

SAFETY ALWAYS

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

Every employee should report promptly to proper person every unsafe condition and practice.

ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces the headlight must be displayed, burning bright, to the front of every train by day and by night. When the view is restricted by weather or other unusual conditions enginemen must frequently sound horn.

STOP SIGNALS will be used to notify crews of passing trains of following defective conditions:

HOT JOURNAL

BRAKES STICKING

BROKEN WHEELS

DEFECTIVE TRUCK

DRAGGING BRAKE CONNECTION

LADING SHIFTED OVER SIDE OR
END OF CAR

SWINGING CAR DOOR OR ANY
OTHER DANGEROUS CONDITION

NOTE:

When practicable, after stop signal is given for hot journal, hold nose with one hand with other hand pointing toward track.

When practicable, after stop signal is given for brakes sticking, shove hands in sliding motion out from body.



DETROIT TOLEDO AND IRONTON RAILROAD COMPANY

TIME TABLE

No. 23

Superseding Time Table No. 22

Effective

**12:01 a.m. Eastern Standard Time
Sunday, January 19, 1964**

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

W. O. PEECHER
Superintendent

To All Employees:

SAFETY is the First Rule in the book for one reason, it is the most important. All other Rules are for the Safe operation of the Railroad. Safety is important to each individual and his family, because their health and happiness is at stake.

PRACTICE SAFETY . . .

it pays you dividends

* * *

A. J. WARD, Ass't. Sup't. Flat Rock
 R. L. BOYD, Ass't. to Sup't. Dearborn
 W. C. MELL, Chief Dispatcher Dearborn

DISPATCHERS

J. D. BOUDREAU
 R. H. BAY
 C. H. MOENING
 A. R. BOWMAN
 R. A. O'NEAL

Accounting Code Number	Train Order Station	Distance From Detroit	MAIN LINE Stations & Connections	Capacity of Sidings 50 car Lengths	Phone Location	
0		0.0	Detroit	Yard		
			Wab-C&O-PRR-DC			
3	DN	3.2	South Yard	Yard	Office	
7		7.4	Wyandotte	17	Station	
		8.5	Ford	Yard	N-Box	
			WT-WS		S-Office	
11	DN	11.1	Trenton		Tower	
			NYC-D&TSL			
		15.2	D&I Junction			
17	DN	17.2	Flat Rock Yard	Yard	N-S	
18		18.2	Flat Rock	} DT		
		19.2	Huron			
24	DN	23.5	Carleton	} CTC	Box	
			C&O		N-Box	
					Grafton Rd.	
32		31.6	Maybee	191	Tower	
				S-25	S	
40	DN	40.8	Diann	NO-102	Station	
			Ann Arbor	SO-96	S	
44		43.4	Petersburg Jct.	129	Tower	
					Booth	
					Box-NYC	
52		51.8	Riga	S-5	Booth	
61		60.7	Metamora	76	Booth	
68		67.9	Fulton	S-6	Box	
74		74.3	Delta	138	Yard Off.	
			NYC-Wabash		Booth-Hill	
					Box-N	
		82.6	Liberty Center		Box	
85		84.5	Maumee	84	Box-S	
90	DN	90.3	Malinta	NO-109	Box-N&S	
			NKP	SO-50	Tower	
97	DN	97.6	Hamler	87	Box S	
			B&O		Tower	
103		102.5	Prentiss	S-15	Station	
106	DN	106.0	Leipsic	E-65	Booth-S	
			NKP	W-68	Tower	
					Station	
112	D	112.1	Ottawa	25	Station	
114		113.7	Ottawa Beet Track	S-40	Box	
115		115.4	Putnam	65	Box-N	
120		119.7	Columbus Grove		Station	
			AC&Y		Box-ACY	
					Trfr.	
	DN	120.7	C.G. Tower	66	Tower	
					Box-S	
131		130.5	Ford Park	130	Box-Loop	
					Trk.	
					Booth	
		131.0	Morris			
			NKP	} Y		
	DN	132.0	Sugar Street		} A	Tower
			PRR			
				} D		
133		132.7	Lima			Station
	DN	133.6	S.J. Tower		Tower	
			Erie-Lackawanna			
		133.9	Midway	69	Box-N	
143		142.5	Uniopolis	62	Box-S	
					Station	
145		145.4	St. Johns	S-12		
		147.3	Slater		Box	
154	D	153.5	Jackson Center	90	Box-N	
					Station	
158		158.0	Maplewood	S-8	Station	
				S-9		
164	DN	164.4	Quincy	130	Box-S	
			NYC		Tower	
170		169.9	Rosewood	S-7	Box	
				S-10		

Accounting Code Number	Train Order Station	Distance From Detroit	MAIN LINE Stations & Connections	Capacity of Sidings 50' car Lengths	Phone Location
177	D	176.7	St. Paris PRR	47	Box-N Booth-Trfr. Station
182		182.4	Thackery	58	Box-N Station
186		186.5	Bryar	S-16	Box-N
188		188.2	Tremont City	S-9	Booth
190		190.8	Eagle City	S-8 S-45	Box
193	DN	193.2	Maitland Erie-Lackawanna	S-25	Tower
		194.0	Bechtel Avenue		
196		195.5	Springfield	S-5	Booth
				S-10	
198		197.7	Lagonda	S-20	
201		200.5	Junction NYC-PRR	Yard	Booth
204		204.3	Thorps	S-5	
206		205.4	Royal	29	Box
210	DN	210.1	South Charleston PRR	E-59 S-37	Box-S Tower
216		216.0	South Solon	52	Box-N Station
222	D	222.4	Jeffersonville	33	Station
228		227.7	Heglers		Box
230		229.7	Fayne B&O	S-20	Box
234		234.3	Washington CH. B&O-PRR	126	Station Booth Box-N
241		241.1	Good Hope	S-5	Box
246		245.4	Blue Rock	20	Booth
		247.1	Island Grove Mill	S-4	
248	D	247.3	Greenfield	29	Box-N Station
249		248.3	Thrifton B&O		Box-Trfr. Station
250		250.2	New Salem	77	Box-N
253		252.3	Fruitdale	S-4	Box
259		259.1	Bainbridge	88	Station
264		264.2	Storms	46	Box-S
271		271.1	Summit	Yard	Booth
278		278.1	Peck	46	Box-N
282	DPN	282.0	Waverly		Station
283		282.7	Glen Jean N&W	Yard	Tool Hse. Booth-S
286		286.0	Greggs C&O	Yard	Booth
288		288.5	Givens	S-7	
294		293.0	Beaver	25	Booth
299		298.7	Cove	S-19	Booth
		301.3	Wells Track	S-21	
304		304.0	Sharon	S-17	
307	DPN	306.3	Jackson C&O	Yard	Box-N Station
		306.6	B&O Junction		
330		330.0	Bloom Jct. B&O		Scale
335		334.6	Andre	S-8	
337		337.5	Bondclay	S-43	Booth
341		340.4	Superior	S-100	Booth
347		347.3	Lawco	7	Box
349		348.7	Cannons Creek	S-7	
350		349.7	Pedro	S-78	
352		351.4	Royersville	18	Booth-S

Accounting Code Number	Train Order Station	Distance From Detroit	MAIN LINE Stations & Connections	Capacity of Sidings 50' car Lengths	Phone Location
355		354.4	LaGrange	S-7	
358		357.3	Ironton N&W	Yard	Station

Accounting Code Number	Train Order Station	Distance From D&I Jct.	DEARBORN BRANCH Stations & Connections	Capacity of Sidings 50' car Lengths	Phone Location
		0.0	D&I Junction		
		1.6	West Road		Booth
406	DN	6.0	Penford PRR		Crossover Box-S Tower
		9.2	Park		Box
410		10.3	Oakwood Jct. Wabash		Box at King
		13.5	Schaefer Tower	Y	Tower
414		13.6	Rouge Yard	A	
415		15.3	Fordson Yard NYC-C&O-DT	R D	

Accounting Code Number	Train Order Station	Distance From Peterburg Jct.	TOLEDO BRANCH Stations & Connections	Capacity of Sidings 50' car Lengths	Phone Location
44		0.0	Petersburg Jct.	Yard	Booth
606		6.3	St. Anthony	56	Box-N
610		9.5	Lambertville		
		11.3	Thyer	S-5	
615	DPN	14.6	Toledo TT-NKP	Yard	Office

Accounting Code Number	Train Order Station	Distance From Malinta	TECUMSEH BRANCH Stations & Connections	Capacity of Sidings 50' car Lengths	Phone Location
90	DN	0.0	Malinta	Yard	Box N Tower
507	DN	7.1	Napoleon Wabash	Yard	Diesel Hse. Station
511		11.7	Gerald	S-9	
518		17.9	Wauseon	10	Booth S-NYC
					Booth N-NYC
522		21.5	Ottokee	30	
528		26.1	Oakshade	S-11	
532		32.0	Bingo		
536		35.8	Leaf Wabash		
544		44.3	Page Wabash		
547		46.6	Adrian NYC-Wabash	Yard	
548		48.0	Industrial Home	S-14	
550		50.0	Birdsall	S-2	
555		55.4	Tecumseh NYC	S	

TIME TABLE SYMBOLS

D — in Train Order Station	— Day
DN — in Train Order Station	— Continuous
DPN — in Train Order Station	— Day and part night
S — in Car Capacity	— Spur
E — in Car Capacity	— East
W — in Car Capacity	— West
SO — in Car Capacity	— South
NO — in Car Capacity	— North
N — in Phone Location	— North
S — in Phone Location	— South
CTC — Centralized Traffic Control	
DT — Double Track	

SPECIAL INSTRUCTIONS**LOCATION OF STANDARD CLOCKS**

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

YARD LIMITS

Fordson Yard—Oakwood Jct.	Junction
South Yard	Washington CH
Wyandotte—Trenton	Summit
Flat Rock Yard	Waverly—Glen Jean
Petersburg Jct.	Greggs
Toledo	Jackson
Delta	Ironton
Malinta	Napoleon
Leipsic	Adrian
Lima (Ford Park-Midway)	Tecumseh

BULLETIN BOARDS

South Yard Office	Springfield Yard Office
Wyandotte Station	Springfield Diesel House
Flat Rock Yard Office	Jackson Station
Napoleon Diesel House	Jackson Train & Engine-men's Bldg.
Lima Station	
Lima Diesel House	

TRAIN REGISTER STATIONS

South Yard	Jackson
Flat Rock Yard	Springfield Yard

CLEARANCE CARD STATIONS

Flat Rock Yard	
Sugar Street Tower	For Northward Trains
S.J. Tower	For Southward Trains
Carney Tower	
Jackson	

**REPORT ALL
PERSONAL INJURIES
IMMEDIATELY**

LOCATION OF SCALES

Flat Rock Yard	Jackson
Lima	Ironton*
Springfield	Napoleon
Washington CH	

*Limited to not more than 100,000 pounds gross.

LOCATION OF WYES

South Yard	Lima
D&I Junction	Junction
Leipsic	Jackson
Ford Park	Toledo

LOCATION OF TURNABLES

Flat Rock Yard

LOOK SAFELY

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

Rule 261 is in effect between Carleton and Huron, and between West Road and Park.

Trains will be governed by Time Table and rules of the B&O Railroad between B&O Junction, Jackson, and Bloom Jct. and by Time Table and rules of the Wabash Railroad between Leaf and Page.

Every employee whose duties are in any way prescribed by these rules must always have a copy of them when on duty.

The Officers of this company direct that the Time Table, Book of Rules, General Orders and Bulletin Orders must be rigidly observed, and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

Note carefully that important changes have been made in this time-table.

AIR BRAKES

Enginemen and conductors are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, also from any point where consist of train has been changed.

RIGHT OF WAY FIRES

Train crews will use every precaution when using lighted fuses in the discharge of their duty. Fuses must not be dropped on bridges or approaches. They will refrain from throwing lighted cigars, cigarettes or other lighted articles on the right of way which may start a fire. Any fires on right of way must be reported immediately.

INSPECTION OF TRAINS

Trainmen must inspect the running gear, brake and draft rigging and be alert for hot journal boxes of the cars in their train while standing.

Train and engine crews must observe their train at every opportunity while in motion for detecting hot journals or other defective equipment and observe passing trains for any defects and if any noted will signal members of such train.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

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

When meeting or passing other trains and passing train order offices, or other stations, and points where trackmen, bridgemen or other employes are working, train and engine crews on moving trains must be on the lookout for signals, and when practicable, exchange signals.

When practicable, when two or more employes are present, they will station themselves so both sides of the train can be observed.

* * * * *

"Employes must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and the tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

They must inform themselves as to the location of structures or obstructions where clearances are close.

They must expect the movement of trains, engines or cars at any time, on any track, in either direction.

They must not stand on the track in front of an approaching engine or car for the purpose of boarding the same.

Employes are prohibited from riding or walking on the roof of any moving car."

MANUAL BLOCK SYSTEM

A Manual Block System is in service over that portion of the main track between Short Cut Tower and the north end of South Yard, indicated by Manual Block Signs. No train or engine will occupy this portion of the main track without the permission of Operator at Short Cut. Southward train receiving proper signal indication may proceed. Any northward movement from South Yard requiring the use of Block Limit territory must secure permission either at office or at the north end of yard before leaving South Yard.

When any movement clears the main track in this territory at South Yard or at any intermediate point,

the conductor, or a crew member who has been properly instructed by the conductor, must call block operator and report clear and must not re-enter or foul main track until after receiving further block permission to do so.

No train or engine will be permitted to enter this territory while it is being occupied by another train or engine unless authorized by the Superintendent.

SPACING OF TRAINS

Trains must be spaced not less than 15 minutes apart leaving Summit in either direction. Crews will be advised by train dispatcher as to location of preceding train.

* * * * *

At Glen Jean, N&W will use D.T.&I. main track from N&W eastbound main line switch to the main line switch leading to the south end of the D.T.&I. interchange track to pick up their cars. All D.T.&I. trains or engines will approach and move over this portion of main track with caution, expecting to find N&W trains or engines moving unprotected in either direction.

* * * * *

At Glen Jean DT&I trains will operate over N&W tracks between connection near crossing and a point approximately 455 feet south of Scioto River Bridge. Movements controlled by remotely controlled interlocking signals.

SPRING SWITCHES

Crews of trains trailing through Spring Switches must observe clearing of signal governing reverse movement, where signal is provided.

<u>LOCATION</u>	<u>SPEED—M.P.H.</u>
Huron—End Double Track	30
Carleton—North End Siding	15
Malinta—North End Siding	15
Ford Park—North end Siding	30
Junction—North End	15
West Road—End Double Track	30
Penford—South End Siding	30
Park—End Double Track	30

GRADE CROSSING PROTECTION

All train and engine movements over the following street crossings must be preceded by a member of the crew who will act as flagman until crossing is occupied by train movement, unless crossing is protected by a known employee.

Detroit	— West End Avenue
Detroit	— Dearborn Avenue
Riverview	— Jefferson Avenue
Washington CH	— Elm Street (Switching Movement Only)
Jackson	— Bridge Street
Jackson	— Athens Street
Ironton	— Second Street

TECUMSEH BRANCH

Napoleon	— Oakwood Avenue
Napoleon	— State Route 108
Wauseon	— Elm Street—State Route 2
Oak Shade	— US 20
Birdsall	— Route M-52

Street crossings between Dearborn Avenue and West End Avenue, Detroit, 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 Detroit (West End Avenue) and clears Melville Avenue 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 Detroit (West End Avenue), and before crossing Melville Avenue, will switch on the current, and after train has cleared Dearborn Avenue, the towerman at Jefferson Avenue will switch off the current.

When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the front of the leading car.

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 or flashers, 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 and engines 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.

When a train moves over a public crossing at grade and a back-up movement over such crossing is to be made, the crossing must be protected by a member of the crew unless protected by a watchman, flashers or gates.

Train crews must not permit a train to block a public highway more than five (5) minutes.

EQUIPMENT RESTRICTIONS

DIESELS

Diesel engines may be operated through water not exceeding depth of 3 inches above top of rail, proceeding at a speed not exceeding 3 miles per hour.

Dead or disabled units must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher. Unless otherwise instructed, such units must be handled next to operating units.

Engines must not be operated over the weighing rail of any track scale, except the plate fulcrum scales at Flat Rock 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.

BACK-UP MOVEMENTS

When operating four or more diesel units in multiple, caution must be exercised in handling throttle during such movements to prevent derailing units or cars.

SCALE TEST CAR

Must be handled on rear of train next ahead of caboose at a speed not to exceed 30 miles per hour. The car should be protected from rough handling at all times. Impacts of greater speed than two miles per hour should be avoided. Switching of car should be avoided when possible to do so.

CRANES — DERRICKS — PILE DRIVER

Work equipment such as Cranes, Shovels, Pile Driver or similar equipment (Other than Wrecking Outfit and Snow Plow) moving on its own wheels must not be placed in trains for movement without authority from the Chief Train Dispatcher. Such equipment must be moved with the heavy end forward and boom trailing. Speed not to exceed 25 miles per hour.

Wrecking Outfit must not exceed a speed of 30 miles per hour.

When necessary to use snow plow, bell or communicating signal must be connected to engine. The employee operating snow plow will signal engineer according to signals prescribed in current book of rules. When moved in trains speed not to exceed 35 miles per hour.

CAMP CARS

Camp cars must not be moved in trains without authority from the Chief Train Dispatcher. When camp cars are moved in trains, they must be placed at the rear of train.

* * * * *

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 employee exchanged.

One long, two short, one long (—0 0—) will be sounded to acknowledge slow board sign.

In switching, or handling cars of trains, signals must be continuous and distinct, or the engine brought to a stop.

ACT SAFELY

MAXIMUM AUTHORIZED SPEED

LOCATION	LOCAL RESTRICTIONS	MPH
Detroit-South Yard		20
	Drawbridge-Jefferson Ave.	6
	Drawbridge-Short Cut Canal	6
South Yard-Flat Rock Yard		40
	Ecorse-Jefferson Ave.-Ordinance	10
	Ecorse-High Street-Ordinance	10
	Wyandotte-within City Limits-Ordinance	15
	Between Home Signals of all interlockings between South Yard and Flat Rock Yard and reverse curves at Trenton	20
Flat Rock-Columbus Grove		45
	Carleton-Grafton Rd. to Maxwell Road-Ordinance	35
	Leipsic-Ordinance	35
	Leipsic-Northward Trains NKP Crossing	20
	South of Leipsic-B&O Crossing	20
	Ottawa-within City Limits-Ordinance	35
	Columbus Grove-Ordinance	25
Columbus Grove-Maitland		45
	A.C.&Y. Crossing-C.G. Tower	20
	Lima-Sugar St. to Midway-Ordinance	20
Maitland-Junction		20
	Lagonda-NYC Crossing (MP 197+22)	8
	Carney-NYC Crossing	20
	East St.-NYC Crossing Springfield	12
Junction-No. of Greenfield		45
	Washington Court House-within City Limits	8
No. of Greenfield-Thrifton		40
Thrifton Bridge		20
Thrifton-1½ Mi. No. Bainbridge		45
1½ Mi. No. of Bainbridge-MP 258-01		35
MP 258-01-Spargursville		45
Spargursville-Summit		20
Summit-Glen Jean		30
Between Home Signals at Glen Jean		15
South Connection to N&W RR-Glen Jean to C&O Bridge		20
C&O Bridge-North of Greggs		30
North of Greggs-Jackson		45

LOCATION LOCAL RESTRICTIONS MPH

IRONTON BRANCH

Bloom Junction-Lisman		35
	Bridge 344-87	6
Lisman-Ironton		25
	Royersville Tunnel	6
	Ironton-City Ordinance	10

DEARBORN BRANCH

D & I Junction-Oakwood Blvd.		35
Oakwood Blvd.-Schaefer Road		20

TOLEDO BRANCH

Petersburg Junction-Toledo		40
	Lambertville-M.P. T-8-15 to T-11-13	15

TECUMSEH BRANCH

Malinta-Tecumseh		30
	Napoleon-within City Limits Ordinance	8
	Wauseon-NYC Crossing-between Home Signals	20
	Wauseon-Wabash Crossing-between Signals	20
	Denson-State Route 120 Crossing	10
	Adrian-Tabor St. MP 44.73 North of Wabash Interchange-Race St. MP 46.58, Adrian Station	10
	South of Tecumseh-Occidental Road crossing MP 53.12	10
	Tecumseh-within City Limits	10

ADDITIONAL SPEED RESTRICTIONS

Wreck Train		30
Pile Driver Crane (Locomotive Crane)		25
Jordan Spreader		25
Track Cars and M/W Machinery		25
	Over grade crossings, interlockings, switches and frogs	6
	On curves 10 degrees or over	10
Movement on tracks other than main tracks		Restricted Speed
Entering and leaving sidings, except spring switches and through crossovers		12
Hot Metal Trains		15
Hot Metal Trains entering and leaving turnouts		10

—Speed Restrictions Apply To The Entire Train—

Speed must be further reduced when, in the judgment of the enginemen, conditions require it.

RAILROAD CROSSINGS AND GOVERNING SIGNALS

Stations	Crossings	Signal Indicating Clear Route
MAIN LINE		
Dearborn Ave., Det.	NYC	Stop and Flag
Jefferson Ave., Detroit	Bridge	Interlocking
Short Cut	NYC & Canal Bridge	Interlocking
South Yard-Great Lakes Ave.	NYC	Target Horizontal
South Yard-Track No. 48	NYC	Target Horizontal
South Yard-Track No. 47	NYC	Target Horizontal
Wyandotte M A No. 2	NYC Spur	Semi-automatic
Wyandotte ½ Mile North	NYC Spur	Semi-automatic
Wyandotte ¼ Mile South	NYC Spur	Semi-automatic
Wyandotte ¾ Mile South	NYC Spur	Semi-automatic
Riverview- Firestone Yard	NYC Spur	Semi-automatic
Trenton	NYC, D&TSL	Interlocking
Carleton	PRR, C&O	Interlocking
Diann	AA	Interlocking
Petersburg	NYC	Semi-automatic
Riga	NYC	Automatic Interlocking
Liberty Center	Wabash	Automatic Interlocking
Malinta	NKP	Interlocking
Hamler	B&O	Interlocking
Leipsie	NKP	Interlocking
Leipsie	B&O	Interlocking-Remote Control
C.G. Tower	AC&Y	Interlocking
Morris	NKP	Automatic Interlocking
Lima-Sugar St.	PRR	Interlocking
Lima-SJ Tower	Erie-Lackawanna	Interlocking
Slater	NYC	Automatic Interlocking
Quincy	NYC	Interlocking
Maitland	Erie-Lackawanna	Interlocking
Springfield ½ Mile South	NYC	Target Vertical
Lagonda ¼ Mile North	NYC	Target Vertical
Lagonda	NYC	Target Vertical
Carney	NYC	Interlocking
So. Charleston	PRR	Interlocking
Washington CH	B&O	Target Vertical
* Washington CH	B&O, PRR	Interlocking
Glen Jean	N&W	Interlocking-Remote Control
Jackson	C&O	Gate
B&O Junction, Jackson	B&O	Target Horizontal
Bloom Junction	B&O	Target Horizontal
Ironton	N&W	Interlocking-Remote Control
DEARBORN BRANCH		
Schaefer Tower	NYC	Interlocking
Oakwood Jct.	Wabash	Interlocking-Remote Control
Penford	PRR	Interlocking

Stations	Crossings	Signal Indicating Clear Route
TECUMSEH BRANCH		
Napoleon	Wabash	Semi-Automatic
Wauseon	NYC	Interlocking-Remote Control
	Wabash	Semi-Automatic
Bimo	NYC	Stop and Flag
Adrian	NYC	Stop and Flag

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

D.T.&I. trains may cross N.Y.C. 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 N.Y.C. Crossing, expecting to find the pole target in stop position. It will not be necessary to restore pole target for N.Y.C. movement.

COMPANY SURGEONS

LOCATION	NAME AND ADDRESS	PHONE NUMBER
Dearborn	Oakman Medical Group 5237 Oakman, Dearborn Dr. J. D. Picard	LU 2-2142
ALT.	Residence, 501 Woodcrest, Dearborn Dr. George McKeever Residence, 1767 Culver, Dearborn	LO 3-8336 LO 3-7331
Ecorse	Dr. Robert J. Dearing Office, 1359 Champaign Street Lincoln Park Residence, 26225 West River Road Grosse Ile	DU 3-6400 OR 6-0281
Flat Rock	Dr. R. H. Proud Office, 26151 Huron River Dr., Residence, 29155 Evergreen	ST 2-2491 ST 2-2246
ALT.	Dr. John W. Hillyer 29897 Red Cedar	ST 2-9041
Delta, Ohio	Dr. R. T. Blair Office, Delta Clinic Residence, 808 Main Street	1185 2635
ALT.	Dr. Ben H. Reed, Jr. Residence, 303 Fernwood	1372
Columbus Grove	Dr. H. M. Trumbull Office and Residence 123 S. High Street	124
ALT.	Dr. Donald B. Lucas Office and Residence Route 3	2191
Lima	Dr. John F. Tillotson Office, Citizens Bldg. 209 N. Main Residence, 2227 W. High Street	CA 9-2821 CA 6-2696
ALT.	Dr. Asa C. Jones Office, Citizens Bldg 209 N. Main Residence, 3034 Ft. Amanta Rd	CA 9-2821 WY 1-2531
Jackson Center	Dr. H. S. Elliott Office and Residence 209 S. Main Street	LY 6-5281
St. Paris	Dr. Joe A. Fergus Office, 125 S. Springfield Street Residence, Route 1	JU 3-3281 JU 3-1632

COMPANY SURGEONS (Continued)

LOCATION	NAME AND ADDRESS	PHONE NUMBER
Springfield	Dr. Alexander E. Hlivko Office, 2205 N. Limestone St. Residence, 805 Westchester Park Rd.	FA 5-6081 FA 5-9683
ALT.	Dr. Ernest H. Winterhoff Office, 6 W. College Residence, 242 So. Bird Road	FA 3-2008 FA 2-4361
Washington Court House	Dr. A. D. Woodmansee Office, 403 E. Market Residence, 510 E. Temple	2547 3-3681
ALT.	Dr. Robert D. Woodmansee Office, 403 E. Market Residence, 514 E. Temple	2547 2-2531
Greenfield	Dr. J. M. Byers Office, 628 Jefferson St. Residence, 320 N. 6th	981-2135 981-3182
Bainbridge	Dr. A. F. Haas Office, South Quarry St. Residence, North Quarry St.	ME 4-2161 ME 4-2166
Waverly	Dr. R. T. Leever Office, 100 E. Third St. Residence, 315 First Ave.	166 54
Jackson	Dr. G. A. Parry Office and Residence 269 E. South St.	27
ALT.	Dr. C. C. Fitzpatrick Office, 344 E. Main Residence, 336 E. Main	143 143
Ironton	Dr. G. N. Spears Office, 2213 S. 9th St. Residence, 422 S. 6th St.	JE 2-7626 JE 2-4343
ALT.	Dr. Harry Nenni Office and Residence 124 S. 6th St.	JE 2-5353
Toledo	Dr. Howard A. Martin Office, 2001 Collingwood Residence, 3912 Bowen Road	248-4221 472-9882
ALT.	Dr. Spencer Northup Office, 2001 Collingwood Residence, 3553 Brookside	248-4221 531-1863
Adrian, Mich.	Dr. J. D. Rogers Office, 146 Toledo Residence, 1250 W. Maple	CO 5-8222 CO 5-6735
Napoleon, Ohio	Dr. Julian Harrison Office, 113 Clinton Street Residence, 424 W. Maumee St.	7631 5651
ALT.	Dr. R. L. Gilson Office, 816 N. Perry St. Residence, 510 Haley Ave.	8221 8222

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

DIRECTORY OF EMERGENCY AMBULANCE SERVICE

LOCATION	NAME AND ADDRESS	PHONE NUMBER
Detroit and Vicinity	American Ambulance Co. 1050 Trumbull, Detroit	WO 3-2000 UN 3-2000
River Rouge Ecorse Wyandotte Trenton	Nixon Funeral Chapel 1090 Fort St., Lincoln Park	DU 1-2345

LOCATION	NAME AND ADDRESS	PHONE NUMBER
Dearborn and Vicinity	Dearborn Fire Department Dearborn	TI 6-4100
Flat Rock and Vicinity	Bobcean Funeral Home 26307 E. Huron River Drive Flat Rock	ST 2-2755
Lima	T. R. Chiles and Son Funeral Home 828 Bellefontaine Avenue Lima, Ohio Siferts Funeral Home 712 South Main Street Lima, Ohio	CA 5-7070 CA 5-3217 CA 7-1606 CA 4-2010
Springfield	Austin Richards Funeral Home 838 East High Street Springfield, Ohio O'Brien-Kenney Funeral Home 1002 East High Street Springfield, Ohio Littletons Funeral Home 830 North Limestone Street Springfield, Ohio Jackson Lytle Funeral Home 560 East High Street Springfield, Ohio	FA 5-1564 FA 3-6151 FA 3-6439 FA 5-2411
Jackson	Mayhew Funeral Home 135 Broadway Jackson, Ohio Sperry Funeral Home 164 Church Street Jackson, Ohio	94 131

TRACK CARS

Upon receipt of line-up track car driver will give Operator his name, car number, direction he is to move, points between which movement is to be made and time required to make the movement. If line-up permits the car to move as requested Operator will enter the necessary data on his train record and allow the car to proceed. It is to be understood that track cars may operate in either direction between the specified points but must obtain permission from the Operator to go beyond.

Train Dispatcher will determine expiration time for each line-up issued and a new line-up must be obtained for any track car movements after a line-up has expired.

When trains other than those shown on line-up are to be operated over his territory, the train dispatcher will:

- Fully advise such trains of the circumstances.
- Instruct those trains, by train order, to proceed not to exceed 15 M.P.H. keeping close lookout for the track car, and to use whistle frequently.

Trains will be restricted in the same manner when running in advance of time shown on line-up and when track car has failed to report clear of track.

Track car drivers at non-telegraph stations will secure line-up by contacting the nearest open office by telephone. Dispatcher is to be called only in case of emergency.

Due to the very few train movements on the Toledo, Tecumseh and Ironton Branches, Operators will not record track car movements in these territories.

Push trucks will not be operated under track car rules. Such movements will be made only under flag protection.

Operators must use great care to see that these rules are strictly complied with. Always notify the advance station when a car enters the territory, also when it is reported clear of the main track.

Track car drivers, likewise, must adhere strictly to these rules. Do not place car on the track until after your line-up has been read and thoroughly understood and permission has been given by the Operator. When clearing between stations always obtain permission from the nearest Operator before again occupying the main track.

Good judgment must be used by both Operators and Track Car drivers in order to avoid costly train delays due to the operation of track cars.

INSTRUCTIONS REGARDING INJURIES AND ACCIDENTS

Call nearest Company surgeon.

Cover the wounds with sterile gauze. Do not use waste, rags, towels, handkerchief, 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 surgeon, 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 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 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 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.

EXPLOSIVES AND DANGEROUS SHIPMENTS

Handling, cars. (a) Definitions.

(1) "Person" means any individual, partnership, corporation, association, joint stock company, business trust or other organized group of persons, or any trustee, receiver, assignee, or personal representative, and includes any department or agency of the United

States, any State, the District of Columbia, or any other political, governmental or legal entity.

(2) "Railroad" means any person engaged in transportation as a common carrier by rail and includes its agents or employees.

(3) "Engine" means any locomotive, propelled by any form of energy, used by a railroad.

(4) "Freight car" means any vehicle used for the transportation of property by rail.

(5) "Passenger car" means any vehicle used for the transportation of passengers by rail.

(6) "Combination car" means any vehicle used for the transportation of both property and passengers by rail.

(7) "Occupied caboose" means any vehicle used by railroad employees, caretakers, or others authorized to ride therein.

(8) "A train" is one or more engines coupled together with or without cars displaying markers.

(9) "Freight train" means one or more engines coupled with one or more freight cars, displaying markers.

(10) "Passenger train" means one or more engines coupled with one or more passenger cars carrying passengers, displaying markers.

(11) "Mixed train" means one or more engines coupled with one or more freight cars and passenger cars carrying passengers, displaying markers.

(12) "Placarded car" shall be construed to embrace also any car which under this part is required to be placarded.

(13) "Pickup and/or setoff service" shall be construed to mean trains in service that pick up and/or set off one or more cars at three or more stations enroute, trains having cars from which less-than-carload freight is loaded or unloaded enroute, or trains regularly scheduled to perform pickup and/or set off service which on some days make less than three stops.

(b) Placards on cars. A car requiring car certificates and "Explosives", "Dangerous", "Dangerous-Class D poison", "Poison Gas", or "Caution-Residual Phosphorous" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required by this part. Placards and card certificates lost in transit shall be replaced at next inspection point and those not required shall be removed.

(1) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected, such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

(c) Switching cars containing explosives or poison gas or placarded trailers on flat cars. A car placarded "Explosives" or placarded "Poison Gas" or any flat cars carrying a placarded trailer shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives" or placarded "Poison Gas" or any flat car carrying a placarded trailer nor shall any such car be coupled into with more force than is necessary to complete the coupling.

(1) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

(2) Closed cars placarded "Explosives" shall have doors closed before they are moved.

(d) Switching of cars containing dangerous articles. In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

(1) In switching operations where hand brakes are used it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

(e) Placement of freight cars containing explosives in yards, on sidings, or side-tracks. Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

(f) Notice to crews of cars containing explosives in freight trains or mixed trains. At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

(g) Position in freight train or mixed train of cars containing explosives. In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.

(2) When transported in a freight train made up in "Blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.

(3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (1) of this section.

(h) Separating cars placarded "Explosives" from other cars in trains. In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to:—

(1) Occupied passenger car, except as provided in paragraph (L) of this section.

(2) Occupied combination car, except as provided in paragraph (L) of this section.

(3) Any car placarded "Dangerous" or "Dangerous-Class D Poison".

(4) Engine.

(5) Any car placarded "Poison Gas".

(6) Wooden underframe car (except on narrow gauge railroads).

(7) Loaded flat cars, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulations in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)

(8) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(9) Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.

(10) Car containing lighted heaters, stoves, or lanterns.

(11) Car loaded with live animals or fowl, occupied by an attendant.

(12) Occupied caboose, except as provided in paragraph (1) of this section.

(i) Position in train of loaded placarded tank car. In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (j) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

(1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

(2) When transported in a freight train engaged in "Pickup" or "Setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

(j) Separating loaded tank cars placarded "Dangerous" from other cars in trains. In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

(1) Occupied passenger car, other than gas handlers accompanying shipment.

(2) Occupied combination car, other than gas handlers accompanying shipment.

(3) Any car placarded "Explosives".

(4) Engine, (except when train consists only of placarded loaded tank cars).

(5) Any car placarded "Poison Gas".

(6) Wooden under-frame car (except on narrow gauge railroads).

(7) Loaded flat car. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)

(8) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(9) Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.

(10) Car containing lighted heaters, stoves, or lanterns.

(11) Car loaded with live animals or fowl, occupied by an attendant.

(12) Occupied caboose, (except when train consists only of placarded loaded tank cars).

(k) Position in freight train or mixed train or cars placarded "Poison Gas" or containing poison liquids, class A. In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas" or containing poison liquids, class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous".

(l) Position in freight train or mixed train or cars placarded "Explosives" or "Poison Gas", or both, when accompanied by cars carrying guards or gas handling crews. A car requiring "Explosives" or "Poison Gas" placards, or both, shall be next to and ahead of the car, except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosives" placards.

(m) Cars containing explosives or poison gas and tank cars placarded "Dangerous" in passenger or mixed trains: Cars containing explosives, class A, poison gases or liquids, class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

(1) Cars containing explosives, class A, poison gases or liquids, class A and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains, except as provided in paragraph (1) of this section.

(2) When a car containing explosives, class B, or dangerous articles other than explosives requiring labels (not including class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employee of the carrier, placards must be applied to the car as required by this part.

(n) Position in train of cars containing class D poison. In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous—Class D Poison" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

Amendment to Regulations to Permit:

1. The handling of Piggyback cars specially equipped for that service next to Placarded Tank cars in trains. This amendment does not include flat cars loaded with trucks or trailers unless such trucks and trailers are secured by means of a device designed and permanently installed for that purpose and of a type generally accepted for handling in interchange between railroads.

(2) The handling of open top cars loaded with frames next to Placarded Tank cars in trains. This amendment does not include frames loaded on Flat Cars.

SOUTHWARD

TONNAGE RATING

FROM	TO	GP7-GP9 (1 unit)
Flat Rock	Toledo	2500
Flat Rock	Junction	2500
Junction	Fayne	2200
Fayne	Storms	3000
Storms	Summit	1075
Glen Jean	Jackson	1750
Jackson	Bloom Jct.	2400
Bloom Jct.	Lisman	3500
Lisman	Royersville	1175
Royersville	Ironton	3500

NORTHWARD

**GP7-GP9
(1 unit)**

Ironton	Royersville	1000
Royersville	Jackson	2700
Jackson	Greggs	2750
Greggs	Glen Jean	3450
Glen Jean	Peck	2500
Peck	Summit	1250
Bainbridge	New Salem	2500
New Salem	Washington C.H.	2750
Washington C.H.	Junction	4000
Junction	St. Paris	2750
St. Paris	Petersburg Jct. ..	3500
Petersburg Jct.	Flat Rock	7000
Toledo	St. Anthony	3250
St. Anthony	Flat Rock	7000

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
1	14	48.6	1	50	32.7
1	16	47.4	1	52	32.1
1	18	46.1	1	54	31.6
1	20	45.0	1	56	31.0
1	22	43.9	1	58	30.5
1	24	42.9	2	...	30.0
1	26	41.9	2	05	28.8
1	28	40.9	2	10	27.7
1	30	40.0	2	15	26.7
1	32	39.1	2	30	24.0
1	34	38.3	2	45	21.8
1	36	37.5	3	...	20.0
1	38	36.8	3	30	17.1
1	40	36.0	4	...	15.0
1	42	35.3	4	30	13.3
1	44	34.6	5	...	12.0
1	46	34.0	6	...	10.0
1	48	33.3			

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 mph is not four times that at 2 mph but 16 TIMES AS GREAT. Damage to freight and car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Impact Force At Various Striking Speeds

Car Coupled at	Units of Destruction
1 mph	1
2 "	4
3 "	9
4 "	16
5 "	25
6 "	36
7 "	49
8 "	64
9 "	81
10 "	100

Safe

Damaging

To Find Coupling Speed of 40 Foot and 50 Foot Cars
Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Seconds	40 Foot Car Miles Per Hour	50 Foot Cars Miles Per Hour
1..	28	35
2..	14	17.5
3..	9.3	11.6
4..	7	8.7
5..	5.6	7
6..	4.7	5.9
7..	4	5
8..	3.5	4.4
9..	3.1	3.9
10..	2.8	3.5
11..	2.5	3.1
12..	2.3	2.9
13..	2.15	2.7
14..	2	2.5

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this table will be helpful in your efforts to prevent Rough Handling.

Switch crews must function as a team. Clear signals properly given are mighty important; talk it over . . . Prevent Rough Handling . . . **It can be done.**