



**THE MICHIGAN CENTRAL
RAILROAD COMPANY**

Freight Train Book
No. 5

EFFECTIVE AUGUST 15th, 1925



THE MICHIGAN CENTRAL RAILROAD COMPANY

Freight Train Book

No. 5

REVISED NOVEMBER 1st, 1929

Superseding all previous schedules

CONTAINING A LIST OF SYMBOL FREIGHT TRAINS

With schedules and explanation showing class of freight moved by each train.

For the information and guidance of employes only.

Subject to change by special order.

R. F. DeFOREST

Supt. Freight Transportation

J. L. McKEE

General Superintendent

Approved: **HENRY SHEARER,**

Asst. Vice President and General Manager.

GENERAL INSTRUCTIONS

The trains specified herein must be run as set forth, both as to time and nature of work. If from any cause it becomes impracticable to adhere to these instructions, Division Officials must secure authority from the Superintendent Freight Transportation or General Superintendent to alter this arrangement.

The trains mentioned herein must be designated at all times by their respective symbols, except when given a regular train number on time-table.

When the class of freight specified to be handled is not obtainable, symbol trains must be filled out to authorize tonnage rating or car limit with other freight in the order of its importance.

Freight Agents must familiarize themselves with the nature of these trains and know that freight from their stations is forwarded in accordance with instructions contained herein.

Yardmasters must be thoroughly familiar with all trains herein specified which enter or leave their yards, and must preserve their identity and not allow them to become mixed with other freight in yard. When trains terminate in their yards, they must see that the freight going beyond makes the specified connections.

They must inform each freight conductor of the proper symbol for the train given him.

They will keep an ample supply of Freight Train-Books on hand, and furnish them to their forces as needed.

Conductors must ascertain symbol of train before leaving initial point, and inform enginemen, before leaving, as to schedule and symbol of train.

They will use great care to show on all car reports covering movement of Symbol Trains the proper SYMBOL NUMBER of train handled.

Trainmasters will see that each Freight Conductor is supplied with a Freight Train-Book.

The loading and tonnage of each train must be determined by the Superintendent over whose division the train runs. Great care must be exercised in the matter in order that trains be not overloaded so that running time cannot be made.

The letters "E.T." and "C.T." indicate Eastern and Central Time respectively.

EXPLANATION OF TRAIN SYMBOLS

The symbol is a combination of letters and numbers so arranged as to indicate, in a general way, where the train is from and where destined, being designed to preserve the identity of the train.

Each train mentioned herein is designated by a "Symbol." Trains so designated are known as "Symbol Trains" in distinction from Extra or Irregular Trains.

In utilizing symbols bear in mind that it will not do to use the letters alone. The number following the symbol must also be used, or confusion will arise, thus:

M C-1 runs from New York to Chicago. C S-2 runs from Chicago to New York and 2nd B A-2 runs from Chicago to Boston.

If a second section of a Symbol Train is run, it is indicated by prefixing the number "2" to the symbol thus:

The second section of N Y-2 should be represented by the formula—2nd N Y-2; the 3rd section would be 3rd N Y-2.

Letters used to designate day of month in referring to Symbol Trains.

The date on which symbol trains are scheduled to start from M. C. R. R. initial stations will be indicated by letter and that letter must be used in all references to that train through to destination. For example, C S-2 leaving U. S. Yards on the first of the month will carry symbol "A" through to delivery at Suspension Bridge, M C-1 and M C-5 scheduled to leave Montrose on the first of the month will carry symbol "A" through to Chicago.

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(Discontinued October 25, 1930)

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J S-2

(Effective May 15th, 1931)

Union Stock Yards to New York (Daily)

CHARACTER—Dressed Beef and Perishable.

	Arrive	Leave
U. S. Yards		12:01 P.M.
Joliet		8:30 A.M.
Blue Island		2:00 P.M.
Kensington		2:00 P.M.
Niles	5:15 P.M.	7:15 P.M.
Jackson	11:05 P.M.	11:35 P.M.
Detroit	2:00 A.M.	
Detroit Tunnel	2:25 A.M. (CT)	
Windsor	4:40 A.M. (ET)	6:40 A.M.
Montrose	2:40 P.M.	
Deliver N. Y. C. Susp. Bdge.	4:00 P.M.	
Deliver L.V. Susp. Bdge.	5:00 P.M.	
Deliver Erie Susp. Bdge.	4:00 P.M.	
Deliver C. P. R. Windsor	9:30 A.M.	
Deliver C. P. R. St. Thomas	9:30 P.M.	

CONNECTIONS—

N. Y. C.	SB-6	Lv. Suspension Bridge	7:00 P.M.	
		Ar. Weehawken	8:00 P.M.	3rd morn. dely.
		Ar. New York (72nd St.)	8:15 P.M.	3rd morn. dely.
		Ar. Boston (B.&A.R.R.)	1:00 A.M.	3rd morning
L. V.	SM-4	Lv. Suspension Bridge	10:00 P.M.	
		Ar. Jersey City	9:00 P.M.	
		Ar. Phila. (Reading)	3:30 A.M.	3rd morning
Erie	86	Lv. Suspension Bridge	5:00 P.M.	
		Ar. Jersey City	12:01 A.M.	3rd morning
C. P.	916	Lv. Windsor	3:30 P.M.	
		Ar. Toronto	4:40 A.M.	2nd morning
		Ar. Montreal	4:45 A.M.	3rd morning
C. P.	78	Lv. St. Thomas	11:15 P. M.	
		Ar. Toronto	6:00 A.M.	2nd morning
		Ar. Montreal	6:30 A. M.	3rd morning

NOTE: Cars arriving at Windsor, which are routed via the Black Rock Gateway, also Erie Street Buffalo cars are forwarded from Windsor on WB-2.

C D-4

(Effective February 11th, 1929)

Union Stock Yard to Detroit (Daily).

CHARACTER—Beef, Perishable, Merchandise and other Important Freight.

Arrive

Leave

U. S. Yards
Blue Island
Niles
Jackson
Detroit

4:00 P.M.
10:30 P.M.
1:30 A.M.

8:00 A.M.
12:01 P.M.
6:00 P.M.
10:55 P.M.

C D-4

(Discontinued April 1st, 1929)

CS-2

(Effective April 1st, 1929)

Union Stock Yards to New York (Daily).

CHARACTER—Dressed Beef and Perishable.

	Arrive	Leave
U. S. Yards		5:00 P.M.
Blue Island		7:00 P.M.
Niles	11:00 P.M.	12:30 A.M.
Jackson	4:30 A.M.	4:50 A.M.
Detroit	7:30 A.M.	
Detroit Tunnel	7:45 A.M. (CT)	
Windsor	10:00 A.M. (ET)	12:10 P.M.
Montrose	8:30 P.M.	
Deliver N. Y. C. Susp. Bridge	9:30 P.M.	
Deliver L. V. Susp. Bridge	12:30 A.M.	
Deliver Erie Susp. Bridge	1:30 A.M.	
Deliver C.P. Windsor	1:40 P.M.	
Deliver C. P. St. Thomas	9:30 P.M.	

CONNECTIONS—

N. Y. C.	NY-2	Lv. Suspension Bridge	11:30 P.M.
		Ar. Weehawken	1:00 A.M. 3rd morning
		*Ar. New York (72nd St.)	12:01 A.M. 3rd morning
		Ar. Boston (B. & A. R. R.)	10:15 P.M. for 4th morning delivery
L. V.	SJ-2	Lv. Suspension Bridge	2:00 A.M.
		Ar. Jersey City	2:00 A.M. 3rd morning
		Ar. Philadelphia (Reading)	4:30 A.M. 3rd morning
Erie	90	Lv. Susp. Bridge	4:00 A.M.
		Ar. Jersey City	5:15 A.M. 3rd morning
C. P.	916	Lv. Windsor	3:30 P.M.
		Ar. Toronto	5:00 A.M. 2nd morning
		Ar. Montreal	4:45 A.M. 3rd morning
C. P.	78	Lv. St. Thomas	11:15 P.M.
		Ar. Toronto	6:00 A.M. 2nd morning
		Ar. Montreal	6:30 A.M. 3rd morning

*Effective April 5, 1929

NOTE: Cars arriving at Windsor, which are routed via the Black Rock Gateway, also Erie St. Buffalo cars are forwarded from Windsor on 2nd WB-2.

Perishable freight destined to points on or via the B. & A. R. R. arriving Windsor on CS-2, continues through on same train; other freight destined to points on or via the B. & A. goes forward on 2nd BA-2.

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(Superseding Page 5-J)

N Y-2

(Effective April 1st, 1929)

Chicago to New York (Daily).

CHARACTER—Dairy, Perishable and other High Class Freight.

	Arrive	Leave
Chicago		7:00 P.M.
Niles	11:30 P.M.	12:45 A.M.
Jackson	4:45 A.M.	5:05 A.M.
Detroit	7:40 A.M.	
Detroit Tunnel	7:55 A.M. (CT)	
Windsor	10:15 A.M. (ET)	12:30 P.M.
Montrose	9:00 P.M.	
Deliver N. Y. C. Susp. Bridge	10:00 P.M.	
Deliver L.V. Suspension Bridge	12:30 A.M.	
Deliver Erie Suspension Bridge	1:30 A.M.	
Deliver C. P. Windsor	1:40 P.M.	
Deliver C. P. St. Thomas	9:30 P.M.	

CONNECTIONS—

N. Y. C.	NY-2 Lv. Suspension Bridge	11:30 P.M.
	Ar. Weehawken	1:00 A.M. for 3rd morning delivery.
	*Ar. New York (72nd St.)	12:01 A.M. 3rd morning
	Ar. Boston (B. & A. R. R.)	10:15 P.M. for 4th morning delivery
L. V.	SJ-2 Lv. Suspension Bridge	2:00 A.M.
	Ar. Jersey City	2:00 A.M. 3rd morning
	Ar. Philadelphia (Reading)	4:30 A.M. 3rd morning
Erie	90 Lv. Susp. Bridge	4:00 A.M.
	Ar. Jersey City	5:15 A.M. 3rd morning
C. P.	916 Lv. Windsor	3:30 P.M.
	Ar. Toronto	5:00 A.M. 2nd morning
	Ar. Montreal	4:45 A.M. 3rd morning
C. P.	78 Lv. St. Thomas	11:15 P.M.
	Ar. Toronto	6:00 A.M. 2nd morning
	Ar. Montreal	6:30 A.M. 3rd morning

*Effective April 5, 1929

NOTE: Cars arriving at Windsor, which are routed via the Black Rock Gateway, also Erie Street Buffalo cars are forwarded from Windsor on 2nd WB-2.

Perishable freight destined to points on or via the B. & A. arriving Windsor on NY-2, continues through on same train. Other freight destined to points on or via the B. & A. goes forward on 2nd BA-2.

B A-2

(Effective April 1st, 1929)

Union Stock Yards to New York (Daily).

CHARACTER—Dressed Beef and Perishable.

	Arrive	Leave
U. S. Yards		8:00 P.M.
Joliet		6:00 P.M.
Kensington		11:00 P.M.
Blue Island		11:00 P.M.
Niles	2:45 A.M.	4:30 A.M.
Jackson	8:20 A.M.	8:35 A.M.
Detroit	10:55 A.M.	
Detroit Tunnel	11:10 A.M. (CT)	
Windsor	1:30 P.M. (ET)	3:00 P.M.
Montrose	10:20 P.M.	
Deliver N. Y. C. Susp. Bridge	11:20 P.M.	
Deliver L. V. Susp. Bridge	12:30 A.M.	
Deliver Erie Susp. Bridge	1:30 A.M.	
Deliver C. P. Windsor	1:40 P.M.	
Deliver C. P. St. Thomas	9:30 P.M.	

CONNECTIONS—

N. Y. C. WS-2	Lv. Suspension Bridge	1:00 A.M.	
	Ar. Weehawken	1:00 A.M.	3rd morning
	Ar. New York (72nd St.)	12:01 A.M.	3rd morning
	Ar. Boston (B. & A. R. R.)	10:15 P.M.	for 4th morning delivery
L. V.	SJ-2 Lv. Suspension Bridge	2:00 A.M.	
	Ar. Jersey City	2:00 A.M.	3rd morning
	Ar. Philadelphia (Reading)	4:30 A.M.	3rd morning
Erie	90 Lv. Susp. Bridge	4:00 A.M.	
	Ar. Jersey City	5:15 A.M.	3rd morning
C. P.	916 Lv. Windsor	3:30 P.M.	
	Ar. Toronto	5:00 A.M.	2nd morning
	Ar. Montreal	4:45 A.M.	3rd morning
C. P.	78 Lv. St. Thomas	11:15 P.M.	
	Ar. Toronto	6:00 A.M.	2nd morning
	Ar. Montreal	6:30 A.M.	3rd morning

NOTE: Cars arriving at Windsor, which are routed via the Black Rock Gateway, also cars for Erie St. Buffalo are forwarded from Windsor on 2nd WB-2. Perishable freight destined to points on or via the B. & A., arriving at Windsor on BA-2, continues through on same train. Other freight destined to points on or via the B. & A. goes forward on 2nd BA-2.

2nd B A-2

(Effective April 1st, 1929)

Chicago and Union Stock Yards to Boston (Daily).

CHARACTER—Beef, Dairy, Perishable and all other classes of freight.

	Arrive	Leave
Chicago		7:00 P.M.
U. S. Yards		8:00 P.M.
Windsor		8:45 P.M.
Montrose	7:30 A.M.	
Deliver N. Y. C. Susp. Bridge	9:30 A.M.	
Suspension Bridge (N. Y. C.)		11:00 A.M.
Boston B. & A.	10:15 P.M.	

NOTE: This train handles from Windsor all cars, except perishable freight, arriving at Windsor on CW-10, JS-2, CS-2, NY-2 and BA-2 destined to points on or via the B. & A. as well as all cars destined to points on or via the B. & A. which arrive at Windsor from Detroit and other points.

X N-2

Union Stock Yards to Buffalo.

CHARACTER—Live Stock.

	Arrive	Leave
U. S. Yards		7:00 P.M.
Niles	12:01 A.M.	1:10 A.M.
Jackson	5:15 A.M.	5:45 A.M.
Detroit	8:15 A.M.	
Detroit Tunnel	8:40 A.M. (CT)	
Windsor	10:30 A.M. (ET)	11:50 A.M.
Victoria	7:30 P.M.	
Deliver N. Y. C. Black Rock	8:30 P.M.	

CONNECTIONS—

N. Y. C. XN-2 Lv. East Buffalo 6:30 A.M.

This train to be operated when there are ten (10) or more cars of stock for Detroit or points east of Detroit River.

DN-4

Detroit to New York and Philadelphia (Daily except Sunday*).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Windsor		9:30 P.M.
Montrose	6:00 A.M.	
Delivery L.V. Susp. Bridge	7:00 A.M.	8:00 A.M.
Philadelphia	5:30 A.M.	2nd morning
Deliver N.Y.C. Susp. Bridge	7:25 A.M.	
Susp. Bridge (N.Y.C.S. N.-4)		9:25 A.M.
DeWitt	2:55 P.M.	6:30 P.M. (N.Y.-10)
New York (72nd Street)	6:00 A.M.	2nd morning
Weehawken	6:30 A.M.	2nd morning

*Effective February 23rd, 1931.

WB-2

Windsor to Buffalo (Daily).

CHARACTER—Beef, Perishable and other High Class Freight.

	Arrive	Leave
Windsor		7:00 A.M.
Victoria	4:00 P.M.	
Deliver D.L.&W., Black Rock	6:00 P.M.	

Connects with D.L.&W. No. 56 scheduled to leave Buffalo at 11:45 P.M. and arrive Hoboken following Midnight.

WB-2 handled from Windsor Beef, Perishable and other freight arriving at Windsor on CW-10 and JS-2 routed via the Black Rock Gateway, as well as from Detroit and other points arriving at Windsor in time for forwarding on this train; also handles Erie Street Buffalo cars.

2nd W B-2

(Effective April 26th, 1931)

Windsor to Buffalo (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Windsor		3:05 P.M.
Victoria	11:20 P.M.	
Deliver D.L.&W. Black Rock	12:20 A.M.	
Deliver N.Y.C., Black Rock	1:30 A.M.	

Place Erie St. and Elk St. Terminal, Buffalo, 5:00 A. M.

2nd WB-2 connects with D.L.&W. No. 54 scheduled to leave Buffalo at 4:00 A.M. and arrive Hoboken 5:05 A.M., second morning from Detroit and third morning from Chicago territory.

W B-6

Windsor to Black Rock (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Windsor		8:30 P.M.
Victoria	4:00 A.M.	
Deliver D.L.&W., Black Rock	6:00 A.M.	

Place, Erie St. and Elk St. Terminal, Buffalo, 7:00 A. M.

NOTE: Connects with D.L.&W. No. 54 scheduled to leave Buffalo at 4:00 A.M., and arrive Hoboken 5:05 A.M. second morning from Detroit and third morning from Chicago territory.

Freight loaded in Detroit and vicinity heretofore handled on 2nd WB-2 will be handled on WB-6 and delivered to D.L.&W. for regular connecting train No. 54.

Adv. C D-2

(Effective March 16th, 1931)

Niles to Detroit (Daily except Saturday and Sunday).

CHARACTER—Beef, Perishable, Merchandise and Other Important Freight.

	Arrive	Leave
Niles		7:45 P.M.
Jackson	11:15 P.M.	11:45 P.M.
Detroit	3:00 A.M.	

C D-2

Chicago to Detroit (Daily).

CHARACTER—Beef, Perishable, Merchandise and Other Important Freight.

	Arrive	Leave
Chicago		6:30 P.M.
Niles	10:00 P.M.	11:20 P.M.
Jackson	3:05 A.M.	3:25 A.M.
Detroit	5:25 A.M.	

Michigan Mdse.

Chicago to Grand Rapids, Kalamazoo and Battle Creek (Daily).

CHARACTER—Perishable, Merchandise and Other Freight.

	Arrive	Leave
Chicago		6:45 P.M.
Niles	10:15 P.M.	12:01 A.M.
Kalamazoo	2:00 A.M.	
Deliver (P.R.R.)	2:20 A.M.	
Grand Rapids (P.R.R.)	6:00 A.M.	
Kalamazoo		2:20 A.M.
Battle Creek	3:50 A.M.	

This train handles freight as outlined above from Chicago, Niles and points west thereof for Kalamazoo and Battle Creek; also freight for Grand Rapids and points north of Kalamazoo routed via P.R.R.

R J-4

(Effective June 8th, 1930)

Grand Rapids to Jackson (Daily Except Sunday).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Grand Rapids		9:00 P.M.
Jackson	1:00 A.M.	

Cars for Windsor and east thereof connect with JW-2, Detroit cars with CD-2.

K J-4

(Effective June 8, 1930)

Kalamazoo to Jackson (Daily Except Sunday).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Kalamazoo		9:15 P.M.
Battle Creek		11:00 P.M.
Jackson	1:15 A.M.	

Cars for Windsor and east thereof connect with JW-2, Detroit cars with CD-2.

J W-2

(Effective June 8th, 1930)

Jackson to Windsor (Daily Except Sunday).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Jackson		2:00 A.M.
Detroit	5:10 A.M.	
Detroit Tunnel	5:30 A.M. (CT)	
Windsor	8:00 A.M. (ET)	

Connects with through symbol trains to Eastern Points.

13-J

(Superseding Page 13-I)

M C-2

(Effective December 3rd, 1930)

Toledo to Detroit (Daily).

CHARACTER—Perishable, merchandise and other freight.

	Arrive	Leave	Connections
Cincinnati		*10:45 A.M. E.T.	(Big Four)
Cincinnati		**7:45 P.M. E.T.	(Big Four)
Indianapolis		8:00 P.M. E.T.	(Big Four)
Toledo		12:01 A.M. C.T.	
Detroit	4:00 A.M.		

*Next morning arrival Detroit.

**2nd morning arrival Detroit.

2nd morning arrival at Detroit from Indianapolis.

M C-4

(Effective March 3rd, 1931)

Toledo to Detroit (Daily).

CHARACTER—All classes of freight.

	Arrive	Leave
Toledo		4:00 A.M.
Detroit	8:00 A.M.	

Handles cars for Down Town Detroit District and north of Detroit. North of Detroit cars go forward on Adv. TB-10 from Detroit at 1:00 P. M.

M C-10

(Effective October 1st, 1930)

Toledo to Detroit (Daily).

CHARACTER—All classes of freight.

	Arrive	Leave
Toledo		12:30 P.M.
Detroit	3:30 P.M.	

Handles cars for Milwaukee Junction, Belt Line and Transit Railway delivery.

M C-12

Toledo to Detroit (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Toledo		12:01 A.M.
Detroit	6:30 A.M.	

Handles Belt Line and Transit delivery cars.

M C-8

Toledo to Detroit (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Toledo		11:00 P.M.
Detroit	5:00 A.M.	

Handles cars for delivery on Detroit Terminal Railroad.

T W-2

Toledo to Windsor (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Toledo		7:45 P.M.
Windsor	3:45 A.M.	

Connects with through symbol trains at Windsor.

T L-2

(Effective August 18th, 1930)

Toledo to Lansing (Daily).*

CHARACTER—All Classes of Freight.

	Arrive	Leave
Toledo		9:00 P.M.
Detroit		11:30 P.M.
Jackson	2:00 A.M.	2:30 A.M.
Lansing	4:30 A.M.	

*Except Toledo to Jackson Saturdays.

*Except Jackson to Lansing Sundays.

T J-2

Toledo to Jackson (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Toledo		6:00 A.M.
Jackson	5:00 P.M.	

No. 215

(Discontinued September 28th, 1930)

16-H

(Superseding Page 16-G)

B D-2

(Effective April 27th, 1930)

Bay City to Detroit and Windsor (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Bay City		10:00 P.M.
Detroit	3:30 A.M.	
Detroit Tunnel	5:10 A.M. (CT)	
Windsor	7:40 A.M. (ET)	

Connects at Windsor with through symbol trains.

S D-4

(Effective April 27th, 1930)

Saginaw to Detroit (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Saginaw		9:00 P.M.
Detroit	4:00 A.M.	
Detroit Tunnel	5:40 A.M.	Combines with B D-2

M B-2

(Discontinued September 28th, 1930)

No. 206

Mackinaw to Bay City (Daily).

CHARACTER—All Classes of Freight.

(Restored as mixed train September 28th, 1930)

	Arrive	Leave
Mackinaw		7:00 A.M.
Bay City	4:15 P.M.	
Connects with BD-2.		

B J-2

(Effective October 1st, 1930)

Bay City and Saginaw to Jackson (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Bay City		9:30 A.M.
Saginaw		10:45 A.M.
Lansing		5:30 P.M.
Jackson	8:30 P.M.	

NOTE: Protects freight from D. & M. Railroad.

B J-4

Bay City and Saginaw to Jackson (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Bay City		10:00 P.M.
Saginaw		11:30 P.M.
Lansing		6:30 A.M.
Jackson	7:30 A.M.	

Note—Protects freight from D. & M. R. R.

L J-2

Lansing to Jackson (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Lansing		9:30 P.M.
Jackson	12:30 A.M.	

J N-1

(Effective March 19th, 1931)

Jackson to Niles (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Jackson		4:00 A.M.
Niles	10:30 A.M.	

Note—Sets out and picks up at Battle Creek and Kalamazoo. Cars from Jackson for Niles and beyond will now be forwarded on DC-7.

M C-1

(Effective October 9th, 1929)

New York to Chicago (Daily).

CHARACTER—Merchandise and other Freight.

	Arrive	Leave	
New York		10:15 P.M. N. Y. C.	
Norwood		3:00 P.M. N. Y. C.	
Weehawken		9:45 P.M. N. Y. C.	
Suspension Bridge (N. Y. C.)	8:30 P.M.	10:15 P.M.	Next night
Suspension Bridge (L. V.)	9:00 P.M.	10:15 P.M.	
Montrose	11:00 P.M.	12:30 A.M.	2nd morning
Windsor	10:30 A.M.	12:30 P.M. (ET)	
Detroit	12:01 P.M. (CT)	1:00 P.M.	
Jackson	4:00 P.M.	4:30 P.M.	
Niles	9:45 P.M.	11:45 P.M.	
Chicago	4:30 A.M.		3rd morning
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Toledo	10:30 P.M.		2nd night
Saginaw	7:30 A.M.		3rd morning
Bay City	3:15 A.M.		3rd morning
Mackinaw	8:00 P.M.		3rd night
Lansing	4:30 A.M. (Effec. 10-8-1929)		3rd morning
Battle Creek	5:00 A.M. (Effec. 10-8-1929)		3rd morning
Kalamazoo	7:00 A.M. (Effec. 10-8-1929)		3rd morning
Grand Rapids	6:30 A.M.		3rd morning
Michigan City	7:00 A.M.		3rd morning
Kensington	6:00 A.M.		3rd morning
Gibson	} From Montrose on MC-5.		
Blue Island			
U. S. Yards			
Joliet			

This train handles freight from all connecting lines at Suspension Bridge. This train also handles through cars from C. P. 903 due for delivery to M. C. at Windsor at 10:30 A.M.

M C-3

Boston to Chicago (Daily)

CHARACTER—Merchandise and other Freight.

	Arrive	Leave	
Boston		9:15 P.M. (B.& A.)	
Suspension Bridge (N. Y. C.)	4:30 A.M.	5:30 A.M.	2nd morning
Suspension Bridge (Erie 91)		5:15 A.M.	
Montrose	6:15 A.M.	9:45 A.M.	
Windsor	11:00 P.M.	1:00 A.M. (ET)	3rd morning
Detroit	1:00 A.M. (CT)	2:30 A.M.	
Jackson	6:00 A.M.	7:00 A.M.*	
Niles	1:00 P.M.*	5:30 P.M.	
Kensington	11:00 P.M.		
Chicago	4:30 A.M.		4th morning
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Toledo	4:30 P.M.		3rd day
Saginaw	7:30 A.M.		4th morning
Bay City	3:15 A.M.		4th morning
Mackinaw	8:00 P.M.		4th night
Lansing	11:00 A.M. (Effec. 11-12-1929)		3rd day
Battle Creek	5:00 A.M. (Effec. 10-8-1929)		4th morning
Kalamazoo	7:00 A.M. (Effec. 10-8-1929)		4th morning
Grand Rapids	6:30 A.M.		4th morning
Michigan City	11:59 P.M.		3rd night
Gibson	11:00 P.M.		3rd night
Blue Island	11:00 P.M.		3rd night
U. S. Yards**	11:59 P.M.		3rd night
	9:00 A.M.		4th morning
Joliet***	3:30 A.M.		4th morning

This train also handles freight from all connecting lines at Suspension Bridge.

*Effective February 5th, 1930

**Effective May 15th, 1930

***Effective Feb. 6th, 1930

M C-5

Montrose to Chicago (Daily).

CHARACTER—Merchandise and other Freight.

	Arrive	Leave	
Suspension Bridge			
(N. Y. C.—A. S.-3)	5:00 P.M.		
(L. V.—N. E. S.-1)	3:15 P.M.		
Montrose	8:15 P.M.	11:30 P. M.	
Windsor	6:15 A.M.	7:50 A.M. (ET)	Next day
Detroit	7:20 A.M. (CT)	9:20 A.M.	
Jackson	12:30 P.M.	12:50 P.M.	
Niles	4:50 P.M.	6:50 P.M.	
Chicago	*4:30 A.M.		2nd day
<hr/>			
Toledo	4:30 P.M.		Next day
Saginaw	7:30 A.M.		2nd morning
Bay City	3:15 A.M.		2nd morning
Mackinaw	8:00 P.M.		2nd night
Lansing	4:30 A.M. (Effec. 10-8-1929)		2nd morning
Battle Creek	5:00 A.M. (Effec. 10-8-1929)		2nd morning
Kalamazoo	7:00 A.M. (Effec. 10-8-1929)		2nd morning
Grand Rapids	6:30 A.M.		2nd morning
Gibson	11:00 P.M.		2nd night
Blue Island	11:00 P.M.		2nd night
U. S. Yards**	2:00 A.M.		2nd morning
Joliet**	3:30 A.M.		2nd morning

This train handles cars leaving Philadelphia (Rdg. Lv.) 7:05 P.M. arriving Suspension Bridge N. E. S.-1 next day.

This train also handles cars from all connecting lines at Suspension Bridge, also handles through cars from C. P. 901 and 915 due to deliver M. C. at Windsor 12:30 A. M.

*Chicago cars are forwarded from Niles on MC-1.

** (Effective May 15th, 1930)

S D-1

Montrose to Detroit (Daily)

CHARACTER—Merchandise and Other Freight.

	Arrive	Leave
Montrose		2:00 P.M.
Windsor	1:30 A.M.	4:10 A.M. (ET)
Detroit	5:00 A.M. (CT)	

This train handles the Detroit cars arriving at Suspension Bridge in N. Y. C. MC-1 and other trains, also from other connections at Suspension Bridge.

S D-3

Montrose to Detroit (Daily)

CHARACTER—Merchandise and Other Freight.

	Arrive	Leave
Montrose		9:00 P. M.
Windsor	5:00 A.M.	6:15 A.M. (ET)
Detroit	7:00 A.M. (CT)	

This train handles the Detroit cars arriving at Suspension Bridge on N. Y. C. AS-3 and other trains, also from other connections at Suspension Bridge.

B D-1

(Effective May 15th, 1930)

Victoria to Detroit (Daily).

CHARACTER—Merchandise and other Freight.

	Arrive	Leave
Victoria		11:00 A.M.
Windsor	10:00 P.M.	1:00 A.M. (ET)
Detroit	12:40 A.M. (CT)	
Detroit (City)	6:00 A.M.	

This train handles freight from all connecting lines at Buffalo (Black Rock) also freight originating on M. C. tracks in the Buffalo territory.

Cars arriving at Windsor destined to points beyond Detroit are forwarded on MC-3.

B D-3

Victoria to Detroit (Daily).

CHARACTER—Merchandise and other Freight.

	Arrive	Leave
Victoria		10:00 P.M.
Windsor	5:50 A.M.	7:00 A.M. (ET)
Detroit	6:30 A.M. (CT)	
Detroit (City)	7:00 A.M.	

This train also handles freight from all connecting lines at Buffalo (Black Rock) also freight originating on M. C. tracks in the Buffalo territory.

Chicago cars are forwarded from Windsor on MC-1. Jackson, Niles, Gibson, Joliet and Blue Island cars on MC-5. South of Detroit cars on WT-3. North of Detroit cars on TB-10 and 215.

VT-1

(Effective January 5th, 1931)

Victoria to Toronto and beyond (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Victoria—(M.C.)		10:00 P.M.
Hamilton—(T.H.&B.)	2:30 A.M.	
Toronto—(C.P.R.)	5:00 A.M.	

NOTE: Freight routing through Susp. Bridge Gateway is handled to Welland in time to be picked up at that point by train VT-1

TV-2

(Effective January 5th, 1931)

Toronto to Victoria (Daily)

CHARACTER—All Classes of Freight.

	Arrive	Leave
Toronto—(C.P.R.)		11:00 P.M.
Hamilton—(T.H.&B.)		4:15 A.M.
Victoria—(M.C.)	8:00 A.M.	

TV-2 freight routing through Suspension Bridge Gateway is handled for prompt despatch via all lines from Suspension Bridge after release by U. S. Customs.

DC-1

Detroit to Chicago (Daily).

CHARACTER—Merchandise, Automobiles and other Freight.

	Arrive	Leave
Detroit		9:00 A.M.
Jackson	12:01 P.M.	12:30 P.M.
Niles	6:00 P.M.	10:00 P.M.
Kensington	4:00 A.M.	
Chicago	4:30 A.M.	
Michigan City	11:59 P.M.	
Gibson	11:00 P.M.	
Blue Island	5:00 A.M. (Effective May 15, 1930)	
Joliet	3:30 A.M. (Effective Feb. 6, 1930)	

2nd DC-1

(Discontinued Effective February 19th, 1930)

DC-3

(Effective May 1st, 1929)

Detroit to Chicago (Daily).

CHARACTER—Merchandise, Automobiles and other Freight.

	Arrive	Leave
Detroit		5:30 P.M.
Jackson	8:00 P.M.	8:30 P.M.
Niles	12:30 A.M.	2:30 A.M.
Chicago	6:30 A.M.	
Michigan City	7:00 A.M.	
Gibson	3:30 P.M.	
Kensington	6:00 A.M.	
Blue Island	11:00 A.M.	
Blue Island	2:00 P.M. (Effective May 15, 1930)	
U. S. Yards	5:00 P.M. (Effective May 15, 1930)	
Joliet	3:00 P.M.	

D C-7

(Effective March 24th, 1931)

Detroit to Chicago (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Detroit		1:00 A.M.
Jackson	3:15 A.M.	3:45 A.M.
Niles	7:45 A.M.	10:00 A.M.
Joliet	(NJ-I) 4:00 P.M.	
Deliver Rock Island	5:00 P.M.	
" C.&A.	5:45 P.M.	
" S.F.E.	6:30 P.M.	
" E.J.&E.	7:00 P.M.	

" C.R.&I. (Chicago) 4:00 P.M.

This service provides for same day delivery to Joliet and Chicago connections for movement on their evening fast trains.

B F-1

Detroit to Toledo (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Detroit		12:01 A.M. (CT)
Toledo	3:30 A.M.	*5:00 A.M. (ET) (Big Four)
Cincinnati	3:00 P.M.	Same day
Indianapolis	4:00 P.M.	Same day
East St. Louis	4:00 A.M.	Next morning

*Effective May 8th, 1930.

B F-7

(Discontinued December 7, 1930)

D T-1

Windsor and Detroit to Toledo (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Windsor		4:00 P.M. (ET)
Detroit		5:30 P.M. (CT)
Toledo	10:30 P.M.	

Handles merchandise from Third Street, Detroit; also picks up southbound cars from Solvay Process Company and Michigan Alkali Company.

B T-3

(Effective February 25th, 1931)

Bay City, Saginaw & Detroit to Toledo (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Detroit		
Toledo	8:30 A.M.	5:00 A.M.

NOTE: Protects Toledo and beyond cars off trains SD-4 and BD-2. Provides next morning delivery for Toledo cars from Saginaw and Bay City.

W T-3

Windsor and Detroit to Toledo (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Windsor		11:30 A.M. (ET)
Detroit	10:50 A.M. (CT)	1:00 P. M.
Toledo	4:30 P.M.	

Handles cars from the East and C. P. at Windsor.

J T-1

Jackson to Toledo (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Jackson		7:45 A.M.
Toledo	4:30 P.M.	

2nd J T-1

(Effective June 8th, 1930)

Jackson to Toledo (Daily except Sunday)

CHARACTER—All Classes of Freight.

	Arrive	Leave
Jackson		5:45 P.M.
Toledo	5:30 A.M.	

B M I

(Discontinued September 28th, 1930)

No. 203

(Restored as mixed train September 28, 1930)

Bay City to Mackinaw (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Bay City		
Mackinaw	8:40 P.M.	11:45 A.M.

D J-3

(Effective June 8th, 1930)

Windsor and Detroit to Jackson (Daily except Saturday).

CHARACTER—Merchandise and other Freight.

	Arrive	Leave
Windsor		4:00 P.M. (ET)
Detroit		8:45 P.M. (CT)
Jackson	11:30 P.M.	

J R-3

(Effective June 8th, 1930)

Jackson to Grand Rapids (Daily except Sunday).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Jackson		2:30 A.M.
Grand Rapids	6:30 A.M.	

Handles cars arriving on DJ-3, TL-2 and other trains.

J N-1

Jackson to Niles.

Discontinued effective December 1st, 1926.

J C-1

(Effective December 1st, 1928)

Jackson—Grand Rapids to Chicago (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Jackson		7:00 P.M.
Battle Creek		8:45 P.M.
Kalamazoo		10:45 P.M.
Niles	1:00 A.M.	3:00 A.M.
Gibson	3:30 P.M.	
Kensington	6:00 A.M.	
Chicago	7:00 A.M.	

Picks up cars from Grand Rapids off Pennsylvania R. R. at Kalamazoo.

J K-3

(Effective June 8th, 1930)

Jackson to Kalamazoo (Daily except Sunday)

CHARACTER—All Classes of Freight.

	Arrive	Leave
Jackson		3:00 A.M.
Battle Creek		5:00 A.M.
Kalamazoo	7:00 A.M.	

N B-1

(Formerly J B-1)

(Effective April 9th, 1930)

Niles to Saginaw, Bay City and beyond (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		2:30 A.M.
Jackson	6:30 A.M.	7:30 A.M.
Lansing	9:30 A.M.	
Saginaw	2:30 P.M.	
Bay City	5:30 P.M.	
Deliver D. & M. R. R.	11:00 P.M.	

J B-3

Jackson to Saginaw and Bay City (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Jackson		8:30 P.M.
Lansing	11:00 P.M.	12:01 A.M.
Saginaw	4:00 A.M.	
Bay City	5:30 A.M.	
Deliver D. & M. R. R.	1:00 P.M.	

30-G

(Superseding Page 30-F)

ND-4-6

(Effective December 12th, 1930)

Niles to Detroit.

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		9:00 A. M.
Jackson	4:00 P. M.	7:00 P. M.
Detroit	10:00 P. M.	
Deliver Detroit Terminal		
R. R.	11:59 P. M.	

NOTE: This train handles cars for Belt Line, Transit Railway, Milwaukee Junction and Detroit Terminal Railway.

ND-6

(Discontinued December 12th, 1930)

N T-3

Detroit (North Yard) to Toledo (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
North Yard		8:00 A.M.
Toledo	1:30 P.M.	

Handles cars for Toledo and beyond arriving North Yard Trains BD-2 and SD-4, also cars from Detroit Terminal Railway, Milwaukee Junction and North Yard Vicinity.

N T-5

Detroit (North Yard) to Toledo (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
North Yard		9:00 P.M.
Toledo	2:30 A.M.	

NOTE: Handles cars from Detroit Terminal Railroad, Milwaukee Junction and North Yard Vicinity.

B D-4

(Effective January 21, 1930)

Bay City to Detroit (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Bay City		1:30 P.M.
North Yard	8:00 P.M.	

N B I-1

Niles to Blue Island (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		8:30 A.M.
Blue Island	2:00 P.M.	
U.S. Yards	5:00 P.M.	

N B I-3

Niles to Blue Island (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		1:00 A.M.
Blue Island	5:00 A.M.	
U.S. Yards	9:00 A.M.	

N B I-5

(Discontinued August 1st, 1930)

N J-1

(Effective March 24, 1931)

Niles to Joliet (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		10:00 A.M.
Joliet	4:00 P.M.	

N J-3

Niles to Joliet (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		9:00 P.M.
Joliet	3:30 A.M.	

N B I-1

(Formerly N A-1)

(Effective May 15th, 1930)

Niles to Blue Island (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		8:30 A.M.
Blue Island	2:00 P.M.	
U. S. Yards	5:00 P.M.	

N B I-3

(Formerly N A-3)

(Effective May 15th, 1930)

Niles to Blue Island (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		1:00 A.M.
Blue Island	5:00 A.M.	
U. S. Yards	9:00 A.M.	

N B I-5

(Formerly N A-5)

(Effective May 15th, 1930)

Niles to Blue Island (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		7:30 A.M.
Blue Island	12:01 P.M.	
U. S. Yards	3:00 P.M.	

N J-1

Niles to Joliet (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		8:30 A.M.
Joliet	3:00 P.M.	

N J-3

(Effective February 6th, 1930)

Niles to Joliet (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		9:00 P.M.
Joliet	3:30 A.M.	

33-B

(Superseding Page 33-A)

N G-3

(Effective April 1st, 1929)

Niles to Gibson (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Niles		8:00 P.M.
Gibson	11:00 P.M.	

J N-4

(Effective April 1st, 1929)

Joliet to Niles (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Joliet		8:30 A.M.
Niles	3:00 P.M.	

J N-6

(Effective April 1st, 1929)

Joliet to Niles (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Joliet		6:00 P.M.
Niles	2:30 A.M.	

D S-3

(Effective October 1st, 1930)

Detroit to Saginaw, Bay City and Beyond (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Detroit		8:45 P.M.
Saginaw	3:00 A.M.	
Bay City	4:15 A.M.	

NOTE: Handles local cars for Oxford, Vassar and Caro Branch.

T B-10

(Effective October 1st, 1930)

Toledo to Saginaw and Bay City (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Toledo		7:00 P.M.
Detroit (North Yard)	12:30 A.M.	1:30 A.M.
Saginaw	7:30 A.M.	
Bay City	10:00 A.M.	

Handles cars for Oxford, Vassar and Caro Branch.

Advanced T B-10

(Effective October 1st, 1930)

Toledo to Saginaw and Bay City (Daily).

CHARACTER—All Classes of Freight.

	Arrive	Leave
Toledo		4:00 A.M.
Detroit (North Yard)		1:00 P.M.
Saginaw	7:30 P.M.	
Bay City	8:45 P.M.	

NOTE: Train MC4 handles from Toledo to Detroit.

Handles cars for Oxford, Vassar and Caro Branch, also Lapeer and via Grand Trunk.

35-B

(Superseding Page 35-A)