirty-five miles per hour at Imlay City to permit safe handling of U.S. mail.

Interlocked crossover installed west of Washington Avenue, Lansing; all regular Eastward passenger trains will head through this crossover to do station work on Westward track, returning to Eastward track through interlocked crossover at Cedar Street.

All Eastward trains will approach Oak Street and crossover just west of Chicago wye switch, Durand, prepared to stop, making diamond stop west of crossover, expecting to find track occupied and will not proceed until track is known to be clear.

**AT PORT HURON**, all trains and engines approaching 32nd Street crossovers (opposite yard office) and switches leading to passenger station tracks at 24th Street, must be prepared to **STOP** and be governed by hand signals from switchtenders located at these points.

# SOUTH BEND SUBDIVISION—Central Standard Time

Time Table No. 63

Effective 12.01 o'clock A. M.

Sunday, Sept. 29, 1946

## WESTWARD TRAINS

FIRST CLASS

| Symbols Under Rule 6 | Car Capacity of Sidings | Distance from Chicago | STATIONS | | 5 Daily | 15 Daily | 17 Daily | |
|---|---|---|---|---|---|---|---|---|
| | | | | LEAVE | A. M. | A. M. | P. M. | |
| KT | .... | 176.64 | ..BATTLE CREEK .. | | 2.40 | 4.30 | 4.25 | ..... |
| | | 11.66 | | | | | | |
| T | .... | 164.98 | .....CLIMAX ..... | | ..... | ..... | ..... | ..... |
| | | 4.84 | | | | | | |
| T | .... | 160.14 | .....SCOTTS..... | | 3.00 | 4.49 | 4.44 | ..... |
| | | 2.94 | | | | | | |
| P | .... | 157.20 | .....PAVILION ..... | | 3.03 | 4.52 | 4.47 | ..... |
| | | 4.97 | | | | | | |
| TW | .... | 152.23 | .....VICKSBURG .... | s | 3.15 | 4.58 | s 4.55 | ..... |
| | | 5.46 | | | | | | |
| T | 94 | 146.77 | ..SCHOOLCRAFT .. | | 3.23 | 5.03 | 5.02 | ..... |
| | | 11.00 | | | | | | |
| T | .... | 135.77 | .... MARCELLUS.... | | 3.34 | 5.12 | s 5.14 | ..... |
| TW | 84 | 122.90 | ....CASSOPOLIS.... | s | 3.45 | 5.26 | s 5.34 | ..... |
| | | 12.87 | | | 3.55 | | | |
| | | 8.93 | | | | | | |
| T | .... | 113.97 | EDWARDSBURG, MICH. | | ..... | ..... | ..... | ..... |
| | | 104.03 | | | | | | |
| | | 9.94 | | | | | | |
| P | .... | 104.28 | MISHAWAKA, IND. | | 4.15 | 5.45 | 5.53 | ..... |
| | | 3.19 | | | | | | |
| ..... | .... | 101.09 | HIGH STREET | | 4.20 | 5.48 | 5.56 | ..... |
| | | 0.90 | | | | | | |
| P | .... | 100.19 | ..SOUTH BEND.. | s | 4.35 | s 5.55 | s 6.05 | ..... |
| | | 0.67 | | | | | | |
| ..... | .... | 99.52 | ..ARNOLD ST. .. | | 4.36 | 5.56 | 6.06 | ..... |
| | | 0.36 | | | | | | |
| KTCW | 79 | 99.16 | .....OLIVERS..... | | 4.37 | 5.57 | 6.07 | ..... |
| | | 7.59 | | | | | | |
| P | .... | 91.57 | ...CRUMSTOWN ... | | ..... | ..... | ..... | ..... |
| | | 7.06 | | | | | | |
| P | .... | 84.51 | ....MILL CREEK.... | | ..... | ..... | ..... | ..... |
| | | 4.34 | | | | | | |
| TY | 98 | 80.17 | .....STILLWELL..... | | 5.02 | 6.18 | 6.28 | ..... |
| | | 5.35 | | | | | | |
| P | .... | 74.82 | .... KINGSBURY .... | | ..... | ..... | ..... | ..... |
| | | 3.74 | | | | | | |
| T | 91 | 71.08 | ....WELLSBORO.... | | 5.12 | 6.27 | 6.37 | ..... |
| | | 0.94 | | | | | | |
| P | .... | 70.14 | ...UNION MILLS... | | ..... | ..... | ..... | ..... |
| | | 6.25 | | | | | | |
| T | 90 | 63.89 | ..... HASKELLS ..... | | 5.20 | 6.34 | 6.43 | ..... |
| | | 8.09 | | | | | | |
| KTW | 90 | 55.80 | ..VALPARAISO.. | s | 5.33 | s 6.45 | s 6.55 | ..... |
| | | 3.11 | | | | | | |
| P | .... | 52.69 | Ft.Wayne Cros'g | | ..... | ..... | ..... | ..... |
| | | 2.35 | | | | | | |
| P | .... | 50.34 | .....SEDLEY..... | | 5.41 | 6.53 | 7.02 | ..... |
| | | 10.72 | | | | | | |
| PW | .... | 39.62 | .... LOTTAVILLE.... | | ..... | ..... | ..... | ..... |
| | | 3.54 | | | | | | |
| TY | 76 | 36.08 | ..... GRIFFITH ..... | | 5.56 | 7.06 | 7.15 | ..... |
| | | 2.11 | | | | | | |
| P | .... | 33.97 | C.I.& S.CROSSING | | ..... | ..... | ..... | ..... |
| | | 2.41 | | | | | | |
| P | .... | 31.56 | ..MAYNARD, IND... | | 6.01 | 7.11 | 7.19 | ..... |
| | | 2.93 | | | | | | |
| P | .... | 28.63 | ..OAK GLEN, ILL... | | ..... | ..... | ..... | ..... |
| | | 3.43 | | | | | | |
| T | .... | 25.20 | ..THORNTON JCT.. | | 6.08 | 7.18 | 7.25 | ..... |
| | | 2.00 | | | | | | |
| P | .... | 23.20 | .....HARVEY..... | | ..... | ..... | ..... | ..... |
| | | 3.69 | | | | | | |
| KTW | .... | 19.51 | ... BLUE ISLAND ... | | 6.15 | 7.24 | 7.32 | ..... |
| | | 2.99 | | | | | | |
| P | .... | 16.52 | MT. GREENWOOD | | ..... | ..... | ..... | ..... |
| | | 2.05 | | | | | | |
| P | .... | 14.47 | EVERGREEN PARK | | 6.22 | 7.29 | 7.37 | ..... |
| | | 1.67 | | | | | | |
| P | .... | 12.80 | .....ASHBURN ..... | | ..... | ..... | ..... | ..... |
| | | 1.01 | | | | | | |
| P | .... | 11.79 | ..... HAYFORD..... | | ..... | ..... | ..... | ..... |
| | | 1.48 | | | | | | |
| ..... | .... | 10.31 | ..CHICAGO LAWN.. | s | 6.32 | s 7.34 | * 7.45 | ..... |
| | | 1.52 | | | | | | |
| KT CW | .... | 8.79 | .....ELSDON ..... | | 6.35 | 7.36 | 7.47 | ..... |
| | | 3.94 | | | | | | |
| ..... | .... | 4.85 | .. C. & W. I. JCT. .. | | 6.45 | 7.46 | 7.57 | ..... |
| | | 0.25 | | | | | | |
| ..... | .... | 4.60 | ....47th STREET.... | s | 6.47 | s 7.48 | * 7.59 | ..... |
| | | 4.60 | | | | | | |
| KT | .... | 0.00 | ..... CHICAGO . .... | | 7.00 | 8.00 | 8.10 | ..... |
| | | | | ARRIVE | A. M. | A. M. | P. M. | |
| | | | | | Daily | Daily | Daily | |
| | | | | | 5 | 15 | 17 | |

Trains originating at Nichols Yard must obtain Terminal Clearance.

All Grand Trunk trains using N.Y.C.-G.T.W. joint tracks between High Street and Arnold Street, South Bend, will be governed by N.Y.C. time table, rules and special instructions.

All Grand Trunk trains using C. & W.I.R.R. tracks beween C.& W.I. Junction and Chicago, will be governed by C.& W.I. time table, rules and instructions. Time shown at 47th Street and Chicago in G.T.W. time table is for information only.

*No. 17 will stop at Chicago Lawn and 47th Street to detrain revenue passengers from Battle Creek and points east.

When not required to stop at Chicago Lawn, will reduce speed to twenty miles per hour to permit safe delivery of U.S. mail.

**BATTLE CREEK STATION.** — All trains and yard engines must approach crossovers west of Main Street and east of Elm Street prepared to stop if switches are not properly set or if track is occupied.

# SOUTH BEND SUBDIVISION—Central Standard Time

Time Table No. 63

Effective 12.01 o'clock A. M.

Sunday, Sept. 29, 1946

## EASTWARD TRAINS

FIRST CLASS

| Symbols Under Rule 6 | Car Capacity of Sidings | Distance from Chicago | STATIONS | 20 Daily | 14 Daily | 6 Daily | |
|---|---|---|---|---|---|---|---|
| | | | LEAVE | A. M. | P. M. | P. M. | |
| KT | .... | 0.00 | CHICAGO | 9.40 | 8.00 | 11.00 | |
| | | 4.60 | | | | | |
| ..... | .... | 4.60 | 47th STREET | * 9.50 | s 8.10 | 11.10 | |
| | | 0.25 | | | | | |
| ..... | .... | 4.85 | C. & W. I. JCT. | 9.51 | 8.11 | 11.11 | |
| | | 3.94 | | | | | |
| KT CW | .... | 8.79 | ELSDON | 9.57 | 8.17 | *11.18 | |
| | | 1.52 | | | | | |
| ..... | .... | 10.31 | CHICAGO LAWN | * 9.59 | ..... | ..... | |
| | | 1.48 | | | | | |
| P | .... | 11.79 | HAYFORD | ..... | ..... | ..... | |
| | | 1.01 | | | | | |
| P | .... | 12.80 | ASHBURN | ..... | ..... | ..... | |
| | | 1.67 | | | | | |
| P | .... | 14.47 | EVERGREEN PARK | 10.04 | 8.24 | 11.24 | |
| | | 2.05 | | | | | |
| P | .... | 16.52 | MT. GREENWOOD | ..... | ..... | ..... | |
| | | 2.99 | | | | | |
| KTW | .... | 19.51 | BLUE ISLAND | 10.09 | 8.29 | 11.30 | |
| | | 3.69 | | | | | |
| [illegible] | .... | 23.20 | HARVEY | ..... | ..... | ..... | |
| | | 2.00 | | | | | |
| T | 66 | 25.20 | THORNTON JCT. | 10.15 | 8.35 | 11.36 | |
| | | 3.43 | | | | | |
| P | .... | 28.63 | OAK GLEN, ILL. | ..... | ..... | ..... | |
| | | 2.93 | | | | | |
| P | .... | 31.56 | MAYNARD, IND. | ..... | ..... | ..... | |
| | | 2.41 | | | | | |
| P | .... | 33.97 | C. I. & S. CROSSING | ..... | ..... | ..... | |
| | | 2.11 | | | | | |
| TY | .... | 36.08 | GRIFFITH | 10.24 | 8.44 | 11.46 | |
| | | 3.54 | | | | | |
| PW | .... | 39.62 | LOTTAVILLE | ..... | ..... | ..... | |
| | | 10.72 | | | | | |
| P | 79 | 50.34 | SEDLEY (SINGLE TRACK) | 10.37 | 8.57 | 12.01 | |
| | | 2.35 | | | | | |
| P | .... | 52.69 | Ft. Wayne Cros'g (SINGLE TRACK) | ..... | ..... | ..... | |
| | | 3.11 | | | | | |
| KTW | 80 | 55.80 | VALPARAISO (SINGLE TRACK) | s 10.49 | s 9.09 | s 12.13 | |
| | | 8.09 | | | | | |
| T | .... | 63.89 | HASKELLS | ..... | ..... | ..... | |
| | | 6.25 | | | | | |
| P | .... | 70.14 | UNION MILLS | ..... | ..... | ..... | |
| | | 0.94 | | | | | |
| T | 92 | 71.08 | WELLSBORO | 11.04 | 9.24 | 12.29 | |
| | | 3.74 | | | | | |
| P | .... | 74.82 | KINGSBURY | ..... | ..... | ..... | |
| | | 5.35 | | | | | |
| TY | .... | 80.17 | STILLWELL | ..... | ..... | ..... | |
| | | 4.34 | | | | | |
| [illegible] | .... | 84.51 | MILL CREEK | 11.14 | 9.35 | 12.40 | |
| | | 7.06 | | | | | |
| [illegible] | .... | 91.57 | CRUMSTOWN | ..... | ..... | ..... | |
| | | 7.59 | | | | | |
| KTCW | 76 | 99.16 | OLIVERS | 11.30 | 9.51 | 12.59 | |
| | | 0.36 | | | | | |
| ..... | .... | 99.52 | ARNOLD ST. (JOINT TRACK) | 11.31 | 9.52 | 1.00 | |
| | | 0.67 | | | | | |
| P | .... | 100.19 | SOUTH BEND (JOINT TRACK) | s 11.40 | s 10.00 | s 1.15 | |
| | | 0.90 | | | | | |
| ..... | .... | 101.09 | HIGH STREET (JOINT TRACK) | 11.42 | 10.02 | 1.17 | |
| | | 3.19 | | | | | |
| P | .... | 104.03<br>104.28 | MISHAWAKA, IND. | ..... | ..... | ..... | |
| | | 9.94 | | | | | |
| T | .... | 113.97 | EDWARDSBURG, MICH. | 11.56 | 10.16 | 1.33 | |
| | | 8.93 | | | | | |
| TW | .... | 122.90 | CASSOPOLIS | s 12.08 | 10.27 | s 1.49 | |
| | | 12.87 | | | | | |
| T | 86 | 135.77 | MARCELLUS | F 12.24 | 10.40 | 2.03 | |
| | | 11.00 | | | | | |
| T | .... | 146.77 | SCHOOLCRAFT | ..... | ..... | ..... | |
| | | 5.46 | | | | | |
| TW | 94 | 152.23 | VICKSBURG | s 12.44 | *10.55 | * 2.20 | |
| | | 4.97 | | | | | |
| P | .... | 157.20 | PAVILION | 12.50 | 11.00 | 2.25 | |
| | | 2.94 | | | | | |
| T | .... | 160.14 | SCOTTS | ..... | ..... | ..... | |
| | | 4.84 | | | | | |
| T | .... | 164.98 | CLIMAX | 12.58 | 11.09 | 2.35 | |
| | | 11.66 | | | | | |
| KT | .... | 176.64 | BATTLE CREEK | 1.13 | 11.22 | 2.50 | |
| | | | ARRIVE | P. M. | P. M. | A. M. | |
| | | | | Daily | Daily | Daily | |
| | | | | 20 | 14 | 6 | |

*No. 20 will stop at 47th Street and Chicago Lawn to entrain revenue passengers for Battle Creek and East.

*No. 6 will reduce speed to twenty miles per hour at Elsdon to receive railroad mail.

*No. 6 will reduce speed to thirty miles per hour at Vicksburg to permit safe handling of U.S. mail.

*No. 14 will stop at Vicksburg to detrain revenue passengers from Chicago.

**Way Freight 475** will operate Monday, Wednesday and Friday from Nichols Yard.

**Way Freight 476** will operate Tuesday, Thursday and Saturday from Olivers.

**Way Freight 478** will operate Monday, Wednesday and Friday from Elsdon.

**Way Freight 477** will operate Tuesday, Thursday and Saturday from Olivers.

The above way freights will handle mail and express.

## ADDITIONAL TRACKS

Ainsworth—
M.P. 45.20, Eastward Track, 19 cars

Penn—
M.P. 127.25, Eastward Track, 2 cars

Wakelee—
M.P. 131.46, Eastward Track, 19 cars

Chamberlains—
M.P. 140.29, Eastward Track, 10 cars

**SINGLE TRACK**

# KALAMAZOO SUBDIVISION

**CENTRAL STANDARD TIME**

| WESTWARD | | | Car Capacity Of Sidings | Distance from Pavilion | Time Table No. 63<br>Effective 12.01 o'clock A. M.<br>Sunday, Sept. 29, 1946<br>STATIONS | Symbols Under Rule 6 | EASTWARD | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | 0.00 | PAVILION | P | | | |
| | | | | 3.00 | POMEROY | | | | |
| | | | | 4.00 | KEALEY | | | | |
| | | | Yard | 11.31 | KALAMAZOO | KY TW | | | |

Rule 42 and second paragraph of Rule 43 applicable.

# SPECIAL INSTRUCTIONS

No Engineman or Conductor must undertake to handle an engine, with or without cars, over any portion of this Division until he has learned the road, location and use of signals, passed an examination on Grand Trunk Operating Rules, and provided himself with a copy of current time table.

Should anyone using this time table have any doubt as to its meaning, it is his duty to apply to the proper authority for an explanation.

In accordance with Operating Rule One, Standard time will be transmitted over the various portions of the railway at 11.00 A.M. Eastern Time, 10.00 A.M. Central Time; Daily except Sundays.

**STANDARD CLOCKS**, indicating Standard time, are located as follows:

Train Dispatchers' Office C. & W. I. R. R. Chicago
Train Order Office and Round House ... Elsdon
Train Order Office. ..... Blue Island
Train Order Office .....Valparaiso
Train Order Office ..... Olivers
Train Order Office ..... Kalamazoo
Train Dispatchers' Office ..... Battle Creek
Yard Office and Round House ..... Nichols Yard
Train Order Office and Round House .. Durand
Train Order Office . Flint
Train Order Office Belsay
Yard Office and Round House .....Tunnel Yard
Train Order Office ..... Port Huron

## TRAIN REGISTERS

**ALL FIRST-CLASS TRAINS** will register at Port Huron, Battle Creek and Chicago.

The Operator at Tappan, Belsay, Durand, Olivers and Elsdon, and the Yard Master at Nichols Yard, will register first-class trains by message from the Train Dispatcher.

**ALL EXCEPT FIRST-CLASS TRAINS** will register at Tunnel Yard, Nichols Yard and Elsdon.

Trains Originating and Terminating at Belsay, Durand and Olivers will register at those points.

Kalamazoo Subdivision trains register at Kalamazoo and Pavilion.

**BULLETINS**, containing advice of conditions affecting the movement or safety of trains or engines, will be posted in Bulletin Books. Notices, containing other instructions, will be posted in separate bulletin book. Train, engine and yardmen must examine bulletins and notices before commencement of each day's work, and failure to do so will not be accepted as an excuse for neglect or violation of instructions contained therein.

**BULLETIN BOOKS are located at following points:**

Chicago.....Dearborn Station
Elsdon.....Train Order Office
Roundhouse
Valparaiso.....Train Order Office
Olivers.....Train Order Office
Roundhouse
Kalamazoo .....Train Order Office
Battle Creek.....Dispatcher's Office
Enginemen's Room, Elm Street
Nichols Yard.....Yard Office
Roundhouse
Durand.....Train Order Office
Roundhouse
Flint.....Yardmaster's Office
Belsay.....Yard Office
Roundhouse
Tunnel Yard .....Yard Office
Roundhouse
Port Huron .....Train Order Office

## DOUBLE TRACK

**Between C. & W. I. Junction and Sedley.**
**Between Valparaiso and Port Huron.**

## SINGLE TRACK

**BETWEEN SEDLEY AND VALPARAISO.**—(Be governed by Signal Indication as shown in Special Instructions, page 7).

**BETWEEN PAVILION AND KALAMAZOO.**—(Be governed by Single Track Rules).

**AUTOMATIC BLOCK SIGNALS BETWEEN C.& W.I. JUNCTION AND MILEAGE 333.1 SHOW INDICATIONS WHEN RUNNING WITH CURRENT OF TRAFFIC. Rules 501 to 513 are effective.**

## BATTLE CREEK—Nichols Yard

Automatic Signals, No. 1789, just west of Emmett Street; No. 1762, just east of Division Street; and No. 1770 just west of Michigan Avenue, display the following indications: High arm is standard automatic colorlight signal. Low arm displays red or yellow indication on opposite side of mast.

When yellow indication is displayed on low arm, switches are lined for yard movement and there are no cars or trains between signals and clearance point of movement into the yards. Movement into yards to be governed by hand signals from the Switchtender. Freight trains heading into yard tracks at Nichols Yard must not exceed twelve (12) miles an hour.

## RULES GOVERNING THE MOVEMENT OF TRAINS BY SIGNAL INDICATION

The movement of trains with the current of traffic between C.& W.I. Junction, Illinois, and Sedley, Indiana; — and — between Valparaiso, Indiana, and Port Huron, Michigan, is governed by Rules 251 to 257, inclusive, covering the movement of trains by signal indication as shown on pages 87 and 88, Book of Operating Rules.

The movement of trains on Single Track between Sedley, Indiana, and Valparaiso, Indiana, is governed by Interlocking signals at Sedley and Valparaiso, and special instructions printed in this time table covering such movements.

Signals used to give indications are the train order signals as displayed at stations, and interlocking signals at Sedley and Valparaiso.

All trains must receive clearance card at initial station as authority for movement; also trains turning at, or starting from, intermediate stations must receive clearance card as authority for movement. Authority for the issuance of clearance cards must be given by the Train Dispatcher, except when means of communication with Train Dispatcher have failed, operators may clear trains by clearance card, providing they have no incomplete train orders for train to which issued, writing thereon the words "Wire Failure." Freight trains receiving clearance card marked "Wire Failure" must clear the time of first-class trains in the same direction as per Rule 86. Operators must not issue nor conductors and enginemen accept, a clearance card marked "Wire Failure" as authority for a train or engine to start a return movement from any intermediate station except from its authorized turning point. Operators will report promptly to the Dispatcher as soon as communication is restored the clearing of any trains as herein provided.

## SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS BY SIGNAL INDICATION BETWEEN VALPARAISO AND SEDLEY

**WESTWARD.**—High two-arm color light interlocking signal, located 500 feet east of end of double track at Valparaiso, governs movements from westward main track to single track. Dwarf color light signal located opposite high signal governs movements from eastward main track to single track.

**EASTWARD.**—High two-arm color light interlocking signal, located 500 feet west of end of double track at Sedley, governs movements from eastward main track to single track. Dwarf color light signal located opposite high signal governs movements from westward main track to single track.

Interlocking signals govern movements to and from the single track at Valparaiso and Sedley. When these signals are in operation, train register and terminal clearance Form B are discontinued at Valparaiso and Sedley.

When these signals are inoperative, train service employees will be so advised by train order, and trains will be governed by time table, train orders and Operating Rules applying to single track. Rule 505 must be observed, and all other intermediate signal indications respected in accordance with the Operating Rules.

The restoring of these interlocking signals to service will also be authorized by train order.

The engineman or conductor of an eastward train not finding a clear or approach indication on home interlocking signal at Sedley, will communicate at once with operator at Valparaiso. Eastward freight trains will use dispatcher's telephone at west end of siding at Sedley, prepared to head into siding, if so directed.

Eastward trains or engines occupying siding at Sedley must obtain permission from Operator at Valparaiso before occupying main track.

All trains entering this single track must complete movement through to double track, except switch movements will be permitted from one main track to other main track at both double track switches, after receiving permission from Operator at Valparaiso.

Telephones located at Sedley, in booth opposite eastward interlocking signal, is connected with dispatcher, also with operator at Valparaiso; telephone on pole at west end of siding is connected with dispatcher only.

## OPERATION OF SPRING SWITCHES

**End of double track, Valparaiso.**
**End of double track, Sedley.**
**East end of siding, Sedley.**

The normal position of the double track spring switch at Valparaiso is for eastward movement.

The normal position of the double track spring switch at Sedley is for westward movement.

The normal position of the spring switch at east end of siding at Sedley is for main track movement.

Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement until switch points have been MANUALLY lined and secured for such movement. If necessary to remove obstruction from points, use bar or other suitable instrument to avoid injury. Spring switch must be operated manually for all shifting movements. Enginemen must not use sand while passing over spring switches. Do not exceed thirty-five (35) miles per hour passing through these switches.

## YARD LIMITS

**Yard Limit Boards are located as follows:**

**CHICAGO.**—C. & W. I. Junction and 1,030 feet east of Belt Railway Crossing at Hayford.

**BLUE ISLAND, HARVEY, THORNTON JUNCTION.**—7,167 feet west of I. H. B. Crossing.
3,580 feet east of C. & E. I. Crossing.

**GRIFFITH.**—6,832 feet east and 275 feet west of Depot.

**VALPARAISO.**—2,825 feet west and 6,690 feet east of Passenger Station.

**SOUTH BEND.**—2,677 feet west of Coal Dock at Olivers, and 3,055 feet east of 18th Street.

**KALAMAZOO.**—7,867 feet east of switch at Pavilion Jct. on Pavilion line.

**BATTLE CREEK AND NICHOLS YARD.**—5,393 feet west of Kendall Street Crossing, and 14,121 feet east of Michigan Central Crossing near Michigan Avenue.

**LANSING.**—12,427 feet west of Logan Street Bridge, and opposite eastward home signal, Trowbridge.

**DURAND.**—6,828 feet west, and 9,028 feet east of Passenger Station.

**FLINT.**—12,372 feet east of Belsay Yard Office, and 1,898 feet west of Swartz Creek Depot (Double Track Main Line). Entire old single track between Mundy and Belsay via North Flint is within Yard Limits.

**PORT HURON.**—6,100 feet west of Tappan on the Flint Subdivision and 8,330 feet west of Tappan on the Mt. Clemens Subdivision.

## JOINT MAIN TRACKS

**BETWEEN C.& W.I. JUNCTION AND CHICAGO.**—Conductors and Enginemen before running on the tracks of the C.& W.I. R.R. must provide themselves with a copy of its current time table, and be governed by their special rules and instructions which are shown in time table.

**SOUTH BEND.**—Between High Street and Arnold Street, joint with New York Central Railroad. Rules, time tables and special instructions of N.Y.C. R.R. will govern.

**KALAMAZOO.**—Between Pavilion Junction and crossover at Mill Street, joint with C.K.& S. Ry. All trains and engines will move over this track expecting to find it occupied.

**BATTLE CREEK.**—Between Michigan Central connection just west of Main Street and their connection just east of Elm Street, joint with M.C. R.R. Signals located on M.C. track only, are operated from Nichols INTERLOCKING STATION. M.C. trainmen will call signalman for instructions, who will obtain permission from G.T.W. Yardmaster before authorizing movements onto G.T.W. tracks.

**PORT HURON.**—Between connection with P.M. Ry. at Griswold Street (Court Street Yard) and Thomas Street joint with P.M. Ry. Track will be respected as yard track, Rule 93 applies. Train and engines must approach joint track switch at Thomas Street with extreme caution; normal position of switch is for P.M. movement.

# RAILROAD CROSSINGS at GRADE and DRAWBRIDGES

Special attention is called to Rule 98 of the Operating Rules governing stopping at non-interlocked railway crossings at grade and non-interlocked drawbridges. State laws fix a severe penalty for employees who violate this requirement.

When clear signals are shown at Interlocked Railway Crossings at grade, trains must not exceed time table speed restrictions. These instructions supersede the third paragraph of Rule 98 of the Operating Rules.

At Interlocking stations where no signalmen are employed, if home signals display STOP and cannot be cleared, the train may proceed only after conductor or brakeman has inspected the track within the interlocking limits and reports to the engineman that the track is apparently in good condition, and home signals for conflicting routes show STOP indications.

| LOCATION | Railroad Crossed | SIGNALS |
|---|---|---|
| **PORT HURON TERMINAL** | | |
| Old main line to Court Street (lower yard) South elevator spur track | P. M. | Not Interlocked. Stop and proceed when semaphore signal is set against P.M. movements by G.T.W. trainmen. |
| Old main line to Court Street (lower yard) North elevator spur track | P. M. | No signals. Proceed only when way is known to be clear. |
| Black River Bridge on P.M. Ry. main track | Drawbridge | Interlocking. Six (6) miles per hour over bridge. |
| Fort Gratiot (old main line) Poplar Street | P. M. | Not interlocked. Stop and proceed when semaphore lower blade is DEPRESSED. |
| Fort Gratiot (old main line) Black River Bridge | Drawbridge | Interlocking. Six (6) miles per hour over bridge. |
| Tappan | P. M. | Interlocking. |
| Tappan | Junction with Mt. Clemens Subdivision | Interlocking. |
| Tappan | Junction with Old Main Line to Ft. Gratiot | Interlocking. |
| **FLINT SUBDIVISION** | | |
| Lapeer | M. C. | Interlocking. |
| Flint (1.38 miles east of) | P. M. Belt | Interlocking. In case of signal failure, conductor or engineman must communicate with signalman over telephone located in booth near crossing. After receiving information from signalman that route is lined for them, train may proceed. |
| North Flint (2 miles east of) | P. M. Belt | Interlocking. |
| North Flint | P. M. | Interlocking. |
| Durand | Saginaw Subdiv'n | Not Interlocked. Stop and proceed when gate is properly lined and hand signal is received from Switchtender. |
| Durand | Gd. Rapids Subd'n | Not Interlocked. Stop and proceed when gate is properly lined and hand signal is received from Switchtender. |
| Trowbridge | P. M. | Interlocking. |
| Lansing | M. C. | Interlocking. |
| Lansing | N. Y. C. | Interlocking. |
| Charlotte | M. C. | Interlocking. |
| Nichols Yard (¼ mile west of) | M. C. | Interlocking. |
| **SOUTH BEND SUBDIVISION** | | |
| Battle Creek (1 mile west) | M. C. Spur | Interlocking. |
| Vicksburg | P. R. R. | Interlocking. |
| Schoolcraft | N. Y. C. | Interlocking. |
| Olivers (Yard Office) | N. Y. C. | Interlocking. |
| Olivers (2 miles west of) | N. J. I. & I. | Interlocking. |
| Stillwell | N. Y. C. & St. L. | Interlocking. |
| Wellsboro | B. & O.<br>P. M. | Interlocking. |
| Haskells | C. I. & L. | Interlocking. |
| Fort Wayne Crossing | N.Y.C.&St. L.<br>P. R. R. | Interlocking. |
| Griffith | Erie<br>E. J. & E.<br>M. C. | Interlocking. |
| C. I & S. Crossing | N. Y. C. | Interlocking. |
| Maynard | P. R. R. | Interlocking. |
| Maynard | C. I. & L. | Interlocking. |
| Thornton Jct. | C. & E. I. | Interlocking. |
| Harvey | B. & O. C. T. | Interlocking. |
| Blue Island (¼ mile west of) | I. H. B. | Interlocking. |
| Ashburn | Wabash | Interlocking. Trains will not exceed forty (40) miles per hour over diamond crossing. |
| Hayford | Belt Ry. | Interlocking. Trains will not exceed forty (40) miles per hour between home signals. |

# RAILROAD CROSSINGS at GRADE and DRAWBRIDGES (Continued)

| LOCATION | Railroad Crossed | SIGNALS |
|---|---|---|
| **KALAMAZOO SUBDIVISION** | | |
| Kalamazoo:— | | |
| King Paper Company | C. K. & S. Spur | Not Interlocked. Stop and proceed only when way is known to be clear. |
| 1,650 feet East of Station | N. Y. C. | Not Interlocked. Stop and proceed when target signal is in vertical position. |
| 500 feet West of Station | N. Y. C. Spur | Not Interlocked. Stop and proceed when target signal is in vertical position. |
| 1,000 feet West of Station | M. C. | Interlocking. |

NOTE: Interlockings are also located at Washington Avenue, Lansing; Crapo Street, North Flint; and in Port Huron Terminal at 16th Street, junction with St. Clair Tunnel Company and old main line to Court Street.

NOTE: Pavilion Station is a junction of the South Bend and Kalamazoo Subdivisions. Operating Rule No. 98 governs.

## SPEED RESTRICTIONS

Where speed restrictions are shown they apply to entire train.

Conductors and enginemen must not permit trains to be run at an excessive rate of speed descending grades, around sharp curves, through cross-overs, Junction Stations and yard limits.

Engines running tender first, or without leading trucks, must not exceed twenty-five (25) miles per hour.

Trains handling dead road locomotives will not exceed twenty-five (25) miles per hour. Trains handling dead switch engines will not exceed fifteen (15) miles per hour, unless otherwise instructed.

Trains handling wrecking cranes, clamshells, steam shovels, air dump cars, and other such equipment, industrial cranes on own wheels, or drag lines loaded on flat cars in OCS movement with booms exceeding 35 feet in length, will not exceed thirty (30) miles per hour, ten (10) miles per hour when entering or leaving sidings; and a slower rate of speed if necessary, especially over territory where slower speed restrictions are in effect.

## OTHER SPEED RESTRICTIONS

| BETWEEN:— | MILES PER HOUR Passenger | Freight |
|---|---|---|
| CHICAGO AND PORT HURON, in both directions | 80 | 45 |
| CHICAGO—On both tracks over bridges Wallace St. to Western Ave., inclusive | 20 | 20 |
| ELSDON—On both tracks around icehouse curve | 30 | 30 |
| BLUE ISLAND—Over Broadway St. | .. | 35 |
| GRIFFITH—Through city limits | 40 | 40 |
| OLIVERS—On both tracks between eastward home interlocking signal and Arnold St. | 30 | 30 |
| SOUTH BEND—Around curves when entering or leaving joint tracks at Arnold and High Streets | 30 | 30 |
| Over joint track between Arnold and High Sts., yard engines | .. | 15 |
| At 18th Street, on westward track over switch leading from old main track | 25 | 25 |
| PAVILION AND KALAMAZOO.—Engines running forward on straight track | 30 | 30 |
| Engines running forward on curves | 15 | 15 |
| Engines running backward on straight track | 20 | 20 |
| Engines running backward on curves | 10 | 10 |
| RENTON AND BATTLE CREEK—Eastward trains on westward track | 45 | 45 |
| BATTLE CREEK — Eastward trains over Upton Avenue bridge | 20 | 20 |
| LANSING — Over Washington Ave. and Cedar St. | 40 | 40 |
| FLINT—Between Clifford and East Court Streets, double track line | 45 | 45 |
| BELSAY—At old main line connection switch, westward trains | 30 | 30 |

NOTE: The speed of specified manifest freight trains will be governed by instructions issued by train dispatcher or as shown in bulletins.

Where speed signs are placed at curves to govern speed, they must be strictly observed. Present locations as follows:

| Mileage | NAME OF CURVE | MILES PER HOUR Eastward Track | Westward Track |
|---|---|---|---|
| 13.33 | St. Maria | .. | 50 |
| 18.20 | Brick Yard | 60 | R.S. |
| 18.90 | York Street | 60 | 60 |
| 20.30 | Potato House | 60 | 60 |
| 20.70 | Western Avenue | R.S. | 60 |
| 51.50 | Salt Creek | 60 | 60 |
| 53.20 | Fort Wayne Crossing | .. | 60 |
| 70.40 | Union Mills | 65 | 65 |
| 114.40 | Edwardsburg | 65 | 65 |
| 116.70 | East of Edwardsburg | 65 | 65 |
| 122.85 | Cassopolis | 60 | 60 |
| 146.55 | Schoolcraft | 60 | 60 |
| 152.05 | Vicksburg | 30 | 30 |
| 169.20 | Renton | 70 | 60 |
| 170.10 | East of U. S. 12 | 70 | 60 |
| 172.20 | Bell Curve | 70 | 55 |
| 173.10 | Helmer | 70 | 55 |
| 181.80 | Penfield, West | 60 | 70 |
| 183.55 | Penfield, East | 60 | 70 |
| 187.90 | Rock Cut | 65 | 70 |
| 201.90 | Charlotte | 30 | 30 |
| 215.90 | Millett | 70 | 60 |
| 218.10 | County Line Road | 70 | .. |
| 218.60 | Lansing-Charlotte Road | 70 | .. |
| 225.85 | East Cedar River | 60 | R.S. |
| 226.15 | U. S. 16 | R.S. | 60 |
| 228.65 | Haslett Overhead | 65 | 65 |
| 233.80 | 2nd West of Shaftsburg | 65 | R.S. |
| 234.80 | 1st West of Shaftsburg | R.S. | 65 |
| 251.40 | West of Durand | 60 | .. |
| 285.40 | Lapeer Overhead | 60 | .. |
| 290.30 | Lapeer, East | 60 | .. |
| 291.45 | Lapeer, 2nd East | 65 | 65 |

Speed Zones are established on both tracks at Blue Island (four curves), East Cedar River and Shaftsburg (two curves) at each location and "R.S." means Resume Speed. The numeral in advance of the first curve is the maximum speed for all curves in the zone.

# FAIR WEATHER EQUATED TONNAGE RATING AND INSTRUCTIONS

| Car Factor | WEST | | | | | BETWEEN | EAST | | | | | Car Factor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 41% 2684-2684 5627-5634 | 50% 6037-6041 | 52% 6405-6410 3524 | 55% 3700-3757 | 60% 6312-6336 | | 60% 6312-6336 | 55% 3700-3757 | 52% 6405-6410 3524 | 50% 6037-6041 | 41% 2684-2684 5627-5634 | |
| 9 | 2700 | 3250 | 3400 | 3700 | 4050 | .....Port Huron and Nichols..... | 4400 | 4000 | 3750 | 3600 | 2900 | 12 |
| 9 | 2500 | 3100 | 3200 | 3500 | 3850 | .....Nichols and Elsdon..... | 4400 | 4000 | 3750 | 3600 | 2900 | 12 |

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

Example: (1) 42 cars. Total gross weight.....2100 tons
Car Factor 10 × 42 cars..... 420 tons
EQUATED TONS .....2520 tons

(2) 84 cars Total gross weight.....1680 tons
Car Factor 10 × 84 cars..... 840 tons
EQUATED TONS .....2520 tons

2. The car factor is an allowance for frictional resistance and varies on different subdivisions according to the ruling grade; the principle being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the trainload is so adjusted that the resistance is the same for all trains of equal equated tonnage whether composed of fully loaded, partly loaded, or empty cars.

3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.

4. The equated ratings shown are "A" or fair weather. These ratings will be reduced as authorized by ratings "B" to "E" for temperature.

TONNAGE REDUCTIONS

| Temperature | Weather Condition Rating | Modifications Reduction in Tonnage |
|---|---|---|
| Above freezing (32° F. above) | A | Nil |
| 32° above to 16° F. above (or bad rail) | B | 5% |
| 15° above to zero | C | 10% |
| Zero to 10° below | D | 15% |
| 11° below to 20° below | E | 20% |

The Chief Dispatcher will issue special instructions in case of storm or temperatures lower than those shown.

5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foremen will advise Chief Dispatcher and Yardmaster in such cases.

6. Passenger engines in freight service will be allowed a further reduction of one hundred (100) tons.

7. Any necessary adjustments in the ratings shown in tables will be made by Superintendent Transportation.

8. When an engine of different capacity from those shown in the table is used, the proper equated tonnage will be arrived at by taking the rating of the engine with the closest percentage capacity, dividing this rating by its percentage capacity and multiplying the result by the percentage of capacity of the engine to be used.

Example: To find the equated rating of a 38% engine—
Published rating of 41% engine is 2500 tons—
Equated tonnage rating of 38% engine is—

$$\frac{2500 \times 38}{41} = 2317 \text{ equated tons}$$

9. To determine proper tonnage for pusher, doubleheader, helper engines, unless special rating is given, add to equated rating of the first engine 95% of the equated rating in effect for each class of helper.

10. In making up trains, weights must be obtained by taking tare and contents from the waybill. When tare weights are not available, car weights may be taken as under:—

| | | | |
|---|---|---|---|
| Passenger Cars:— | | Steel frame auto cars | 25 tons |
| 4-wheeled trucks | 50 tons | Low-side Gondolas | 20 tons |
| 6-wheeled trucks | 60 tons | Steel frame box cars | 20 tons |
| Express Refrigerator | 40 tons | Hart cars | 20 tons |
| Freight Refrigerator | 30 tons | Stock cars | 18 tons |
| 100,000 cap. steel gons | 23 tons | Wooden frame box cars | 18 tons |
| Hopper cars | 23 tons | Flat cars | 18 tons |
| | | Caboose cars | 20 tons |

11. In computing tonnage, fully loaded cars of grain, coal, rails, lumber, pulpwood, ties, etc., where weights are not given on the waybill, will be considered as carrying the marked carrying capacity of the car.

12. When dead engines are included in a train, four times the car factor will be added to the actual weight of each engine.

13. When an engine is unable to handle the authorized rating, a joint message signed by conductor and engineer will be sent to the Chief Dispatcher, advising the reduction made and giving the reason for same.

## Following symbols on schedule sheets of time table indicate:—

| | | | |
|---|---|---|---|
| * | See footnote | P | Telephone |
| A | Arrive | R | Train Register |
| B | Bulletins and Train Register | S | Regular Stop |
| C | Coal | T | Train Order Office |
| F | Flag Stop | W | Water |
| K | Standard Clock, Bulletins, and Train Register | Y | Wye |
| L | Leave | Ex | Except |

## OTHER RESTRICTIONS

If a passenger train makes an improper station stop, it must not be moved until the proper signal is received.

Open top cars loaded with lumber are not to be placed next to caboose or next to engine. Neither should they be handled in train next to oil tanks or cars of inflammables or explosives.

Derails must be set in proper position before main track switch is opened.

No car nor dead engine will be placed on a siding without protection or permission of train dispatcher.

When dead engines are handled in train, they must be handled with the pilot end ahead, and must, when practicable, be placed at least five cars from the train engine; if more than one dead engine in train, they must be separated by at least five cars.

When wrecking cranes, clam shells, steam shovels and industrial cranes on own wheels are handled in train, they must, when practicable, be placed at least five cars ahead of caboose.

Occupied outfit cars must be handled next ahead of caboose.

Scale test cars must be handled on way-freights unless otherwise instructed.

Business cars will be placed in trains according to instructions issued covering each movement.

Before coupling onto or moving cars being loaded or unloaded at freight sheds, team tracks and other places, or boarding outfit cars, snow plows, other units of work equipment and dead engines, persons in, on or about them must be warned and obstructions removed to avoid injury to persons or damage to property.

Before coupling onto cars on a track which is down grade, a sufficient number of hand brakes must be set to prevent the cars from running away when couplings fail to make or in event of break-in-two.

When grades are severe and engine is coupled to cars, air brakes must be coupled up to control the movement.

**CAPAC PEAT SPUR.**—Engines will hold onto sufficient cars to prevent engine entering this track.

**BELSAY.**—Trains will expect to find cars on westward siding unless otherwise advised.

Westward freight trains taking coal or water, or having work to do will leave train east of Yard Office, Genesee Road. In making eastward movement from old main line connection, move must be made in strict compliance with second paragraph of Operating Rule 507.

**SWARTZ CREEK.**—Engines will hold onto sufficient cars to prevent engine entering sharp curve on Pickle Spur.

**MILLETT.**—Trains will expect to find cars on westward siding unless otherwise advised.

**CHARLOTTE.**—East switch of westward siding is spiked and cannot be used; hand operated derail is located on this siding, 610 feet east of unloading pit. Cars placed for unloading will be spotted just east of pit and empties will be run westward. Hand brakes must be applied on all cars to prevent them running eastward over derail. On Beach Mfg. Spur, trainmen will not place car at or near overhead unloading device while rails are temporarily in place for unloading steel account insufficient clearance.

**AT SCHOOLCRAFT.**—When the Eastward home signal, top arm displays indication as per Rule 601D, it may also indicate that train order signal is displayed in restrictive position.

## REGARDING GENERAL RULE "N" RESTRICTED CLEARANCES

All Trainmen, Yardmen and Enginemen must acquaint themselves with the locations of structures and obstructions where clearances are close to avoid injury therefrom to themselves or others. Experienced men must give this information to members of their own crew who are not fully familiar with the territory.

Enginemen, Trainmen and Yardmen must not ride on top or side of engines or cars passing through any tunnel, subway or under any overhead bridge, or coal dock, or where it is known such structure will not clear a man on top of car; they also must not ride on side of engine or car passing high switch stands, water columns, stock chutes, or other obstructions known to be closer than 6 feet to nearest rail, and when approaching or passing over or through any truss bridge.

As an additional warning, tell-tales or warning signals consisting of pieces of rope suspended from a wire, have been located on either side of overhead bridges that will not clear a man on top of box cars or other high equipment; the idea being to have ropes strike a man in sufficient time to enable him to lie down on top of the car before passing under the overhead bridge. Employees will notify the Trainmaster by wire when they notice that these signals are not in proper place.

## STREET AND HIGHWAY CROSSINGS

When leaving cars in the vicinity of a street crossing, no part of car must stand beyond the building line of street and not then when it is possible to leave cars a greater distance from the street. If at all possible cars will not be left closer than 50 feet to any street or highway crossing.

When necessary to switch over a crossing not protected by automatic flashlight signals, watchman or by gates manually controlled, or when making a reverse movement over a crossing protected by automatic highway signals, a member of the crew will be stationed on the crossing to afford protection for highway traffic.

When a train is parted to clear a highway crossing, or is standing near such crossing, a trainman will protect traffic when a train is approaching on the siding or main track.

To avoid unnecessary operation of automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals. When switching movements are made in such territory, every effort must be made by trainmen to avoid delay to highway traffic.

Employees should observe the operation of automatic highway crossing signals and report promptly to the train dispatcher any failure to operate properly.

**PORT HURON-FT. GRATIOT.**—Old Main Line (Court Street Yard). Westward movement over Tenth Street must reduce speed to ten miles per hour; Eastward movement must stop before crossing Tenth Street and crossing protected by member of crew.

Joint P.M. track, Court Street to Thomas Street. Movements over Grand River Avenue must be protected by member of crew.

Fort Gratiot Main Line. Movement over Tenth Street, Pine Grove Avenue, and Stone Street, must be protected by member of crew.

## EXTRACTS FROM CITY AND VILLAGE ORDINANCES

**ILLINOIS.**—In accordance with the Illinois Commerce Commission order No. 123, the following rules shall be observed:

(1) All trains must approach street crossings at grade within municipalities with caution, and, where view is obstructed from any cause, with train under control.

(2) Engines must not be backed nor cars pushed over grade crossing in switching movements within municipalities unless a member of the crew operating such engine or train either rides the tender or foremost car in position to observe all danger and to assist in stopping train, if necessary, or actually flags the crossing if crossing is unprotected by flagman.

**BLUE ISLAND.**—Whistling within the limits of the City of Blue Island, except that which may be necessary to prevent injury to persons, damage to property or required by law has been prohibited by ordinance. City limits of Blue Island extend from 139th Street (about one-half mile east of Rock Island bridge) to 127th Street (first crossing east of brick yard). Violations of this ordinance are punishable by fine of not less than $10 nor more than $200.

**SOUTH BEND.**—It shall be unlawful for any person running or controlling any locomotive in this city to sound the whistle thereof, or allow the same to be sounded within the corporate limits of this city except to prevent accident that cannot be otherwise avoided and except in giving signals for the target. Any person violating this provision shall be fined in any sum not exceeding one hundred dollars.

**BATTLE CREEK.**—Within the city limits the engine whistle must not be sounded for the purpose of signaling, to make up trains, or in any other cases than those which the laws of Michigan prescribe and designate as requiring the use of such whistle. Persons violating ordinance subject to a fine not exceeding $50.00 and cost of prosecution, and the court may make further sentence that in default of the payment of such fine and costs within a time to be fixed by such court, the person so convicted shall be imprisoned in the county jail or city prison until such fine and costs be paid, for a term not exceeding sixty days.

**FLINT.**—Engines must not be backed or cars pushed over grade crossings within city limits except with a member of the crew on rear of tender or foremost car to flag all crossings except those protected by flagman or other signals.

Whistling within city limits is prohibited except when necessary to avoid an accident.

Flying switches or kicking cars over road crossings within city limits is prohibited.

Engines or cars must not be left blocking any street or within a distance of less than ten feet from the limits of any street for a period of over five minutes.

All coach closets must be locked while within the city limits.

The penalty for violating any of the above ordinances in Flint is not to exceed a fine of one hundred dollars, or not to exceed ninety days in jail or both at the discretion of the court.

**PORT HURON.**—In accordance with Port Huron City Ordinance, the following will be observed: No employee will cause, or allow the steam whistle of any engine to be sounded within the city limits, unless required by law, or to prevent accident. The penalty for violating is a fine not to exceed one hundred dollars, or not to exceed three months in county jail.

## AIR BRAKES

Enginemen and conductors are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed or air hose uncoupled. Enginemen must personally handle brake-valve when making these tests.

Air gauges on engines and cabooses must be observed frequently to see that correct pressures are being maintained.

Yard engines handling cars must have air coupled and air brakes in service when making movements between yards.

Air brakes must be in service while switching occupied passenger equipment, also while switching equipment on or off occupied passenger equipment.

Before making a coupling to or between passenger equipment, any of which contains passengers, stop must first be made not less than six and not more than twelve feet from the point where coupling is to be made.

Business or passenger cars, whether equipped with roller bearings or otherwise, when parked on depot or other tracks, must be left with air brakes applied and hand brakes set. See last paragraph of Rule 105.

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## AIR COMMUNICATING SIGNALS

The train signal system on passenger carrying trains shall be tested and known to be in suitable condition for service except as follows:

Where, for any reason, the air communicating system on passenger trains becomes defective, and the defect cannot be readily located or remedied, the enginemen and train crew must be informed and have complete understanding that the air communicating signal system is not operating; and while train is enroute, enginemen and firemen will look back frequently over their train for hand signal, also watch for signal at stations when awaiting departure.

Conductors will advise Chief Dispatcher by wire in all such cases so that an effort may be made to correct the defect at the first opportunity.

There is no need for much delay through this cause, and cars will not be set out on account of signal line defects.

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All train service employees will familiarize themselves with "Regulations Governing the Operation and Care of Air Brake and Air Signal Equipment," as printed in book, Form GT-8914, of current issue. They will also provide themselves with and be governed by instructions in book, "New Form GT-8913," of current issue, relative to operation and care of train equipment.

## OBSERVANCE OF PASSING TRAINS BY EMPLOYEES IN CONNECTION WITH RULE 90B

All employees must observe trains closely and if anything unusual or defective is noted, such as lading shifted over side of car, broken wheel, sticking brakes, hot box, brake rod or brake beam dragging, or indication of fire, make every effort to call attention of train and enginemen to such conditions by giving STOP signal, and when practicable, report promptly to the train dispatcher.

A trainman must be stationed on rear end of train in position to give or receive necessary signals as follows:

When pulling out of terminals or inspection points;

When passing trains on two or more tracks;

When meeting or passing trains on sidings;

When passing train order signals and interlockers.

When train has an observation, business or closed end car on rear, he must be on front platform of the rear car or on platform of the car ahead.

On passenger trains, the vestibule door must be opened at frequent intervals so that hot journals or other defects may be detected.

Operators and signalmen must, when practicable, be out in front of the office when trains are passing, and must use a WHITE light at night in exchanging signals with train and enginemen.

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## GENERAL INSTRUCTIONS

1. Car capacity of sidings shown in time table is based on an allowance of 50 feet for each car.

2. Operating Rule 14 (L) amended as follows: Two Long, One Short, One Long. The last long sound should be ended at the crossing, prolonging it if necessary.

3. Operating Rule 22, amended as follows: When two or more engines are coupled and displaying signals for following section, each engine will display the signals.

4. Engine whistle signal 14 (K) must be sounded by a train displaying green signals for following section, when passing section men, bridge men and other workmen.

5. Operating Rule 93, Paragraph 5, amended as follows: By night or in foggy or stormy weather, a red light must be placed on any unattended cars or dead engines obstructing main tracks within yard limits.

6. Operating Rule 403 is modified as follows: When the train order signal displays STOP at Valparaiso, Eastward trains may pull up clear of single track. When the train order signal displays STOP at Olivers, Westward trains may pull up clear of joint track.

7. Trains moving through yard limits on other than their assigned track will be governed by written instructions over the signature of the Yardmaster, who will be held responsible for the safety of such moves. Enginemen handling such trains must use caution.

8. Trains brought to a stop behind a preceding train, must leave headlight dimmed until train ahead is in motion, trainmen safely on caboose and proceed signal has been given.

9. Bonded joints at clearance points on sidings and yard tracks not protected with derails are painted YELLOW. Enginemen and trainmen must be careful to see that engine and cars are left clear of these joints in order to avoid interference with signals.

10. Switchtenders will use yellow flag by day and yellow lamp by night in giving signals.

11. Electric lanterns may be used for displaying WHITE signals only. Their use for displaying colored lights for signaling purposes is prohibited.

12. ON DOUBLE, THREE OR MORE TRACKS, when a train parts, becomes disabled, or makes any sudden stop, enginemen must at once display a lighted red fusee from the side of the engine cab and see that a flagman goes forward at once to stop trains on all tracks. The fireman must perform this duty when necessary.

13. Where automatic block signals are in use, before a train or engine enters on or fouls a main track, or crosses from one main track to another, all switches to be used must be opened and then wait two (2) minutes before making engine or train movement; except if it is immediately after a train has passed, all switches to be used must be opened as soon as such train has cleared these switches, after which, if other conditions permit, the movement may be made immediately. This will not relieve employees from the duty of promptly and properly protecting the movement.

Where automatic block signals are not in use, a train or engine must not foul a main track until switches connected with the movement are properly lined and where necessary the movement properly protected.

14. At Olivers, westward train order signal located on south side of tracks opposite yard office; Eastward train order signal located on north side of tracks.

At Haskells, westward train order signal located on south side of tracks at Tower; Eastward train order signal located on north side of tracks opposite Tower.

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## FATALITIES

In case of death on trains the usual proprieties must be observed and either the Coroner or Sheriff notified. The body must be removed as soon as possible to a proper place and left in charge of an employee of the railroad until the Coroner or Sheriff arrives. If the body is accompanied by an attendant, he should be consulted and his wishes respected. Proper report must be made to Chief Dispatcher and Superintendent.

Where persons have been killed on railroad property or bodies found on right-of-way, the body should not ordinarily be moved from the place where found unless the Coroner or Sheriff is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's or Sherriff's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting its condition and position for the Coroner's or Sheriff's information. This is particularly important where death appears to be due to foul play. In all cases an employee must be left with the body until the arrival of Coroner or Sheriff.

# LIST OF SURGEONS

**DR. K. E. DOWD, CHIEF MEDICAL OFFICER ..... MONTREAL, QUEBEC**
**DR. B. W. STOCKWELL, CHIEF SURGEON ..... DETROIT, MICHIGAN**
**DR. F. S. CURRY, SENIOR MEDICAL OFFICER ..... DETROIT, MICHIGAN**

| TOWN | DOCTOR | OFFICE | PHONE | RESIDENCE PHONE |
|---|---|---|---|---|
| Detroit | *B. W. Stockwell | 801 Stroh Bldg. | Ra-2260 | To-8-6049 |
| Detroit | *F. S. Curry | 801 Stroh Bldg. | Ra-2260 | Un-3-3335 |
| Chicago | T. J. Kaster | 608 S. Dearborn St. | Wabash 0677 | Stewart 9171 |
| Chicago | J. A. Ante | 608 S. Dearborn St. | Wabash 0677 | Triangle 5668 |
| Chicago | R. A. Jacobson | 1305-11 Steger Bldg. | Harrison 1774-5 | Village 6683 |
| Chicago | *R. D. Kearney | 6235 S. Kedzie Ave. | Hemlock 7766 | ..... |
| Chicago | E. LaMothe, Oculist | 31 N. State St. | ..... | ..... |
| Blue Island | E. J. W. Pronger | 2418 W. Burr Oak Ave. | 1840 | 1840 |
| Harvey | A. R. Anderson | 182 E. 154th St. | 122 | 1760 |
| Griffith | F. A. Malmstone | 114 E. Main St. | 133-R | 133-R |
| Valparaiso | G. R. Douglas | 23 Lincolnway | 160 | 63 |
| Valparaiso | P. C. F. Vietzke | 60 W. Jefferson St. | 292 | 292 |
| Union Mills | L. Moosey | ..... | 2201 | 2202 |
| South Bend | *R. W. Spenner | 726 Sherland Bldg. | 4-2626 | 3-7323 |
| Mishawaka | W. N. DuVall | 118 N. Church St. | 5-1762 | 5-1762 |
| Cassopolis | E. H. Zwergel | Ritter Bldg. | 130-F-2 | 130-F-3 |
| Marcellus | U. M. Adams | Jones Bank Bldg. | 2501 | 2502 |
| Schoolcraft | M. N. Southworth | 220 Eliza St. | 60 | 60 |
| Vicksburg | L. B. Rasmussen | 152 N. Main St. | 3241 | 3242 |
| Kalamazoo | H. Lavender | 807 National Bank Bldg. | 2-3423 | 3-2862 |
| Battle Creek | *S. B. Winslow | 613 Post Bldg. | 2-9944 | 8845 |
| Battle Creek | *R. A. Stiefel | 1407 Security Nat'l Bank Bldg. | 5131 | 8300 |
| Battle Creek | *J. Robbert | 1407 Security Nat'l Bank Bldg. | 5131 | 3-2073 |
| Battle Creek | W. H. Haughey, Oculist | 610 Post Bldg. | 2-0711 | ..... |
| Battle Creek | B. G. Holtom, Oculist | 815 Security Nat'l Bank Bldg. | 2-9310 | ..... |
| Battle Creek | W. M. Dodge, Oculist | 1207 Central Tower | ..... | ..... |
| Charlotte | B. P. Brown | 109½ Cochran | 800 | 491 |
| Lansing | J. E. McIntyre | 1101 S. Washington | 2-0323 | 2-7456 |
| Durand | *V. L. Hoshal | 104 W. Clinton St. | 30 | 158 |
| Flint | H. E. Randall | 909 Detroit St. | 2-0643 | 2-0643 |
| Flint | D. R. Brasie | 907 Citizens Nat'l Bank Bldg. | 9-4312 | 3-3924 |
| Flint | J. W. Orr, Oculist | 1410 Mott Bldg. | 2-9641 | ..... |
| Lapeer | H. B. Zemmer | 311 Clay St. | 168 | 168 |
| Imlay City | G. L. Smith | 131 E. Third | 87 | 87 |
| Capac | O. B. Kahn | ..... | ..... | ..... |
| Port Huron | *T. H. Cooper | 1002½ Military St. | 3615 | 9707 |
| Port Huron | *D. W. Patterson | 622 Huron Ave. | 8129 | 7552 |
| Port Huron | W. A. Schaefer, Oculist | 302 Mich. Nat'l Bank Bldg. | 3831 | ..... |

*Equipped to make Vision, Color Sense and Hearing examinations. Applicants for service requiring such examinations will be referred to these surgeons only, or to the Rule Instructors.

## INJURIES TO PERSONS OTHER THAN PASSENGERS AND EMPLOYEES

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian consideration and desire for the general welfare of the service, but any such action is not to be regarded as an admission or evidence of liability.

2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first-aid only. First-aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings, such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Dispatcher of the District.

3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.

4. Where the injuries are of such character as to require hospital treatment, this should be arranged for by the friends or Municipal Authorities.

5. Where it is impossible to reach friends or Municipal Authorities, such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. In such cases all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made, and particulars of this should appear on the casualty report.

6. The instructions of the Transportation Officer should be given in writing, or by telegraph if necessary, so that a copy may accompany the medical accounts for first-aid or such other medical services as may be authorized, for their information of our Chief Surgeon and General Claims Agent.

7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician, should notify said physician that the call is for first-aid only, which will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.

# SPEED SCHEDULE

| MILES PER HOUR | TIME PER MILE | |
|---|---|---|
| 5.00 | 12 Minutes | 0 Seconds |
| 10.00 | 6 Minutes | 0 Seconds |
| 15.00 | 4 Minutes | 0 Seconds |
| 20.00 | 3 Minutes | 0 Seconds |
| 25.00 | 2 Minutes | 24 Seconds |
| 30.00 | 2 Minutes | 0 Seconds |
| 35.00 | 1 Minute | 43 Seconds |
| 40.00 | 1 Minute | 30 Seconds |
| 45.00 | 1 Minute | 20 Seconds |
| 50.00 | 1 Minute | 12 Seconds |
| 55.00 | 1 Minute | 5 Seconds |
| 60.00 | 1 Minute | 0 Seconds |
| 65.00 | 0 Minutes | 55 Seconds |
| 70.00 | 0 Minutes | 51 Seconds |
| 75.00 | 0 Minutes | 48 Seconds |
| 80.00 | 0 Minutes | 45 Seconds |
| 85.00 | 0 Minutes | 42 Seconds |
| 90.00 | 0 Minutes | 40 Seconds |

## FIGHTING FIRES

An organization of Yard Employees has been inaugurated at each terminal for the extinguishing of fires using yard locomotives equipped with fire extinguishing apparatus.

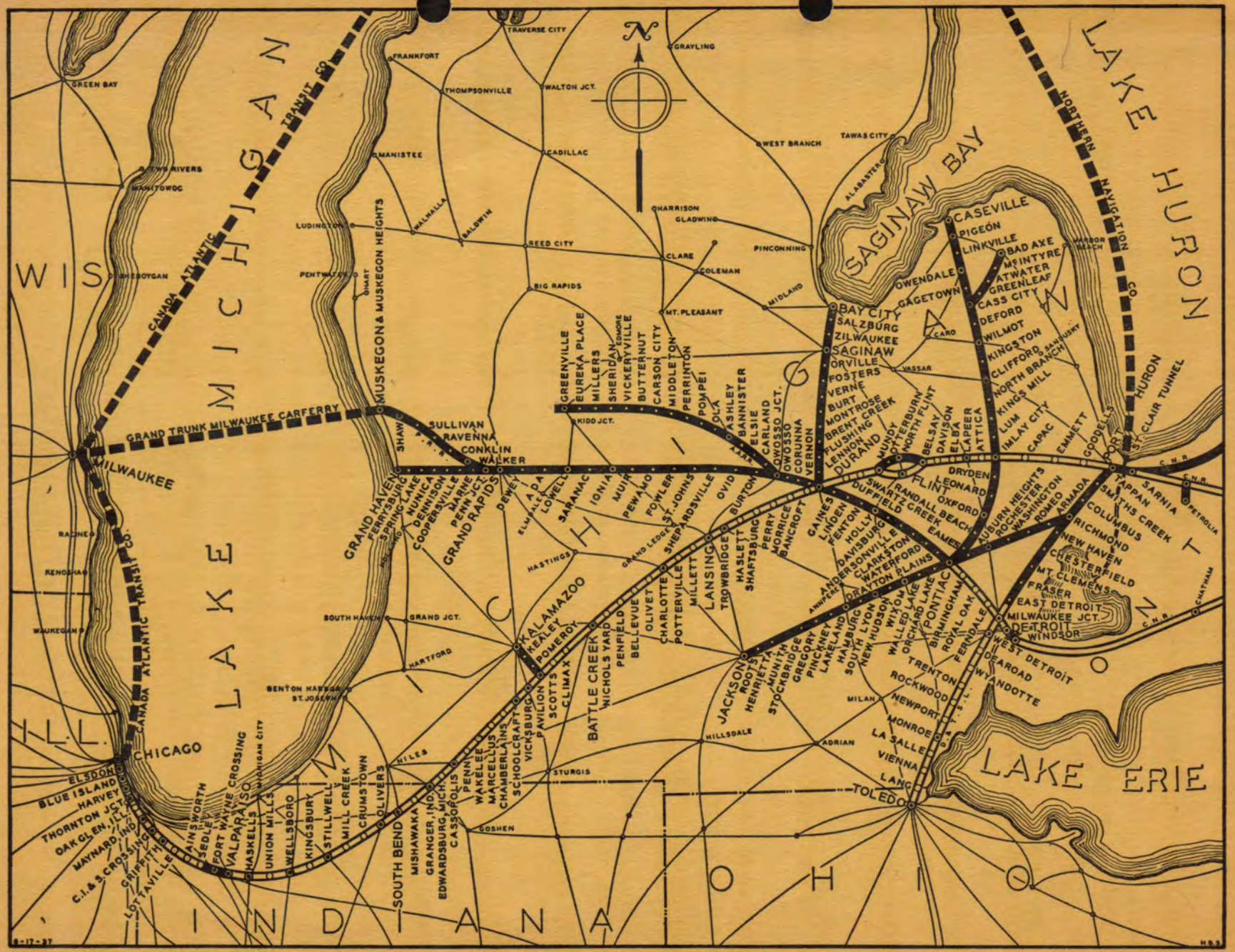
General alarm for calling engines or other assistance will consist of a succession of short blasts on the whistle to be followed by a number of whistles showing location of fire, the alarm from switchers to be repeated until operator is sure same has been properly heard.

Enginemen and trainmen, upon an alarm of fire, will at once prepare to cut loose from train on which they are working, first clearing the main and ladder tracks and crossover switches and proceed promptly to point of fire.

Yardmasters, Assistant Yardmasters, Train Dispatchers, Levermen and Switch Tenders must see that all engines are promptly relieved of the work in which engaged and given the right-of-way over all running tracks and switches in order that they may reach the fire with the least possible delay.

All yard employees are required to familiarize themselves with the working of fire apparatus, code of fire signals, limits of each district, and unite for the protection of company property.

The direction of fire operations will be in charge of Conductor of crew having fire apparatus at fire, where either the Supervisor of Fire Protection or Chief of Fire Brigade is present, the fire operations will be under their general direction.


LAKE MICHIGAN
LAKE HURON
LAKE ERIE
SAGINAW BAY
WISCONSIN
ILLINOIS
INDIANA
OHIO
CANADA
N
GRAND TRUNK MILWAUKEE CARFERRY
CANADA ATLANTIC TRANSIT CO.
NORTHERN NAVIGATION CO.
GREEN BAY
TWO RIVERS
MANITOWOC
MILWAUKEE
RACINE
KENOSHA
WAUKEGAN
CHICAGO
TRAVERSE CITY
FRANKFORT
THOMPSONVILLE
WALTON JCT.
GRAYLING
MANISTEE
CADILLAC
WEST BRANCH
TAWAS CITY
LUDINGTON
WALHALLA
BALDWIN
REED CITY
HARRISON
GLADWIN
CLARE
PINCONNING
COLEMAN
MIDLAND
BIG RAPIDS
MT. PLEASANT
BAY CITY
SALZBURG
ZILWAUKEE
SAGINAW
ORVILLE
FOSTERS
VERNE
BURT
MONTROSE
BRENT CREEK
FLUSHING
LENNON
DURAND
CARO
VASSAR
CASEVILLE
PIGEON
LINKVILLE
BAD AXE
McINTYRE
ATWATER
GREENLEAF
CASS CITY
DEFORD
WILMOT
KINGSTON
CLIFFORD
NORTH BRANCH
KINGS MILL
LUM
IMLAY CITY
CAPAC
EMMETT
GOODELLS
PORT HURON
ST. CLAIR TUNNEL
SARNIA
TAPPAN
SMITHS CREEK
COLUMBUS
RICHMOND
NEW HAVEN
CHESTERFIELD
MT. CLEMENS
FRASER
EAST DETROIT
MILWAUKEE JCT.
DETROIT
WINDSOR
WEST DETROIT
DEARBORN
WYANDOTTE
TRENTON
ROCKWOOD
NEWPORT
MONROE
LA SALLE
VIENNA
LAMBERTVILLE
TOLEDO
ADRIAN
MILAN
HILLSDALE
STURGIS
GOSHEN
NILES
SOUTH BEND
MISHAWAKA
GRANGER, IND.
EDWARDSBURG, MICH.
CASSOPOLIS
PENN
WAKELEE
MARCELLUS
CHAMBERLAINS
SCHOOLCRAFT
VICKSBURG
PAVILION
SCOTTS
CLIMAX
BATTLE CREEK
NICHOLS YARD
PENFIELD
BELLEVUE
OLIVET
CHARLOTTE
POTTERVILLE
MILLETT
LANSING
TROWBRIDGE
HASLETT
SHAFTSBURG
PERRY
MORRICE
BANCROFT
GAINES
LINDEN
FENTON
HOLLY
DAVISBURG
ANDERSONVILLE
CLARKSTON
WATERFORD
DRAYTON PLAINS
AUBURN HEIGHTS
ROCHESTER
WASHINGTON
ROMEO
ARMADA
DRYDEN
LEONARD
OXFORD
RANDALL BEACH
SWARTZ CREEK
DUFFIELD
FLINT
OWOSSO JCT.
OWOSSO
CORUNNA
VERNON
ASHLEY
BANNISTER
ELSIE
CARLAND
KIDD JCT.
GREENVILLE
EUREKA PLACE
MILLERS
SHERIDAN
VICKERYVILLE
BUTTERNUT
CARSON CITY
MIDDLETON
PERRINTON
POMPEI
OLA
MUNDY
OTTERBURN
NORTH FLINT
BELSAY
DAVISON
ELBA
LAPEER
ATTICA
GRAND RAPIDS
GRAND HAVEN
SPRINGLAKE
NUNICA
DENNISON
COOPERSVILLE
MARNE
PENN JCT.
SULLIVAN
RAVENNA
CONKLIN
WALKER
SHAW
DEWEY
ADA
ELMDALE
LOWELL
SARANAC
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PEWAMO
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ST. JOHNS
SHEPARDSVILLE
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BURTON
GRAND LEDGE
HASTINGS
KALAMAZOO
KEALEY
POMEROY
SOUTH HAVEN
GRAND JCT.
HARTFORD
BENTON HARBOR
ST. JOSEPH
MICHIGAN CITY
ELSDON
BLUE ISLAND
HARVEY
THORNTON JCT.
OAKGLEN, ILL.
MAYNARD, IND.
C.I.&S. CROSSING
GRIFFITH
LOT
TAVILLE
CHAIN
SEDLEY
FORT WAYNE CROSSING
VALPARAISO
HASKELLS
UNION MILLS
WELLSBORO
KINGSBURY
STILLWELL
MILL CREEK
CRUMSTOWN
OLIVERS
JACKSON
ROOTS
HENRIETTA
MUNITH
STOCKBRIDGE
GREGORY
PINCKNEY
LAKELAND
HAMBURG
SOUTH LYON
NEW HUDSON
WIXOM
WALLED LAKE
ORCHARD LAKE
PONTIAC
BIRMINGHAM
ROYAL OAK
FERNDALE
C.N.R.
C.P.R.
D.T.&I.R.R.
C.S.L.
CHATHAM
PETROLIA
8-17-37