

Detroit, Toledo and Ironton Railroad Company

"WE HAVE THE CONNECTIONS"



GENERAL ORDER

IMPORTANT
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DEARBORN, MICHIGAN
February 10, 1966

ALL TRAIN AND ENGINEMEN

Effective 12:01PM, Monday, February 14, 1966, trains will operate on tracks of the Baltimore & Ohio Railroad between XN Tower (Leipsic, MP-107) and DT&I Junction (North of Ford Park, MP-128).

Present main track between these points, with exception of Ottawa Loop, MP-111 to MP-114-35, out of service.

Trains operating via B&O will be governed by Operating Rules and Regulations of Baltimore & Ohio Railroad and Rules and Special Instructions contained in current Baltimore & Ohio time-table.

Employees must have current Book of Rules, containing latest sticker, current time-table, and copy of latest General Order with them when operating trains in this territory.

Standard Watch (including Wrist type approved by DT&I) must be carried by all persons employed on trains operating in this territory.

B&O Operating Rule 676 - Traffic Control System - governs.

XN TOWER - SOUTHWARD

Southward Home Signal located 549 feet north of switch to B&O. B&O Rules 283, 286, 291, 292.

Inoperative Approach Signal located 4642 feet north of Home Signal. DT&I Rule 285.

Trains must not exceed speed of 20 MPH entering B&O tracks.

KLEMAN - SOUTHWARD

Entrance to north end Ottawa Loop is new station known as KLEMAN, DT&I MP-111.

Southward Home Signal located 67 feet north of switch. B&O Rules 281, 285, 290, 291, 292.

Trains entering or leaving B&O will not exceed speed of 10 MPH.

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DT&I JUNCTION - SOUTHWARD

New station, at DT&I MP-128-12, known as DT&I

Junction.

Southward Home Signal located 45 feet north of switch to DT&I Railroad. B&O Rules 281, 282, 285, 290, 291, 292.

FORD PARK

North Yard Limit Board, Lima, moved northward to northward Home Signal DT&I Junction. DT&I Rule 93. All southward trains will use present main track. All northward trains will use siding as running track.

DT&I JUNCTION - NORTHWARD

Northward Home Signal governing movement to B&O located 491 feet south of switch. B&O Rules 283, 286, 291, 292. Trains entering or leaving B&O will not exceed 30 MPH. Operative Approach Signal installed just north of Blue Lick Road. B&O Rules 281, 285, 292. DT&I Operating Rule 93 in effect between Blue Lick Road and Northward Home Signal.

Northward trains working at Ford Park will stop in clear in siding and will not foul north switch when setting out or picking up when Approach Signal is displaying Rule 292 STOP AND STAY. If signal is displaying Rule 285, train may, after contacting B&O dispatcher to ascertain location of opposing trains, pass Approach Signal in performing work.

When ready to depart inform B&O dispatcher of expected leaving time and be governed by signal indication.

SOUTH OTTAWA - NORTHWARD

South switch to Ottawa Loop located at DT&I MP-114-35. B&O Rules 281, 287, 288, 290, 291, 292. Trains entering or leaving B&O will not exceed 10 MPH.

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OTTAWA LOOP

DT&I Rule 93 in effect.

Northward Dwarf Home Signal located 300 feet south of B&O switch. B&O Rules 287, 288, 291, 292.

Southward Dwarf Home Signal located 230 feet north of B&O switch. B&O Rules 287, 288, 291, 292.

Trains in either direction, after completing work in Loop, will contact B&O dispatcher when ready to leave, inform him as to expected time of departure and be governed by signal indication.

Trains departing from Loop are relieved from receiving Clearance Card, Form "A". B&O has modified Rule 111.

XN TOWER - NORTHWARD

Northward Home Signal located just south of B&O connection switch. B&O Rules 281, 286, 290, 292.

Trains will not exceed 30 MPH leaving B&O tracks.

SIDINGS ON B&O RAILROAD

Sidings are remotely controlled. Trains will not exceed 25 MPH entering, passing through or leaving sidings. Capacity is shown in cars 45 feet in length:

Ottawa	-	Eastward	152
	-	Westward	161

CG Tower	-		147
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Cairo	-	Eastward	144
	-	Westward	149

LEIPSIC

Leipsic becomes Clearance Card station for southward trains via B&O. Trains will not enter B&O without Clearance Card, Form "A".

South Yard Limit board moved northward to southward Home Signal.

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SUGAR STREET

Sugar Street becomes Clearance Card station for northward trains via B&O. Trains will not enter B&O without Clearance Card, Form "A".

C G TOWER

Effective 4:00PM, Tuesday, February 15, 1966, new AC&Y connection in service 881 feet south of C G Tower.

Electrically locked, hand operated switch and derail, facing point for northward movements installed. Special Instruction No. 8, B&O time-table, governs operation of switch.

Hand operated switch to AC&Y main located immediately north of C G Tower. Our trackage rights on AC&Y extend to East Yard Limit, 2000 feet beyond east switch of transfer.

Before occupying AC&Y main track, AC&Y Clearance Card, Form "A", authorizing movement must be obtained from the operator at C G Tower. Rule 93.

Southward trains working at AC&Y will be headed into siding at C G Tower. Movement from south end of siding and northward on the main to AC&Y connection will be governed by signal indication. Return movement from AC&Y connection to train must obtain permission from B&O dispatcher, before occupying main. Power switch at south end of siding must be hand operated in order to return to train in siding. Movement of train from siding will be governed by signal indication.

Northward trains working at this point will be headed into siding. Movement from north end of siding to AC&Y connection and return will be governed by signal indication.

LOCATION OF TELEPHONES

DT&I - B&O dispatchers' circuits at -

Sugar Street
Ford Park, North end
Blue Lick Road
DT&I Junction
Ottawa Loop, South end
Kleman (North end of Loop)
XN Tower
Leipsic Tower

B&O dispatcher's phone located in booth at AC&Y connection.

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SPEED

Maximum authorized speed for freight trains is
50 MPH. Freight trains hauling 30 or more open-top loads
of coal, sand, stone and ore will not exceed 40 MPH.

BULLETIN BOARDS

B&O Bulletin Boards are located at Flat Rock
Yard, Lima and Springfield.

W. O. PEECHER
Superintendent

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