DETROIT TOLEDO
AND
IRONTON RAILROAD
COMPANY

●

TIME TABLE
No. 22

Superseding Time Table No. 21

●

Effective
12:01 a. m. Eastern Standard Time
Sunday, April 27, 1952

FOR THE GOVERNMENT OF
EMPLOYES ONLY

●

C. L. SHEETS,
Superintendent

DETROIT TOLEDO
AND
IRONTON RAILROAD
COMPANY

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Superintendent

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FOR THE GOVERNMENT OF
EMPLOYES ONLY

C. L. SHEETS,
Superintendent

.....19.....

Mr. C. L. Sheets,
Superintendent.

I have today received a copy of Time Table No. 22, effective 12:01 A.M., Sunday, April 27, 1952.

.....
Name

.....
Occupation

Station Signals	Telegraph Stations	Distance from Detroit	STATIONS AND CONNECTIONS	Capacity of Sidings 45-ft. Car Length	Location of Coal, Water, Turntables, Wyes and Scales	Location of Phones
....	....	0.0	DETROIT	Yard	S	.....
DN	DN	3.2	SOUTH YARD	Yard	WY	.....
....	....	7.4	WYANDOTTE	20	.....	.....
....	....	8.5	FORD	72	.....	NS
FN	DN	11.1	TRENTON	.....	.....	.....
			NYC—MC—Shore Line			
....	....	15.2	D & I JCT	.....	Y	N
FR	DN	17.2	FLAT ROCK (YD)	Yard	WCTS	.....
....	....	18.2	FLAT ROCK (STA.)	.....	.....	.....
CN	DN	23.5	CARLETON	102	.....	Tool House
			Penna.—P. M.			
....	....	30.1	MAYBEE SIDING	220	.....	S
MB	....	31.6	MAYBEE	51	.....	.....
....	....	39.0	MX NORTH SDG	125	.....	.....
MX	DN	40.8	DIANN	S111	.....	S
			Ann Arbor			
....	....	43.4	PETERSBURG JCT	157	.....	Booth
....	....	51.8	RIGA	92	.....	NS
....	....	60.7	METAMORA	100	W	S
....	....	67.9	FULTON	97	.....	N
....	....	74.3	DELTA	S54	Y	N&Tool House
			N.Y.C.—Wab.	101		
....	....	84.5	MAUMEE	106	W	S
MI	DN	90.3	MALINTA	So 65	.....	N & S
			N.Y.C. & St. L.	N128		
HM	DN	97.6	HAMLER	108	.....	S
			B. & O.			
....	....	102.5	PRENTISS	S19	.....	.....
KN	DN	106.0	LEIPSIC	E76		
			N.Y.C. & St. L.—B. & O.	W80	WY	N & S
....	D	112.1	OTTAWA	32	.....	Beef Track
....	....	115.4	PUTNAM	82	.....	N
....	....	119.7	COLUMBUS GROVE	.....	.....	Acy-Trf
			A.C.Y.			
CG	DN	120.7	C. G. TOWER	84	.....	S
....	....	125.7	CAIRO	100	.....	S
....	....	131.0	MORRIS			
			N.Y.C. & St. L.			
DC	DN	132.0	SUGAR STREET			
			Penna.	Yard	WCYS	.....
YD	....	132.7	LIMA			
SJ	DN	133.6	S. J. TOWER			
			Erie			
....	....	133.9	MIDWAY	83	.....	N
OA	....	142.5	UNIOPOLIS	78	.....	S
....	....	145.4	ST. JOHNS	S12	.....	.....
....	....	147.3	SLATER	21	.....	N
			N.Y.C.			
HN	D	153.5	JACKSON CTR	105	.....	N
....	....	158.0	MAPLEWOOD	S11	.....	.....
				S12		
WF QC	DN	164.4	QUINCY	79	.....	S
			Big 4			
....	....	169.9	ROSEWOOD	58	.....	S
RA	D	176.7	ST. PARIS	55	W	N & Tfr.
			Penna.			
K	D	182.4	THACKERY	70	.....	N
....	....	186.5	BRYAR	74	.....	N
....	....	188.2	TREMONT CITY	S 9	.....	Tool House
NY	DN	193.2	MAITLAND	.....	.....	.....
			Erie			
....	....	194.0	BECHTEL AVE.			
			S. S.			
....	....	195.5	SPRINGFIELD	32	.....	Tool House
....	....	197.7	LAGONDA	32	.....	N
....	....	200.5	JUNCTION	Yard	WCYST	N & Jct.
			Big 4—Penna.			
N	DN	210.1	SO. CHARLESTON	S51		
			Penna.	E73	.....	S
ON	....	216.0	SO. SOLON	66	.....	N

Station Signals	Telegraph Stations	Distance from Detroit	STATIONS AND CONNECTIONS	Capacity of Sidings 45-ft. Car Length	Location of Coal, Water, Turntables, Wyes and Scales	Location of Phones
NE	D	222.4	JEFFERSONVILLE	31	W	STA
....	....	227.7	HEGLERS	83	.....	N
....	....	229.7	FAYNE	S27	.....	S
			B. & O.			
W	....	234.3	WASHINGTON CH.	110	WS	Tank
			B. & O.—Penna.			
....	....	241.1	GOOD HOPE	S11	.....	STA
GR	D	247.8	GREENFIELD	35	.....	N
....	....	248.8	THRIFTON	.....	.....	TRF
			B. & O.			
....	....	250.2	NEW SALEM	93	.....	N
BA	D	259.1	BAINBRIDGE	110	WC	STA
....	....	264.2	STORMS	53	.....	S
....	....	265.4	SPARGURSVILLE	S5	.....	.....
....	....	271.3	SUMMIT	Yard	WY	M
....	....	275.1	DENVER	S3	.....	S
....	....	278.6	PECK	59	.....	N
WR	D	281.6	WAVERLY			
SX	DN	282.6	GLEN JEAN	Yard	WY	Tool House
			N. & W.			
....	....	286.4	GREGGS	Yard	.....	.....
			C. & O.			
....	....	288.0	GIVENS	S10	.....	.....
....	....	294.1	BEAVER	23	.....	Booth
....	....	299.0	COVE	25	.....	S
J	D	306.5	JACKSON	Yard	WCYST	N & STA
			C. & O.			
JA	....	306.8	B & O JCT	.....	.....	.....
			B. & O.			
....	....	330.2	BLOOM JCT	.....	.....	Jct.
			B. & O.			
....	....	334.9	ANDRE	S11	.....	.....
....	....	340.6	SUPERIOR	S100	W	Booth
....	....	348.8	LISMAN	65	.....	Booth
....	....	349.9	PEDRO	86	.....	.....
....	....	351.8	ROYERSVILLE	21	.....	S
....	....	358.1	IRONTON	Yard	WST	STA
			N. & W.			

TECUMSEH BRANCH

Station Signals	Telegraph Stations	Distance from Malinta	STATIONS AND CONNECTIONS	Capacity of Sidings 45-ft. Car Length	Location of Coal, Water Turntables, Wyes and Scales	Location of Phones
MI	DN	0.0	MALINTA	.....	.....	S
....	D	M 7.1	NAPOLEON	Yard	WCTS	STA
			Wabash			
....	....	M13.4	NAOMI	S11	.....	.....
....	D	M17.9	WAUSEON	10	W	STA
			N. Y. C.			
....	....	M21.5	OTTOKEE	S10	.....	.....
....	....	M26.1	OAK SHADE	S19	.....	.....
....	....	M28.9	DENSON	6	.....	STA
....	....	M32.0	BIMO	.....	.....	.....
			N. Y. C.			
....	....	M38.8	SAND CREEK	S8	.....	.....
....	....	M44.3	PAGE			
			Wabash	Yard	W	STA
....	D	M46.6	ADRIAN			
			N. Y. C.			
....	....	M55.4	TECUMSEH	Yard	Y	.....
			N. Y. C.			

DEARBORN BRANCH

Station Signals	Telegraph Stations	Distance from D. & I. Jct.	STATIONS AND CONNECTIONS	Capacity of Sidings 45-ft. Car Length	Location of Coal, Water Turntables, Wyes and Scales	Location of Phones
....	....	0.0	D & I JCT.....	Double Track	.....	.....
RK	DN	D 6.0	PENFORD.....		.....	STA
			Penna.			
RH	DN	D10.3	OAKWOOD JCT.....		.....	.....
			Wabash			
....	DN	D13.5	M. C. TOWER.....		.....	STA
			M. C.			
....	....	D13.6	ROUGE YARD.....		W	STA
....	....	D15.3	FORDSON YARD....		W	STA

TOLEDO BRANCH

Station Signals	Telegraph Stations	Distance from Petersburg Jct.	STATIONS AND CONNECTIONS	Capacity of Sidings 45-ft. Car Length	Location of Coal, Water Turntables, Wyes and Scales	Location of Phones
....	....	0.0	PETERSBURG JCT .	Yard	.....	Booth
...	....	T 6.3	ST. ANTHONY.....	71	.....	N
....	....	T 9.5	LAMBERTVILLE....	S 5 S 4	.....	.....
....	D	T14.6	TOLEDO.....	Yard	WY	STA

TIME TABLE SYMBOLS

S—in schedule, Regular stop.
S—in car capacity, Spur.
C—coal.
S—scale.
T—turn table.
W—water.
Y—Wye.

ADDITIONAL STATIONS AND SIDINGS BETWEEN STATIONS

MAIN LINE	Distance from Detroit	Capacity Car
Firestone Yard	9.1	Yard
Trenton Valley	11.4	S 19
Metamora	61.3	S 16
Ottawa Beet Track No. 1	113.7	S 78
Sugar Creek	129.3	S 11
Bechtel Ave	194.1	25
Abattoir	195.1	S 17
Thorps	204.3	S 7
Royal	205.4	S 28
Blue Rock	245.4	12
Island Grove Mill	247.1	S 6
Fruitdale	252.3	S 4
Bondclay	337.8	S 35
Lawco	347.5	S 26

DEARBORN BRANCH	Distance from D. & I. Jct.	Capacity Car
Dearborn Depot Track	13.6	S 11
Dearborn Sewage Disposal Plant	12.7	S 5
Melvindale Team Track	12.6	S 9
Melvindale Coal Co	12.3	S 13
Outer Drive Team Track	11.0	S 17
Burbank Fuel & Supply Co	9.7	S 9
Anderson & Huebner Fuel & Supply Co	9.6	S 9
Frank Currier Lumber Co	9.2	S 15
White Star	0.9	Yard

TOLEDO BRANCH	Distance from Petersburg Jct.	Capacity Car
Hixson Peterson Lumber Co	0.3	S 53
Thyer Lumber Co	11.3	S 3

CHIEF DISPATCHER

E. L. Mandigo

DISPATCHERS

J. T. Mecklenborg
W. O. Peecher
J. D. Boudreau
E. J. Gormley
A. J. Hoover
W. C. Mell

SOUTHERN DISTRICT-SOUTHWARD

STATIONS		FIRST CLASS 1 DAILY EX. SUN. P. M.			
JUNCTION		2.17			
9.6					
SO. CHARLESTON	S	2.33			
5.9					
SO. SOLON	S	2.45			
6.4					
JEFFERSONVILLE	S	3.03			
5.3					
HEGLERS	F	3.11			
2.0					
FAYNE		3.14			
3.4					
WASHINGTON CH. (STA.)	S	3.40			
1.2					
WASHINGTON CH.		3.43			
6.8					
GOOD HOPE	F	3.52			
6.7					
GREENFIELD	S	4.01			
1.0					
THRIFTON		4.08			
1.4					
NEW SALEM		4.10			
2.1					
FRUITDALE	F	4.14			
6.8					
BAINBRIDGE	S	4.38			
5.1					
STORMS	F	4.46			
1.2					
SPARGURSVILLE	F	4.49			
3.7					
HARRIS		4.58			
2.2					
SUMMIT	F	5.06			
3.8					
DENVER	F	5.13			
3.5					
PECK		5.19			
3.0					
WAVERLY	S	5.29			
1.0					
GLEN JEAN		5.35			
3.8					
GREGGS		5.42			
1.6					
GIVENS	F	5.45			
6.1					
BEAVER	S	6.00			
4.9					
COVE	F	6.09			
7.5					
JACKSON		6.30 P. M.			

No. 1 will stop on signal at Humboldt and Parrotts.

SOUTHERN DISTRICT-NORTHWARD

STATION		FIRST CLASS 2 DAILY EX. SUN. P. M.			
JUNCTION		12.45			
9.6					
SO. CHARLESTON	S	12.27			
5 9					
SO. SOLON	S	12.18			
6.4					
JEFFERSONVILLE	S	12.02			
5.3					
HEGLERS	F	11.54			
2.0					
FAYNE		11.51			
3.4					
WASHINGTON CH (STA.)	S	11.45			
1.2					
WASHINGTON CH		11.31			
6.8					
GOOD HOPE	F	11.22			
6.7					
GREENFIELD	S	11.12			
1.0					
THRIFTON		11.06			
1.4					
NEW SALEM		11.04			
2.1					
FRUITDALE	F	11.01			
6.8					
BAINBRIDGE	S	10.49			
5.1					
STORMS	F	10.39			
1.2					
SPARGURSVILLE	F	10.36			
3.7					
HARRIS		10.28			
2.2					
SUMMIT	F	10.23			
3.8					
DENVER	F	10.15			
3.5					
PECK		10.09			
3.0					
WAVERLY	S	10.03			
1.0					
GLEN JEAN		9.57			
3.8					
GREGGS		9.51			
1.6					
GIVENS	F	9.48			
6.1					
BEAVER	S	9.40			
4.9					
COVE	F	9.31			
7.5					
JACKSON		9.20 A. M.			

No. 2 will stop on signal at Parrotts and Humboldt.

SPECIAL INSTRUCTIONS

LOCATION OF STANDARD CLOCKS

Dearborn Dispatcher's Office
South Yard
Flat Rock Yard
Lima
Springfield Engine House
Springfield Yard Office
Jackson

YARD LIMITS

Rouge Yard-Fordson Yard
Oakwood Jct.
South Yard
Trenton-Wyandotte
Flat Rock Yard
Toledo
Petersburg Jct.
Delta
Napoleon
Malinta
Leipsic
Lima
Junction
Washington CH
Bainbridge
Summit
Waverly—Glen Jean
Greggs
Jackson

BULLETIN BOARDS

South Yard
Wyandotte
Flat Rock Yard
Napoleon Station
Lima { Station / Engine House }
M. C. Tower
Springfield { Passenger Station / Engine House / Yard Office }
Jackson { Engine House / Yard Office }

TRAIN REGISTER STATIONS

Flat Rock (Except Dearborn Branch Trains)
South Yard
Springfield Yard
Jackson Station

CLEARANCE CARD STATIONS

Flat Rock Yard
Sugar Street Tower.....for northward trains
S. J. Tower.....for southward trains
Carney Tower
Washington C. H. (Unattended) { "WH" for northward trains / "PA" for southward trains }
Jackson
Ironton

REPORT ALL

PERSONAL INJURIES

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Trains must not pass unattended block stations without receiving a train order at that point, unless in possession of a train order received in advance, authorizing them to do so.

Trains will be governed by time table and rules of the B. & O. R. R. between B. & O. Junction and Bloom Junction.

Train movements on the Dearborn Branch will be authorized by the operator at Penford, who will obtain permission from Train Dispatcher.

A block system is in service over that portion of the main track between Tower at Short Cut Canal and Yard Office at South Yard. No train or engine will occupy this portion of the main track without the permission of operator at Short Cut Canal Bridge. Southward trains receiving proper signal indications may proceed. All trains and engines after clearing the main track at intermediate switches or north lead switch at South Yard must call block operator and report in clear. One long ring will call operator at Short Cut Canal and two long rings will call operator at South Yard.

D. T. & I. trains may cross Big Four tracks at Lagonda (Springfield) without stopping, under the following conditions: Trains must not exceed a speed of eight miles per hour passing caution signals which are installed 500 feet each side of the Big Four Crossing, expecting to find the pole target in stop position. It will not be necessary to restore pole target for the Big Four movement.

D. T. & I. trains may cross N. Y. C. track at Slater, without stopping, under the following conditions: Trains must approach Slater prepared to stop if pole target is not in proceed position. If the pole target is in a horizontal or stop position, D. T. & I. trains must come to a full stop between 200 and 800 ft. from the crossing and proceed only after it has been ascertained that N. Y. C. train is not approaching or using crossing and after the pole target has been changed to the vertical or proceed position.

Trains must not exceed a speed of 15 M.P.H. between caution signals at Slater.

When southward trains meet trains at Malinta and the train to be met has arrived and lined up the switch for the siding, it will be permissible for southward trains to pass southward distant signal without stopping when stop indication is displayed.

At Springfield Junction, the normal position of the main line switch at the connection with the Lima and Jackson legs of the Wye, will be for movement to and from the yard. Green light or clear signal indication will be displayed for this movement. Switch at the other leg of the Wye will be left as last used.

Through trains which do not enter Springfield Yard, must not pass Junction until they have called the dispatcher and advised him of their arrival.

Trains No. 1 and No. 2 will arrive and depart from D. T. & I. Passenger Station at Springfield and will operate under yard rule No. 93 between Station and Junction. No. 2 is due at the station at 1:10 P. M. and No. 1 is due to leave the station at 2:00 P. M.

Trains approaching automatic interlocking plants and finding home signal at stop, which will not clear up within three minutes shall be governed by instructions in terminal switch box.

Train service employees, in or on cabin cars, must take position on platform of cabin car while train is entering, passing through, or leaving yards and be prepared to acknowledge signals from any person in the vicinity affecting the movement of their train.

Crews will exchange signals from rear to head end of trains when passing stations, sidings, other trains or through interlocking plants; also acknowledge signals from maintenance men on ground.

Trains must be spaced not less than 15 minutes apart leaving Summit in either direction. Trains must report from Summit to the dispatcher for space permission to proceed in either direction and must also advise their probable departure from Summit.

Conductor or engineman or both must use telephone, whenever it appears necessary to expedite the movement of trains. Instructions received by telephone must be repeated and name and occupation of the employees exchanged.

One long, two short, one long (—O O—) will be sounded to acknowledge slow board sign.

When necessary to use snow plow, bell or communicating signal must be connected to locomotive. The man operating snow plow will signal engineer according to signals prescribed in current Book of Rules.

When necessary to use relief outfit, with crane X402, there must be at least one car between engine and crane.

Engines must not be operated over the weighing rail of any track scale, except the plate fulcrum scales at Flat Rock Yard and at Rouge Yard. Engines must not be run over the dead rail of any track scale when coupled to a car which is on the weighing rail.

In the movement of engines with or without cars when switching over highway grade crossings, unless there is a watchman on duty, or the crossing is protected by gates, a member of the crew shall protect highway traffic by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed. Trains moving through sidings or industrial tracks and across highway grade crossings which are protected by flashers and such tracks do not operate flashers, crossing must be protected by a member of the crew until crossing is covered, unless the crossing is being protected by a known employee.

All train and engine movements over West End and Dearborn Avenues, Detroit; Jefferson Avenue, Riverview; Bellefontaine Avenue, Lima; Bridge and Athens Streets, Jackson; Elm Street, Wauseon, must be preceded by a member of the crew who will act as a crossing flagman until crossing is covered, unless crossing is protected by a known employee.

Street crossings between Dearborn Avenue and Delray Yard are protected with crossing bells and will be operated as follows: Towerman at Jefferson Avenue will operate bells from the tower for northward trains. After train pulls into Delray and clears the last street crossing a member of the crew will switch off the current. This switch is located in an outside telephone box on a pole on the east side of the track at Melville Avenue. Southward trains leaving Delray, and before crossing Melville Avenue, will switch on the current, and after train has cleared Dearborn Avenue, the towerman will switch off the current.

DANGEROUS SHIPMENTS AND EXPLOSIVES

(a) Cars placarded "Explosives" must be placed in through freight trains near the middle of the trains and must be not nearer than the sixteenth car from the engine, or a caboose in service if next to engine, nor the eleventh car from the rear end caboose, if the length of the train will permit.

(b) Cars placarded "Explosives" may be placed in local freight trains, or mixed trains, not nearer than the second car from the engine, or caboose in service when placing them near the middle of the train would require additional switching at way stations.

(c) Cars placarded "Explosives" must not be placed in through or local trains next to dead engines, loaded tank cars, wooden-frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of car placarded "Explosives" from rough handling; nor next to cars containing lighted heaters, stoves, or lanterns; or cars with live stock or poultry in charge of an attendant.

(d) Cars placarded "Explosives" must not be placed in through or local trains next to box cars which bear "Dangerous" placards, unless the balance of the train consists only of such cars.

(e) When handling cars placarded "Explosives" in yards or on sidings, explosives cars must be coupled to engine, electric locomotive, or motor car, protected by a car between.

Cars placarded "Explosives" must not be handled with doors open.

(f) Placarded loaded tank cars must not be placed in trains next to cars containing lighted heaters, stoves, or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to flat cars with lading such as logs, lumber, rails, or pipe, or gondola cars with such lading higher than ends, that is liable to shift. In through trains such tank cars must not be placed nearer than the sixth car from the engine, electric locomotive or motor car, or a caboose in service, and in local trains not nearer than the second car from the engine, electric locomotive, motor car or a caboose in service, when length of train permits and cars other than loaded tank cars are in the train.

(g) Cars placarded "Explosives" must not be cut off while in motion, and must be coupled carefully and all unnecessary shocks must be avoided. Other cars must not be cut off and allowed to strike a car containing explosives. Cars placarded "Explosives" must be so placed in yards or on sidings that they will be subject to as little handling as possible and be removed from all danger of fire. Such cars must not be placed on tracks under bridges and should not be placed in or alongside passenger sheds or stations; and, when avoidable, engines on parallel tracks must not be allowed to stand opposite or near them.

Cars placarded "Explosives" or placarded loaded tank cars must not be handled in Trains 1 or 2.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

When a car seal is changed on a car of explosives, a record must be made on the waybill or other form of memorandum, which shall accompany car to destination, showing name of railroad, place and date, number and description of seal broken, number and description of seal used to reseal car, reason for opening car, condition of load and name and occupation of person opening car.

REFRIGERATION AND VENTILATION CAR RECORDS

All carload shipments of perishables, other than avocados, cocoanuts, pineapples, tomatoes and sweet potatoes, moving under standard ventilation, must have plugs out and vents open when temperature is 32 degrees or over, and closed when temperature drops below 32 degrees, unless specific waybill instructions read otherwise. On cocoanuts, pineapples and sweet potatoes, plugs must be out and vents open when temperature is 40 degrees or over and closed when temperature falls below 40 degrees. The same applies for avocados and tomatoes at 45 degrees.

It is required that a record be made of plugs and vents on refrigerator cars and vents on all ventilated box cars at point of receipt and delivery and also at yards or other points where cars are held. A record is also required of the amount of ice in bunkers of all refrigerator cars moving under Standard Refrigeration. Temperature at time of receipt and delivery, also while cars are held, must be recorded.

The Agent or clerk in whose territory cars are handled, will be responsible for these records. If not on duty at time of receipt or delivery, he will see that inspector on duty takes necessary records. If no one is on duty, Conductor handling car will take these records and leave copy for Agent.

Conductors changing position of plugs and vents while cars are in their care will make necessary notation on wheel report, showing at what point changed and temperature at time of change.

Shipments moving under heater service, billed "Shippers Protective Service" with heaters installed in cars received from connecting carriers will be serviced by car inspectors at junction points or terminals in accordance with the waybill instructions. A record of each car must be maintained showing date and time of inspection, temperature prevailing and state whether heater or heaters were burning or dark and if any charcoal was supplied.

Agents or clerks receiving bills covering movement of cars requiring "Shippers Protective Service" must immediately notify car department that such car or cars require servicing and inspection.

INSPECTION OF PASSING TRAINS

The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

HOT JOURNAL.....	**By Day**	—Nose held with one hand, with other hand pointed toward track.
	By Night	—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
BRAKES STICKING	**By Day**	—Hands shoved in sliding motion out from body.
	By Night	—Lamp raised and held stationary.

BROKEN WHEELS.....
DEFECTIVE TRUCK.....
DRAGGING BRAKE CONNECTION....
LADING SHIFTED OVER SIDE OR END OF CAR.....
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION

Stop Signal.

COMPANY SURGEONS

Location	Name and Address	Telephone Number
Dearborn	Dr. H. K. Schillinger Office and Residence 4834 Neckel Ave.	 Luzon 1-8308
Ecorse **Alt.**	Dr. Lee Hileman Dr. W. J. Kemler Office, 4045 W. Jefferson Ave.	 Warwick 8-2205
Flat Rock	Dr. R. H. Proud Office, 26151 Huron Residence, 29155 Evergreen	 2105
Delta, Ohio	Dr. C. L. Hutchins Office, Delta Clinic Residence, 105 Adrian St.	 1185 1605
Columbus Grove	Dr. H. M. Trumbull Office and Residence 123 S. High St.	 124
Lima **Alt.**	Dr. R. M. Johnson Office, 907 Citizens Bldg. Residence, 1836 W. Elm St. Dr. J. F. Tillotson Office, 907 Citizens Bldg. Residence, 2010 W. High St.	 97721 90843 92371 25016
Rosewood	Dr. W. A. Yinger	31
St. Paris	Dr. Joe A. Fergus Office, Springfield St. Residence, Route 69, South of Route 36	 3281 4722
Springfield	Dr. J. H. Rinehart Office, Tecumseh Bldg. 34 High St. Residence, Berkeley Road	 2-1181 2-7152
Washington Court House	Dr. A. D. Woodmansee Office, 403 E. Market Residence, 510 E. Temple	 2547 33681
Greenfield **Alt.**	Dr. J. B. Glenn Office, Jefferson St. Residence, 227 South Dr. J. M. Byers Office, Midway Residence, 320 N. 6th	 253 253-K 68 68-B
Bainbridge	Dr. A. F. Haas Office, South Quarry St. Residence, North Quarry St.	 2161 2166
Waverly	Dr. R. T. Leever Office, 100 East Third St. Residence, 315 First Ave.	 166 54
Jackson **Alt.**	Dr. G. A. Parry Office and Residence 269 E. South Street Dr. C. C. Fitzpatrick Office, 344 E. Main Residence, 336 E. Main	 27 143 143

NOTE: Company surgeon should be called in all cases. If no response alternate surgeon should then be called.

COMPANY SURGEONS—Continued

Location	Name and Address	Telephone Number
Ironton.....	Dr. W. F. Marting.....	
	Office, 311 S. Fifth St.	111
	Residence, 303 S. Fifth St.	1931
Toledo.....	Dr. Phillip C. Stiff.....	
	Office, 1020 Sylvania	Kingswood 8331
	Residence, 2206 Grantwood	Kingswood 9343
Adrian.....	Dr. J. D. Rogers.....	
	Office, 146 Toledo	810-J
	Residence, 1232 W. Maple	810-R
Napoleon....	Dr. Julian Harrison.....	
	Office, 113 Clinton St.....	7631
	Residence	
	424 W. Maumee St.	5651

DIRECTORY OF EMERGENCY AMBULANCE SERVICE FOR DETROIT DISTRICT

Location	Name and Address	Telephone Number
Delray and Vicinity....	Delray General Hospital 7125 W. Jefferson, Detroit..	Vinewood 2-0750
River Rouge Ecorse Wyandotte to Trenton	Nixon Funeral Home, 2544 Biddle Ave., Wyandotte	Wyandotte 6480
Dearborn Branch Rouge and Fordson Yard	Dearborn Fire Department... Dearborn	Luzon 1-1200 Luzon 1-1100
Ecorse Road to West Road	Nixon Funeral Home, 2544 Biddle Ave., Wyandotte	Wyandotte 6480
West Road to Flat Rock..	Bobcean Funeral Home 26307 E. Huron, Flat Rock.	Flat Rock 2755

INSTRUCTIONS REGARDING ACCIDENTS

Call nearest Company surgeon.

Cover the wounds with sterile gauze. Do not use waste, rags towels, handkerchiefs, etc.

Do not use soap or water, salves, oils or other home remedies on open wounds.

In cases of severe bleeding apply tourniquet, and keep the bleeding member elevated as much as practicable. Apply the tourniquet three (3) inches above the wound.

Immobilize fractures by means of a board, cardboard, or other suitable splint securely tied to the member. In case of broken

ribs relief may be had by applying a wide bandage tightly about the chest.

In cases of burns or scalds, apply unguentine or a paste made of baking soda and water.

In cases of fatal accident to employees or others, a Company surgeon at the closest point should be notified, and the Coroner of the County in which the death occurs also notified. The body may be immediately removed from track or highway to permit resumption of the operation of the Railroad at that point, providing the body is left in charge of a Company representative until the Coroner arrives.

In case of injuries, the Company surgeon nearest the place of the accident should be called. In the event a Company surgeon cannot be reached, another should be called but should only handle the case until the Company surgeon can be secured.

The Company will not pay for the services of outside surgeons, except those of specialists, consultants, etc., called by the Company doctor, unless it is necessary to call an outside doctor on an emergency case.

Employees injured while on duty will be expected to go to the Company surgeon's office for treatments, except when their disability will not permit.

The Company will not pay for medical treatment rendered trespassers injured on the property, except for first aid.

All cases of personal injury, accident or damage to property must be reported by telegraph immediately.

When reporting vehicular accidents at street or road crossings, secure names and addresses of all persons present at the scene, whether or not they admit having seen the accident.

When an accident occurs at a crossing protected by a flasher or other signals, a test of such signals should be made with the train involved as soon as possible after the accident and, if it can be arranged, in the presence of outside witnesses, whose names and addresses should be secured.

Careful note should be made of the exact location of any movable objects such as freight cars on side tracks and automobiles parked on street or highway, which in any way restricted the view of the driver of the vehicle, or in any other manner figured in the accident. Measurements such as the height and width of such objects, the distance from the track and the distance from the highway should be made if possible.

Record must be made of the condition of the pavement as to ice or snow and whether wet or dry. The roadway should be examined for skid marks and a record made of their exact location and length.

When taking the license number of a vehicle be sure to show state and year of issue, make and model of car.

Whenever passengers or employees or other persons are injured on or about cars or engines, the equipment must be immediately inspected by the persons in charge, or regular inspectors if available, to ascertain condition. In cases of serious injury to persons between cars, there must be, in addition to the inspection, an immediate coupling and uncoupling test and the crew handling the cars in making the test, must use and examine the levers and all parts of the coupling apparatus, and be prepared to make statement, showing their condition. Report must be made to the general claim agent by wire and confirmed in writing, by first train mail. The inspection and tests must be made before the cars or engine leave the place of accident and afterwards regular inspection must be made by two inspectors at the first division terminal, unless otherwise directed. Inspectors must keep suitable record of such special inspection, which shall include the names of those injured, date, and place of accident, the manner of its occurrence, and the result in detail of the inspection of the equipment. When injury is caused by the breaking of machinery, tools, or any appliance the broken parts must be so marked as to be readily identified, and immediately turned over to the proper authority.

RAILROAD CROSSINGS AND GOVERNING SIGNALS

STATION	CROSSINGS	Signal Indicating Clear Route
MAIN LINE		
Dearborn Ave., Detroit	M. C.	Stop and Flag
Jefferson Ave.	Bridge	Interlocking
Short Cut	M. C. and Canal Bridge	Interlocking
South Yard—Great Lakes Ave.	M. C.	Target Horizontal
South Yard—Track No. 48	M. C.	Target Horizontal
South Yard—Track No. 47	M. C.	Target Horizontal
Ecorse	M. C.	Semi-automatic
Wyandotte M A No. 2	M. C. Spur	Semi-automatic
Wyandotte ½ Mile North	M. C. Spur	Semi-automatic
Wyandotte ¼ Mile South	M. C. Spur	Semi-automatic
Wyandotte ¾ Mile South	M. C. Spur	Semi-automatic
Riverview—Firestone Yard	M. C. Spur	Semi-automatic
Quarry Lumber Co.	M. C. Spur	Semi-automatic
Trenton	N. Y. C.—M. C.—S. L.	Interlocking
Carleton	P. R. R., P. M.	Interlocking
Diann	A. A.	Interlocking
Petersburg	N. Y. C.	Semiautomatic
Petersburg Jct.	D. T. & I.	Gate
Riga	N. Y. C.	Automatic Interlocking
*Delta	N. Y. C.—Wabash	
Liberty Center	Wabash	Automatic Interlocking
Malinta	N. K. P.	Interlocking
Hamler	B. & O.	Interlocking
Leipsic	N. K. P.	Interlocking
Leipsic	B. & O.	Interlocking
C. G. Tower	A. C. & Y.	Interlocking
Morris	N. K. P.	Automatic Interlocking
Lima	P. R. R.	Interlocking
Lima	Erie	Interlocking
Slater	N. Y. C.	Target Vertical
Quincy	Big Four	Interlocking
*St. Paris	P. R. R.	
Maitland	Erie	Interlocking
*Maitland	S. S.	
Springfield ½ Mile South	Big Four	Target Vertical
Lagonda ¼ Mile North	Big Four	Target Vertical
Lagonda	Big Four	Target Vertical
Carney	Big Four	Interlocking
Springfield-York St.	Big Four	Interlocking
South Charleston	P. R. R.	Interlocking
*Fayne	B. & O.	
Washington CH	B. & O.	Target Vertical
Washington CH	B. & O., Penna	Interlocking
*Thrifton	B. & O.	
Glen Jean	N. & W.	Interlocking
*Greggs	C. & O.	
Jackson	C. & O.	Gate
B. & O. Junction	B. & O.	Target Horizontal
Bloom Junction	B. & O.	Target Horizontal
Ironton	N. & W.	Interlocking
DEARBORN BRANCH		
Dearborn	M. C.	Interlocking
Oakwood Jct.	Wab.	Interlocking
Penford	P. R. R.	Interlocking
TECUMSEH BRANCH		
Napoleon	Wab.	Semi-automatic
Wauseon	N. Y. C.	Interlocking
Wauseon	Wab.	Semi-automatic
Bimo	N. Y. C.	Stop and Fla
Page	Wabash	Semi-automatic
Adrian	N. Y. C.	Interlocking
Tecumseh	N. Y. C.	Gate

*INTERCHANGE—NO CROSSING

SPEED RESTRICTIONS

BETWEEN	Miles per Hour	
	Pass.	Frt.
Dearborn Branch	35	35
Detroit and Flat Rock Yard	40	40
Flat Rock and Ottawa	55	45
Ottawa and M.P. 113.15	45	35
M.P. 113.15 and M.P. 118.25	55	45
M.P. 118.25 and M.P. 120.05	35	25
M.P. 120.05 and M.P. 125.30	55	45
M.P. 125.30 and M.P. 126.25	35	35
M.P. 126.25 and M.P. 162.35	55	45
M.P. 162.35 and M.P. 164.05	50	40
M.P. 164.05 and M.P. 172.30	55	45
M.P. 172.30 and M.P. 175.10	50	40
M.P. 175.10 and M.P. 192.40	55	45
M.P. 192.40 and M.P. 200.15	20	20
M.P. 200.15 and M.P. 214.15	55	45
M.P. 214.15 and M.P. 257.08	50	40
M.P. 257.08 and M.P. 258.10	35	25
M.P. 258.10 and M.P. 264.26	50	40
M.P. 264.26 and M.P. 274.03	20	20
M.P. 274.03 and M.P. 286.01	40	30
M.P. 286.01 and M.P. 293.00	50	40
M.P. 293.00 and M.P. 306.05	55	45
M.P. 306.05 and M.P. 348.20	35	35
M.P. 348.20 and M.P. 351.32	30	30
M.P. 351.32 and M.P. 352.00	6	6
M.P. 352.00 and M.P. 357.21	30	30
Toledo Branch	50	40
Tecumseh Branch	30	30
Over Draw Bridges (Jefferson Ave. and Short Cut)	6	6
Reverse curves over M.C. interlocking, Trenton	25	25
Over Flat Rock Scales	10	10
N.Y.C. crossing Slater	15	15
Big Four crossing Lagonda	8	8
Over B & O and Penna R.R. crossing Washington C.H.	8	8
Steam engines running backward on Tangents	30	30
Steam engines running backward on sharp curves	15	15
Entering and leaving sidings and through crossovers	12	12
Steam engines without engine truck, whether working or towed		20
Steam engines with main and side rods down		20
Relief trains with wrecking derrick		30
Trains hauling pile driver, spreader, restricted cranes or similar equipment		25
BETWEEN HOME SIGNALS		
All interlockings between South Yard and Trenton	20	20
P.R.R.-P.M.—Carleton	30	20
Diann Interlocking (Southward only)	20	20
N.K.P. at Leipsic (Northward trains only)	20	20
B. & O. at Leipsic	20	20
A. C. & Y. at CG Tower	20	20
P.R.R. at Lima (Northward trains only)	20	20
Erie at Lima	20	20
Erie at Maitland	20	20
Big Four—Carney	20	20
Big Four—York St., Springfield	20	20
N. & W.—Glen Jean	20	20
N. & W.—Ironton	20	20
Wabash—Napoleon	20	20
N.Y.C.—Wauseon	20	20
Wabash—Page	20	20
N.Y.C.—Adrian	20	20
M.C.—Schaefer Road, Dearborn Branch	20	20

L-1 and R-1 class engines shall not exceed a speed of 25 miles per hour over:

SPEED RESTRICTIONS—Concluded.

Bridge 283.19—Scioto River, South of Glen Jean.

L-1 and R-1 class engines must not be operated over the following:

Tecumseh Branch north of Napoleon.

Bridge SR-1.91-2 Mill Run to Brain Lumber Co., Springfield Yard.

Bridge SR-2.15-1 Mill Run to James Lumber Co., Springfield Yard.

Bridge SR-2.15-3 Mill Run to Beckley and Myers Co., Springfield Yard.

Bridge SR-2.30-1 Mill Run to Beckley and Myers Co., Springfield Yard.

Bridge 301.38-1 Buckeye Creek to McKitterick Coal Mine.

Ironton District south of Jackson.

By ordinance, speed of trains is restricted within corporate limits as follows: Wyandotte 15, Leipsic 8, Ottawa 8, Columbus Grove 8, Lima 20, Quincy 10, Springfield 20, Washington C. H. 8, Ironton 10, Napoleon 8, and across High Street and Jefferson Ave., Ecorse 10. Enginemen will exercise particular care in crossing streets in these towns.

Trains must not exceed speed of 10 miles per hour over highway crossing at Denson. Trains must stop and a member of crew flag crossing at Oak Shade.

Speed restrictions apply to the entire train. Speeds must be further reduced when, in the judgment of the enginemen, conditions require it.

When steam engines are double headed between Bainbridge and Storms, or between Glen Jean and Greggs, there shall be at least one spacer car between engines. Light steam engines coupled must not exceed 10 miles per hour over the following bridges:

No. 261.51 South of Bainbridge No. 283.19 South of Glen Jean

SPEED TABLE

Rate of Speed per Hour	TIME TO USE IN RUNNING									
	1 Mile		2 Miles		3 Miles		4 Miles		5 Miles	
	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
5 Miles	12	..	24	..	36	..	48	..	60	..
10 "	6	..	12	..	18	..	24	..	30	..
15 "	4	..	8	..	12	..	16	..	20	..
20 "	3	..	6	..	9	..	12	..	15	..
25 "	2	24	4	48	7	12	9	36	12	..
30 "	2	..	4	..	6	..	8	..	10	..
35 "	1	48	3	36	5	24	7	12	9	..
40 "	1	30	3	..	4	30	6	..	7	30
45 "	1	20	2	40	4	..	5	20	6	40
50 "	1	12	2	24	3	36	4	48	6	..
55 "	1	5	2	10	3	15	4	20	5	25
60 "	1	..	2	..	3	..	4	..	5	..
65 "	..	55	1	50	2	45	3	4	4	35
70 "	..	51	1	42	2	33	3	24	4	15

OVERHEAD AND SIDE CLEARANCES

Heights above Top of Rail		DETROIT, MICH. and FLAT ROCK, MICH.		FLAT ROCK, MICH. and OTTAWA, O.		OTTAWA, O. and QUINCY O.		QUINCY, O. and SPRINGFIELD JCT., O.		SPRINGFIELD JCT., O. and GREENFIELD, O.		GREENFIELD, O. and THRIFTON, O.		THRIFTON, O. and JACKSON, O.		JACKSON, O. and IRONTON, O.		DEARBORN, MICH. and FLAT ROCK, MICH.		PETERSBURG JCT. and TOLEDO, O.		MALINTA, O. and TECUMSEH, MICH.	
ft.	in.	Width ft.	Width in.	Width ft.	Width in.	Width ft.	Width in.	Width ft.	Width in.	Width ft.	Width in.	Width ft.	Width in.	Width ft.	Width in.	Width ft.	Width in.	Width ft.	Width in.	Width ft.	Width in.	Width ft.	Width in.
22	0	–	–	12	0	–	–	–	–	–	–	–	–	–	–	–	–	–	–	12	0	6	0
21	9	"	"	"	"	2	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	6	6
21	6	5	8	"	"	3	5	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	7	0
21	3	6	4	"	"	4	1	"	"	1	2	"	"	"	"	"	"	"	"	"	"	"	"	7	6
21	0	7	0	"	"	4	9	–	–	5	6	–	–	–	–	–	–	–	–	"	"	"	"	8	0
20	9	7	9	"	"	5	5	"	"	6	2	"	"	"	"	"	"	"	"	"	"	"	"	8	6
20	6	8	0	"	"	6	1	"	"	6	10	"	"	"	"	"	"	"	"	"	"	"	"	9	0
20	3	8	6	"	"	6	9	"	"	7	6	"	"	"	"	"	"	"	"	"	"	"	"	9	6
20	0	9	0	"	"	7	5	–	–	8	2	–	–	–	–	–	–	–	–	"	"	"	"	10	0
19	9	9	6	"	"	8	1	"	"	8	10	"	"	"	"	"	"	"	"	"	"	"	"	10	6
19	6	10	6	"	"	8	9	"	"	9	6	"	"	"	"	"	"	"	"	"	"	"	"	11	0
19	3	11	0	"	"	9	5	"	"	10	2	"	"	"	"	"	"	"	"	"	"	"	"	11	6
19	0	11	6	"	"	10	1	–	–	10	10	–	–	–	–	–	–	12	0	"	"	"	"	12	0
18	9	"	"	"	"	10	9	"	"	11	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"
18	6	"	"	"	"	11	6	"	"	12	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"
18	3	11	6	"	"	12	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
18	0	12	0	"	"	"	"	–	–	"	"	–	–	12	0	–	–	"	"	"	"	"	"	"	"
17	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
17	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
17	3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
17	0	"	"	"	"	"	"	12	0	"	"	–	–	"	"	–	–	"	"	"	"	"	"	"	"
16	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
16	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
16	3	"	"	"	"	"	"	"	"	"	"	11	4	"	"	4	0	"	"	"	"	"	"	"	"
16	0	"	"	"	"	"	"	"	"	"	"	11	6	"	"	6	0	"	"	"	"	"	"	"	"
15	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	8	0	"	"	"	"	"	"	"	"
15	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	9	0	"	"	"	"	"	"	"	"
15	3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	10	0	"	"	"	"	"	"	"	"
15	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	10	6	"	"	"	"	"	"	"	"
14	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	11	0	"	"	"	"	"	"	"	"
14	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
14	3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
14	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
13	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
13	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
13	3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
13	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
12	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
12	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
11	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
11	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
10	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
10	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
9	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
9	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
8	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
8	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
7	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
7	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
6	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
6	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
5	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
5	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
4	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
4	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
3	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
3	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
3	3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
3	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
2	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
2	6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
2	3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
2	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
1	9	12	0	12	0	12	0	12	0	12	0	"	"	12	0	"	"	12	0	12	0	12	0
1	6	11	6	11	6	11	6	11	6	11	6	11	6	11	6	"	"	11	6	11	6	11	6
1	3	10	11	10	11	10	11	10	11	10	11	10	11	10	11	"	"	10	11	10	11	10	11
1	0	10	4	10	4	10	4	10	4	10	4	10	4	10	4	11	0	10	4	10	4	10	4
0	9	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	0	9	10	9	10	9	10
0	6	9	3	9	3	9	3	9	3	9	3	9	3	9	3	9	0	9	3	9	3	9	3
0	3	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	

SOUTHWARD — TONNAGE RATING

FROM	TO	GP-7 950-954 (1 unit)	L1 800-811	R1 700-705	C2 250-255	H3 100-119	H4 400-417	H5 200-201
FLAT ROCK	TOLEDO	2250	4100	4400	3400	3000	3600	3850
FLAT ROCK	LEIPSIC	2250	4100	4400	3400	3000	3600	3850
LEIPSIC	LIMA	2250	3500	3700	3000	2600	3100	3350
LIMA	MAITLAND	2000	3000	3300	2200	1950	2450	2500
MAITLAND	JUNCTION	2500	3000	3300	2000	1800	2300	2300
JUNCTION	FAYNE	2200	3200	3400	2300	2000	2425	2550
FAYNE	STORMS	3000	4300	4700	3300	3000	3400	3600
STORMS	SUMMIT	1100	1075	1175	925	800	975	1025
SUMMIT	GLEN JEAN	.....	.....	.....	.....	100	Cars	.....
GLEN JEAN	JACKSON	1750	2100	2300	1725	1500	1825	1900
JACKSON	BLOOM JCT	2400	2400	.....	1950	1700	2050	2175
BLOOM JCT	LISMAN	3500	3500	.....	2800	2500	3000	3200
LISMAN	ROYERSVILLE	1175	1200	.....	1025	900	1075	1150
ROYERSVILLE	IRONTON	3500	3500	.....	2800	2500	3000	3200

Following reductions will be made according to weather condition:
Temperature 15 above to 30 above, 10% Temperature 5 above to 15 above, 15% Temperature zero to 5 above, 20%

NORTHWARD — TONNAGE RATING

FROM	TO	GP-7 950-954 (1 unit)	L1 800-811	R1 700-705	C2 250-255	H5 100-119	H4 400-417	H5 200-201
IRONTON	ROYERSVILLE	1100	1200	.....	1025	900	1075	1150
ROYERSVILLE	JACKSON	2700	3000	.....	2500	2200	2650	2800
JACKSON	GREGGS	2750	3600	3700	2700	2400	2900	3200
GREGGS	GLEN JEAN	3450	3700	3800	3600	2600	3150	3500
GLEN JEAN	PECK	2500	2900	3100	2450	2150	2600	2700
PECK	SUMMIT	1250	1250	1475	1100	950	1150	1200
SUMMIT	BAINBRIDGE	7500	8000	8000	.....	115	Cars	.....
BAINBRIDGE	NEW SALEM	2500	4000	4500	2500	2400	3200	3500
NEW SALEM	WASHINGTON C. H.	2750	4200	4800	2850	2700	3500	3600
WASHINGTON C. H.	JUNCTION	4000	4500	5000	3075	2900	3800	3800
JUNCTION	ST. PARIS	2750	3800	4500	2425	2400	2800	3000
ST. PARIS	PETERSBURG JCT.	3500	5250	6000	3900	3400	4100	4300
PETERSBURG JCT.	FLAT ROCK	7000	8500	9000	5600	4900	5900	6250
TOLEDO	ST. ANTHONY	3250	3500	4000	2650	2350	2825	3000
ST. ANTHONY	FLAT ROCK	7000	8500	9000	5000	4900	5900	6250

IF YOU

HAVE PLANS

FOR

TOMORROW

BE SAFE

TODAY