

SAFETY

IS OF

FIRST

IMPORTANCE

BE CAREFUL

THINK — LOOK

AND

LIVE

AVOID DAMAGE

SWITCH CUSTOMER'S CARS

CAREFULLY

IMPACT FORCE AT VARIOUS STRIKING SPEEDS		
	CAR COUPLED AT (MPH)	IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100

Chesapeake and Ohio Union Station and Union Belt of Detroit Joint Time Table No. 1

Effective Sunday, October 25, 1970

at 2:01 A.M.

Eastern Standard Time

This Time Table is intended for the information of employees only, who must have a copy with them while on duty, and will be provided with a copy of Book Of Rules mentioned in Special Instructions.

Former Time Tables
must be destroyed

VETO PACETTI
Superintendent
U. B. of D.

M. W. KARSTEN
Superintendent
C&O - U. S.

R. SALE
Trainmaster
U. B. of D.

L. E. ACTON
Terminal Trainmaster
U. B. of D.

TRAINING EAST - WEST CLASS

Length	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000
300	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240
350	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250
400	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260
450	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270
500	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280
550	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290
600	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
650	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310
700	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320
750	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330
800	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340
850	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350
900	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360
950	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370
1000	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380

TRAINING WEST - EAST CLASS

Length	300	350	400	450	500	550	600	650	700	750	800	850	900	950	1000
300	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240
350	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250
400	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260
450	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270
500	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280
550	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290
600	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
650	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310
700	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320
750	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330
800	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340
850	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350
900	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360
950	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370
1000	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380

TRAINS WEST - FIRST CLASS

301		11	401	461	15					
N. & W. Ry.	C. & O. Ry.	Daily Except Sun.	Daily	Fri. Sat. Sun.	C. & O. Ry.					
301	11	Daily	Daily	Fri. Sat. Sun.	15					
A. M. 7.15	A. M. 8.15	A. M. 9.30	P. M. 1.30	P. M. 5.40						
7.21	8.22	9.37	1.37	5.47						
7.24	8.27	9.42	1.42	5.52						
A. M.	A. M.	A. M.	P. M.	P. M.						

STATIONS

Detroit
1.78

Swain St.
2.82

Delray
.....

TRAINS EAST - FIRST CLASS

470		14	390	12	304					
C. & O. Ry.	C. & O. Ry.	Daily Except Sun.	Daily	Daily	N. & W. Ry.					
470	14	Daily	Daily	Daily	304					
Fri. Sat. Sun.	A. M. 11.05	A. M. 11.05	P. M. 4.50	P. M. 6.10	P. M. 8.35					
A. M. 11.59	10.58	10.58	4.43	6.03	8.14					
11.52	10.53	10.53	4.38	5.58	8.09					
11.47	A. M.	A. M.	P. M.	P. M.	P. M.					

STATIONS

Detroit
.....

Swain St.
.....

Delray
.....

Special Instructions
C&O Union Station Territory
Third Street to 18½ Street

Union Belt of Detroit Territory
18½ Street to Delray

SPECIAL RULES

1. STANDARD CLOCKS:

Room 107, Union Station
Trainmaster's Office, West End Avenue
Delray Tower

2. DESIGNATION AND USE OF MAIN TRACKS:

The two main tracks between Union Station Train Shed and Delray are designated as follows:

- No. 1 — Westward main track
- No. 2 — Eastward main track

Trains and engines will keep to the right and operate with the current of traffic.

Movement against the current of traffic may be made between Delray Interlocking limits and 6th Street Interlocking limits on verbal permission of Lead Leverman at Delray.

Eastward trains and engines may move against the current of traffic Swain Street to 15th Street Interlocking limits on proper hand signal from Switchtender at Swain Street.

Before granting permission or giving hand signal for movements against the current of traffic, the Switchtender must secure permission from the Delray Lead Leverman. The Lead Leverman must know there are no conflicting or opposing movements and that the necessary switches and signals at Delray and 15th Streets are blocked, and if necessary the Switchtender at Swain will provide flag protection for the movement.

All movements against the current of traffic must be made at Restricted Speed.

The territory between Delray and 15th Street will be supervised by the Union Belt Trainmaster, and between 15th Street and the Station by the C&O Union Station Stationmaster.

The territory between Detroit and Delray is within Yard Limits.

3. REGISTER STATION:

Room 107, Union Station

4. LOCATION OF BULLETIN AND NOTICE BOOKS:

Room 107, Union Station
Trainmaster's Office, West End Avenue

5. INTERLOCKING RULES:

Interlocking rules are in effect at Delray and govern movements over crossings of the Penn-Central Railroad and Norfolk and Western Railway and movements to and from the Chesapeake and Ohio Railway Co., Norfolk and Western Railway and Penn-Central.

Office hours at Delray — Continuous.

Interlocking Rules are in effect between Union Station Train Shed and 15th Street Lead to Coach Yard and W. Jefferson Spur. Control machine is located at Sixth Street Interlocking.

Office hours at Sixth Street —

From 6:00 A.M. to 12:00 M. Daily.

6. OPERATION OF TRAINS OR ENGINES:

The movement of trains and engines between Detroit and Delray is governed by the Operating Rules of the Chesapeake and Ohio Ry. Co. — Baltimore and Ohio Railroad or the Operating Rules of the Norfolk & Western Ry. Co., except as modified by the Special Rules in the Joint Timetable of the C&O Union Station and Union Belt of Detroit.

Trains or engines must not enter or foul the main tracks between Delray and Sixth Street Interlocking Detroit, without proper signal indication or permission from the Lead Leverman at Delray, except that proper hand signal from Switchtender at Swain Street will be the authority for trains or engines to enter and use the main tracks with the current of traffic.

Before giving hand signal for such movement, Switchtender must obtain permission from Lead Leverman at Delray.

Except at Swain Street where Switchtender is on duty, trains or engines clearing the main tracks between Delray and Sixth Street Interlocking must report clear to Lead Leverman at Delray.

Trains or engines having work to perform between Delray and Sixth Street Interlocking must obtain a time limit authority from Lead Leverman at Delray and must clear and be reported clear at least five minutes before time expires unless additional time has been secured.

7. SWITCHTENDERS:

Switchtenders at Swain Street are on duty continuously and are responsible for all crossover switches between Pelham Street and Vinewood Avenue.

All trains and engines must approach crossovers between Pelham Street and Vinewood Avenue prepared to stop unless proper hand signal is received from the Switchtender. Switchtenders will use the following hand signals for movement.

EASTWARD MOVEMENT:

Green flag by day
Green light by night

WESTWARD MOVEMENT:

Yellow flag by day
Yellow light by night

8. TORPEDOES:

Torpedoes may be used for signals only in emergency or under unusual conditions where fuses and other signals may not afford full protection.

9. SPEED RESTRICTIONS:

Maximum speed is thirty (30) miles per hour except, trains and engines must not exceed ten (10) miles per hour through turnouts, crossovers and over Sixth Street Interlocking, and six (6) miles per hour over viaduct between Eighth Street and 250 feet west of 12th Street.

10. Passenger train and engine crews are under authority of the Stationmaster at the Union Station and must be on duty in advance of departure as required by rules of their respective companies, and trains will not start from the Station until authorized by the Stationmaster.

Departing lights are located under the train shed adjacent to the track on which a train is to depart, consisting of a red and a blue light. The red light will be displayed five minutes prior to departure of a train. The blue light, when displayed, will be the Stationmaster's authority for departure of the train.

11. Trainmen and porters must not permit the use of toilets while trains are passing over viaduct or standing at the Union Station.

12. Train crews will uncouple vestibule curtains on incoming trains.

13. Car cleaners and other employees will not enter cars of incoming trains until passengers have detrained, and search has been made for lost articles.

14. LOCATION OF ELECTRIC LOCK SWITCHES:

15th Street, to West Jefferson spur track.
12th Street, Eastbound main track to 3rd rail viaduct.

To operate these switches permission must be received from leverman at Sixth Street Interlocking.

15. Use of whistle within the city limits is prohibited except in case of emergency.

Company Surgeons

Dr. F. B. MacMillan Civic Medical Clinic
920 David Whitney Bldg. Drs. R. C. Bruder
Office, 961-0680 & A. S. Shreve
Residence, 921-3535 4520 Firestone
Phone 584-6400

Hospital Affiliation

Oakwood Hospital
18101 Oakwood Blvd.
Phone 565-7150

Company Oculists

Dr. Gomar P. Evans
414 David Whitney Bldg.
Phone 962-3847

Dr. Geo. Beamer
Dr. Frank Markey
Dearborn Eye Clinic
14853 Michigan Ave.
Phone 582-8852

Ambulance Service

American Ambulance Company
1645 Bagley
Phone 963-2000

Personal Claim Agents

M. D. Brickman, District Claim Agent
Residence — 35331 Edythe, Farmington
Phone 476-0533

W. A. Meyers, Claim Agent
13811 Strathcove, Apt. 134
Southgate, Mich. 48192
Phone 284-7699

A. E. Walls, Claim Agent
9501 Iris Ave., Apt. 113
Detroit, Mich. 48227
Phone 934-0875

L. J. Wojcik, Stationmaster
E. Louks, Stationmaster

Special Instructions
Chesapeake and Ohio Railway
(West Detroit Branch)

SPECIAL RULES

**1. LOCATION STANDARD CLOCKS,
WATCH REGISTER FORMS, and
BULLETIN AND NOTICE BOOKS:**

Oak Yard Office
Fullerton Wye

2. OPERATION TRAINS OR ENGINES:

Movement of trains and engines on West Detroit Branch between Southfield and GTW Connection is governed by C&O-B&O Operating Rule 105. C&O-B&O Operating Rules are in effect except as modified by this Timetable.

3. SPEED RESTRICTIONS:

Not to exceed Ten (10) miles per hour between Southfield and GTW Connection.

4. SOUNDING OF WHISTLE:

Sounding of the whistle within the City Limits is prohibited unless it appears that there is danger of collision or other injury.

5. GRADE RAILWAY CROSSINGS:

- A. Fullerton — Crews will flag over crossing of Penn-Central.
- B. West Chicago Boulevard — Crossing of Detroit Terminal Railway, Chesapeake and Ohio and Union Belt of Detroit Trains must stop and operate time release in accordance with instructions posted in box located on Signal Mast.

6. PUBLIC CROSSINGS AT GRADE:

When switching or pushing cars over Public Crossings at Grade, a member of the crew properly stationed on the ground must protect the crossing and movement over crossing be made only on proper signal from him. All movements over crossings not protected by Bells or Flashers must be protected by member of crew.

7. SWITCHING SIGNAL:

The switching signal located on the west leg of Fullerton Wye governs switching movements around the Wye.

**Company Surgeons, Company Oculist,
Hospitals, Ambulance Service, Personal**

Claim Agents —

(See Special Instructions, Territory Delray to
Third Street)

Special Instructions
Penn-Central
(West Belt and Oakman Spur)

SPECIAL RULES

1. Location Bulletin Boards where applicable General Orders and Bulletin Orders are posted and General Orders delivered, Train Register, Standard Clocks.

Fullerton Yard

2. OPERATION OF TRAINS OR ENGINES:

The movement of Trains and Engines on West Belt and Oakman Spur is governed by Penn-Central Rule 113. Penn-Central Rules For Conducting Transportation are in effect except as modified by this Timetable.

3. SPEED RESTRICTIONS:

Not to exceed Ten (10) miles per hour, on West Belt and Oakman Spur.

4. SOUNDING OF WHISTLE:

The use of whistle within the City Limits is prohibited except in case of emergency.

5. GRADE RAILWAY CROSSINGS:

- A. Fullerton — Crews will flag over crossing of Chesapeake and Ohio.
- B. Crossing of U.B. of D (PC) West Belt and Detroit Terminal RR just west of Livernois Ave. — Crossing is protected by Tilting Target signal with indications as follows:

VERTICAL . . . For movement on
Detroit Terminal RR.

HORIZONTAL . . . For movement on
U.B. of D. West Belt.

Normal position of Target is Vertical for movement on Detroit Terminal RR and must be lined and locked in normal position after use.

Movements on U.B. of D. West Belt must stop and ascertain that there are no movements on Detroit Terminal RR before lining target for their movement.

6. PUBLIC CROSSINGS AT GRADE:

When switching or pushing cars over Public Crossings at Grade, a member of the crew properly stationed on the ground must protect the crossing and movement over crossing be made only on proper signal from him.

All movements over crossings not protected by Bells or Flashers must be protected by member of crew.

7. ENTERING C&O THIRD RAIL OR MAIN LINE AT WEST BELT JCT.:

Crews enroute from the West Belt to C&O Third Rail must obtain permission from the C&O Train Dispatcher before entering or fouling the Third Rail.

When necessary to use the C&O main line, permission must be obtained from the C&O Train Dispatcher before operating the electric lock, and the Train Dispatcher must be notified when the switches are restored to normal position when leaving the main track.

8. SWITCHING SIGNAL:

The switching signal located on west leg of Fullerton Wye governs switching movements around the Wye.

Medical Officers and Surgeons

Dr. George E. Dimond, Chief Surgeon
Penn-Central System, Detroit

Office — 504 Terminal Bldg., Detroit, Michigan
Office Phone — TA 5-7000, Ext. 205-206-311
Residence Phone — 837-4227

Dr. L. S. Obushkevich
Office — 15726 West Warren, Detroit, Mich.
Office Phone — LU 2-4046
Residence Phone — LU 1-2422

Harold J. Rezanka, M.D.
(Assistant Surgical and Medical Officer)
Office — 920 David Whitney Bldg.
(By Appointment) Phone WO 1-0680

Dr. John M. Hartzell
Office — 15726 West Warren, Detroit, Mich.
Office Phone — TA 5-7000, Ext. 205-206-311
Residence Phone — 886-2689

Francis B. McMillan, M.D., Surgeon
Office — 920 David Whitney Bldg.
Residence — 2940 Iroquois St.
Residence Phone — WA 1-3535

Henry A. Tazzioli, M.D. (Medical Officer)
Office — 920 David Whitney Bldg.
(By Appointment) Phone WO 1-0680

Oculists

Dr. Cecil W. Lepard
Office — 1025 David Whitney Bldg.
Office Phone — WO 2-0489
Residence — 237 Ridge, Grosse Pointe
Residence Phone — TU 5-2042

Howard C. Pugh, M.D. (Oculist)
Office — 1735 David Whitney Bldg.
Office Phone — WO 2-7112

Hospitals

Old Grace Hospital New Grace Hospital
Phone TE 1-5800 Phone 345-7000

Special Instructions

Norfolk and Western Railway Company
(Old Main Line)

SPECIAL RULES

1. OPERATION OF TRAINS OR ENGINES:

The movement of trains or engines on Old Main Line between Delray Interlocking and West Detroit Interlocking is governed by the Operating Rules of the N&W, PC, GTW or DTSL except as modified by this Timetable.

2. DESIGNATION AND USE OF MAIN TRACKS:

Trackage extends between Delray Interlocking Plant northward to West Detroit Interlocking Plant, two (2) main lines designated as Northward and Southward Mains.

Trains and Engines will keep to the right and operate with the current of traffic. Train and Engine movements over these tracks are governed by the Lead Leverman at Delray Interlocking Plant. Movements against the current of traffic may be made with permission from the Lead Leverman at Delray Interlocking Plant.

Trains or Engines before entering, and when clearing these tracks at Waterman Avenue will report to Penn-Central Yard Dispatcher, who will receive permission, or advise Lead Leverman Delray Interlocking. At West Detroit, Penn-Central Yard Dispatcher before allowing trains or engines to enter these tracks must secure permission from the Lead Leverman, Delray Interlocking.

Movement over these tracks must not exceed "Restricted Speed" in either direction.

Home signals located at Delray Interlocking, Waterman Interlocking, and West Detroit Interlocking, govern movement through Interlocking Limits only.

3. SPRING SWITCHES

Spring Switches are located at junction of Main Tracks just South of West Detroit Interlocking, governed by Spring Switch Indicators, located at the switch and at junction of Main Tracks just North of Delray Interlocking governed by Spring Switch indicators, located at the switch. When these indicators show green the switch is lined for movement with the current of traffic.

When a train or engine is making a trailing movement through a spring switch (in springing position) and stops before passing entirely through the switch, the movement must not be reversed or slack taken until the switch has been properly set by hand.

Trains or Engines moving with current of traffic approaching Spring Switch at either Delray or West Detroit must stop clear of Spring Switch and adjacent track unless Home Signal displays a proceed indication.

Trains or Engines moving against the current of traffic approaching Spring Switch at either Delray or West Detroit, must stop clear of Spring Switch and adjacent tracks. Further movement may be made if Home Signal displays a proceed indication and protection provided against a movement with the current of traffic if necessary.

Company Physicians

Drs. M. L. Lichter and C. J. Sprunk
 Office — 2900 Oakwod Blvd., Phone WA 8-7070
 Residence Phone — UN 4-7570
 Physicians' Exchange Phone — WO 3-3933





