



DETROIT TOLEDO
AND
IRONTON RAILROAD
COMPANY

TIME TABLE
No. 18

Superseding Time Table No. 17

Effective
12:01 a. m. Eastern Standard Time
Sunday, February 14, 1937

FOR THE GOVERNMENT OF
EMPLOYES ONLY

C. L. SHEETS,
Superintendent



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Superintendent

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	WCY	.....
WY	DN	7.4	WYANDOTTE.....	25	W	MA2
.....	.....	8.5	FORD.....	77	.....	M
FN	DN	11.1	TRENTON.....	S 7	.....	.....
.....	.....	15.2	NYC—MC—Shore Line D & I JCT.....	.....	Y	N
FR	DN	17.2	FLAT ROCK (YD.)	Yard	WCTS	.....
FC	D	18.2	FLAT ROCK (STA.)			
CN	DN	23.5	CARLETON.....	102	.....	Tool House
MB	D	31.6	Penna.—P. M. MAYBEE.....	57	.....	N&S
MX	DN	39.8	DIANN.....	112	.....	.....
.....	.....	44.4	Ann Arbor PETERSBURG JCT..	163	.....	Booth
.....	.....	51.8	RIGA.....	100	.....	N&S
.....	.....	60.7	CHAMPION.....	100	W	N&S
.....	.....	67.9	O. & M. FULTON.....	97	.....	N&S
.....	.....	74.3	DELTA.....	55	Y	N&Tool House
.....	.....	84.5	N.Y.C.—Wab. MAUMEE.....	100	.....	House
MI	DN	90.3	MALINTA.....	111	W	N&S
.....	.....	90.3	N.Y.C. & St. L. MALINTA.....	S65	.....	N&S
HM	DN	96.8	HAMLER.....	N111	.....	S
.....	.....	99.7	B. & O. GALLUP.....	S 19	.....	.....
.....	.....	102.5	PRENTISS.....	S 18	.....	.....
KN	DN	106.0	LEIPSIC.....	E76	WY	N&S
.....	.....	106.0	N.Y.C. & St. L.—B.&O. LEIPSIC.....	W78		
WA	D	112.1	OTTAWA.....	30	.....	Beet Track
.....	.....	115.4	PUTNAM.....	82	.....	N
SA	D	119.7	COL. GROVE.....	.....	.....	ACY-TRF
.....	.....	120.7	A.C.Y. C. G. TOWER.....	83	.....	S
CG	DN	125.7	CAIRO.....	70	.....	S
.....	.....	131.0	MORRIS.....	.....	.....	.....
DC	DN	132.0	N.Y.C. & St. L. SUGAR STREET.....	.....	Yard	WCYS
YD	D	132.7	Penna. LIMA.....			
SJ	DN	134.4	S. J. TOWER.....	.....	.....	.....
OA	D	142.5	Erie UNIOPOLIS.....	69	.....	S
JN	D	145.0	ST. JOHNS.....	S12	.....	.....
.....	.....	147.3	SLATER.....	23	W	Water Tank
.....	.....	153.5	N.Y.C. JACKSON CTR.....	109	.....	N
HN	D	158.0	MAPLEWOOD.....	S11	.....	.....
MO	D	158.0	MAPLEWOOD.....	S12	.....	.....
WF	DN	164.4	QUINCY.....	81	.....	S
QC		.....	164.4	Big 4 QUINCY.....		
RO	D	169.9	ROSEWOOD.....	64	.....	S
RA	D	176.7	ST. PARIS.....	58	W	N
.....	.....	182.4	Penna. THACKERY.....	72	.....	N&TRF
.....	.....	186.5	BRYAR.....	55	.....	N
.....	.....	188.2	TREMONT CITY.....	S 8	.....	S
NY	DN	193.2	MAITLAND.....	.....	.....	.....
.....	.....	195.5	Erie—S. S. SPRINGFIELD.....	35	W	S
.....	.....	197.7	LAGONDA.....	32	.....	N
.....	.....	200.5	JUNCTION.....	Yard	WGYST	N&Jct.
.....	.....	200.5	Big 4—Penna. JUNCTION.....	.....	.....	.....
N	DN	210.1	SO. CHARLESTON.....	W 51	.....	S
ON	D	216.0	Penna. SO. SOLON.....	E 73	.....	N
NE	D	222.4	JEFFERSONVILLE.....	37	.....	STA
.....	.....	222.4	JEFFERSONVILLE.....	34	W	N&S
.....	.....	227.7	HEGLERS.....	85	.....	N&S

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
		229.7	FAYNE B. & O.			S
W	D	234.3	WASHINGTON CH. B. & O.—Penna.	76	WS	Tank
		241.1	GOOD HOPE	S 40		
GR	D	247.8	GREENFIELD	36		N
		248.8	THRIFTON B. & O.			TRF
		250.2	NEW SALEM	74		N
BA	D	259.1	BAINBRIDGE	78	WCT	STA
		264.2	STORMS	53		S
		265.4	SPARGURSVILLE	S5		
		271.3	SUMMIT	Yard	WY	M
		275.1	DENVER	S 3		S
		278.6	PECK	57		N
WR	D	281.6	WAVERLY			
SX	DN	282.6	GLEN JEAN N. & W.	Yard	WY	Tool House
		286.4	GREGGS C. & O.	Yard		
		288.0	GIVENS	S10		
		294.1	BEAVER	S34		N
		299.0	COVE	S26		S
J	D	306.5	JACKSON C. & O.	Yard	WCYST	N&STA
JA	D	306.8	B & O JCT. B. & O.			
		330.2	BLOOM JCT. B. & O.			Jct.
		334.9	ANDRE	S11		
		340.6	SUPERIOR	S100	W	STA
		348.8	LISMAN	53		STA
		349.9	PEDRO	S 90		STA
		351.8	ROYERSVILLE	23		S
		352.3	VESUVIUS	S25		
		354.6	LA GRANGE	S17		
		358.1	IRONTON N. & W.	Yard	WST	STA

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 Wabash	Yard	WCTS	STA
		M13.4	NAOMI	S11		
	D	M17.9	WAUSEON T. & I.-N. Y. C.	14	W	STA
		M21.5	OTTOKEE	S10		
		M26.1	OAK SHADE	S18		
		M28.9	DENSON O. & M.			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.			
	D	M55.4	TECUMSEH N. Y. C.	Yard	Y	S

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	.....	.....
.....	DN	D 6.0	PENFORD..... Penna.		.....	STA
RH	DN	D10.3	OAKWOOD..... Wabash		.....	S
.....	DN	D13.5	M. C. TOWER..... M. C.		.....	STA
.....	DN	R13.6	ROUGE YARD.....		W	STA
.....	D	F15.3	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.....	75	.....	N
.....	.....	T 9.5	LAMBERTSVILLE..	S15	.....	.....
.....	D	T14.6	TOLEDO.....	Yard	WCYS	STA

SEDALIA BRANCH

Station Signals	Telegraph Stations	Distance from Jeffersonville	STATIONS AND CONNECTIONS	Capacity of Sidings 45-ft Car Length	Location of Coal, Water, Turntables, Wyes and Scales	Location of Phones
.....	.....	S 7.0	SEDALIA.....	S11	.....	.....
.....	.....	S 3.3	BUCHWALTER.....	10	.....	.....
NE	D	0.0	JEFFERSONVILLE..	.....	.....	.....

ADDITIONAL STATIONS AND SIDINGS BETWEEN STATIONS

MAIN LINE	Distance from Detroit	Capacity Car
Sauer Cooperage.....	6.1	S 8
Michigan Alkali No. 2.....	6.3	18
Pennsylvania Salt Co.....	9.1	S 17
Trenton Valley.....	11.4	S 16
Burns.....	27.0	S 10
Scofield.....	29.5	S 8
Stickneys.....	92.1	S 15
Shawbers.....	94.0	S 8
Ottawa Beet Track No. 1.....	113.9	S 78
Sugar Creek.....	129.3	29
Bechtel Ave.....	192.4	25
Springfield Suburban.....	194.5	..
Abattoir.....	195.1	S 17
Cincinnati & Lake Erie Transfer.....	199.1	11
Thorps.....	204.3	S 7
Blue Rock.....	245.4	S 7
Island Grove Mill.....	247.1	S 3
Fruitdale.....	252.3	S 4
Glade.....	296.5	S 10
Goldcamp.....	344.3	S 5
Lawco.....	347.5	S 32

TECUMSEH BRANCH	Distance from Malinta	Capacity Car
National.....	5.4	S 17
Scotts.....	9.6	S 8
Gerald.....	11.7	S 13
Madison.....	42.2	S 9
Industrial Home.....	48.0	S 18
Birdsall.....	50.0	S 3

DEARBORN BRANCH	Distance from D. & I. Jct.	Capacity Car
Dearborn Sewage Disposal Plant.....	12.7	S 5
Melvindale Team Track.....	12.6	S 11
Melvindale Coal Co.....	12.3	S 11
Hercules.....	11.6	S 20
Sibley Lumber Co.....	9.2	S 15
White Star.....	0.9	Yard

SOUTHERN DISTRICT-SOUTHWARD

STATIONS	FIRST CLASS			
	1			
	DAILY EX. SUN.			
	P. M.			
JUNCTION.....		1.55		
9.6				
SO. CHARLESTON..... S		2.08		
5.9				
SO. SOLON..... S		2.20		
6.4				
JEFFERSONVILLE..... S		2.33		
5.3				
HEGLERS..... F		2.45		
2.0				
FAYNE.....		2.48		
3.4				
WASHINGTON CH (STA.)..... S		3.03		
1.2				
WASHINGTON CH.....		3.08		
6.8				
GOOD HOPE..... F		3.25		
6.7				
GREENFIELD..... S		3.34		
1.0				
THRIFTON.....		3.48		
1.4				
NEW SALEM.....		3.50		
4.8				
HUMBOLDT..... F		3.59		
4.1				
BAINBRIDGE..... S		4.09		
5.1				
STORMS..... F		4.21		
1.2				
SPARGURSVILLE..... F		4.24		
3.7				
HARRIS.....		4.34		
2.2				
SUMMIT..... F		4.39		
3.8				
DENVER..... F		4.46		
3.5				
PECK.....		4.52		
3.0				
WAVERLY..... S		5.07		
1.0				
GLEN JEAN.....		5.12		
3.8				
GREGGS.....		5.19		
1.6				
GIVENS..... F		5.21		
6.1				
BEAVER..... S		5.32		
4.9				
COVE..... F		5.41		
7.5				
JACKSON.....		5.55		
		P. M.		

No. 1 will stop on signal at Blessings, Parrotts and Fruitdale.

SOUTHERN DISTRICT-NORTHWARD

STATIONS	FIRST CLASS			
	2			
	DAILY EX. SUN.			
	A. M.			
JUNCTION.....		11.50		
9.6				
SO. CHARLESTON....	S	11.32		
5.9				
SO. SOLON.....	S	11.23		
6.4				
JEFFERSONVILLE....	S	11.07		
5.3				
HEGLERS.....	F	10.59		
2.0				
FAYNE.....		10.56		
3.4				
WASHINGTON CH (STA.).....	S	10.50		
1.2				
WASHINGTON CH....		10.36		
6.8				
GOOD HOPE.....	F	10.27		
6.7				
GREENFIELD.....	S	10.17		
1.0				
THRIFTON.....		10.11		
1.4				
NEW SALEM.....		10.09		
4.8				
HUMBOLDT.....	F	10.02		
4.1				
BAINBRIDGE.....	S	9.54		
5.1				
STORMS.....	F	9.44		
1.2				
SPARGURSVILLE....	F	9.41		
3.7				
HARRIS.....		9.33		
2.2				
SUMMIT.....	F	9.28		
3.8				
DENVER.....	F	9.20		
3.5				
PECK.....		9.14		
3.0				
WAVERLY.....	S	9.08		
1.0				
GLEN JEAN.....		9.02		
3.8				
GREGGS.....		8.56		
1.6				
GIVENS.....	F	8.53		
6.1				
BEAVER.....	S	8.45		
4.9				
COVE.....	F	8.36		
7.5				
JACKSON.....		8.25		
		A. M.		

No. 2 will stop on signal at Fruitdale, Parrotts and Blessings.

SPECIAL INSTRUCTIONS

LOCATION OF STANDARD CLOCKS

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

YARD LIMITS

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

BULLETIN BOARDS

South Yard	Springfield { Engine House
Flat Rock Yard	Yard Office
Toledo	Jackson { Engine House
Napoleon Station	Yard Office
Lima { Station	Ironton Engine House
Engine House	

TRAIN REGISTER STATIONS

South Yard
Springfield Yard
Jackson Station
Toledo

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

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.

Sedalia Branch will be operated under Rule No. 93.

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 will 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 will 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 Riga, Champion or Malinta and Northward trains meet trains at Hamler, 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 when stop indication is displayed.

At Springfield Junction, the normal position of the main line switch at the connection with the Lima leg of the Wye, will be for movement to and from the yard. Green light or clear signal indication will be displayed for this movement. Switches at the other two legs 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 Pennsylvania Passenger Station at Springfield and will operate under yard rule No. 93 between Station and Junction. No. 2 will be due at the station at 12:15 P. M. and No. 1 is due to leave the station at 1:30 P. M.

The display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains except passenger extras.

Local freight and work trains will take siding when overtaken by through freight trains and allow them to pass promptly.

D. T. & I. Engines turning on the Wye at South Yard must observe if the east leg of the Wye is being used by the Michigan Central en route to or from Great Lakes Steel Corp.

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

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.

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 (— — —) will be sounded to acknowledge slow board sign.

When necessary to use snow plow, see that bell or communicating signal is attached to locomotive. The man operating snow plow will signal engineer according to standard signals as described in current Book of Rules.

Wreck Derrick No. X-402 must not be operated over the Tecumseh or Sedalia Branches.

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

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

Class R-1 engines must not be operated over Tecumseh or Sedalia Branches nor south of Jackson.

Employees using motor cars will use mouth whistle when approaching or switching over crossings.

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 will 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 Dearborn Avenue, Detroit; Jefferson Avenue, Riverview; Bellefontaine Avenue, Lima; Bridge and Athens Street, Jackson; Elm Street, Wauseon, must be preceded by a member of the crew who will act as a crossing flagman until crossing is covered.

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 Jefferson Avenue, the towerman will switch off the current.

INFLAMMABLES AND EXPLOSIVES

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

(b) Cars placarded "Explosives" may be placed in local freight, local pickup, and local set-out trains not nearer than the second car from the engine, or caboose 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 empty or 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.

(d) Cars placarded "Explosives" must not be placed in through or local trains next to box cars which bear "Inflammable" or "Corrosive Liquid" placards, unless the balance of the train is made up entirely of cars listed in paragraph (c).

(e) Placarded tank cars must not be placed in trains next to cars placarded "Explosives," nor next to cars containing lighted heaters, stoves, or lanterns; and when practicable must be placed not nearer than the sixth car from the engine or caboose, nor next to gondola or flat cars with lading that is likely to shift, such as logs, lumber, rails or pipe.

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

REFRIGERATION AND VENTILATION CAR RECORDS

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 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.

All carload shipments of perishables, other than 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. On pineapples, tomatoes 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.

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.

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..... | { | <p>By Day —Nose held with one hand, with other hand pointed toward track.</p> <p>By Night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.</p> |
| BRAKES STICKING | { | <p>By Day —Hands shoved in sliding motion out from body.</p> <p>By Night—Lamp raised and held stationary.</p> |
| <p>BROKEN WHEELS.....</p> <p>DEFECTIVE TRUCK.....</p> <p>DRAGGING BRAKE CONNECTION...</p> <p>LADING SHIFTED OVER SIDE OR
END OF CAR.....</p> <p>SWINGING CAR DOOR OR ANY
OTHER DANGEROUS CONDITION</p> | } | Stop Signal. |

COMPANY SURGEONS

CHIEF SURGEON

Dr. C. I. Allen, Henry Ford Hospital, Detroit,

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Dearborn....	Dr. H. K. Schillinger..... Office and Residence, 4834 Neckel Ave.	Oregon 8308
River Rouge..	Dr. C. W. Lemmon..... Off., 10593 W. Jefferson Ave. Residence, 34 W. Henry	VI 20310 VI 24558
Flat Rock....	Dr. R. H. Proud..... Office, 504 Detroit St. Residence, 502 Evergreen	F. R. 45 F.2 F. R. 45 F.3
Maybee.....	Dr. A. G. Kaumeyer..... Residence, Blubush St.	
Petersburg...	Dr. W. A. Smith.....	
Delta.....	Dr. C. L. Hutchins..... Off., Farmers Bank Bldg.... Residence, 105 Adrian St.	S.S. 18 SSS. 18
Hamler.....	Dr. C. G. Hissong..... Office, Marion St. Residence, Belton St.	9-2 9-3
Leipsic.....	Dr. W. D. Hickey..... Office, 128 Eastom St. Residence, 130 Eastom St.	4041 41-W
Ottawa.....	Dr. L. M. Piatt..... Office, 141 N. Walnut St. Residence, 157 W. Third St.	232-W 232-W
Columbus Grove.....	Dr. H. M. Trumbull..... Office and Residence, 123 S. High St.	177
Lima.....	Dr. J. R. Tillotson..... Office, Citizens Building Res., 428 So. Charles St.	Main 1237 Main 1998
Quincy.....	Dr. A. M. Curl..... Office Residence	36 17
Rosewood....	Dr. W. A. Yinger.....	31
Springfield...	Dr. J. H. Rinehart..... Office, Tecumseh Bldg., High St. Res., Berkeley Rd.-Ridgewd.	Main 1556 Main 1556
Washington Court House	Dr. J. M. Harsha..... Office, 117 N. North St. Residence, 724 Yeoman St.	4381 8981
Greenfield....	Dr. J. B. Glenn..... Office, 134 So. Washington St. Res., 203 South St.	253 253-K

COMPANY SURGEONS—Continued.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Bainbridge...	Dr. A. F. Haas..... Office, South Quarry St. Residence, North Quarry St.	2-11 3-11
Waverly	Dr. L. E. Wills..... Office & Res., 100 First St...	261
Jackson.....	Dr. W. R. Riddell..... Office, 304 Pearl St. Residence, 21 Broadway St.	92 91
Ironton.....	Dr. W. F. Marting..... Off. & Res., 311 South 5th St.	111
Toledo.....	Dr. E. B. Taylor..... Off. & Res., 1335 Sylvania Av.	Jefferson 1090
Adrian.....	Dr. Wm. E. Jewett, Jr..... Office, 121 East Maumee St. Residence, 9 Maumee Court	97 164
Napoleon.....	Dr. Julian Harrison..... Office, Eckber Bldg., 734 N. Perry St.	1763-W

DIRECTORY OF EMERGENCY AMBULANCE SERVICE FOR DETROIT DISTRICT

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Delray and Vicinity....	Delray General Hospital, 7125 W. Jefferson Ave.....	Vinewood 20750
River Rouge-Ecorse-Wyandotte to Trenton.	Nixon Funeral Home, 2544 Biddle Ave., Wyandotte	Wyandotte 607
Trenton and Flat Rock..	R. A. Finley, Flat Rock.....	Flat Rock 55
Dearborn Branch Dearborn and Fordson Yard.....	Ford Motor Company Emer- gency Hospital..... or Dearborn Police.....	Oregon 4600 Line 4570 Oregon 1100
Ecorse Road to West Road.	Nixon Funeral Home, 2544 Biddle Ave., Wyandotte	Wyandotte 607
West Road to Flat Rock..	R. A. Finley, Flat Rock.....	Flat Rock 55

INSTRUCTIONS IN CASE OF INJURY OR DEATH

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 the scene of the accident and the operation of the Railroad resumed 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.

Injured employees 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.

In all cases of accidents involving injuries to persons, or damage to property of others, secure names and addresses of all persons at the scene of the accident at the time it occurred, even though they may claim that they did not witness the accident.

Any defective tools, equipment, machinery, etc., causing or in any way contributing to a serious injury or death, must be preserved without alteration or repairs, until released by the Claim Department, but may be removed to a place that will permit the work or operation to be continued. This rule also applies to defective cars so far as practicable.

Conductors will be held responsible for knowing that a properly equipped emergency first aid box is on his train.

**REPORT
ANY
INJURY**

RAILROAD CROSSINGS AND SIGNALS GOVERNING SAME

STATION	CROSSINGS	Position and Kind of Signal Indicating Clear Route
MAIN LINE		
Dearborn Ave., Detroit...	M. C.	Stop and Flag
Jefferson Ave.....	D. S. R.	Full Interlock
Short Cut.....	M. C. and Canal Bridge	Full Interlock
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
South Yard—Wye Tracks.....	M. C.	Target Horizontal
Ecorse.....	M. C.	Half Interlock
Wyandotte M A No. 2...	M. C. Spur	Half Interlock
Wyandotte ½ Mile North	M. C. Spur	Half Interlock
Wyandotte ¼ Mile South	M. C. Spur	Half Interlock
Wyandotte ¾ Mile South	M. C. Spur	Half Interlock
Wyandotte—Penna. Salt Co.....	M. C. Spur	Half Interlock
Sibley-Quarry Lumber Co.	M. C. Spur	Half Interlock
Trenton.....	N. Y. C., M. C., S. L.	Full Interlock
Carleton.....	Penna., P. M.	Full Interlock
Diann.....	A. A.	Full Interlock
Petersburg.....	N. Y. C.	Automatic—Color Light
Riga.....	N. Y. C.	Automatic—Color Light
Champion.....	O. & M.	Automatic with Gate —Color Light
*Delta.....	N. Y. C.—Wabash	
Liberty Center.....	Wabash	Automatic with Derails —Color Light
Malinta.....	N. K. P.	Full Interlock
Hamler.....	B. & O.	Full Interlock
Leipsic.....	N. K. P.	Full Interlock
Leipsic.....	B. & O., C. & L. E.	Full Interlock
C. G. Tower.....	A. C. & Y.	Full Interlock
Morris.....	N. K. P. (Gate)	Target Horizontal
Lima.....	Penna.	Full Interlock
Lima.....	Erie	Full Interlock
Slater.....	N. Y. C.	Target Vertical
Quincy.....	Big Four	Full Interlock
*St. Paris.....	Penna.	
Maitland.....	Erie	Full Interlock
*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	Full Interlock
Springfield-York St.	Big Four	Full Interlock
South Charleston.....	Penna.	Full Interlock
Jeffersonville.....	Sedalia Branch	Gate
*Fayne.....	B. & O.	
Washington CH.....	B. & O.	Target Vertical
Washington CH.....	B. & O., Penna.	Semaphore Vertical
*Thrifton.....	B. & O.	
Glen Jean.....	N. & W.	Full Interlock
*Greggs.....	C. & O.	
Jackson.....	C. & O.	Gate
Jackson.....	B. & O.	Gate
B. & O. Junction.....	B. & O.	Target Horizontal
Bloom Junction.....	B. & O.	Target Horizontal
Ironton.....	N. & W.	Full Interlock
DEARBORN BRANCH		
Dearborn.....	M. C.	Full Interlock
Oakwood.....	Wab.	Full Interlock
Penford.....	Penna.	Full Interlock
TECUMSEH BRANCH		
Napoleon.....	Wab.	Full Interlock
Wauseon.....	N. Y. C., T. & I.	Full Interlock
Wauseon.....	Wab.	Full Interlock
Denson.....	O. & M.	Target Vertical
Bimo.....	N. Y. C.	Stop & Flag
Page.....	Wabash	Full Interlock
Adrian.....	N. Y. C.	Full Interlock
Tecumseh.....	N. Y. C.	Gate

*INTERCHANGE—NO CROSSING

SPEED RESTRICTIONS

LOCATION AND SERVICE	Miles per Hour	
	Pass.	Frts.
South Yard to Cairo.....	60	45
Cairo to Lima.....	50	40
Lima to Greenfield.....	60	45
Greenfield to Bainbridge.....	55	40
Bainbridge to Storms.....	50	45
Storms to Greggs.....	40	30
Greggs to Jackson.....	55	45
Bloom Jct. to Lisman.....	40	35
Lisman to Ironton.....	35	30
Dearborn Branch.....	60	40
Toledo Branch.....	50	40
Tecumseh Branch.....	30	30
Sedalia Branch.....	20	20
Mosquito Lake Fill.....	40	40
Through Royersville Tunnel.....	6	6
Over Draw Bridges.....	6	6
Carleton Interlocking Plant.....	30	20
Engines running backward on sharp curves.....	15	15
Engines running backward on tangents.....	25	25
Entering and leaving sidings and through cross-overs.....	12	12
Engines without engine truck in road service or handled dead in train.....	..	20
Engines with main and side rods taken down.....	..	20
Relief trains with wrecking derricks.....	..	30
Trains hauling pile driver, spreader, cranes or similar equipment.....	..	25
Trains trailing through spring switch.....	25	25
Bridge—Miami River, Quincy.....	40	40

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 OAK SHADE, and if any cars ahead of engine, train must stop and a member of crew flag crossing.

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

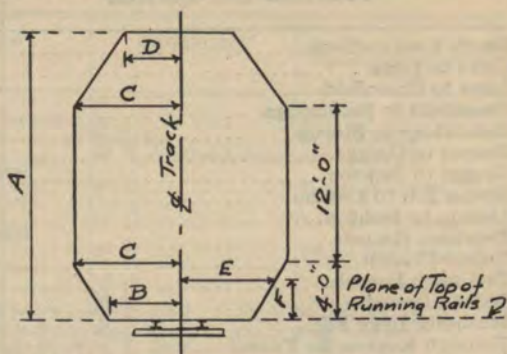
When trains are double headed over the Tecumseh Branch; between Greenfield and Storms, or between Glen Jean and Jackson, there shall be at least two spacer cars between engines. Light engines coupled must not exceed 10 miles per hour over the following bridges:

No. 248.39 North Thrifton	No. 281.82 South of Waverly
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



CLEARANCE DIAGRAM

PLACE Main Line	Max. Ht. Ab. Rail	Horizontal Clearance from Centerline of Track					
		A	B	C	D	E	F
Detroit; Jefferson Ave. Trolley...	21' 8"						
Detroit; River Rouge Bridge.....	22' 0"	6' 11"	6' 11"	2' 6"			
Short Cut Canal Bridge.....	22' 5"	5' 9"	8' 4"	3' 7"	7' 1"	2' 7"	
Leipsic; C. & L. E. Trolley.....	21' 9"						
Ottawa; Blanchard Riv. Bridge...	21' 11"	6' 11"	6' 11"	1' 4"			
Lima; Trolley Bellefontaine Ave..	21' 8"						
St. Paris; Penna. R. R. Bridge...	17' 8"	6' 8"	6' 6"	4' 7"	6' 6"	3' 6"	
Maitland; S. S. R. R. Trolley...	19' 6"						
Bechtle Ave.; S. S. R. R. Trolley.	19' 2"						
Springfield; Plum St. Bridge.....	18' 4"	8' 4"	8' 4"	8' 10"			
Springfield; Fountain Ave. Bridge	18' 10"	8' 10"	7' 4"	8' 4"			
Springfield; Limestone St. Bridge.	16' 9"	5' 11"	6' 0"	8' 0"	5' 9"	3' 6"	
Springfield; Big 4 Br., Sandky. Div.	17' 5"	13' 0"	13' 1"	13' 3"			
Springfield; National Pike Bridge.	17' 1"	8' 5"	8' 5"	8' 5"			
Springfield; C. & L. E. Ry. Bridge	23' 7"	8' 4"	7' 8"	7' 4"			
Springfield; Big 4 Br. Col. Div....	16' 7"	9' 0"	9' 0"				
Ghormleys; Paint Creek Bridge...	21' 5"	6' 3"	6' 2"	0' 7"	7' 4"	1' 8"	
Greenfield; Paint Creek Bridge...		7' 1"	8' 1"				
Thrifton; B. & O. Bridge.....	16' 4"	6' 3"	5' 11"	5' 8"	6' 2"	2' 0"	
Fruitdale; Buckskin Ck. Bridge...		5' 8"	7' 0"		7' 0"	3' 0"	
Humbolt; Buckskin Ck. Bridge...	22' 0"	7' 11"	6' 11"	1' 2"			
Bainbridge; Paint Ck. Bridge.....	21' 6"	5' 11"	6' 11"	1' 7"	6' 11"	0' 9"	
Bainbridge; O.H. Farm King Bridge	18' 1"	7' 9"	7' 9"	7' 9"			
Dills; Paint Creek Bridge.....	20' 11"	6' 1"	6' 11"	2' 6"	6' 11"	1' 7"	
Dills; Paint Creek Bridge.....	21' 6"	6' 0"	6' 10"	1' 8"	6' 10"	0' 9"	
Waverly; Road and Canal Bridge.		6' 10"	7' 4"		7' 9"	4' 0"	
Glen Jean; Scioto Riv. Bridge....	21' 0"	5' 10"	6' 11"	2' 7"	6' 11"	1' 7"	
Glen Jean; C. & O. R. R. Bridge..	21' 0"	9' 10"	8' 10"	8' 10"			
Royersville Tunnel.....	15' 2"	6' 9"	6' 9"	0' 2"			
TECUMSEH BRANCH							
Napoleon; Maumee Riv. Bridge..	22' 0"	5' 3"	7' 0"	3' 0"			
DEARBORN BRANCH							
Fordson Yard, Miller Rd. Bridge.	19' 2"	8' 6"	8' 6"	8' 6"			

NOTE—Dimension "C" is Minimum Distance from Centerline of Track between Elev. 4' and 16' above Top of Rail. Dimension "E" and "F" show Obstructions inside of Clearance Diagram Less than 4' above Top of Rail.

MODIFICATION OF RULES.

RULE S-88

Third paragraph—Trains must pull into the siding when practicable; if necessary to back in, the train must be first protected as prescribed by Rule 99.

RULE 93

First paragraph—Within yard limits the main track may be used, clearing first class trains.

RULE 221

A fixed signal will be used at each train order office, which shall indicate "STOP" when there is an operator on duty, except when changed to "PROCEED" to allow a train to pass, for which there are no orders. Trains must not pass this signal while "STOP" is indicated without clearance card, except to do station work. The signal must be returned to "STOP" as soon as train has passed. It must be fastened at "PROCEED" when no operator is on duty.

When train orders are in effect, train order signal will be kept at stop position and clearance card issued to trains for which there are no orders.

CHIEF DISPATCHER

B. H. Gehring

DISPATCHERS

**O. L. Dibert
J. T. Mecklenborg
R. G. Rinebold
E. L. Mandigo
J. G. Albert
W. G. White**

TIME TABLE SYMBOLS

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

SOUTHWARD

STATIONS	Arranged Freight Train Service					
	DS1	DJ1	DI1	DT1	DT3	
	AM	AM	PM	PM	PM	
South Yard.....	2.30	9.00	11.00	1.00	7.00	
Flat Rock Yard.....	4.00	10.30	12.30	3.00	9.30	
Carleton.....	4.30	10.50	12.50	3.30	10.30	
Diann.....	5.45	11.45	1.30	4.30	11.30	
Toledo.....				5.30	1.00	
				PM	AM	
Delta.....	7.00	1.30	3.00			
Malinta.....	7.30	2.00	3.30			
Hamler.....	8.00	2.20	4.00			
Leipsic.....	9.30	3.30	4.30			
Columbus Grove.....	11.00	4.30	5.00			
Lima.....	12.30	5.00	6.00			
	PM	PM	AM			
Lima.....		5.30	6.30			
Slater.....		6.15	7.15			
Quincy.....		7.00	8.00			
St. Paris.....		7.40	8.40			
Maitland.....		8.15	9.15			
Springfield.....		8.30	9.30			
		PM	AM			
Springfield.....		10.00	11.00			
South Charleston.....		10.30	11.30			
Washington C. H.....		12.30	1.30			
		1.30	2.30			
Thrifton.....		3.30	4.30			
Glen Jean.....		4.00	5.00			
Greggs.....		5.00	6.00			
Jackson.....		AM	PM			
		No.				
		101				
Jackson.....		10.30				
Bloom Junction.....		11.45				
Ironton.....		1.30				
		PM				

HANDLE
CARS
CAREFULLY

NORTHWARD

STATIONS	Arranged Freight Train Service						
	108	DI2	DC8	DJ2	DS2	DT2	DT4
	PM	PM	AM	PM	AM	AM	PM
South Yard.....			1.15	4.30	6.00	6.00	11.00
Flat Rock Yard.....			12.30	3.30	5.00	5.00	10.15
Carleton.....			11.50	2.40	4.00	4.10	9.20
Diann.....			11.20	2.00	3.00	3.30	8.45
Toledo.....						2.30 AM	8.00 PM
Delta.....			10.00	12.30	1.30		
Malinta.....			9.30	11.30	12.10		
Hamler.....			9.15	10.55	11.30		
Leipsic.....			9.00	10.30	11.00		
Columbus Grove.....			8.25	9.20	9.25		
Lima.....			8.00 PM	8.30 AM	8.30 PM		
Lima.....			7.30	5.00			
Slater.....			6.55	4.00			
Quincy.....			6.20	2.30			
St. Paris.....			6.00	1.30			
Maitland.....			5.25	11.45			
Springfield.....			5.00 PM	11.00 PM			
Springfield.....		1.30					
South Charleston.....		1.00					
Washington C. H.....		11.00					
Thrifton.....		6.45					
Glen Jean.....		2.30					
Greggs.....		1.30					
Jackson.....		12.30 AM					
Jackson.....	9.30						
Bloom Junction.....	8.15						
Ironton.....	6.30 PM						

**PREVENT
CLAIMS**

SOUTHWARD

TONNAGE RATING

FROM	TO	R1 700-703	C2 250-255	E1 600-602	H3 100-119	H4 400-417	H5 200-201
FLAT ROCK.....	TOLEDO.....		3400	1800	3000	3600	3850
FLAT ROCK.....	LEIPSIC.....	4400	3400	1800	3000	3600	3850
LEIPSIC.....	LIMA.....	3700	3000	1800	2600	3100	3350
LIMA.....	MAITLAND.....	2800	2200	1200	1950	2350	2500
MAITLAND.....	JUNCTION.....	2800	2000	1100	1800	2300	2300
JUNCTION.....	STORMS.....	2900	2300	1200	2000	2425	2550
STORMS.....	SUMMIT.....	1175	925	450	800	975	1025
SUMMIT.....	GLEN JEAN.....				100	Cars	
GLEN JEAN.....	JACKSON.....	2300	1725	900	1500	1825	1900
JACKSON.....	BLOOM JCT.....		1950	1025	1700	2050	2175
BLOOM JCT.....	LISMAN.....		2800	1500	2500	3000	3200
LISMAN.....	VESUVIUS.....		1025	550	900	1075	1150
VESUVIUS.....	IRONTON.....		2800	1500	2500	3000	3200

Definitions—A rating—normal or maximum tonnage.

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%

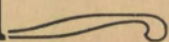
NORTHWARD

TONNAGE RATING

FROM	TO	R1 700-703	C2 250-255	E1 600-602	H3 100-119	H4 400-417	H5 200-201
IRONTON.....	ROYERSVILLE.....		1025	500	900	1075	1150
ROYERSVILLE.....	JACKSON.....		2500	1300	2200	2650	2800
JACKSON.....	GREGGS.....	3500	2700	1450	2400	2900	3000
GREGGS.....	GLEN JEAN.....	3800	3600	1600	2600	3150	3300
GLEN JEAN.....	PECK.....	3100	2450	1300	2150	2600	2700
PECK.....	SUMMIT.....	1400	1100	550	950	1150	1200
SUMMIT.....	BAINBRIDGE.....				100	Cars	
BAINBRIDGE.....	NEW SALEM.....	3900	2500	1300	2400	3200	3000
NEW SALEM.....	WASHINGTON C. H.....	4200	2850	1500	2700	3500	3600
WASHINGTON C. H.....	JUNCTION.....	4200	3075	1600	2900	3500	3600
JUNCTION.....	ST. PARIS.....	3400	2425	1300	2400	2800	3000
ST. PARIS.....	PETERSBURG JCT.....	5000	3900	2000	3400	4100	4300
PETERSBURG JCT.....	FLAT ROCK.....	7000	5600	3000	4900	5900	6250
TOLEDO.....	ST. ANTHONY.....		2650	1400	2350	2825	3000
ST. ANTHONY.....	FLAT ROCK.....		5000	3000	4900	5900	6250

SAFETY

**DON'T
DREAM**

IT 

PRACTICE

IT