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The New York Central Railroad Company

4th District

DETROIT DIVISION

Jackson, Monroe and Fayette Lines

Time Table No. 5

FOR EMPLOYES ONLY

Effective 12.01 A. M.

Sunday, July 1, 1917

Superseding Time Table No. 3,
Dated May 14, 1916

STUDY THE SPECIAL INSTRUCTIONS AND NOTE ALL CHANGES

W. F. SCHAFF,
Gen'l Superintendent

F. M. SMITH,
Sup't Pass. Transportation

R. D. STARBUCK,
Asst. General Manager

A. S. INGALLS,
General Manager

F. F. RIEFEL,
Superintendent

THE A. S. GILMAN PRINTING CO., CLEVELAND.

SPECIAL INSTRUCTIONS

1.

2. **Standard Clocks** are located at:

Jackson	Train Dispatcher's Office.

3. **Bulletin Boards** are located at:

Grosvenor	Telegraph Office.
Jackson	Telegraph Office.
Monroe	Telegraph Office.
Tecumseh Jct.	Telegraph Office.

4. **Train Registers** are located at:

Grosvenor	Telegraph Office.
Jackson	Telegraph Office.
Lenawee Jct.	Telegraph Office.
Monroe	Telegraph Office.
Tecumseh Jct.	Telegraph Office.

5. **Yard Limits** designated by signs, are located at:

Jackson
Lenawee Jct.
Manchester
Monroe
Tecumseh.
Tecumseh Jct.

6. **Water Stations** are located at:

Fayette.
Grosvenor
Jackson.
Manchester.
Monroe
Petersburg
Tecumseh Jct.

7. **Sidings.**(capacity based on 40 foot cars) are located at:

Chases	24
Clinton	45
Deerfield	17
Fayette	24
Grosvenor	23
Ida	15
Jasper	32
Lenawee Jct. (Monroe Line)	10
Lenawee Jct. (Jackson Line)	22
Manchester	75
Morenci	42
Napoleon	45
Norvell	31
Ogden	14
Petersburg	17
Strasburg	28
Tecumseh	30
Tecumseh Jct	46
Weston	24

8.

9.

10.

11.

12.

13. **Speed Restrictions.**

Fayette Line.

Passenger trains,	Forty (40) miles per hour.
Freight trains,	Thirty (30) miles per hour.
Engines backing up,	Twenty (20) miles per hour.

Jackson, Lenawee Jct.

Passenger trains,	Sixty (60) miles per hour.
Freight trains,	Thirty (30) miles per hour.
Engines backing up,	Twenty (20) miles per hour.
Switch engines,	Twenty (20) miles per hour.

Monroe Line.

Passenger trains,	Fifty (50) miles per hour.
Freight trains,	Twenty-five (25) miles per hour.
Engines backing up,	Twenty(20) miles per hour.
Switch engines,	Twenty (20) miles per hour.

Fifty (50) miles per hour between home signals of interlocked railroad crossings.

Six (6) miles per hour through Monroe, Petersburg, Morenci, Tecumseh, Clinton, Manchester and Manchester Junction.

Ten (10) miles per hour through interlocking plant Lake Shore Jct., Jackson.

Fifteen (15) miles per hour through Deerfield.

G-46 engines, thirty (30) miles per hour over bridge No. 15 one half mile south of Sutton and twenty (20) miles per hour over Bridge No. 46 one mile south of Manchester.

14.

15. **Manual Block System** is in effect.

All employes must be provided with pamphlet covering Modifications and Changes in Transportation Department Book of Rules and Book of Signal Rules to cover Operation of Manual Block System.

15a. Fixed Signals of Special Design or Location.

Pole Target: Lenawee Junction—Horizontal, Michigan Division trains proceed. Vertical, Jackson Line Trains proceed. Diagonal, Monroe Line trains proceed.

Position of Pole Targets by night indicated by two red lights.

Gate Targets: Position indicated by red board by day and in addition red light by night.

Between Manchester and Manchester Junction.

Trains will be governed by one arm semaphore automatic signal located 1500 feet south and 3000 feet north of Junction. When signal indicates stop, trains will wait three minutes then proceed under control.

At Lenawee Junction.

Michigan Division train order signal is located south of station. Detroit Division signal is located north of station.

16.

17. **Signals at Junctions and at Railroad Crossings at Grade.**

Location	Railroad	Signal
Bimo	D. T. & I.	Gates
Federman	Ann Arbor	Interlocked
*Harrison	T. & W. Trolley	"
Jackson Lake Shore Junction	M. C. and Lansing Div...	"
Lenawee Junction	Jackson and Monroe Lines	Gates
Lenawee Junction	Michigan Division	Pole target
Manchester Junction	Ypsilanti Line	Switch Indicator
Monroe, (Dock Track)	Detroit Line, M. C., and D. & T. S. L.	Gates
Monroe	Pere Marquette	Interlocked
Petersburg	Toledo & Detroit	Gates
Raisin Centre	Wabash	Interlocked
Tecumseh Junction	Dundee Line	Gates

***Note.**—No distant signals at this interlocker.

18.

19. Modifications and Changes of Rules in addition to pamphlet covering Modifications and Changes in Transportation Department Book of Rules and Book of Signal Rules to cover Operation of Manual Block System.

For other uses prescribed by the Transportation Department Book of Rules, Book of Signal Rules and Manual Block System Rules, YELLOW will be substituted for green, and GREEN will be substituted for white, except the color indications will remain unchanged governing the following—

Signals	Rules Governing
Headlights,	18, 18a.
Classification Signals,	20, 21, 21a.
Light Displayed on Cars being Pushed,	24.
Flag Station Signals,	28.
Engine Leaving Train on Main Track,	D-101b.

Changes in Transportation Department Book of Rules, Book of Signal Rules and Modifications and Changes of Rules, as shown in the time table:

Rule 5.

The number of trains that are to meet or pass are shown in small type adjoining the **full face** type.

The use of the symbol + is discontinued.

Rule 10.

Color Signals

(a) Red.....Stop.
(b) Yellow.....Proceed with caution, and for other uses prescribed by the rules.
(c) Green.....Proceed, and for other uses prescribed by the rules.
(d) Green and White....Flag stop (see Rule 28.)
(e) Blue.....See Rule 26.
Lower scoop. (Night indication for track pans.)
(f) Purple.....Stop. (Night indication for dwarf signals).
(g) Lunar White.....Yard switch set for lead.
Raise scoop. (Night indication for track pans.)
(h) White.....Crossing watchman, and for other uses prescribed by the rules.

Rule 11.

A train or engine finding a fusee on or near the track, burning red, will stop; after removing it from the track may proceed with caution.

Rules 14-h and 16-d.

(14-h) 000 { When train is standing, back. Answer to 12 (c) and 16 (c).
When Train is running, stop at next station. Answer to 16 (d).

(16-d) Three { When train is running, stop at next station. To be answered as per 14 (h).

Rule 19.

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, marker lamps (not lighted): By night, yellow lights to the front and side and red lights to the rear, except when the train is clear of the main track, when yellow lights must be displayed to the front, side and rear.

Rule 19a.

By night a train running against the current of traffic, or running on the slow speed track, where there are more than two main tracks, will change the red lights to yellow on the side of the rear of the train next to track on which trains are running in the same direction.

The yellow lights must be changed to red before the train fouls the high speed track, or the track with the current of traffic.

Rules 19-b and 206. Form G Train Orders. In designating double headed extra trains, all engine numbers will be included in orders and messages, and displayed in cupola of caboose when possible; otherwise number of leading engine will be displayed.

Rule 26a.

A yellow slow sign by day, and, in addition, a yellow light by night indicates to an approaching train that the track, 3,600 feet distant is unsafe for high speed. Trains must reduce speed to the number of miles per hour shown by the number plate on the slow sign. If the slow sign displays no number plate, or the number cannot be seen, trains must reduce speed to six miles per hour.

When rear of train passes the green release sign, trains may resume full speed.

Rule 33.

Watchmen stationed at highway crossings must use stop signals when necessary to stop trains. They will use white signals to stop highway traffic.

Rule D-85, add.

Trains will be directed by message or signal to take siding for following train or trains to pass. Such messages will specify the trains which are to pass, identifying them by engine numbers.

It will not be necessary to give the engine number in these messages in connection with regular trains but it will be necessary to give the engine number when referring to extra trains.

Green board of banner type by day, and in addition, two green lights by night, displayed with the current of traffic at or near telegraph office, or from tower, indicates to an approaching freight train that it must take siding at next station in advance at which there is a passing siding. Enginemen will acknowledge the green board by three short blasts of the whistle.

Rules D-85 and 221. Except in manual block territory a message to take siding at a station in advance will be authority to pass the train order signal in stop position; such message not to be delivered until the train may proceed.

Rule D-87 and 450, add.

When necessary to get clearance by telephone, clearance must be secured personally by either conductor or engineman. Brakeman must not be permitted to get clearance.

Rules D-90 and D-109. Authority to occupy main tracks or cross over on the time of first class trains will be issued in the following message form:

C. & E.——
You may work on westward main track until five forty-five (5.45) P. M. protecting against No. three (3).

Rule D-100f, add.

If a train is approaching from either direction, or if the view is obstructed from any cause, engine and trainmen will display stop signals.

Rule D-100e, D-100f, D-101.

Where there are more than two main tracks, provisions of these rules will apply to all main tracks.

Rules 104e and D-104f.

Main track switch targets will show green when switch is set for the main track, and red when set for sidings, crossings or junction tracks. All other switch targets will show lunar white or yellow.

Rule D-108.

Where there are two main tracks, trains will use the right hand track, unless otherwise instructed.

Rule 206. All numerals in the body of train orders must be spelled out and duplicated in figures. The engine numbers of regular trains need not be given.

Note to Rule 211.

A "19" order may be used to restrict the superiority of a train when the conductor of that train personally receives the order by telephone.

Form G, Example 2. Train Orders.

When a train receives such an order, i. e., to run from one point to another and return, the train must go to the full limit of the order before returning.

D Form R. Train Orders.

When a train is run against the current of traffic, to a station where there is more than one cross over, the order must specify to which cross over the movement extends.

Rule 312.

The arm of the dwarf signal in the horizontal position by day, and in addition, a purple light by night, indicates "STOP-"

Rule 313.

The arm of the dwarf signal at an angle not less than 45 degrees either above or below the horizontal position by day, and in addition a yellow light by night, indicates "PROCEED AT LOW SPEED PREPARED TO STOP."

Rule 361.

All signalmen must be provided with proper appliances for giving hand signals, having within reach of hand by day, red and white flags, and torpedoes, and in addition by night, red and white lanterns, properly filled, trimmed and lighted, and placed ready for instant use, but so as not to be seen from approaching trains Interlocking stations which do not have a separate train order or block signal must also be provided with yellow flags, and by night with yellow lanterns ready for immediate use.

Rule 466.

Where the interlocking signals are also used as train order signals and the signalman wishes to advance a train to the tower for the delivery of orders, he will, in addition to setting the home signal at "stop", display a yellow signal outside the tower window facing the approaching train. After the engineman has acknowledged the yellow signal at the tower by two short blasts of the whistle, as prescribed by Rule 454, the signalman will, if the route is unobstructed, clear the home signal and go down upon the track with the orders and red and white hand signals, and deliver the orders to the train, which will advance, but must not leave the interlocking station without them, nor without proceed hand signal from the signalman. If it is a 31 order he will leave the home signal at stop until the order has been signed and delivered.

Rules 321 and 521.

A signal imperfectly displayed, a white light on any fixed signal, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, and the fact reported to the Superintendent. Conductors and enginemen using a switch where the switch-light is imperfectly displayed or absent, must also, if practicable, correct or replace the light.

At automatic signals that carry two lights, one for home signal and one for distant signal, when only one of the lights is burning and it is green, trains may pass it regarding it as a caution indication, but when the light is yellow, it must be regarded as a stop indication, but in either case a report must be made indicating the light that is not burning.

Rule 532. Wherever switch indicators are used, they display a red disc or miniature semaphore at "stop" whenever the block is occupied or there is a train approaching the block from the rear, except that where switch indicators, in normal clear territory, are located within 1,500 feet in advance, and in sight of automatic signal protecting the block, such switch indicators will not display a red disc or miniature semaphore at "stop" when the block is occupied, but such switch indicators will display "stop" when there is a train approaching such block from the rear.

Rule 533. Where switch indicators are used, a train desiring to enter the block from siding or crossover may do so at once if the indicator disc is withdrawn, or the miniature semaphore indicates "proceed." Precaution, however, must be taken to note if any approaching train is within sight or hearing; also that the indicator changes to "stop" position with opening of switch, except that where switch indicators in normal clear territory are located within 1,500 feet in advance and in sight of automatic signal protecting the block, such switch indicators will not display red disc or miniature semaphore with opening of switch.

Flagging signals must be at hand and used if indicator does not change (except as noted above) or other conditions make them necessary for safe movement.

Note—The switch indicator on switches of crossovers between main tracks will give the block indication of the opposite track.

Signal Rules. Interlocking and Block Signals.

Principles of location.

Dummy dolls will not display blue light by night.

General Rules.

At an interlocking plant, where there are two or more main tracks, and signalman is absent or incapacitated so that instructions cannot be obtained, trains will proceed with caution, and conductor must report circumstances to the superintendent from first open telegraph office. Where a train proceeds under this condition, enginemen must be sure switches are properly set before passing signal.

Rule 953, add.

Signals must also be exchanged at intervals of not to exceed ten (10) minutes when moving.

20. Yard Time Tables.

Jackson yard time table governs between Jackson and Lake Shore Junction.

21. Use of Specially Designated Tracks.

Passenger trains using slow speed track to be passed will run so that if possible they will be moving while being passed. When taking siding to be passed, they will stop as soon as clear until train to pass is in sight, then pull slowly through siding so train will be in motion when other train passes.

On single track trains taking siding will take first switch except.

Clinton	Southbound, second switch.
Deerfield	Eastbound, second switch.
Fayette	Westbound, second switch.
Manchester	Northbound, third switch.
Morenci	Eastbound, second switch.
Napoleon	Northbound, second switch.
Tecumseh	Northbound, second switch.

Toledo and Jackson trains will use the new "Wye" at Lenawee Jct.

The crossing with the Monroe Line will be protected by gate targets. Normal position of signals will be stop for Monroe Line. The switch connecting Jackson Line with new Wye will be kept set for the "Y".

Michigan Division trains will use Fayette Line main track at Grosvenor for side tracking. Fayette Line trains will approach Grosvenor expecting to find the main track occupied by Michigan Division trains.

34.

COMPANY SURGEONS.

Adrian.....W. E. Jewett, Sr.,
Adrian.....W. E. Jewett, Jr.
Air Line Junction.....T. F. Heatley.
Jackson.....D. E. Robinson.
Manchester.....P. A. Schurer.
Monroe.....P. S. Root.
Tecumseh.....H. R. Conklin.
Toledo.....B. W. Patrick.

COMPANY HOSPITALS.

Jackson City Hospital.....Jackson
St. Vincent's.....Toledo.

851. Local Instructions.

Enginemen are specially cautioned if any difficulty with machinery temporarily withdraws attention from constant lookout ahead or weather conditions make observation of signals or warnings in any way doubtful, that they must at once so regulate speed as to make train progress entirely safe.

Rules governing the movement of trains by telegraph will apply where telephones are used for dispatching trains.

Extras may pass and run ahead of third class trains on Jackson, Monroe and Fayette Lines.

Detroit Division trains will receive clearance card or orders before using Michigan Division main track at Lenawee Jct., and Grosvenor.

Jackson Line and Monroe Line trains will be governed by Michigan Division time table between Lenawee Jct. and Adrian.

Fayette Line trains will be governed by Michigan Division time table between Grosvenor and Adrian.

Ypsilanti Line trains will use Jackson Line tracks between Manchester and Manchester Jct., being governed by rule 102-b and the Manual Block signal rules. At Manchester no passenger train will be permitted to pass the block signal to do station work as provided under rule 481-A.

The following rules are shown in time table in compliance with Ohio law.

Trains must approach the end of double track and junctions prepared to stop, unless the switches and signals are right and the track is clear.

All trains must stop not less than 200 feet or more than 800 feet before crossing any steam railroad at grade, or draw bridge, except where interlocking signals are in use.

Enginemen must know the indication of all fixed signals before passing them. At railroad crossings, draw bridges, junctions, or train order offices, they will require the fireman to observe and communicate the indication of all signals.

Block Stations	Telegraph Call	Hours Open. Except as shown on Sunday schedule.	Sunday Hours	
Monroe	MO	Continuously.	Continuously.	
Strasburg	BG	8:00 A. M. to 7:00 P. M.	Closed.	
Ida	DY	8:00 A. M. to 7:07 P. M.	Closed.	
Petersburg	BU	8:00 A. M. to 7:14 P. M.	Closed.	
Deerfield	HG	8:00 A. M. to 7:35 P. M.	Closed.	
Lenawee Jct	WA	Continuously.	Continuously.	
Tecumseh Jct	SU	Continuously.	Continuously.	
Clinton	CK	7:30 A. M. to 10:00 P. M.	8:35 A. M. to 9:35 A. M.	8:15 P. M. to 9:15 P. M.
Manchester	UD	7:30 A. M. to 10:00 P. M.	8:55 A. M. to 9:55 A. M.	8:00 P. M. to 9:00 P. M.
Norvell	NO	7:30 A. M. to 7:30 P. M.	9:00 A. M. to 10:00 A. M.	.....
Napoleon	OP	7:30 A. M. to 7:30 P. M.	9:15 A. M. to 10:15 A. M.	.....
Jackson Tower	OD	Continuously.	Continuously.	
Grosvenor	GS	7:25 A. M. to 7:45 P. M.	Closed.	
Jasper	J	7:02 A. M. to 5:47 P. M.	Closed.	
Weston	WS	6:55 A. M. to 5:59 P. M.	Closed.	
Morenci	MG	6:40 A. M. to 6:15 P. M.	Closed.	
Fayette	FO	6:30 A. M. to 6:15 P. M.	Closed.	

F. F. RIEFEL, Superintendent.

J. W. BRITT, Train Master.

W. F. FUSON, Chief Train Dispatcher.

JACKSON TO LENAWEE JCT.

SOUTH-BOUND—FIRST-CLASS

THIRD-CLASS

Miles from Jackson.	STATIONS	113 Dundee Line Daily Except Sunday	13 Grand Rapids-Jackson-Toledo Express Daily Except Sunday	15 Grand Rapids-Jackson-Toledo Express Daily Except Sunday	23 Grand Rapids-Jackson-Toledo Express Daily	49 Way Freight Daily Except Sunday
	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.
.....	Jackson	...	10.20	2.05 12	8.05	12.30
5.98	Eldred	...	10.30	2.15	f 8.14	...
10.42	Napoleon	...	s 10.38 46	s 2.22	s 8.22	s 12.50
13.76	Norvell	...	s 10.45	s 2.29	s 8.27	s 1.00
20.47	Manchester Jct	...	10.55	2.39	8.37	1.15
21.11	Manchester	...	s 10.57	s 2.41	s 8.39	s 1.19 12
25.24	River Raisin	...	f 11.02	2.47	f 8.45	...
28.97	Clinton	...	s 11.08	s 2.53	s 8.53	s 2.20
33.44	Tecumseh	A. M.	s 11.17	s 3.01 49	s 9.01	s 3.01 15
33.95	Tecumseh Jct	s 10.23	s 11.21	s 3.03	s 9.03	s 3.15
37.57	Sutton	f 10.29	11.26	3.08	f 9.12	...
39.16	Chase's	10.32	11.29	3.11	9.15	3.50 112
40.30	Raisin Center	f 10.35	11.32	3.14	f 9.19	...
42.45	Lenawee Jct	s 10.40	s 11.40	s 3.20	s 9.25	s 4.15
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.

On single track, southbound trains are superior to northbound trains of the same class, unless otherwise specified.

First class trains will stop at Chicago St., Tecumseh.

Lansing Division trains will leave Manchester as follows:

West		East	
No. 35	9:33 a. m.	No. 38	9:28 a. m.
No. 37	7:10 p. m.	No. 36	3:59 p. m.

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LENAWEE JCT. TO JACKSON

NORTH-BOUND—FIRST-CLASS

THIRD-CLASS

Miles from Adrian.	STATIONS	10 Toledo-Jackson-Grand Rapids Express Daily	12 Toledo-Jackson-Grand Rapids Express Daily Except Sunday	112 Dundee Line Daily Except Sunday	14 Toledo-Jackson-Grand Rapids Express Daily Except Sunday	46 Way Freight Daily Except Sunday
	LEAVE	A. M.	P. M.	P. M.	P. M.	A. M.
4.11	Lenawee Jct	s 8.40	s 12.45	s 3.40	s 5.15	s 6.05
6.26	Raisin Center	f 8.45		f 3.45	f 5.20	
7.40	Chase's	8.48	12.51	**3.50** 49	5.23	6.22
8.99	Sutton	f 8.51		f 3.54	5.26	
12.61	Tecumseh Jct	s 8.57	s 12.58	s 4.00	s 5.32	s 6.45
13.12	Tecumseh	s 9.00	s 1.01	P. M.	s 5.35	s 7.03
17.59	Clinton	s 9.09	s 1.08		s 5.43	s 8.10
21.32	River Raisin	f 9.20	1.13		f 5.49	
25.45	Manchester	s **9.25** 46	s **1.19** 49		s 5.57	s **9.00** **9.45** 10
26.09	Manchester Jct	9.28	1.21		5.59	9.50
32.80	Norvell	s 9.38	s 1.30		s 6.10	s 10.10
36.14	Napoleon	s 9.45	s 1.36		s 6.17	s **10.38** 13
40.58	Eldred	f 9.52	1.43		6.25	
46.56	Jackson	10.05	**2.00** 15		6.40	11.15
	ARRIVE	A. M.	P. M.	P. M.	P. M.	A. M.

On single track, southbound trains are superior to northbound trains of the same class, unless otherwise specified.

First class trains will stop at Chicago St., Tecumseh.

Lansing Division trains will leave Manchester as follows:

East		West	
No. 38	9:28 a. m.	No. 35	9.33 a. m.
No. 36	3:59 p. m.	No. 37	7.10 p. m.

LENAWEE JCT. TO MONROE

EAST-BOUND—FIRST-CLASS

THIRD-CLASS

Miles from Adrian	STATIONS	118 Local Daily Except Sunday	120 Local Daily Except Sunday	40 Freight Daily Except Sunday
	LEAVE	A. M.	P. M.	A. M.
4.11	Lenawee Jct	s 8.50	s 3.25	s 4.00
7.32	Wellsville	f 8.55	f 3.30	f 4.10
9.74	Sisson	f 9.00	f 3.35	f 4.20
12.86	Deerfield	s 9.07	s 3.42	s 4.40
16.34	Petersburg	s 9.14	s 3.50	s 5.10
20.95	Federman	f 9.22	f 3.58	
23.50	Ida	s 9.27	s 4.03	s 5.55
27.21	Strasburg	f 9.34	f 4.10	f 6.15
33.40	Monroe	9.50	4.25	6.40
.....	Monroe M. C. Crossing	9.55	4.30	
	ARRIVE	A. M.	P. M.	A. M.

Nos. 118, and 120 will run direct to M. C. crossing via Pier track at Monroe, to connect with Nos. 4 and 6.

MONROE TO LENAWEE JCT.

WEST-BOUND—FIRST-CLASS

THIRD-CLASS

Miles from Monroe	STATIONS	119 Local Daily Except Sunday	121 Local Daily Except Sunday	43 Freight Daily Except Sunday
	LEAVE	A. M.	P. M.	A. M.
.....	Monroe M. C. Crossing			
.....	Monroe	10.35	6.30	12.30
6.19	Strasburg	f 10.51	f 6.46	f 12.45
9.90	Ida	s 10.58	s 6.54	s 1.05
12.45	Federman	f 11.03	f 7.00	
17.06	Petersburg	s 11.10	s 7.07	s 1.25
20.54	Deerfield	s 11.18	s 7.14	s 1.40
23.66	Sisson	f 11.25	f 7.20	1.50
26.08	Wellsville	f 11.32	f 7.25	2.00
29.29	Lenawee Jct	s 11.40	s 7.35	s 2.15
	ARRIVE	A. M.	P. M.	A. M.

On single track eastbound trains are superior to westbound trains of the same class unless otherwise specified.

GROSVENOR TO FAYETTE

Miles from Adrian.	STATIONS	FIRST-CLASS 128				THIRD-CLASS 26				
		Local				Mixed				
		Daily Except Sunday				Daily Except Sunday				
	LEAVE	P. M.				A. M.				
7.55	Grosvenor	s 5.25				9.00				
8.19	Harrison's									
12.14	Ogden	s 5.33				s 9.28				
15.53	Jasper	s 5.39				s 9.48				
19.19	Weston	s 5.47				s 10.08				
22.08	Bimo									
25.77	Morenci	s 5.59				s 10.40				
28.98	Ritters	f 6.05				f 10.55				
32.51	Fayette	6.15				11.10				
	ARRIVE	P. M.				A. M.				

FAYETTE TO GROSVENOR

Miles from Fayette	STATIONS	FIRST-CLASS 29				THIRD-CLASS 127				
		Local				Mixed				
		Daily Except Sunday				Daily Except Sunday				
	LEAVE	A. M.				P. M.				
.....	Fayette	6.50				12.20				
3.53	Ritters	f 6.58				f 12.32				
6.74	Morenci	s 7.03				s 12.55				
10.43	Bimo									
13.32	Weston	s 7.16				s 1.25				
16.98	Jasper	s 7.24				s 1.45				
20.37	Ogden	s 7.30				s 2.05				
24.32	Harrison's									
24.96	Grosvenor	7.40				s 2.45				
	ARRIVE	A. M.				P. M.				

The superior direction of trains is toward Fayette.

Nos. 26 and 127 will carry passengers.
No. 128 will stop at Baldwins Crossing, 2.15 miles west of Grosvenor, Saturdays.
No. 29 will stop at Baldwins Crossing, 2.15 miles west of Grosvenor.

SPEED TABLE

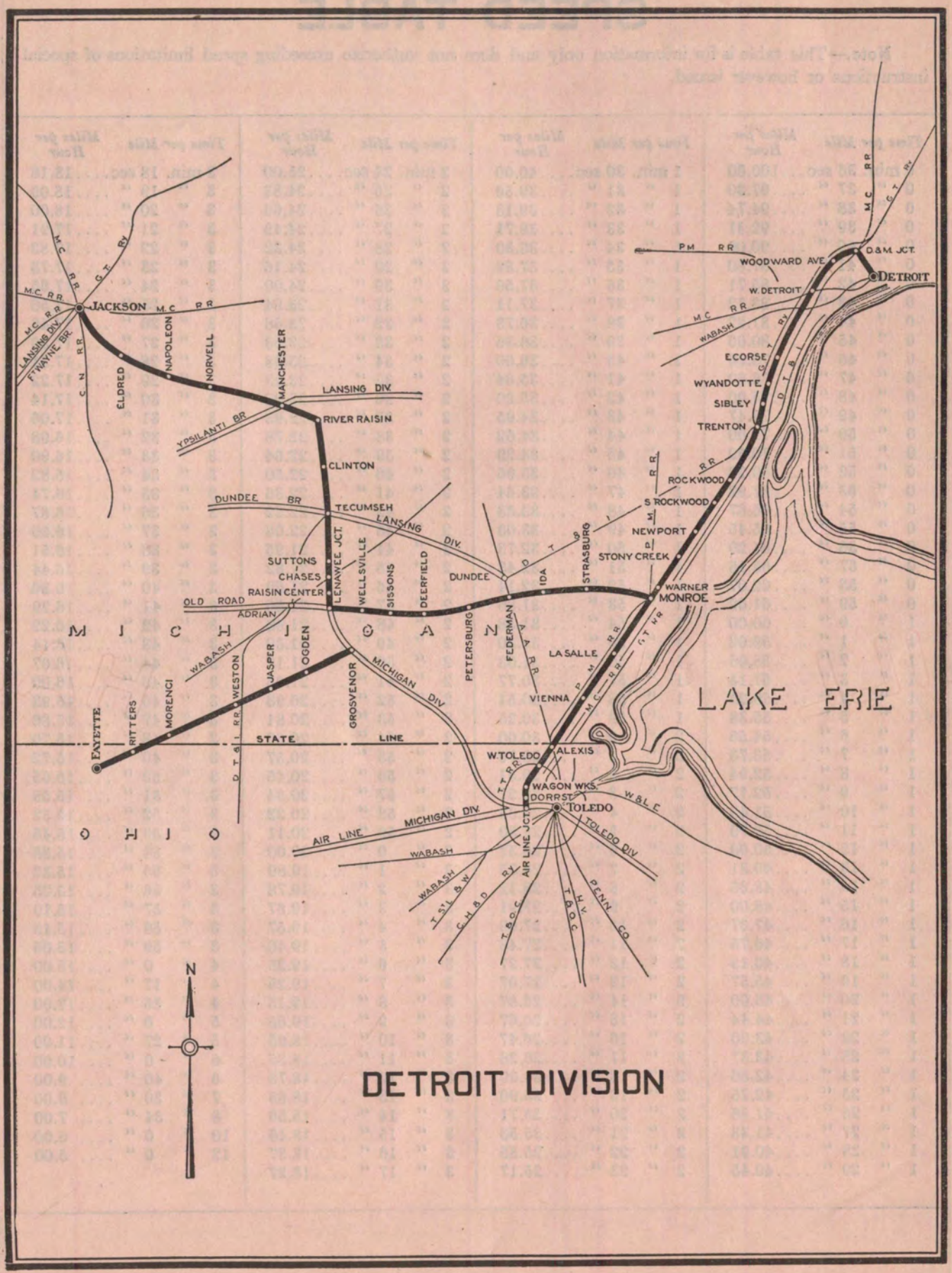
Note.—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	*Miles per Hour*
0 min. 36 sec.	100.00
0 " 37 "	97.30
0 " 38 "	94.74
0 " 39 "	92.31
0 " 40 "	90.00
0 " 41 "	87.80
0 " 42 "	85.71
0 " 43 "	83.72
0 " 44 "	81.82
0 " 45 "	80.00
0 " 46 "	78.26
0 " 47 "	76.60
0 " 48 "	75.00
0 " 49 "	73.47
0 " 50 "	72.00
0 " 51 "	70.59
0 " 52 "	69.23
0 " 53 "	67.92
0 " 54 "	66.67
0 " 55 "	65.45
0 " 56 "	64.29
0 " 57 "	63.16
0 " 58 "	62.07
0 " 59 "	61.02
1 " 0 "	60.00
1 " 1 "	59.02
1 " 2 "	58.06
1 " 3 "	57.14
1 " 4 "	56.25
1 " 5 "	55.38
1 " 6 "	54.55
1 " 7 "	53.73
1 " 8 "	52.94
1 " 9 "	52.17
1 " 10 "	51.43
1 " 11 "	50.70
1 " 12 "	50.00
1 " 13 "	49.31
1 " 14 "	48.65
1 " 15 "	48.00
1 " 16 "	47.37
1 " 17 "	46.75
1 " 18 "	46.15
1 " 19 "	45.57
1 " 20 "	45.00
1 " 21 "	44.44
1 " 22 "	43.90
1 " 23 "	43.37
1 " 24 "	42.86
1 " 25 "	42.35
1 " 26 "	41.86
1 " 27 "	41.38
1 " 28 "	40.91
1 " 29 "	40.45

Time per Mile	*Miles per Hour*
1 min. 30 sec.	40.00
1 " 31 "	39.56
1 " 32 "	39.13
1 " 33 "	38.71
1 " 34 "	38.30
1 " 35 "	37.89
1 " 36 "	37.50
1 " 37 "	37.11
1 " 38 "	36.73
1 " 39 "	36.36
1 " 40 "	36.00
1 " 41 "	35.64
1 " 42 "	35.29
1 " 43 "	34.95
1 " 44 "	34.62
1 " 45 "	34.29
1 " 46 "	33.96
1 " 47 "	33.64
1 " 48 "	33.33
1 " 49 "	33.03
1 " 50 "	32.73
1 " 51 "	32.43
1 " 52 "	32.14
1 " 53 "	31.86
1 " 54 "	31.58
1 " 55 "	31.30
1 " 56 "	31.03
1 " 57 "	30.77
1 " 58 "	30.51
1 " 59 "	30.25
2 " 0 "	30.00
2 " 1 "	29.75
2 " 2 "	29.51
2 " 3 "	29.27
2 " 4 "	29.03
2 " 5 "	28.80
2 " 6 "	28.57
2 " 7 "	28.35
2 " 8 "	28.12
2 " 9 "	27.91
2 " 10 "	27.69
2 " 11 "	27.48
2 " 12 "	27.27
2 " 13 "	27.07
2 " 14 "	26.87
2 " 15 "	26.67
2 " 16 "	26.47
2 " 17 "	26.28
2 " 18 "	26.09
2 " 19 "	25.90
2 " 20 "	25.71
2 " 21 "	25.53
2 " 22 "	25.35
2 " 23 "	25.17

Time per Mile	*Miles per Hour*
2 min. 24 sec.	25.00
2 " 25 "	24.83
2 " 26 "	24.66
2 " 27 "	24.49
2 " 28 "	24.32
2 " 29 "	24.16
2 " 30 "	24.00
2 " 31 "	23.84
2 " 32 "	23.68
2 " 33 "	23.53
2 " 34 "	23.38
2 " 35 "	23.23
2 " 36 "	23.08
2 " 37 "	22.93
2 " 38 "	22.78
2 " 39 "	22.64
2 " 40 "	22.50
2 " 41 "	22.36
2 " 42 "	22.22
2 " 43 "	22.08
2 " 44 "	21.95
2 " 45 "	21.82
2 " 46 "	21.69
2 " 47 "	21.56
2 " 48 "	21.43
2 " 49 "	21.30
2 " 50 "	21.18
2 " 51 "	21.05
2 " 52 "	20.93
2 " 53 "	20.81
2 " 54 "	20.69
2 " 55 "	20.57
2 " 56 "	20.45
2 " 57 "	20.34
2 " 58 "	20.22
2 " 59 "	20.11
3 " 0 "	20.00
3 " 1 "	19.89
3 " 2 "	19.78
3 " 3 "	19.67
3 " 4 "	19.57
3 " 5 "	19.46
3 " 6 "	19.35
3 " 7 "	19.25
3 " 8 "	19.15
3 " 9 "	19.05
3 " 10 "	18.95
3 " 11 "	18.85
3 " 12 "	18.75
3 " 13 "	18.65
3 " 14 "	18.56
3 " 15 "	18.46
3 " 16 "	18.37
3 " 17 "	18.27

Time per Mile	*Miles per Hour*
3 min. 18 sec.	18.18
3 " 19 "	18.09
3 " 20 "	18.00
3 " 21 "	17.91
3 " 22 "	17.82
3 " 23 "	17.73
3 " 24 "	17.65
3 " 25 "	17.56
3 " 26 "	17.48
3 " 27 "	17.39
3 " 28 "	17.31
3 " 29 "	17.22
3 " 30 "	17.14
3 " 31 "	17.06
3 " 32 "	16.98
3 " 33 "	16.90
3 " 34 "	16.82
3 " 35 "	16.74
3 " 36 "	16.67
3 " 37 "	16.59
3 " 38 "	16.51
3 " 39 "	16.44
3 " 40 "	16.36
3 " 41 "	16.29
3 " 42 "	16.22
3 " 43 "	16.14
3 " 44 "	16.07
3 " 45 "	16.00
3 " 46 "	15.93
3 " 47 "	15.86
3 " 48 "	15.79
3 " 49 "	15.72
3 " 50 "	15.65
3 " 51 "	15.58
3 " 52 "	15.52
3 " 53 "	15.45
3 " 54 "	15.38
3 " 55 "	15.32
3 " 56 "	15.25
3 " 57 "	15.19
3 " 58 "	15.13
3 " 59 "	15.06
4 " 0 "	15.00
4 " 17 "	14.00
4 " 36 "	13.00
5 " 0 "	12.00
5 " 27 "	11.00
6 " 0 "	10.00
6 " 40 "	9.00
7 " 30 "	8.00
8 " 34 "	7.00
10 " 0 "	6.00
12 " 0 "	5.00



DETROIT DIVISION