

Detroit, Toledo
and
Ironton Railroad
Company



**TIME TABLE
AND
GENERAL ORDERS**

**FOR THE INFORMATION AND
GOVERNMENT OF EMPLOYEES ONLY**

**Detroit, Toledo
and
Ironton Railroad
Company**



**TIME TABLE
25**

**EFFECTIVE 12:01 AM E.S.T.
SUNDAY, DECEMBER 10, 1978**

**FOR THE INFORMATION AND
GOVERNMENT OF EMPLOYEES ONLY**

READ THE INSTRUCTIONS

DESTROY PREVIOUS TIME TABLES

**G. L. STERN
Vice President
Operations**

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Superintendent**

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Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	MAIN LINE Stations	Connections	Capacity of Sidings 50' Cars	Phone Locations
2		X		1.7	Short Cut	Bridge		Tower
3	DPN	X	R1	3.2	South Yard		Yard	Office Box-N
		X		4.8	Mill	CRC		CRC Phone Mill
7			R1	7.4	Wyandotte		17	Station
			R1	8.5	Ford	WT-WS	Yard 48	Office Box-N
11	DN	X		11.1	Trenton	CRC		Tower-Box
						DTSL		
17	DN		R1	15.2	D&I Jct.			
				17.2	Flat Rock Yd	DT	Hump Yd	Office N-S
		CP		19.2	Huron			Box
		CP		22.8	Karl			Box
24	DN	X		23.5	Carleton Sdg. Carleton	CO	88	Box N-S Tower Box N-S
		X		29.1	Field			Box
		X		31.5	Maybee Sdg.	TCS	192	Box N-S
32		X		31.6	Doty		S-25	Box
		X		31.8	Maybee Stg.		243	Box N-S
		X		38.1	Mex			Box
40	DN	X	R2	39.8	Nth Sdg.Diann		142	Box N
				39.8	Diann	AA	96	Tower
44				39.8	Sth Sdg.Diann		145	Box S
				43.4	Petersburg			Booth-S
61		X		51.8	Riga		S-5	Box N
68				60.7	Metamora		131	Booth-S
74			R2	67.9	Fulton		S-6	Box
				74.3	Delta	NW-CRC	138	Box-Hill
		X		82.6	Liberty Center			Booth Box-N
				84.5	Maumee		84	Box
90				89.1	Nth Sdg.-Malinta		109	Booth-S
				90.3	Malinta		Yard	Box N-S
				90.3	Sth Sdg.-Malinta		50	Box S
97	DN	X	R2	97.6	Hamler	BO	87	Tower-Box S
103				102.5	Prentiss		S-15	
106	DN	X	R2	106.0	Leipsic	NW	W-68	Tower
		X		107.3	XN Tower	BO	E-65	Box N-S
		X		128.3	DT&I Jct	BO		BO Box-Booth
131			R2	130.5	Ford Park		Yard	B&O Box
							130	Box N
		X		131.0	Morris	NW	Yard	Box-Loop Trk.
133	DN	X	R2	132.0	Sugar St.	CRC	Yard	Tower
143				132.7	Lima		Yard	
145				142.5	Uniopolis		22	Box N-S
154				145.5	St. Johns		S-12	Booth
158				153.4	Jackson Center		139	Box N-Booth S
164	DN	X	R2	164.4	Quincy	CRC	S-5	Box
170				169.9	Rosewood		S-9	
							130	Tower-Box S
177				176.7	St. Paris		S-7	Box
182				182.4	Thackery		S-8	
188				188.2	Tremont		S-10	Booth
190				190.8	Eagle City		58	Booth
193	DN	X	R2	193.2	Maitland	CRC	145	Booth
				194.0	Bechtel Avenue		S-3	Box
196				195.5	Springfield		S-4	Tower-Booth N
							S-28	
200	DN		R.1	197.7	Lagonda	CRC	S-5	
				200.5	Junction	CRC	S-10	
204				204.3	Thorps		Yard	Office-Dieselhouse
210				209.3	Shy			
210		X		210.1	So. Charleston	CRC	E-59	CRC Box
							S-37	Bell M/W Off.
216				216.0	So. Solon		52	Bell Box N
222				222.4	Jeffersonville		33	Bell-Station

Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	MAIN LINE Stations	Connections	Capacity of Sidings 50' Cars	Phone Locations
228				227.7	Heglers		S-7	
234	D	X	R2	234.3	Washington CH	BO	126	Station-Box
241				241.1	Good Hope		S-5	
				245.4	Blue Rock		20	
248				247.8	Greenfield		29	Bell-Booth S
249				248.8	Thrifton	BO		
259				259.1	Bainbridge		88	Bell-Booth N
264				264.2	Storms		46	Bell-Box S
271				271.1	Summit		Yard	Bell-Booth
							26	
278				278.1	Peck		46	
282	DPN			282.0	Waverly		Yard	Station
							31	
283		X		282.7	Glen Jean	NW	Yard	NW Booth
286				286.0	Greggs	CO	Yard	Bell Bldg.
294				293.9	Beaver		25	
299				298.7	Cove		S-15	
304				304.0	Sharon		S-17	
307	DPN			306.3	Jackson	CO	Yard	Station
				306.6	B&O Jct	BO		Bell-BO Depot
330				330.0	Bloom Jct	BO		Bell-Box
335				334.6	Andre		S-8	
337				337.5	Bondclay		S-43	
341				340.4	Superior		S-100	Bell-Hill
347				347.3	Lawco		7	Bell-Box
349				349.1	Cannons Creek		S-12	
350				349.7	Pedro		S-78	Bell-Box
352				351.4	Royersville	Tunnel	18	Bell-Booth N
355				354.4	LaGrange		S-3	
358		X		357.8	Ironton	NW	Yard	Bell-M/W Scale Bldg. Bell Box 8th Street

Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	TOLEDO Station Trackage Over AA & TT	Connections	Capacity of Sidings 50' Cars	Phone Locations
465	DPN		R2	60.2	Temperance Yd.	TT	Yard	Office

Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	OTTAWA Industrial Loop Stations	Connections	Capacity of Sidings 50' Cars	Phone Locations
112		X		111.0	Kleman	BO		Box
				112.1	Ottawa		Yard	Booth
114				113.7	Ottawa Beet Trk		Yard	Box
		X		114.9	South Ottawa	BO		Box

Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	DEARBORN Branch Stations	Connections	Capacity of Sidings 50' Cars	Phone Locations
401		CP	R2	0.0	D&I Jct			Booth
				2.3	Fordhaven			Office
		X		2.5	Woodhaven		Yard	Box
				4.4	Penn			
					Penford Sdg			
406		X		6.0	Penford			Box-Eureka Rd
		CP		9.2	Park	CRC	132	Tower

Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	DEARBORN Branch Stations (Continued)	Connections	Capacity of Sidings 50' Cars	Phone Locations
410		CP X X	R2	9.2 10.3 13.5 13.6 15.3	Park Oakwood Jct Schaefer Twr Rouge Yard Fordson	DT NW CO-CRC DT	Yard Yard	Box Box N-S Tower Office
Accounting Code No.	Train Order Station	Interlocking	Radio Channel	Distance from Detroit	NAPOLEON Branch Stations	Connections	Capacity of Sidings 50' Cars	Phone Locations
90				0.0	Malinta		Yard	Box N
507	DN	X	R1	7.1	Napoleon	NW	Yard	Office- Dieselhouse
511				11.7	Gerald		S-9	
518		X		17.9	Wauseon			CRC Booth N-S
		Accounting Code No.	Distance from Flat Rock	OFF-LINE Stations	Trackage Rights	Connections		
		001A	26.0	Windsor, Ont.	CRC-CP	CP-ET		
		002A	25.0	Ferndale, Mi.	CRC-GTW	GTW		
		760	48.0	Toledo, O.	AA	CRC-AA		
		696	313.0	Cincinnati, O.	CRC-NW-SOU	SOU		
		690	300.0	Cincinnati, O.	CRC	CRC		
		694	313.0	Decoursey, Ky.	CR-LN	LN		

TIME TABLE SYMBOLS

1001.

D	– Train Order Station	– Day
DN	– Train Order Station	– Continuous
DPN	– Train Order Station	– Day and part night
X	– Interlocking	
CP	– Controlled Point	
R	– Radio Location and Channel No.	
S	– Car Capacity	– Stub
E	– Car Capacity	– East
W	– Car Capacity	– West
NO	– Car Capacity	– North
SO	– Car Capacity	– South
N	– Phone Location	– North
S	– Phone Location	– South
TCS	– Traffic Control System	
DT	– Double Track	

NOTICE

1002. The Officers of this Company direct that the Time Table, Book of Rules, General Orders and Bulletin Orders must be rigidly observed, and no excuse will be accepted for violation of same.

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

GENERAL INSTRUCTIONS

LOCATIONS OF STANDARD CLOCKS

1003.

Flat Rock Dispatcher's Office	Napoleon
South Yard Office	Maitland (Crew Building)
Flat Rock Yard Office	Springfield Diesel House
Flat Rock Hump Tower	Jct. (Springfield Yard Off.)
Ford Park – Lima	Jackson

YARD LIMITS

1004.

STATION	Main Line	MILE POST
South Yard		2.0 to 5.2
Wyandotte-Trenton.		5.7 to 11.9
Flat Rock Yard		14.1 to 19.2
Delta		73.2 to 76.3
Leipsic		104.1 to 107.2
Ford Park-Lima		128.5 to 135.4
Maitland		191.1 to 194.5
Junction		199.0 to 202.7
Washington C.H.		231.6 to 236.2
Summit.		270.2 to 272.0
Waverly-Glen Jean		281.5 to 282.7
Jackson.		304.5 to 307.0
Ironton.		357.5 to 361.0

BRANCHES

Flat Rock Yard	19.2 to D2.8
Park–Fordson.	D9.1 to Fordson
Toledo (Temperance Yard)	Inclusive
Ottawa Industrial Loop	Inclusive
Malinta.	MO.0 to MO.9
Napoleon.	M3.7 to M8.2
Wauseon	M17.0 to M18.3

BULLETIN BOARDS

1005.

South Yard Office	Maitland
Ford Yard Office	Jct. (Springfield Yard Office)
Flat Rock Yard Office	Springfield Diesel House
Flat Rock Trim Office	Jackson Station
Flat Rock Hump Tower	Jackson Train & Enginemen's Building
Napoleon Diesel House	
Ford Park-Lima	

TURNTABLE

1006.

Flat Rock Yard

TRAIN REGISTER STATIONS

1007.

South Yard	Jct. (Springfield Yard)
Flat Rock Yard	Jackson

CLEARANCE CARD STATIONS

1008.

Flat Rock Yard	
Leipsic	Southward—B&O
Sugar Street Tower	Southward DT&I and Northward—B&O
Maitland	Northward—DT&I (Trains originating at Maitland)
Jct. (Springfield Yard)	
Jackson	

SCALES

1009.

Flat Rock Hump (Automatic)	Washington C.H. Jackson
Old Lima Yard	Ironton*
Jct. (Springfield Yard)	Napoleon

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

WYES

1010.

Short Cut	Quincy
D&I Junction	Jct. (Springfield Yard)
Leipsic	Jackson
Ford Park-Lima	Temperance Yard—Toledo

RAILROAD RADIOS

1011. Base stations, engines, cabooses, track equipment, vehicles and M of W forces so equipped will set railroad radios on specified channels between specified points as outlined below. This excludes Flat Rock Hump operations.

Between — Short Cut and Carleton	Channel 1
Between — Fordson and King Rd.—D&I	Channel 2
Between — King Rd.—D&I and Carleton	Channel 1
Between — Carleton and Maitland	Channel 2
Between — Maitland and Thorps	Channel 1
Between — Thorps and Ironton	Channel 2
Between — S.R. 108 Napoleon and S.R. 109 Malinta	Channel 1
Between — S.R. 108 Napoleon and Wauseon . . .	Channel 2

When practicable, head end employes will advise the flagman by radio when approaching trackmen, signalmen, or other employes to be on the alert for hand signals.

SPRING SWITCHES

1012. Crews of trains trailing through Spring Switches must observe clearing of signal governing reverse movement where signal is provided.

In the application of Rule 104, signals indicating the position of Spring Switches are located at Huron just south of Spring Switch; north end of Ford Park just north of Spring Switch; south end of Ford Park just south of Spring Switch.

These signals are for the purpose of checking the position of Spring Switches only and do not indicate track occupancy.

When a trailing movement through a Spring Switch is stopped before passing entirely through the switch, the movement must not be reversed until the switch has been properly set by hand.

LOCATION	SPEED — MPH
Huron—End Double Track	30
Karl	15
Ford Park—North End Siding	30
Ford Park—South End Siding	15
Fordhaven—End Double Track	30
Penn	15
Park—End Double Track	30

OPERATION OF ELECTRICALLY LOCKED HAND-OPERATED SWITCHES

1013. Authority to use electric-locked switch which is under control of the Operator must be given verbally to member of crew by train dispatcher or Operator. The period of time the switch and track may be used and designated limits must be clearly stated and understood.

Instructions for operating electric-locked switches are posted inside the telephone box near each of these switches.

The following hand-operated switches are equipped with electric locks; permission to unlock must be obtained from Operator before switch padlock is removed from keeper:

LOCATION	Main Line TRACK	CONTROLLED BY
Mill	Korno	South Yard
Trenton	McLouth Hi Line	Trenton
Carleton	Reiser Lumber.	Diann
Maybee.	North-end Storage	Diann
Maybee.	South-end Storage	Diann
Maitland	Springfield Container.	Maitland
Dearborn Branch		
Woodhaven	Crossover-North end	Penford
Penford.	Crossovers—Eureka Rd.	Penford

1014. The following hand-operated switches within TCS territory are NOT equipped with electric lock:

LOCATION	Main Line TRACK
Maybee.	Team Track
Dearborn Branch	
D-4.7	Chrysler-North
D-4.8	Chrysler-South
D-6.9	R. W. Trucking

In TCS territory trains are prohibited from clearing in a track not equipped with an electric lock switch.

AIR BRAKES

1015. Enginemen and trainment are responsible for knowing that the prescribed test of train brakes has been made before starting from terminal stations, or from any point where consist of train has been changed in strict compliance with the provisions of the current power brake law.

AIR BRAKE LEAKAGE TEST – ROAD SERVICE

1016. Upon receiving proper signal to apply brakes for test, the brake pipe pressure must be reduced 15 pounds by the automatic brake valve. After the service exhaust stops exhausting, the brake valve must be lapped or cut out, and then one minute allowed to permit pressure equalization. On the second minute, observe brake pipe pressure and note that leakage does not exceed 5 pounds per minute.

INSPECTION OF FREIGHT CARS

1017. In compliance with the Federal Railroad Administration's "Railroad Freight Car Safety Standards," the following instructions are in effect:

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open-top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.

These instructions consolidate but do not waive or modify the applicable requirements contained in the Book of Operating Rules.

INSPECTION OF TRAINS

1018. Trainmen, while standing, must inspect the running gear, brake and draft rigging and be alert for hot journal boxes of the cars in their train.

Train and engine crews must observe their train at every opportunity while in motion for defective equipment or hot journals. They will also observe passing trains for defective equipment and signal members of such train if a dangerous condition is discovered.

When a journal is found overheating en route, train **MUST BE STOPPED** and examination made. If cause of heating cannot be corrected or car cannot be moved to next terminal through use of cooling compound, car should be

set out. Report must be made on prescribed form and forwarded to operator at first open station.

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 flammable commodities are 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.

A trainman must be positioned on the rear platform of the caboose when passing train order offices, stations or sidings, through interlockings, and when passing or meeting trains.

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

FLAGGING DISTANCES

1019. When necessary to provide rear or head end flag protection as outlined in Rule 99 in non-signalized territory, the flagman must go out not less than the following distance:

Location	Distance
Flat Rock and South Yard	1500 ft.
Diann and Leipsic	5200 ft.
Lima and Springfield	5200 ft.
Springfield and Storms	5200 ft.
Storms and Glen Jean	2600 ft.
Glen Jean and Jackson	5200 ft.
Jackson and Ironton	2600 ft.
Malinta and Wauseon	1500 ft.

When necessary to provide rear end flag protection in signalized territory, the flagman must go back not less than 1500 feet.

When necessary to provide head end flag protection against opposing movements, as prescribed by Rule 270, the flagman must go forward not less than one (1) mile where the Maximum Authorized Speed is 30 MPH or less and not less than two (2) miles where the Maximum Authorized Speed is more than 30 MPH.

MARKERS

1020. The use of reflectorized markers to indicate the rear of the train is permitted on entire system if lighted markers are inoperative.

SPACING OF TRAINS

1021. In application of Rule 91, trains must be spaced not less than 15 minutes apart at Summit in either direction and southward trains leaving Quincy. Crews will be advised by Train Dispatcher or Operator as to location of preceding train.

HOT BOX DETECTORS

1022.

		Minimum Readout	
DETECTOR LOCATIONS		Speed	
Diann.	M.P. 36.4 West Side ...	10 mph. .	Diann
Riga-Indicator. . .	M.P. 54.5 West Side ...	10 mph. .	Diann
Metamora	M.P. 57.3 Northward Movements		
Indicator.	M.P. 59.5 Southward Movements		
Prentiss.	M.P. 102.2 East Side ...	10 mph.	Hamler
Quincy	M.P. 161.2 East Side ...	10 mph.	Quincy

When a hot box is detected, a rotating white beacon signal located on each equipment house and a flashing white light on the wayside indicators at Riga-Metamora site, will be actuated. In this event, the train will be brought to a stop after moving completely over the detector site and the tower operator at the readout station contacted by radio or other means of communication to determine the hot box location. Upon observation and no exception is taken to the reported defective car, a crew member will be responsible for observing the journal conditions of two cars ahead and two cars behind the reported car. Crew members must observe the designated signals and take necessary action to stop train if detector indicates a hot box. Employees receiving hot box indication shall also be governed by Time Table Instruction No. 1018.

NOTE: The wayside indicators located at the Riga-Metamora site in addition will display a steady white light to indicate the hot box detector is functioning.

RIGHT OF WAY FIRES

1023. Train crews will use every precaution when using lighted fuses in the discharge of their duties. They will refrain from throwing lighted cigars or 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** to the Train Dispatcher.

SPECIAL INSTRUCTIONS

1024. **NORTHWARD TRAINS ARE SUPERIOR BY DIRECTION TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**

TCS RULES AND SPECIAL INSTRUCTIONS

1025. TCS Rules in effect on main track between Huron and Diann and on Dearborn Branch between Fordhaven and Park. **SPECIAL NOTE:**

A train or engine must "stop clear" of a block signal indicating "stop" (Rule 274B). A train or engine may pass a block signal indicating "stop" on verbal instructions or hand signals from the Train Dispatcher or Operator to:

- (1) Return to train with engine or cars.

Procedure:

The Operator must first lock interlocking plant in proper manner to prevent any opposing or conflicting

movements before permission to pass stop signal can be granted to train crew to return to train with engine or cars.

- (2) Dispatch relief engine to handle disabled train or train that is tied up under the Hours of Service Law.

Procedure:

The train Dispatcher or Operator must have contact with the Conductor or the Engineer of the disabled train and must advise them that the train must not be moved until relief engine arrives.

The name of the Conductor or Engineer, the location of train, time advised, and engine number must be recorded on train sheet and block sheet by the Train Dispatcher and Operator.

After the above has been complied with, the relief engine may pass stop signal on verbal permission authorized by the Train Dispatcher and proceed at restricted speed to location of the disabled train. The direction of the disabled train will be the established direction for handling in accordance with current TCS Rules.

MANUAL BLOCK SYSTEM

1026. A Manual Block System is in service over that portion of the main track between Short Cut and the north end of South Yard. This portion of main track, indicated by Manual Block signs, is under the jurisdiction of the block operator at Short Cut. Verbal permission from the block operator must be obtained for northward trains or engines to use this track.

All northward movements from South Yard requiring the Use of this Manual Block territory must obtain permission at either the yard office or at the north end of yard before leaving South Yard.

Southward movements may proceed on fixed signal indication at Short Cut in lieu of verbal permission.

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 at Short Cut 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 occupied by another train or engine unless authorized by the Superintendent.

1027. At Wyandotte, northward trains destined to Conrail at Mill will proceed when indicator, located at M.P. 7.5 displays a lunar white indication. If the lunar white indication is not displayed, trains with more than 25 cars will stop clear of indicator, then call South Yard for instructions and be governed accordingly. Indicator does not convey condition of track between indicator and approach signal for Mill. Its only purpose is to permit trains being operated via the Conrail at Mill to proceed without stopping or stop and call for instructions.

1028. Crews must ascertain location of trains before fouling main track in the Wyandotte-Trenton territory and use extreme caution around reverse curves at Wyandotte.

1029. Movements of trains against the current of traffic between Vreeland Road and Huron, between Hall Road and Fordhaven, and between Park and Oakwood Boulevard, may be made on verbal permission from an operator who must obtain this authority from the train dispatcher. Movements between Oakwood Boulevard and Rouge Yard will be made by authority of the yardmaster at Rouge Tower.

1030. At Flat Rock, southward movements on southward main track will be governed by signal No. 183, located at M.P. 18.5.

If signal displays an aspect other than Rule 281, trains having more than 40 cars must stop short of signal with engine or cars occupying track circuit extending 300 feet between signal and "CS" sign north thereof. Highway crossing protection will time out in 20 seconds.

When a stopped train having more than 40 cars receives signal aspect Rule 281 permitting it to proceed, engine or cars will occupy circuit between signal 183 and Arsenal Road, and will permit protection to operate 20 seconds before passing over crossing. Trains having 40 cars or less will proceed according to signal aspect displayed.

1031. At Ford Park, unless otherwise provided, all southward trains will use main track and all northward trains will use the siding as running tracks. Reverse movements may be made on verbal permission from the Operator at Sugar Street Tower who must obtain this authority from the Train Dispatcher. Southward trains must not leave Ford Park without permission from Operator at Sugar Street Tower who must obtain this authority from Train Dispatcher.

At Ford Park, northward trains will stop in clear on 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 282 or 285, train may, after contacting B&O Dispatcher to ascertain locations of opposing trains, pass approach signal in performance of work. When ready to depart, inform B&O Dispatcher of expected leaving time, then be governed by instructions and signal indication.

1031A. At Maitland, northward trains entering the DT&I at Maitland must receive permission from the DT&I train dispatcher through an operator before train and/or engine can enter the main track.

At Maitland, southward trains entering ConRail at Maitland must receive permission from the CRC train dispatcher through an operator before train and/or engine can enter the CRC main track.

1032. At South Charleston, permission must be received from the train dispatcher via the operator at Springfield Yard before trains and/or engines leaving CRC tracks can enter the DT&I main track at Shy.

1033. At Glen Jean, N&W will use DT&I main track from N&W eastbound main line switch to the main line switch leading to the south end of the DT&I interchange track to pick up their cars. All DT&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, all southbound trains or engines (except through movements) must obtain permission from N&W train dispatcher to occupy circuit between home signal and N&W eastbound main.

If a train or engine should clear the circuit after having been used, crew member must advise N&W dispatcher of this fact and again obtain permission to occupy the circuit. Permission must be obtained regardless of signal indication, but it must be understood that trains or engines will be governed by signal indication.

1034. DT&I trains operating over foreign railroads will be governed by the current Time Table, Operating Rules, and/or Special Instructions of that railroad.

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

1035. Trains and engines of other railroads operating over DT&I trackage will be governed by DT&I Time Tables, Operating Rules, and Special Instructions and must have a copy with them while on duty.

Mill Steet and Flat Rock Yard. . . . .	.GTW
Sugar Street Tower and Lima . . . . .	.CRC
Short Cut and South Yard. . . . .	.GLS
MA-2 (M.P. 6.3) and Ford. . . . .	.WT

1036. Train orders received by trains in turnaround service remain in effect on southward and northward trips unless fulfilled, superseded, or annulled.

GRADE CROSSING PROTECTION

1037. 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 employe.

Main Line

Trenton . . . . .	.King Road-Quarry Lead
Riverview	Jefferson Avenue
Washington C.H.	Elm Street (switching movement only)
Jackson.	Bridge Street
Jackson. . . . .	.Athens Street
Ironton.	Second Street

Tecumseh Branch

Napoleon.	Oakwood Avenue
Wauseon	Elm Street-S.R. No. 2

1038. Laskey Road, Toledo, protected by highway flashing light signals at both tracks crossing Laskey Road, Temperance Yard. Controllers are located near tracks on either side of highway.

All trains and engines must stop before fouling crossing and a member of crew will insert switch key in "START" slot on controller and turn to the right. After flashers have been operating for at least 20 seconds, the movement may proceed. Flashers will stop when track circuit is cleared.

Should flashers be started and train does not enter track circuit, insert switch key in "STOP" slot and turn to the right.

1039. Main Street, Leipsic, is protected by a switch key controller for operating highway flashing light signals when making switching movements on the McDonald and Reid tracks. Highway crossing must not be fouled during switching movements until a member of the crew activates crossing flashers by operating the key controller marked "START" located on the north side of the road crossing. When movements over the crossing are completed, flashers must be shut "OFF" at the key controller.

1040. 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.

When cars are pushed over crossings either protected or not protected by flashers, a crew member must protect crossing before it can be occupied with car or cars.

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 a member of the crew, highway traffic must be protected by sounding prescribed signals preceding each movement. 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 employe.

INSTRUCTIONS REGARDING "CS" SIGNS

1041. At various locations, apparatus is provided to automatically interrupt the operation of automatic highway crossing protection. A sign reading "CS" in black letters on white background will indicate the point beyond which engines and cars will operate automatic highway crossing protection after the protection has been interrupted.

At such locations, all movements approaching at slow speed, shifting movements, and approaching movements after having stopped must be prepared to stop before passing over the crossing unless it is known that the automatic protection is operating. If the automatic protection is not operating, the movement must not be made over the crossing until protection has been provided as prescribed by Rule 103.

On tracks other than main track where the automatic highway crossing protection is not approach operated, the "CS" sign will indicate the limits of track circuit extending

through the crossing only. At such locations trains or engines must stop on track circuit extending between the "CS" sign and the crossing. Automatic protection must be allowed to operate for 20 seconds before proceeding over the crossing.

When a train or shifting movement passes entirely over a highway crossing equipped with automatic protection, it must not move in the opposite direction over the crossing until automatic protection is provided or as prescribed by Rule 103.

1042. Train crews must not permit a train to block a public highway longer than the allotted time prescribed by law.

MAXIMUM AUTHORIZED SPEED

1043.

Main Line

LOCATION	LOCATION RESTRICTIONS	MPH
Short Cut to South Yard		20
Bridge—Short Cut Canal		6
South Yard to Flat Rock Yard		40
Ecorse—Jefferson Avenue (Ordinance)		10
Ecorse—High Street (Ordinance)		10
Wyandotte—Ecorse Creek to Pennsylvania Ave. (Ordinance)		25
Between home signals of all interlockings between South Yard and Flat Rock, and reverse curves at Trenton		20
Flat Rock to Huron		20
Huron to Diann Tower		60
Carleton—Grafton Rd. to Maxwell Rd. (Ordinance)		35
Maybee—Doty Rd. to Baldwin Rd. (Ordinance)		50
Diann Tower to XN		49
Leipsic—N&W crossing to XN (Ordinance)		35
Leipsic—Northward trains XN through N&W interlocking		20
XN—Entering B&O		20
Ottawa Industrial Loop		20
Kleman—Entering or Leaving B&O		10
South Ottawa—Entering or leaving B&O		5
DT&I Jct. to Maitland		49
Entering or leaving B&O		15
Lima—Morris to M.P. 134.1		20
Maitland to Junction		20
Lagonda—CRC Crossing		8
(After crossing Diamond is occupied, train speed can then be increased from 8 mph to maximum authorized speed—not to exceed 20 mph.)		
Junction to M.P. 239.5		49
Jeffersonville—M.P. 222.1 to M.P. 222.9 (Ordinance)		35
Washington C.H.—M.P. 232.8 to M.P. 234.5		15
Good Hope—M.P. 239.5 to M.P. 258.0		25

LOCATION	LOCAL RESTRICTIONS	MPH
M.P. 258.0 to M.P. 265.5		49
M.P. 261.0 to M.P. 262.0	over bridge.	30
M.P. 265.5 to Summit		20
Summit to Glen Jean		30
	Between home signals at Glen Jean.	15
	South connection to N&W RR, Glen Jean to C&O Bridge—M.P. 284.4.	20
C&O Bridge—M.P. 284.4 to Greggs—M.P. 285.7.		30
Greggs—M.P. 285.7 to Jackson—M.P. 304.5		40
Dearborn Branch		
D&I Junction to Park		40
Park to Schaefer Rd.		20
Ironton Branch		
Bloom Junction to M.P. 346.4		25
	Bridge 344.9.	6
M.P. 346.4 to Ironton		25
	Royersville Tunnel	6
	Ironton—Floodwall south (Ordinance).	10
Napoleon Branch		
Malinta to Napoleon		25
	Napoleon to Wauseon	20
	Napoleon—within city limits (Ordinance)	8
	Wauseon—CRC crossing, between home signals	20
	Wauseon—NW crossing, between home signals.	20

ADDITIONAL SPEED RESTRICTIONS

Diann—connecting track DTI No. 4 to AA No. 3		5
Delta—yard lead.		10
Springfield—Burt Street crossing		5
	York Street crossing	5
	East Street crossing	5
	Lima leg of wye.	10
	Carney—CRC crossing	10
Wreck derrick No. 99402		25
Locomotive crane No. 99754		30
Jordan spreader No. 99467		25
Mineral freight (40 cars or more)		40
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		
Through crossovers, entering and leaving sidings except spring switches		12
Ore cars (loads or empties).		35
Hot metal trains (loads or empties).		15
Hot metal trains entering and leaving turnouts		10

UNLESS OTHERWISE PROVIDED, SPEED RESTRICTIONS APPLY TO THE ENTIRE LENGTH OF THE TRAIN

1044. CHECKING SPEED INDICATOR

At locations where measured test mile signs are erected, enginemen will check the accuracy of speedometer on controlling unit against lapse of time while equipment is being operated at constant speed and be governed accordingly. In other area, Mile Posts will be used for the check. Any inaccuracy will be recorded on Work Report Form No. 9216-M noting the speed at which check was made and miles per hour, slow or fast.

LOCATION	MILE POSTS
Maybee	33.4 to 34.4
Delta	67.4 to 68.4
Maitland	189.3 to 190.3
South Charleston	212.5 to 213.5
Bainbridge	262.8 to 263.8
Jackson	303.5 to 304.5

TABLE OF SPEEDS

1045. (Minutes and seconds per mile, in terms of miles per hour.)

Time			Miles			Time			Miles		
Per	Mile		Per			Per	Mile		Per		
Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour
1	0	60.0	1	42	35.3						
1	2	58.0	1	44	34.6						
1	4	56.2	1	46	34.0						
1	6	54.5	1	48	33.3						
1	8	52.9	1	50	32.7						
1	10	51.4	1	52	32.1						
1	12	50.0	1	54	31.6						
1	14	48.6	1	56	31.0						
1	16	47.4	1	58	30.5						
1	18	46.1	2	00	30.0						
1	20	45.0	2	05	28.8						
1	22	43.9	2	10	27.7						
1	24	42.9	2	15	26.7						
1	26	41.9	2	30	24.0						
1	28	40.9	2	45	21.8						
1	30	40.0	3	00	20.0						
1	32	39.1	3	30	17.1						
1	34	38.3	4	00	15.0						
1	36	37.5	4	30	13.3						
1	38	36.8	5	00	12.0						
1	40	36.0	6	00	10.0						

EQUIPMENT AND LOCOMOTIVE

RESTRICTIONS

1046. Unless otherwise authorized, a maximum of five (5) units may be used in a locomotive consist with multiple unit control. Dead or disabled units may be dispatched or moved in a train when authorized by the Chief Train Dispatcher. Unless otherwise instructed, such unit must be handled next to operating units.

1047. When operating diesel units in multiple, care must be exercised to insure that brakes have properly released on trailing units. To minimize the possibility of jack-knifing when multiple consist is backed up, caution must be used in handling throttle during such movement.

1048. Diesel engines may be operated through water not exceeding depth of three (3) inches above top of rail, proceeding at a speed not exceeding three (3) miles per hour.

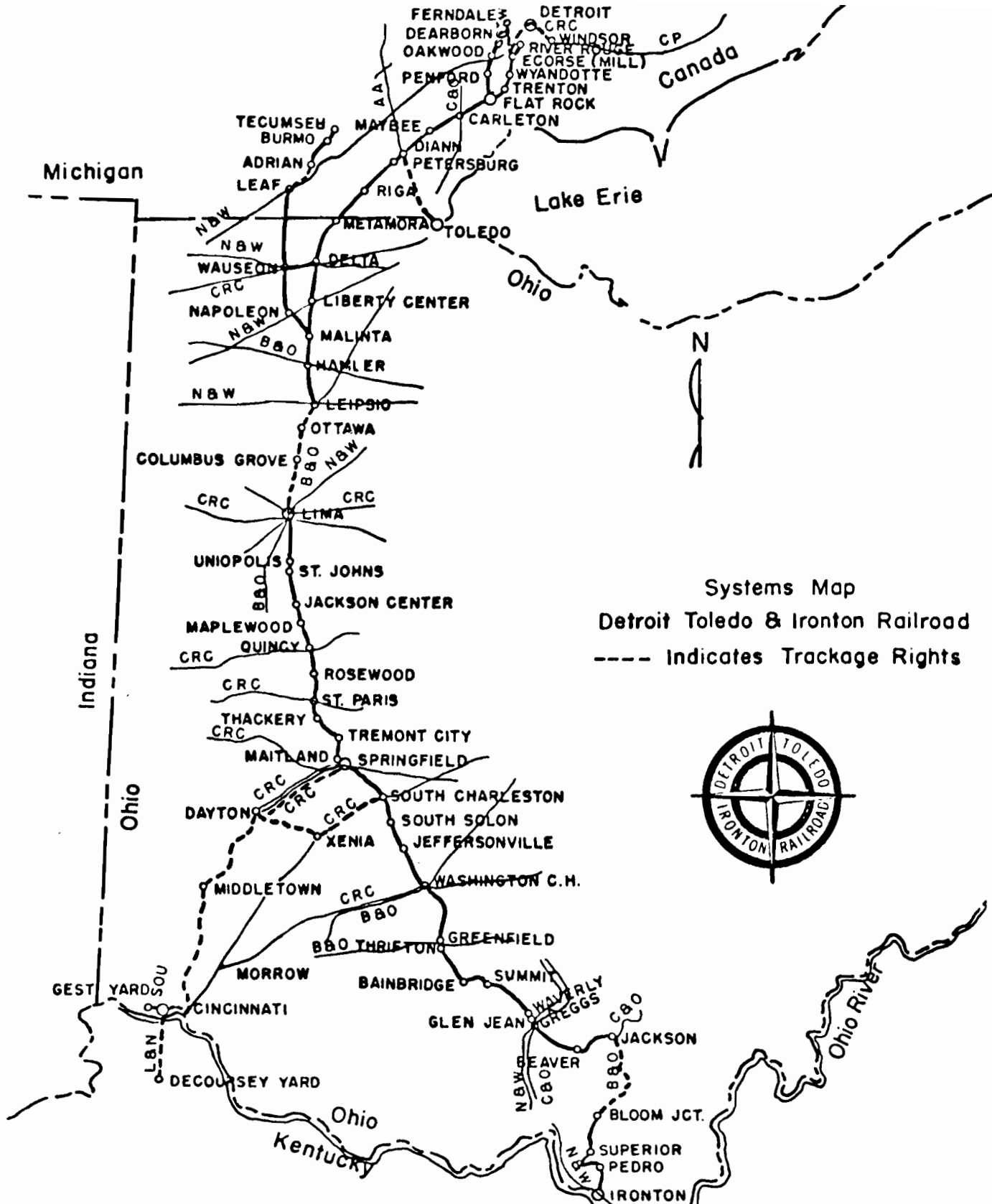
1049. When passing over a railroad crossing, throttle must be reduced to the third position or lower a sufficient time before front trucks enter crossing to allow amperage to drop back and remain reduced until all trucks of all units pass over crossing.

1050. When setting out live units enroute because of defects, malfunction, etc., control and fuel pump circuit breakers on engineer's instrument panel must be left in "ON" position to avoid engine from shutting down. Generator field switch must be placed in "OFF" position, and isolation switch in "START" position. When such unit is set out, it must be set up for independent operation, the independent brake valve inserted and left in applied position, reverser handle removed and placed in proper location, hand brake applied and, if necessary, wheels chocked.

1051. Engines must not be operated over the weighing rail of any track scale unless permissible to do so. Engines must not be run over the dead rail of any track scale when coupled to a car which is on the weighing scale.

1052. Locomotives are restricted on the following tracks:
Blue Rock—Over scale
Ironton—Tipple Track

Six-axle locomotives are restricted on the following tracks:
Ironton Branch
Tecumseh Branch—Napoleon north
Temperance Yard—Toledo
MA—1 Tracks—Wyandotte
MA—2 Tracks—Wyandotte
Bryant Track—Flat Rock
Heier Lumber Co. Track—Flat Rock
Socony Mobil Tracks—Woodhaven
Ottawa Beet Plant—North of Storage Track
Hole Track—South Charleston
Glaze Track—Jeffersonville



Systems Map
 Detroit Toledo & Ironton Railroad
 ---- Indicates Trackage Rights



1053. LOCOMOTIVES TOWED IN A TRAIN

Locomotives that are to be towed in a train must have brake valves and cut out cocks properly set and it must be ascertained during train air brake test that the locomotive brakes apply and release correctly.

Position of Brake Valves on Locomotives being towed in a train:

1. (Make a complete brake pipe reduction). Automatic Brake valve in "Handle Off" position and removed.
2. Independent brake valve handle in "Release" position and removed.
3. Brake valve cut-off valve in "Out" position.
4. M.U. valve in "Open" or "Lead" position.

Position of electrical switches:

1. Generator Field off.
2. Headlights off.
3. Engine Run on.
4. Control and fuel pump on.
5. Reverser removed.

1054. When a flat spot on a wheel of car or engine develops en route, and upon inspection by a member of the crew it is determined that the flat spot is not in excess of 2 1/2 inches in length and no other defect affecting the movement is observed, the train may continue at authorized speed after reporting to the Chief Train Dispatcher. If a flat spot of 2 inches or larger is found, report to Chief Train Dispatcher and request instructions before moving car or engine.

1055. Camp cars and the wreck diner 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 next ahead of caboose.

1056. "Hi-cube" box cars and all other long cars with 64 foot or over truck centers are restricted on following tracks:

- Ironton Branch
- Hole Track—South Charleston
- Glaze Track—Jeffersonville
- National Cash Track—Washington C.H.
- C.R.C. Transfer (Hill Track)—Lima
- C.R.C. Transfer—Sugar St., Lima
- Tracks 8 and 8A Socony Mobil—Woodhaven

Equipment 60 feet or longer cannot be handled through double crossover to move from one end of Penford Siding to the other.

1057. 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 2 miles per hour should be avoided. Switching of car should be avoided whenever possible.

1058. Open end flat cars loaded lengthwise with poles, pipe or similar material, or open top cars on which such lading extends above the ends of the car, must not, except in

emergency, be placed in a train next to an occupied caboose or engine.

1059. Except where further restricted, trains handling 40 or more open-top cars loaded with mineral freight must not exceed 40 miles per hour.

Mineral freight includes but is not limited to coal, coke, stone, ore, gravel and sand.

1060. Work equipment such as cranes, shovels, or similar equipment other than wrecking outfit 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 30 miles per hour.

Wrecking derrick must not be handled in excess of 25 miles per hour.

1061. FLAMMABLE COMPRESSED GASES

1. Cars loaded with Flammable Compressed Gases shall be handled in accordance with the Department of Transportation regulations under "Position in Train of Loaded placarded tank cars" as outlined on Pages 27 and 28.
2. Trains handling subject cars must not exceed a speed of 15 MPH through villages and towns.
3. Tank cars containing Flammable Compressed Gas shall not be cut off in motion. (Shove to rest.)
 - (A) Car or cars moving under their own momentum shall not be allowed to strike tank cars containing Flammable Compressed Gas.
 - (B) Car or cars shall not be coupled into tank cars containing Flammable Compressed Gas with more force than is necessary to complete the coupling.
4. Cars loaded with Flammable Compressed Gases will not be humped.

SPECIAL NOTE:

- (A) Loaded cars can be identified by a notation on the Waybill which will read, "Flammable Compressed Gas"; this notation will dictate the above handling procedure.
- (B) The conductor and/or the agent or clerk will advise the Chief Dispatcher's office when a car is to be moved and the dispatcher will issue necessary instructions regarding speed restrictions through villages and towns.

15 M.P.H. Speed Restrictions for cars containing FLAMMABLE COMPRESSED GASES applies at the following locations:

Flat Rock Yard to Short Cut	Jackson Center
Carleton	Quincy
Scofield and Maybee	Maitland to Springfield
Hamler	South Charleston
Leipsic	Washington C.H.
Ottawa	Waverly
Columbus Grove	Jackson
Lima	Ironton

Branches: Dearborn (Flat Rock to Rouge)
Napoleon
Wauseon

HAZARDOUS MATERIALS

1062. HANDLING CARS "PLACARDED" — "EXPLOSIVES A", "EXPLOSIVES B", "POISON GAS", "FLAMMABLE SOLID", "RADIOACTIVE", "FLAMMABLE GAS", "COMBUSTIBLE", "FLAMMABLE SOLID", "OXIDIZER", "ORGANIC PEROXIDE", "CORROSIVE", "DANGEROUS", AND "EMPTY".

Definitions

"ENGINE" means locomotive propelled by and form of energy used by a railroad.

"OCCUPIED CABOOSE" means a rail car being used to transport non-passenger personnel.

"PERSON" means an individual, firm, co-partnership, corporation, company, association, or joint-stock association, and includes any trustee, receiver, assignee, or personal representative thereof.

"PLACARDED CAR" means a rail car which is placarded in accordance with the requirements of Part 172 of this subchapter except those cars displaying only the FUMIGATION placards.

"RAILROAD" means a person engaged in transportation by rail.

"RAIL FREIGHT CAR" means a car designed to carry freight or non-passenger personnel by rail, and includes a box car, flat car, gondola car, hopper car, tank car, and occupied caboose.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

SWITCHING OF CARS CONTAINING HAZARDOUS MATERIALS.

(a) Switching of cars containing hazardous materials. In switching operations where the use of hand brakes is necessary, a loaded placarded tank car, or a draft which includes a loaded placarded tank car, may not be cut off until the preceding car or cars clear the ladder track and the draft containing the loaded placarded tank car, or a loaded placarded tank car, shall in turn clear the ladder before another car is allowed to follow. In switching operations where hand brakes are used, it must be determined by trial whether a loaded placarded car, or a car occupied by a rider in a draft containing a placarded car, has its hand brakes in proper working condition before it is cut off.

(b) A placarded "EXPLOSIVES A" or "POISON GAS" may not be cut off while in motion or coupled into with more force than is necessary to complete the coupling. No car moving under its own momentum shall be allowed to strike any car placarded "EXPLOSIVE A" or "POISON GAS."

(c) When transporting a car placarded "EXPLOSIVES A" in a terminal yard, or on a side track, or siding, it must be separated from the engine by at least one non-placarded car.

(d) The doors of each closed car placarded "EXPLOSIVES A" must be closed, securely fastened, and the lading securely braced before it is moved.

SWITCHING OF FLATCARS CARRYING PLACARDED TRAILERS OR CONTAINERS.

(a) Switching of flatcars carrying placarded trailers or containers. A placarded flatcar or a flatcar carrying a placarded trailer or freight container that bears any placard prescribed by Part 172 of this subchapter may not be cut off while in motion.

(b) No rail car moving under its own momentum may be permitted to strike any placarded flatcar or any flatcar carrying a placarded trailer or freight container.

(c) No placarded flatcar or any flatcar carrying a placarded trailer or freight container may be coupled into with more force than is necessary to complete the coupling.

F.R.A. EMERGENCY ORDER NO. 5

(a) F.R.A. Emergency Order No. 5. DOT specification tank cars 112A and 114A that are not equipped with head shields required by 49 CFR 179.100-23, transporting flammable compressed gas requiring "FLAMMABLE GAS" placards, shall not be cut off in motion. No care moving under its own momentum shall be allowed to strike any DOT 112A or 114A tank car containing flammable compressed gas that is not equipped with head shields required by 49 CFR 179.100-23, nor shall any such car be coupled into with more force than is necessary to complete the coupling.

(b) The shipping paper for each specification DOT 112A or 114A tank car (without head shields) containing a flammable compressed gas must contain the notation, "DOT 112A" or "DOT 114A" as appropriate, and either "Must be handled in accordance with FRA E.O. No. 5" or "Shove to rest per E.O. No. 5."

(c) Railroad employes must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order.

**PLACEMENT OF FREIGHT CARS PLACARDED
"EXPLOSIVES A" IN YARDS, ON SIDINGS,
OR SIDE TRACKS**

Placement of freight cars placarded "EXPLOSIVES A" in yards, on sidings, or side tracks. A rail car placarded "EXPLOSIVES A" while in a yard or on a siding or side track must be placed so that it will be safe from all probable danger of fire. A car so placarded may not be placed under a bridge or overhead highway crossing, not in or alongside a passenger shed or station except for loading or unloading purposes.

**PLACARDED CARS PROHIBITED IN PASSENGER
TRAINS, LIMITED IN MIXED TRAINS**

(a) Placarded cars prohibited in passenger trains, limited in mixed trains. A placarded rail car may not be transported in a passenger train. However, it may be transported in a mixed train, but only at such times and between such points that freight train service is not in operation and subject to the following limitations:

(1) A placarded car (other than one placarded "COMBUSTIBLE") may not be transported next to an occupied caboose or a car carrying passengers in mixed trains, except a car occupied by technical escorts and authorized personnel accompanying shipments;

(2) When a car containing hazardous materials requiring labels is moved in a mixed train and it is not occupied by an employee of the carrier, placards must be applied to the car.

**POSITION IN TRAIN OF CARS PLACARDED
"EXPLOSIVES A" OR "POISON GAS" WHEN
ACCOMPANIED BY CARS CARRYING GUARDS OR
TECHNICAL ESCORTS**

Position in train of cars placarded "EXPLOSIVES A" or "POISON GAS" when accompanied by cars carrying guards or technical escorts. A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

**POSITION IN TRAIN OF CARS PLACARDED
"EXPLOSIVES A"**

Position in train of cars placarded "EXPLOSIVES A". In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed nearer than the sixth car from the engine or occupied caboose. However, when the length of the train will not permit this car to be so placed, it must be placed as near the middle of the train as possible, but not less than the second car from the engine or occupied caboose.

**POSITION IN TRAIN OF CARS PLACARDED
"RADIOACTIVE"**

Position in train of cars placarded "RADIOACTIVE." In a moving or standing train, a car placarded "RADIOACTIVE" may not be placed next to any other loaded placarded car (ther than on placarded "COMBUSTIBLE"), an engine, occupied caboose, or carload of undeveloped film. Cars placarded "RADIOACTIVE" may be placed next to each other.

**SEPARATING CARS PLACARDED "EXPLOSIVES A" or
"POISON GAS" FROM OTHER CARS IN TRAINS**

(a) Separating cars placarded "EXPLOSIVES A" or "POISON GAS" from other cars in train. In a moving or standing train, a car placarded "EXPLOSIVES A" or "POISON GAS" may not be placed next to:

- (1) A passenger car or combination car that may be occupied except a car occupied by technical escorts and authorized personnel accompanying shipments;
- (2) Any loaded placarded car other than a car placarded with the same placard or one placarded "COMBUSTIBLE";
- (3) An engine;
- (4) A wooden underframe car (except on narrow gauge railroads);
- (5) A loaded flatcar, except that loaded cars placarded "EXPLOSIVES A" may be placed next to each other. A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car. (See subparagraph (6) of this paragraph.)
- (6) An 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;
- (7) A car with automatic refrigeration or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation;
- (8) A car containing lighted heaters, stoves, or lanterns;

(9) A car occupied by any person, including any attendant for the cargo contained therein; or

(10) An occupied caboose, except a car occupied by technical escorts and authorized personnel accompanying shipments;

(b) In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed next to a car placarded "POISON GAS."

POSITION IN TRAIN OF LOADED PLACARDED TANK CAR OTHER THAN CAR PLACARDED "COMBUSTIBLE"

Position in train of loaded placarded tank car other than car placarded "COMBUSTIBLE." Except for a tank car placarded "COMBUSTIBLE" a loaded placarded tank car in a moving or standing train may not be nearer than the sixth car from the engine, occupied caboose, or passenger car. However, when the length of the train will not permit a loaded placarded tank car to be so placed. It must be placed as near the middle of the train as possible and not nearer than the second car from the engine, occupied caboose, or passenger car.

SEPARATING LOADED PLACARDED TANK CARS OTHER THAN CARS PLACARDED COMBUSTIBLE FROM OTHER CARS IN TRAINS

(a) Separating loaded placarded tank cars other than cars placarded "COMBUSTIBLE" from other cars in trains. In a moving or standing train a loaded placarded tank car, other than one placarded "COMBUSTIBLE", may not be placed next to:

(1) A passenger car or combination car, other than a car occupied by technical escorts and authorized personnel accompanying shipments;

(2) Any car placarded "EXPLOSIVES A", RADIO-ACTIVE", or "POISON GAS."

(3) An engine or occupied caboose;

(4) A wooden underframe car (except on narrow gauge railroads);

(5) A loaded flatcar, other than a specially equipped car in trailer-on-flat-car or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads subject to the following:

(i) A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car (see paragraph (a) (6) of this section); and

(ii) This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors;

(6) An 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;

(7) A car with automatic refrigeration or heating apparatus in operation or a car with open-flame apparatus in service or with an internal combustion engine in operation;

(8) A car occupied by any person, including any attendant for the cargo contained therein.

POSITION IN TRAIN OF EMPTY PLACARDED TANK CARS

Position in train of empty placarded tank cars. In a moving or standing train, empty placarded tank cars, except empty tank cars last containing combustible liquid, may not be placed nearer than the second car from the engine or occupied caboose.

NOTICE TO TRAIN CREWS OF PLACARDED CARS

(a) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

(c) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded EXPLOSIVES A or POISON GAS. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the Carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

1063.

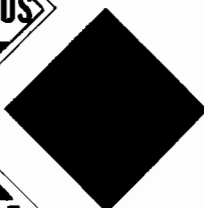
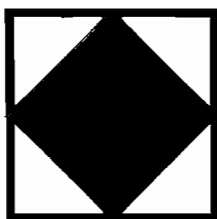
**POSITION IN TRAIN OF
PLACARDED CARS
CONTAINING HAZARDOUS
MATERIALS**

RESTRICTIONS		Cars placarded Explosive 'A'			Cars placarded Poison Gas			Cars placarded Radioactive			Loaded tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable-Flammable Solid-Non-Flammable Gas-Flammable Gas-Flammable Solid W			Cars placarded Combustible			Empty tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable-Flammable Solid-Non-Flammable Gas-Flammable Gas-Flammable Solid W-Poison Gas			Loaded cars other than tank cars placarded Dangerous - Corrosive-Flammable Solid-Oxidizer-Organic Peroxide-Chlorine-Flammable Gas-Non-Flammable Gas-Poison-Oxygen-Flammable Solid W - Flammable - Explosive 'B'		
		X	X		X	X		X	X		X	X		X	X		X	X				
M U S T N O T B E N E X T T O	Must not be nearer than the sixth car from the engine or occupied caboose	X	X		X																	
	When train length does not permit, must be placed near the middle of train but not nearer than the second car from the engine or occupied caboose	X	X		X																	
	Engine	X	X	X	X																	
	Loaded flat car (1)	X	X																			
	Open top car (2)	X	X																			
	Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation	X	X																			
	Car containing lighted heaters, stoves or lantern	X	X		X																	
	Occupied car	(4)	(4)																			
	Occupied caboose	(4)	(4)		X	X																
	Explosives 'A'				X	X																
	Poison Gas	X	X		X	X																
	Radioactive	X	X		X																	
	Undeveloped film				X																	
Any loaded placarded car (other than combustible)	X	X	X																			

***NOTE: CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER.

- (1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.
- (2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car or container-on-flat-car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without securely closed doors.
- (3) An 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.
- (4) A rail car placarded "EXPLOSIVES 'A' or POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES 'A' placards."

PLACARD Examples

**SAFETY**

is of first importance in the discharge of duty

INSTRUCTIONS REGARDING INJURIES AND ACCIDENTS

1064. In event of injury to an employe, while on duty, which does not require ambulance service, a company surgeon should be seen as soon as possible. For all injuries requiring ambulance service, the company surgeon nearest the place of accident should be called and advised as to what hospital the injured party is being taken.

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 case of profuse bleeding, apply tourniquet and keep the bleeding body member elevated as much as possible. 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 body member. In case of broken ribs, relief may be had by applying a wide bandage tightly about the chest.

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

In cases of Fatal Accidents to employes or others, a company surgeon at the closest point should be notified, and the medical examiner or coroner of the County in which the death occurs should also be notified. If the body is interfering with the movement of trains or vehicular traffic **PERMISSION MUST BE OBTAINED**, from the medical examiner or coroner, to mark the exact location and position and move the body. The body can then be moved and left in charge of a company representative until the medical examiner or 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 doctor should be called, but he should handle the case only until a company surgeon is available.

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

1065. Employes 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.

1066. Employes sustaining personal injury will verbally report to a supervisor as soon as practicable. Verbal report is to be made to the supervisor in charge at point where employe is injured. If a supervisor is not available at location

where employe is injured, verbal report must be made to supervisor in charge of area or terminal.

An employe sustaining an injury must complete Form 7027 in accordance with General Safety Rule 1 before leaving company premises when physically able to do so. If physically unable, Conductor and/or Engineer will report immediately to the proper authority.

ALL CASES OF PERSONAL INJURY, ACCIDENT, OR DAMAGE TO PROPERTY MUST BE REPORTED ON PROPER FORM AS SOON AS PRACTICABLE OR BEFORE LEAVING COMPANY PROPERTY.

1067. 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.

1068. At locations where "close clearance" signs are posted, trainment and other employes are prohibited from riding on side of moving equipment.

They must know the locations 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.

1069. 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, their names and addresses should be obtained.

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, and make and model of car.

1070. Whenever employes or other persons are injured on or about cars or engines, the equipment must be immediately inspected by the person in charge, or by 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 a 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 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.

1071. COMPANY SURGEONS

LOCATION	NAME AND ADDRESS	PHONE
Dearborn, Mi.	Dearborn Medical Centre (Dr. Karl Seitam) 10151 Michigan Avenue	(313) 584-1171
Romulus, Mi.	Metro Industrial Clinic 7845 Middlebelt Road	(313) 326-0800
Melvindale, Mi.	Melvindale Clinic (Dr. D. J. Litzenberger) 2429 Oakwood Avenue	(313) 928-4700
Flat Rock, Mi.	Flat Rock Medical Center (Dr. R. F. Proud) 26151 Huron River Drive	(313) 782-2491
Trenton, Mi.	Trenton Medical Center (Dr. John W. Hillyer) 3700 West Road	(313) 675-1330
Monroe, Mi.	Dr. W. S. Middleton 219 West Front Street Monroe, Mi. 48161	(313) 241-0366
Delta, Ohio	Delta Clinic (Dr. Ben H. Reed, Jr.) Office: Main at Adrian Res.: 303 Fernwood	(419) 822-3132 (419) 822-3153

LOCATION	NAME AND ADDRESS	PHONE
Napoleon, Ohio	Dr. R. C. Soriano 158 East Maumee Ave.	(419) 599-1826
Lima, Ohio	Dr. R. L. Holladay Office: 2609 Breese Rd. Res.: 2609 Breese Rd.	(419) 991-4606 (419) 991-5906
Jackson Center Ohio	Dr. G. F. Aukerman Office: West Pike Street Res.:	(513) 596-6282 (513) 596-6285
Springfield Ohio	Dr. G. Thomas Fazio Office: 1355 S. Fountain Ave. Dr. Leroy V. Goodson Office: 351 Doctor Ct. W. Yellow Springs Clinic 1001 Xenia St. Yellow Springs, Ohio	(513) 322-7698 (513) 325-8782 (513) 767-7394 (513) 878-9631
Waverly, Ohio	Dr. A. M. Shrader Office: 196 E. Emmt Ave. Res.: 207 E. Second St.	(614) 947-2964 (614) 947-4090
Jackson, Ohio	Jackson Medical Clinic (Dr. Carl J. Greever) Office: 35 Vaughn St. Res.:	(614) 286-2116 (614) 286-3201
Alternate:	Holzer Medical Center Clinic Branch (Dr. John W. Zimmerly) 35 Vaughn Street	(614) 286-2308
Ironton, Ohio	Dr. Harry Nenni Office: 124 South 6th Street	(614) 532-5353

1072. DIRECTORY OF EMERGENCY AMBULANCE SERVICE

LOCATION	NAME AND ADDRESS	PHONE
Detroit, Mi. and Vacinity	American Ambulance Co. 1050 Trumbull, Detroit	(313) 963-2000 (313) 863-2000
River Rouge Ecorse Wyandotte Trenton, Mi.	Superior Ambulance Service Fort Highway, Southgate	(313) 282-3550 (313) 422-0424

LOCATION	NAME AND ADDRESS	PHONE
Dearborn, Mi.	AA Ambulance Accommodation Co. 4559 Chovin, Detroit	(313) 581-6500
	Dearborn Fire Department	(313) 846-4100
Flat Rock, Mi. and Vicinity	Superior Ambulance Service	(313) 282-3500
	Noble Ambulance Service Monroe	(313) 242-8000
Toledo, Ohio	Birkenkamp Ambulance Service 3219 Tremainsville Rd.	(419) 479-5377 (419) 243-2183
	Aids Ambulance Service 2015 Mulberry	(419) 244-4891
	Lima, Ohio	Lima Ambulance Service 125 West North Street	(419) 224-4075
Lima, Ohio	Lima Fire Department Rescue	(419) 227-2345
	Bath Township Rescue (Ford Park)	(419) 227-1221
	1787 Old North Dixie Hwy.	
Springfield, Ohio	Austin Richards Funeral Home 838 East High Street	(513) 325-1564
	Herbert Littleton Funeral Home 830 N. Limstone Street	(513) 323-6439
	Baker & Sons Ambulance Service 2431 East Main	(513) 322-4822
Jackson, Ohio	Mayhew Funeral Home 135 Broadway	(614) 286-4161

TRACK CARS

1073. 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 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:

- (A) Fully advise such trains of the circumstances.
- (B) Instruct those trains, by train order, to proceed not to exceed 15 miles per hour, 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 unattended stations will secure lineup 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 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.

RAILROAD CROSSINGS AND GOVERNING SIGNALS

1074. Trains approaching automatic and semi-automatic interlockings and finding home signal at stop, which does not clear up within three minutes, will be governed by instructions posted at crossing.

DT&I trains may cross CRC tracks at Lagonda (Springfield) without stopping, under the following conditions. Trains must not exceed a speed of eight (8) miles per hour passing caution signals which are installed 500 feet each side of the CRC Crossing, expecting to find the pole target in stop position. It will not be necessary to resotre pole target for CRC movement.

STATION	CROSSINGS	GOVERNING SIGNALS
1075.		
	Main Line	
Short Cut	CRC & Canal Bridge . . . . .	.Interlocking
South Yard—		
Track No. 47	CRC . . . . .	.Green DTI Proceed
Mill	CRC . . . . .	.Interlocking
Wyandotte—		
M A No. 2	CRC Spur . . . . .	.Semi-automatic Interlocking
Wyandotte—		
M A No. 1	CRC Spur . . . . .	.Semi-automatic Interlocking
Riverview—		
Firestone Yard	CRC Spur . . . . .	.Semi-automatic Interlocking
Trenton	CRC, D&TSL . . . . .	.Interlocking
Carleton	C&O . . . . .	.Interlocking
Diann	AA . . . . .	.Interlocking
Riga	CRC . . . . .	.Automatic Interlocking
Liberty Center	N&W . . . . .	.Automatic Interlocking
Hamler	B&O . . . . .	.Interlocking
Leipsic	N&W . . . . .	.Interlocking
XN Tower	B&O . . . . .	.Interlocking
C.G. Tower	B&O . . . . .	.Interlocking
DT&Ijct.	B&O . . . . .	.Interlocking
Morris	N&W . . . . .	.Automatic Interlocking
Lima—Sugar St.	CRC . . . . .	.Interlocking
Quincy	CRC . . . . .	.Interlocking
Maitland	CRC . . . . .	.Interlocking
Lagonda	CRC . . . . .	.Target Vertical—Proceed
Carney	CRC . . . . .	.Interlocking—Remote Control
East St.	CRC . . . . .	.Interlocking—Remote Control
South Charleston	CRC . . . . .	.Interlocking—Remote Control
Washington C.H.	B&O . . . . .	.Target Vertical—Proceed
Washington C.H.	B&O . . . . .	.Interlocking
Glen Jean	N&W . . . . .	.Interlocking—Remote Control
Jackson	C&O . . . . .	.Gate
B&O Junction,		
Jackson	B&O . . . . .	.Target Horizontal—Proceed
Bloom Junction	B&O . . . . .	.Target Horizontal—Proceed
Ironton	N&W . . . . .	.Interlocking—Remote Control
Dearborn Branch		
Schaefer Tower	CRC . . . . .	.Interlocking
Oakwood Junction	N&W . . . . .	.Interlocking—Remote Control
Penford	CRC . . . . .	.Interlocking
Napoleon Branch		
Napoleon	N&W . . . . .	.Semi-automatic Interlocking
Wauseon	CRC . . . . .	.Interlocking—Remote Control
Wauseon	N&W . . . . .	.Semi-automatic Interlocking

TONNAGE RATING

1076.

Southward

FROM	TO	GP7	GP35	
		GP9	GP38	SD38
		(1 unit)	(1 unit)	(1 unit)
Flat Rock	Toledo	3300	3500	3840
Flat Rock	Junction	2500	3000	3340
Junction	M.P. 230	2200	2700	3040
M.P. 230	Storms	3000	3500	3840
Storms	Summit.	1050	1250	1590
Glen Jean	Jackson.	2000	2200	2540
Jackson.	Bloom Jct.	2500	3000	
Bloom Jct. . . .	Lisman	3500	4000	
Lisman	Royersville.	1175	1400	
Royersville. . .	Ironton.	3500	4000	

Northward

Ironton.	Royersville.	1000	1250	
Royersville. . .	Jackson.	2700	3000	
Jackson.	Greggs	2750	3000	3365
Greggs	Glen Jean	3450	4000	4365
Glen Jean	Peck	2500	2800	3165
Peck	Summit.	1250	1400	1765
Bainbridge . . .	Washington CH . .	2500	2800	3165
Washington CH .	Junction	3500	4000	4365
Junction	St. Paris	2750	3200	3565
St. Paris	Petersburg	3500	4000	4365
Petersburg . . .	Flat Rock	7000	7000	7000
Toledo	Flat Rock	2500	2700	3065

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.

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.

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

Impact Force At Various Striking Speeds

Car coupled at Units of Destruction

1 mph	}	1
		2
		3
		4
2 mph	}	9
		16
		25
		36
3 mph	}	49
		64
		81
		100

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.**

TO ALL EMPLOYEES:

Performing our work without being injured is something we all want, but our success is largely dependent on how much effort each of us puts forth to avoid accidents and injury.

Much needless suffering can be avoided if each employ accepts his personal responsibility in preventing injury to himself and assisting others in avoiding injury.



**IN CASE OF DOUBT OR UNCERTAINTY
THE SAFE COURSE MUST BE TAKEN**



**MAKE
SAFETY
YOUR
POLICY**

Detroit, Toledo - Ironton Railroad Company

"WE HAVE THE CONNECTIONS"



GENERAL ORDER

G.O. No. 1

DEARBORN, MICHIGAN
January 1, 1979

TO ALL CONCERNED:

Effective 12:01 AM, Monday, January 1, 1979, all previous General Orders are cancelled. Existing items not cancelled are contained in this General Order.

The following regulations will govern the use of watches by employees:

The following employees will be required to provide themselves with Standard Railroad Watches, as hereinafter specified, keep them in good condition and carry them while on duty. The use of watches which do not meet these requirements will not be permitted. Watches must be maintained in such condition that they will not vary from correct time to more than 30 seconds in seven days. When employees are on duty, their watches must not be more than 30 seconds fast or slow. New employees subject to these rules must provide themselves with an accepted watch within 90 days of date of employment.

Trainmasters and Assistants
Road Foremen of Engines and Assistants
Terminal Trainmasters and Assistants
General Yardmasters
Yardmasters and Assistants
Chief Train Dispatchers and Assistants
Train Dispatchers
Terminal Superintendents and Assistants
Agents and Operators handling Train Orders or Block signals
M of W Supervisors
Bridge and Signal Foremen
Signal and Telephone Maintainers
Track Foremen
Track Car Drivers
Trainmen
Enginemen

The following type watches will meet the requirements.

- (a) Pocket watch, open face, at least 19 jewels, double roller lever set adjusted to 5 positions. 16 size American make.
- (b) Wrist watch, Elgin make, Official Railroad Standard, 13 size, 23 jewels.

Detroit, Toledo - Ironton Railroad Company

"WE HAVE THE CONNECTIONS"



GENERAL ORDER

G.O. No. 1

DEARBORN, MICHIGAN
January 1, 1979

- (c) Wrist watch, BW Raymond Model Ball make, 13 size, 21 jewels, Official Railroad Standard Model 1604 B.
- (d) Wrist watch, Bulova Accutron (Electric Railroad Approved)
- (e) Wrist watch, Hamilton Railroad Special No. 505 (electric)
- (f) Wrist watch, Seiko Quartz Model CM101M or CM102M (electric Railroad Approved) 24 hour full numeral white dial.

Item No. 1

Mill

North Crossover out of service and switches spiked.

Item No. 2

Trenton

Do not exceed 5 MPH on High Line Track.

Item No. 3

Dearborn Branch

Outside Frito Lay and Simmons Track out of service. Switches spiked.

Item No. 4

Flat Rock Yard

Look out for bad footing and excavations along south 500 feet of Northbound receiving tracks. All Trains using northbound receiving tracks must head in Town Yard Lead.

Item No. 5

Flat Rock Yard-Huron

Look out for rail along both sides of Northward and Southward tracks between Vreeland Road and Telegraph Road.

Item No. 6

Flat Rock Yard-Huron

Rule 1030 of Timetable No. 25 should be changed to read: At Flat Rock, southward movements on southward main track will be governed by Signal No. 183 located at MP 18.5.

If signal displays an aspect other than Rule 281 trains having more than 40 cars must stop short of CS sign located 300 ft. north of Signal 183, highway crossing protection will time out in 60 seconds.

Detroit, Toledo - Ironton Railroad Company

WE HAVE THE CONNECTIONS



GENERAL ORDER

G.O. No. 1

DEARBORN, MICHIGAN
January 1, 1979

When the stopped train receives signal aspect Rule 281 permitting it to proceed, movement will be governed by Rule 1041 of Timetable No. 25.

Trains having 40 cars or less will proceed according to signal aspect displayed.

Item No. 7

Carleton

Do not exceed 25 MPH over C&O Diamond.

Item No. 8

Petersburg-Metamora

Look out for rail along both sides of main between MP 48-01 and MP 59-35.

Item No. 9

Riga-Metamora

Hot Box Recorder temporarily out of service.

Item No. 10

Napoleon

Half Roadway gates and flashing light signals in service at Oakwood Avenue MP M 7.08. Through train movements will cause warning system to be activated. Trains or engines either direction not making a through movement over the crossing will be governed by Timetable No. 25 instructions No. 1041. Warning system on main will be activated at Points 345 feet either side of crossing. Rail movements must not exceed 8 MPH between these points. Trains or engines entering main from tracks 14 and 15 must allow the crossing warning system to operate a minimum of 20 seconds before proceeding to enter crossing.

Item No. 11

Napoleon

All Trains approach State Route 108 at MP M 7.20 prepared to stop and flag crossing unless crossing protection is seen and known to be working. Due to light traffic, rail rust may prevent equipment shunting track circuit.

Item No. 12

Wauseon-Tecumseh

Main track out of service from a point 200 feet north of Linfoot Avenue and northward.

Item No. 13

Ottawa

East and West Sylvania Tracks out of Service. Switches spiked.

Detroit, Toledo and Ironton Railroad Company

"WE HAVE THE CONNECTIONS"



GENERAL ORDER

G.O. No. 1

DEARBORN, MICHIGAN

January 1, 1979

Item No. 14

Ottawa

Cut Sections have been installed in crossing protection for Main and Second Streets. CS signs located at MP 112-07 and MP 112-22. Trains or Engines either direction will be governed by Timetable No. 25 Instructions No. 1041.

Item No. 15

Ford Park

No. 1 and 2 rip tracks in service located on north side of east Ford Park Lead. No. 1 track 1250 feet long with switches on both ends. No. 2 track 1100 feet long with switches on both ends. All switch stands located on north side of East Ford Park lead.

Item No. 16

Sugar Street

Timetable No. 25 instruction 1008 should also read clearance card station for northward DT&I trains.

Item No. 17

Jackson Center

North Elevator Track out of service. Switch spiked.

Item No. 18

Quincy

West switch of North transfer spiked.

Item No. 19

Quincy

House track out of service.

Item No. 20

St. Paris

Siding out of service.

Item No. 21

Tremont City

Elevator track out of service. Switch spiked.

Item No. 22

Maitland

Connection track in northwest quadrant between the DT&I and Conrail Main tracks in service. Switches are hand operated and must be restored to normal position and locked as outlined in operating rules 104 and 722. The maximum authorized speed for the entire length of the

Detroit, Toledo and Ironton Railroad Company

"WE HAVE THE CONNECTIONS"



GENERAL ORDER

G.O. No. 1

DEARBORN, MICHIGAN
January 1, 1979

connection track including both turnouts and switches is 12 MPH. Track equipped with hand thrown derail at west end equipped with DT&I and Conrail locks.

Item No. 23

South Charleston

South transfer out of service from a point 850 feet from switch and eastward. Do not exceed 5 MPH over portion of transfer left in service.

Item No. 24

Washington C.H.

Half Roadway gates and flashing light signals in service at West Temple Street MP 233-07.

Through train movements will cause warning system to be activated. Trains or engines either direction not making a through movement over the crossing will be governed by timetable No. 25 instruction 1041. Warning system on main will be activated at points 800 feet either side of the crossing. Rail movements must not exceed 15 MPH between these points.

Trains or engines entering main from track No. 3 must allow the crossing warning system to operate a minimum of 20 seconds before proceeding to enter crossing.

Item No. 25

Thrifton

Switch out of service and removed.

Item No. 26

Storms

Siding blocked with stored cars.

Item No. 27

Storms

South switch of siding out of service.

Item No. 28

Storms-Peck

Southward trains do not exceed 15 MPH between MP 265-15 and MP 279-05. Light engine consists will be governed by authorized timetable speed.

Item No. 29

Peck-Summit

Northward trains do not exceed 15 MPH between MP 279-05 and MP 271-15. Light engine consists will be governed by authorized timetable speed.

Item No. 30

Summit

South switch of siding removed.

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Item No. 31

Summit

Siding and back track out of service Easterday Road MP 271-16 Southward. North 200 feet of back track in service.

Item No. 32

Laverly

House track out of service. Switch spiked.

Item No. 33

Glen Jean-Jackson

Do not exceed 35 MPH between MP 285-30 and MP 287-15 and between MP 293-01 and MP 296-01.

Item No. 34

Beaver

Siding out of service.

Item No. 35

Beaver

Coal track in service on West side of main at MP 294-17 facing point for southward movement. Derail 140 feet from point of switch. Track 710 feet from road crossing to car stop at south end.

Item No. 36

Cove

Stub track out of service. Switch spiked.

Item No. 37

Instructions governing control and dispatchment of portable handset radios

All portable radios will be checked out with the Crew Dispatcher, Yardmaster or other Supervisor before each tour of duty at all crew reporting terminals except Cincinnati. A ledger will continue to be used for the purpose of recording the date, time, job number, radio number and employee checking out radio. At completion of tour of duty, the radio must be turned in to the Crew Dispatcher, Yardmaster or other Supervisor, recording in the ledger the date, time, Job number, radio number and signature of person checking in radio.

The number of the radio being utilized will be recorded by the Crew Dispatcher on the crew assignment sheet at Flat Rock and Springfield Yard. The number of the radio being utilized by a train crew will be placed on the face of the train crew's timeslip by the Conductor. The same procedure will apply and be completed

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by the Engineer on his timeslip when it is necessary for the enginemen to check out and utilize a portable radio.

The Trainmaster will be responsible for radios utilized at the Hump Tower, Wyandotte and South Yard. Similarly, when portable radios are assigned at the Flat Rock trim trailer, the Assistant Trainmaster will be responsible for their proper utilization and return after each tour of duty.

In the event a portable radio is exchanged with another road crew between terminals, the employee who checked the radio out will, upon arrival at his final terminal, make the proper notation in the ledger, indicating the person the radio was given to and register the radio number in that person's name. The radio number will then be placed on the crew sheet next to the name of the person who received the portable radio by the Crew Dispatcher, Yardmaster or other Supervisor. The crew that originally checked out the radio will be required to place this information on the back of their timeslip. The same will apply to trim crews working at Flat Rock under the supervision of the Assistant Trainmaster with the exception of recording the exchange on the crew sheet.

The radios assigned and utilized at Napoleon, Lima and Jackson, Ohio by Transportation employees will be checked out from the Agent's or Trainmaster's office before each tour of duty. The radio number will be recorded on the face of the train crew's timeslip by the conductor, and at the completion of each crew's tour of duty the radio will be returned to the Agent's or Trainmaster's office. The same procedure will apply and be completed by the engineer on his timeslip when it is necessary for the enginemen to check out and utilize a portable radio at these outlying stations.

Any M of E or M of W employee desiring to utilize a radio assigned to the Transportation Department will be required to obtain permission and sign for said radio before a radio is removed from the Crew Dispatcher's, Trainmaster's or Agent's office.

Train crews regularly assigned to the Cincinnati branch that report for duty at Maitland are provided with a key to a company locker that is assigned to each pool assignment. The Cond-

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uctor is required to place the radio that has been utilized during their entire trip in the assigned locker upon their tie up at Maitland.

In the event that it is necessary for an extra crew to utilize an assigned Cincinnati pool crew's radio, a Yardmaster or Trainmaster will provide access to the locker containing the radio and will assign said radio to the extra pool crew as required at Springfield. The number of the radio being utilized by a train crew will be placed on the face of the train crew's timeslip by the conductor.

Under no circumstances is anyone, including a Supervisor, to remove a radio from point of dispatchment without signing for same. Likewise, radios are not to be placed in personal lockers.

Periodic checks of ledgers and timeslips will be made to assure compliance with these instructions. Employees who fail to comply will be subject to appropriate disciplinary action.

Wm. B. Porter
Superintendent

WBP/lma

Detroit, Toledo and Ironton Railroad Company

"WE MAKE THE CONNECTIONS"



GENERAL ORDER

G. O. NO. 2

DEARBORN, MICHIGAN

TO ALL CONCERNED:

Item No. 1

Entire System

Maximum authorized speed reduced to 40 MPH
account weather conditions.

Item No. 2

Riga-Metamora

Item No. 9 of General Order No. 1 dated
December 28, 1978, cancelled, hot box recorder
back in service.

Wm. B. Porter
Superintendent

lma

DATE

TIME

Detroit, Toledo and Ironton Railroad Company

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GENERAL ORDER

NO. 3

IMPORTANT
ACKNOWLEDGMENT MUST BE MADE
ON REVERSE SIDE OF THIS SHEET

DEARBORN, MICHIGAN
February 14, 1979

TO ALL TRAIN AND ENGINEMEN:

Item No. 1

Flat Rock Yard

Banner for New Town Yard Lead changed to Green for movement through the new Town Yard Lead. Switch to be left lined and locked for movement through the new Town Yard Lead.

Item No. 2

Toledo-Alexis Connection

Trains operating to Conrail via Alexis Tower will stop on main track at Signal No. D-511 located 1/2 mile beyond Tower K. This will keep circuit clear and prevent crossing gates from activating.

Item No. 3

Malinta

Team Track switch spiked.

Item No. 4

Bainbridge

Derail installed on house track 100 feet south of north switch.

Item No. 5

RAILROAD RADIOS

Superseding Time Table No. 25, instruction No. 1011, all Trains and Engines on main line Fort Street North, MP 13.17, will operate on Channel 2 instead of Channel 1.

Wm. B. Porter
Superintendent

lma

Detroit, Toledo and Ironton Railroad Company

"WE HAVE THE CONNECTIONS"



GENERAL ORDER

G. O. NO. 4

DEARBORN, MICHIGAN
March 6, 1979

TO ALL TRAIN AND ENGINEMEN:

Effective 4:01 PM, March 7, 1979, Maitland will be discontinued as a train order and clearance card station. The interlocking will be remotely controlled by Conrail from Reading Road, Cincinnati, Ohio.

Southbound approach signal at MP 192-03 will display Rules 281, 285, and 291.

Southbound home signal will be relocated 300 foot north to MP 193-02 and display Rules 281, 288, 290, and 292.

Train orders and instructions will be issued at Cold Springs for movement of northbound trains from Maitland; and, unless otherwise provided, must be delivered by the conductor and engineer to the relieving crew in accordance with Rule 220.

Conrail and DT&I telephones are located within the interlocking limits near the bungalow with numbers posted in the box.

All previous instructions issued remain in effect unless changed by this General Order.

Wm. B. Porter
Superintendent

lma

Detroit, Toledo and Ironton Railroad Company

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GENERAL ORDER

G. O. NO. 5

DEARBORN, MICHIGAN
April 3, 1979

TO ALL TRAIN AND ENGINEMEN:

Item No. 1

Petersburg

Track equipment on long spur. Switch spiked.

Item No. 2

Malinta

Track machinery on team track. Switch spiked.

Item No. 3

Malinta-Leipsic

Look out for company material along both sides of track between these points.

Item No. 4

Quincy

Do not exceed 35 MPH between MP 164 and MP 165. Village Ordinance.

Item No. 5

Summit

Track machinery on back track.

Wm. B. Porter
Superintendent

lma

Detroit Toledo and Ironton Railroad Company

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GENERAL ORDER

G. O. NO. 6

DEARBORN, MICHIGAN
April 23, 1979

TO ALL TRAIN AND ENGINEMEN:

Item No. 1

ENTIRE SYSTEM

Item #1 of General Order No. 2 dated January 8, 1979, reading maximum authorized speed reduced to 40 MPH account weather conditions is cancelled.

Item No. 2

SYSTEM

Do not exceed 40 MPH between MP 39-20 and MP 65-01, between MP 91-01 and MP 129, between MP 158 and MP 164-01, between MP 175-01 and MP 189-01. All other speed restrictions on Train Orders, General Orders, and Timetable #25 remain in effect.

Item No. 3

RIGA

Track Machinery on Stub Track. Switch spiked

Item No. 4

HAMLER

Track Machinery on Panning Track. Switch spiked.

Item No. 5

WAVERLY

Occupied bridge cars on steel track and old Waverly Stub Track. Switches spiked.

Wm. B. Porter
Superintendent

WBP/lma