

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

SUPERIOR AND MESABI DIVISIONS.

TIME TABLE No. 22.

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.

SUNDAY, JANUARY 17, 1909.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

J. H. TAYLOR, Superintendent.

D. M. PHILBIN, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

FIRST DISTRICT—SUPERIOR DIVISION—DULUTH AND SANDSTONE.

THIRD CLASS.				SECOND CLASS.				FIRST CLASS.								Capacity of Side Tracks			TIME TABLE No. 22.		
611	609			415	413	407					37	35	33	31	19	17	Passing Tracks.	Other Tracks.	Distance From Duluth.	IN EFFECT JANUARY 17, 1909.	
Local Freight	Local Freight			Time Freight	Time Freight	Time Freight					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				STATIONS.	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Leave Daily					Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily					
											2.20Pm	8.55Pm	8.45Am	6.00Am	3.25Pm	11.10Pm				DN.....	DULUTH
											2.27Pm	9.02Pm	8.52Am	6.07Am	3.32Pm	11.17Pm			2.2		BRIDGE SWITCH
TRAINS BETWEEN BRIDGE SWITCH AND ELEVATOR STATION WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR SHORT LINE TIME TABLE.																					
											2.35Pm	9.10Pm	9.00Am	6.15Am	3.40Pm	11.25Pm			4.0	DN-R.....	SUPERIOR U.S.
																			4.5	DN-R.....	BELKNAP ST.
7.15Am	7.08Am			10.00Pm	11.00Pm	9.05Pm													5.2		25TH ST.
																			3.1		CENTRAL AVE.
7.35	7.25			10.15	11.15	9.25													40	8.3 D.....	
FIRST CLASS TRAINS BETWEEN CENTRAL AVE. TOWER AND BRIDGE SWITCH WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR SHORT LINE TIME TABLE.																					
											2.47Pm	9.22Pm	9.12Am	6.27Am	3.49Pm	11.38Pm			8.0 R.....		CENTRAL AVE TOWER N. P. Ry. Crossing
7.45	7.35			10.25	11.25	9.35					2.52	9.30	9.16	6.31	3.52	11.48			188	10.1	SAUNDERS
7.55Am	7.45			10.40Pm	11.40Pm	9.46					2.59Pm	9.38Pm	9.21Am	6.38	3.57	11.57			13.3	DN-R.....	BOYLSTON
	8.15					10.06								6.49	4.07	12.14Am		89	23	18.4 D.....	DEDHAM
	8.55					10.30								7.00	4.18	12.34		143	5	24.6 D.....	FOXBORO
	9.25					10.54								7.10	4.26	12.53		93	6	29.9	HOLYOKE
	10.20					11.22								7.25	4.36	1.20		143	55	36.7 DN.....	NICKERSON
	10.50					11.36								7.38	4.46	1.39		93	6	43.1 D.....	KERRICK
	11.15					11.50								7.50	4.54	1.55		143	17	48.8 D.....	BRUNO
	12.10Pm					12.12Am								8.06	5.04	2.15		93	8	57.2	PARTRIDGE
	12.30Pm					12.35Am								8.19Am	5.13Pm	2.30Am		87	692	63.3 DN-R.....	SANDSTONE
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					
611	609			415	413	407					37	35	33	31	19	17					
13.2	5.25			13.2	4.40	3.30					20.5	18.5	22.2	2.10	1.48	3.20					
Time Over District. Average Speed Per Hour.																					

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

DOUBLE TRACK EXTENDS FROM 25th STREET, SUPERIOR, TO BOYLSTON

First class trains will not cross bridge 16 west of Boylston at a speed greater than thirty (30) miles per hour and other trains at more than fifteen (15) miles per hour. Air must, in all cases, be released before reaching this bridge and not kept set while crossing. All trains will register at Superior, Boylston and Sandstone. First class trains will register at Boylston by time ticket, Form 1115. First class west bound trains will register at Central Ave. Tower by time ticket, Form 1115. Freight trains will not exceed ten (10) miles per hour through Cross-over at Boylston. All trains will reduce speed to fifteen (15) miles per hour on reverse curve between Bridges 16 and 18 one mile west of Boylston. No. 19 will register at Central Ave, N. P. depot, by time ticket.

Yard limits extend from Superior to one mile west of Saunders.
Yard Limit Boards at Sandstone, are placed three-quarters of a mile west of west lead track and three-quarters of a mile east of east end Kettle River bridge.
Extra trains have running rights on double track between 25th St., Superior, and Boylston without orders. Work trains doing work within said limits must procure orders.

All trains will reduce speed to twelve (12) miles per hour on reverse curve opposite Pioneer Dock, Duluth Terminal Trestle No. 19 will stop at Bruno for water. Any passengers to get on or off at Bruno will do so while engine is taking water.

FIRST DISTRICT—SUPERIOR DIVISION—DULUTH AND SANDSTONE.

EAST BOUND.

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TIME TABLE No. 22.

IN EFFECT JANUARY 17, 1909.

TIME TABLE No. 22.										EAST BOUND.										3			
IN EFFECT JANUARY 17, 1909.																							
STATIONS.										FIRST CLASS.										SECOND CLASS.		THIRD CLASS.	
										18	20	32	34	36	38					408		610	612
										Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Time Freight		Local Freight	Local Freight
										Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday					Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
DN-R.....	DULUTH.....	DU	159.9	TO	6.30Am	1.55Pm	10.15Pm	6.35Pm	7.15Am	12.30Pm													
		2.2	BRIDGE SWITCH.....	157.7	6.23Am	1.48Pm	10.08Pm	6.28Pm	7.08Am	12.23Pm													
TRAINS BETWEEN BRIDGE SWITCH AND ELEVATOR STATION WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR SHORT LINE TIME TABLE.																							
DN-R.....	SUPERIOR U. S.....	BY	155.9		s 6.15Am	s 1.40Pm	s 10.00Pm	s 6.20Pm	s 7.00Am	s 12.15Pm													
DN-R.....	0.5	BELKNAP ST.....	WS	155.4	WCTO																		
		0.7	25TH ST.....	154.7											4.30Am			6.00Pm	7.30Pm				
		3.1	CENTRAL AVE.....	SU	151.6																		
D.....															4.10			s 5.35	f 7.10				
FIRST CLASS TRAINS BETWEEN CENTRAL AVE. TOWER AND BRIDGE SWITCH WILL BE GOVERNED BY NORTHERN PACIFIC, DULUTH AND SUPERIOR SHORT LINE TIME TABLE.																							
R.....	0.3	CENTRAL AVE. TOWER.....	CR	151.3	X	6.03Am	1.28Pm	9.48Pm	6.08Pm	6.48Am	12.03Pm								4.08		5.33	7.08	
		1.5	SAUNDERS.....	B	149.8	W	s 5.58	1.25	9.43	f 6.03	6.43	f 11.58								4.02		s 5.25	7.00
DN-R.....	3.2	BOYLSTON.....	J	146.6		s 5.50	1.20	s 9.35	f 5.56Pm	s 6.36Am	f 11.51Am								3.55		s 5.15	8.46Pm	
D.....	5.1	DEDHAM.....	DM	141.5	W	s 5.37	1.10	s 9.25											3.40		s 4.50		
D.....	6.2	FOXBORO.....	BO	135.3		s 5.21	1.01	s 9.14											3.20		s 4.18		
		5.3	HOLYOKE.....	HY	130.0	W	s 5.08	f 12.52	s 9.05										3.00		s 3.50		
DN.....	6.8	NICKERSON.....	NS	123.2	W	s 4.49	12.42	s 8.52											2.35		s 3.25		
D.....	6.4	KERRICK.....	K	116.8		s 4.32	12.32	s 8.41											2.15		s 3.00		
D.....	5.7	BRUNO.....	UN	111.1	W	s 4.18	s 12.23	s 8.30											1.55		s 2.35		
		8.4	PARTRIDGE.....	RD	102.7		s 3.57	12.10	s 8.14										1.25		s 2.00		
DN-R.....	6.1	SANDSTONE.....	ON	96.6	WCTO	s 3.40Am	s 12.01Pm	s 7.59Pm											407 12.50Am			1.20Pm	
						Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday								Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
						18	20	32	34	36	38								408		610	612	
Time Over District						2.50	1.54	2.16	.39	.39	.39								3.40		4.40	.44	
Average Speed Per Hour						22.4	33.3	28.0	20.5	20.5	20.5								16.0		12.6	11.7	

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

- No. 36 will transfer passengers for No. 31, at Boylston..
- No. 32 will transfer passengers for No. 35 at Boylston.
- Duquette is regular stop for Trains 31 and 32.
- No. 20 will register at Central Ave., N.P. depot, by time ticket.

RULES GOVERNING ELECTRIC BLOCK SIGNAL ON DULUTH TERMINAL TRESTLE.

- East-bound trains will be governed by Semaphore Block Signals, located seven hundred (700) feet and forty-one hundred and thirty-four (4134) feet east of Bridge Switch.
- West-bound trains will be governed by Semaphore Block Signals, located eight hundred (800) feet and forty-one hundred and fifty (4150) feet west of the Duluth Union Depot Yard Switch.
- Main line engines or trains finding Semaphore Signal in the horizontal (STOP) position will come to a full stop before passing the signal mast, and must not proceed until signal is clear, unless protected by a flagman.
- By night the block signal indications are given by colored lights as follows:
Red indicates STOP; green indicates PROCEED.
- All movements on the Main Line from Rices Point Yard or Duluth (G. N.) Yard will be governed by Indicators located at switches. When Indicators are in the horizontal (STOP) position, trains will remain into clear until Indicator assumes the diagonal (PROCEED) position, or, after waiting five (5) minutes, will protect themselves by flag and proceed.
- The above instructions do not annul or supersede rules governing the movement or protection of trains.

FIRST DISTRICT—SUPERIOR DIVISION.—SANDSTONE AND COON CREEK JUNCTION.

TRAINS BETWEEN COON CREEK JUNCTION AND NORTHTOWN JUNCTION WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE

TRAINS BETWEEN NORTHTOWN JUNCTION AND ST. PAUL WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE

[illegible]

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Yard limit boards at Sandstone are placed three-quarters of a mile west of west lead track and three-quarters of a mile east of east end Kettle River bridge.

ON DOUBLE TRACK BETWEEN HINCKLEY AND BROOK PARK TRAINS WILL TAKE RIGHT HAND TRACK.
All west bound trains will register at Sandstone, Hinckley Tower, Brook Park and Coon Creek Junction.

All east bound trains will register at Coon Creek Junction, Brook Park and Sandstone.
First class trains will register at Hinckley Tower, and No. 19 at Brook Park, by time ticket, Form 1115.
Switch at end of double track at Brook Park will be set for east bound Superior Division trains.

EAST BOUND. 5

TRAINS BETWEEN COON CREEK JUNCTION AND NORTHTOWN JUNCTION WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE.

TRAINS BETWEEN NORTHTOWN JUNCTION AND ST. PAUL WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.
Stanchfield is a flag station for Nos. 17 and 18.

WEST BOUND.

SECOND DISTRICT—D. S. & W. T. CO.

EAST BOUND.

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

All trains over D. S. & W. T. Co. will register at Allouez.

Extra trains have running rights on double track between Allouez and Saunders without orders. Work trains doing work within said limits must procure orders.

DOUBLE TRACK EXTENDS FROM ALLOUEZ TO SAUNDERS EXCEPT GAUNTLET OVER BRIDGE A-8. TRAINS WILL TAKE RIGHT HAND TRACK.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.			Capacity of Side Tracks	TIME TABLE No. 22.			FIRST CLASS.			SECOND CLASS.	THIRD CLASS.	
611			415	413	37	35	33		IN EFFECT JANUARY 17, 1909.			34	36	38			612
Local Freight			Time Freight	Time Freight	Passenger	Passenger	Passenger	Passing Tracks	STATIONS.			Passenger	Passenger	Passenger			Local Freight
Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Other Tracks				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday
7.55Am			10.40Am	11.40Am	f 2.59Pm	s 9.38Pm	9.21Am		13.3	DN-R.	BOYLSTON.....J	149.4	f 5.56Pm	s 6.36Am	f 11.51Am		f 6.46Pm
f 8.15			10.59	11.59	f 3.10	9.47	9.33	100	19.2	.....	5.9 DEWEY.....	143.5	5.44	6.24	f 11.39		f 6.26
f 8.40			11.15	12.15Am	3.16	9.55	9.41		22.0	.....	2.8 LOOP TOWER.....	140.7	W 5.38	6.18	11.33		f 6.16
8.53			11.30	12.30	f 3.18	f 9.57	9.43		25.1	DN-R.	1.0-3.1 STATE LINE TOWER.....S	139.7	X 5.36	f 6.16	f 11.31		6.12
f 9.10			11.51	12.51	f 3.26	10.10	9.52		28.6	.....	3.5 HUSON.....U	136.2	5.27	6.08	f 11.22		f 6.00
f 9.30			12.09Am	1.09	f 3.34	10.20	10.01		32.0	.....	3.4 WINGATE.....WR	132.8	5.20	6.01	f 11.16		s 5.46
33 10.06			12.24	1.24	s 3.40	s 10.27	s 10.06	60	34.7	DN.	2.7 CARLTON.....A	130.1	WX 5.14	s 5.56	s 11.10		s 5.36
f 10.25					s 3.49	s 10.36	s 10.15		38.3	D.....	3.6 SCANLON.....SN	126.5	s 5.05	s 5.48	s 11.01		s 5.16
10.40			12.57	1.57	s 3.58	s 10.45	s 10.25	91	41.1	D.....	2.8 CLOQUET.....KN	123.7	O 5.48	s 5.43	s 10.54		s 5.48
11.00			1.06	2.06	4.01	10.48	10.28		42.3	.....	1.2 NORTH END.....HN	122.5	W 4.53	5.39	10.49		f 3.40
f 11.10					f 4.08				46.0	.....	3.7 NAGONAB.....	118.8			f 10.43		f 3.25
11.37			1.29	2.29	4.14	10.59	10.42	76	49.1	.....	3.1 DRACO.....	115.7	4.41	5.28	10.37		3.15
f 11.47			1.38	2.38	f 4.19	f 11.05	f 10.48	119	52.0	D.....	2.9 BREVATOR.....BV	112.8	f 4.36	5.24	f 10.32		f 3.00
12.45Pm			1.55 2.15	3.10	s 4.32	s 11.19	s 11.00	105	57.7	DN-R.	5.7 BROOKSTON.....BN	107.1	WCY 4.26	s 5.14	s 10.22		s 2.30
f 1.10			2.38	3.34	4.45	11.30	11.12	93	64.2	.....	6.5 CONGO.....CT	100.6	4.10	5.01	10.06		f 1.55
					f 4.48	f 11.33		18	65.6	.....	1.4 PAUPORES.....	99.2		f 4.59	f 10.04		
612 1.30			2.59	3.54	f 4.57	f 11.39	11.24	143	70.2	.....	4.6 GOWAN.....GW	94.6	4.01	4.52	f 9.57		f 1.30
2.00 2.50			3.15	4.10	s 5.08	s 11.49	s 11.34	68	75.5	DN.....	5.3 FLOODWOOD.....OD	89.3	W 3.51	s 4.43	s 9.47		s 1.00
34 3.39			3.33	4.33	f 5.21	12.01Am	f 11.45	143	81.6	.....	6.1 ISLAND.....DX	83.2	f 3.39	4.33	f 9.35		f 12.30Pm
f 4.10			3.53	4.55	f 5.34	12.14	11.59	93	88.3	.....	6.7 WAWINA.....WI	76.5	3.26	4.20	f 9.22		f 11.59
4.30Pm			4.08Am	5.05Am	s 5.44Pm	s 12.24Am	s 12.08Pm	68	92.1	DN-R.	3.8 SWAN RIVER.....WA	72.7	W CYX 3.19Pm	s 4.13Am	9.15Am		s 11.25Am
Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				S. R. L. Co. Ry. Crossing		Leave Daily	Leave Daily	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday
611			415	413	37	35	33						34	36	38		612
8.35 9.2			5.28 14.4	5.25 14.6	2.45 27.8	2.46 27.8	2.47 27.6				Time Over District. Average Speed Per Hour		2.37 29.4	2.23 32.2	2.36 29.5		7.21 10.5

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Yard limit boards at Cloquet are placed 2000 feet west of North End water tank and one and one-half (1½) miles east of passenger depot. Yard limit boards are placed one (1) mile each way from Brookston depot, and 1,500 feet each way from Scanlon depot. All trains must approach Cloquet and Swan River under full control, expecting to find switch engines using main track. DOUBLE TRACK EXTENDS FROM BOYLSTON TO BROOKSTON EXCEPT GAUNTLET OVER BRIDGE SIX AT MILE POST 25, WHICH IS GOVERNED BY INTERLOCKING SIGNALS. Switch at end of double track at Brookston will be set for west bound trains. West bound first class trains will use right hand track, Loop Tower to State Line Tower. West bound second and inferior class trains will use left hand track, Loop Tower to State Line Tower. All east bound trains will use left hand track, State Line Tower to Loop Tower.

Extra trains have running rights on double track between Boylston and Brookston without orders. Work trains doing work within said limits must procure orders. All east bound trains will register at Swan River, Brookston, and Boylston. All west bound trains will register at Brookston and Swan River. All first class trains will register by time ticket, Form 1115, at Boylston. West bound first class trains will register at State Line Tower by Time Ticket Form 1115. West bound extras will take siding for east bound extras at meeting point. Freight trains will not exceed ten (10) miles per hour through cross-overs, Brookston, State Line Tower, Loop Tower and Boylston. All trains will not exceed ten (10) miles per hour over Bridge Six (6), Huson.

WEST BOUND.

SECOND DISTRICT—MESABI DIVISION—SWAN RIVER AND CASS LAKE.

EAST BOUND. 7

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.			Capacity of Side Tracks.		TIME TABLE No. 22.		Distance from Cass Lake.		Water, Coal, Wye, Turn, Table, Scales, and Crossings.		EAST BOUND.		
613	415	413			35	33	Passing Tracks.	Other Tracks.	Distance from Duluth.	IN EFFECT JANUARY 17, 1909.	STATIONS	Distance from Cass Lake.				FIRST CLASS.	SECOND CLASS.	THIRD CLASS.
Local Freight.	Time Freight.	Time Freight.			Passenger.	Passenger.												
Leave Daily Ex. Sunday.	Leave Daily	Leave Daily			Leave Daily.	Leave Daily.												
7.30Am	4.42Am	5.40Am			12.24Am	12.08Pm	68	154	92.1	DN-R.....	SWAN RIVER.....WA	72.7	WCY	3.19Pm	4.13Am			11.00Am
								40	97.1	.....	5.0							
f 8.15	5.12	6.05			f 12.37	12.18	93		98.1	.....	1.0							
f 8.40	5.34	6.30			f 12.50	12.29	93	15	104.1	.....	6.0			3.06	4.00			10.35
9.05 11.00 612	6.00	6.58			1.08	12.45	93	133	111.6	DN.....	7.5			2.56	3.49			10.15
11.50	6.16	7.15			1.19	12.55	93	54	116.4	D.....	4.8		W	2.41	3.35			612 9.45
f 12.01Pm					1.23	12.59		14	118.7	.....	2.3			2.28	3.24			9.00
					1.28	1.03		27	120.8	.....	2.1			2.23	3.19			f 8.25
1.10 33 2.10 34	6.50	7.50			1.41	1.15	80	39	125.7	DN.....	4.9		WX	2.09	3.04			413 7.50
								17	130.4	.....	4.7							
f 2.45	7.16	8.15			f 1.56	1.29	94	29	132.5	.....	2.1							415 7.16
f 3.25	7.40	8.40			2.12	1.42	93		139.1	.....	6.6			1.42	2.40			f 6.40
f 4.15	8.04	9.04			2.27	1.56	94		145.8	DN.....	6.7		W	1.26	2.27			6.20
f 4.45	8.30	9.30			2.38	2.13	94		152.9	.....	7.1			1.10	2.15			f 5.42
f 5.10	8.56	9.56			2.49	2.30	93		160.0	.....	7.1			12.57	2.04			f 5.19
5.25Pm	9.15Am	10.15Am			3.00Am	2.45Pm	134	1197	164.8	DN-R.....	4.8		W CYTO	12.45Pm	1.55Am			5.00Am
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily								Leave Daily	Leave Daily			Leave Daily Ex. Sunday
613	415	413			35	33								34	36			612
9.55 7.3	4.33 15.9	4.35 15.8			2.36 25.0	2.37 27.8				Time Over District Average Speed Per Hour.				2.34 28.3	2.18 31.6			6.00 12.1

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Yard limit board at Cass Lake is placed one (1) mile east of depot.

All trains must approach Swan River and Cass Lake under full control, expecting to find switch engines using main track.

Draw bridges over Ball Club River west of Dumas and Mississippi River, west of Ball Club.

All trains will register at Swan River and Cass Lake.

West bound extras will take siding for east bound extras at meeting point.

Santiago is a flag station for trains 33, 34 and 35.

THIRD CLASS		FIRST CLASS		113	Distance From Main Line To Branch	TIME TABLE No. 22 IN EFFECT JANUARY 17, 1900.		Distance From Main Line To Branch	114	FIRST CLASS		THIRD CLASS	
617	311					STATIONS						312	618
Local Freight	Local Freight			Passenger					Passenger			Local Freight	Local Freight
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday					Leave Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
11:00a				7:00a	170	D. R. VIRGINIA	VA	11:7	WTZ	8:00a			11:00a
						0.1	D. R. L. & W. RY. CROSSING	21.2					
11:45				7:08		0.2	IRONDALE	47.7	1	7:45			10:30
11:55				7:12	47	0.4	CARDIFF	48.2	1	7:41			10:38
11:58				7:14	59	0.5	KENNESAW	49.8	2	7:40			10:30
						0.7	EAST JUNCTION	43.4	Y				
12:00a				7:17		0.8	WEST JUNCTION	44.0	Y	7:38			10:18
12:10				7:20	74	10.4	LECKLOW	45.3	W	7:22			10:05
12:20				7:25	88	13.0	BURNS	50.9		7:25			10:00
12:30				7:30		14.5	FLANDERS	57.1		7:10			9:55
12:35				7:44	91	15.2	CHISHOLM	58.5	W	7:12			9:50
						17.1	D. M. & K. RY. CROSSING	54.0					
1:10				7:57	100	16.8	EMERY YARD	59.1	Y	7:00			9:30
						20.3	D. M. & K. RY. CROSSING	70.3					
1:15a				8:01a	90.7	21.1	MITCHELL	71.4		8:10a			9:20a
TRAINS BETWEEN MITCHELL AND HIBBING WILL BE GOVERNED BY D. M. & K. RY. TIME TABLE.													
8:00a	1:00a			8:10a	100	21.1	D. R. HIBBING	80.7		8:10a		8:10a	8:10a
	1:07					23.4	AGNEW JUNCTION	87.9		8:08			
8:45	1:30a			8:20	76	100	25 KENNESAW	87.9	W	8:07		8:00a	7:35
8:50				8:25	88	25	LEIGHTON	89.9	W	8:05			7:32
8:55				8:37	94	24.7	STUART	97.4		8:20			7:38
9:15				8:45	98	27.1	D. R. NEPAL	98.8	W	8:15			7:44
9:28				8:54	101	42.7	SCHEPPOLD	9.9		8:08			7:30
9:45				9:00	79	43.5	GOODLAND	0.3		8:57			7:20
9:50a				9:10a	60	104	31.7 SWAN RIVER	WA	MCV	8:40a		8:00a	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday					Leave Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
617	311			113					114			312	618
1:20	1:20			2:12					2:14			2:12	2:12
1:2	1:2			2:4					2:2			2:4	2:4

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Yard track bound, Nashua, is placed one mile east of depot.

Yard track bound, Swan River, are placed one (1) mile from R. R. Crossing in each direction.

42 miles will require at Swan River, Illa, Virginia, Brookston, Kelly Lake, Flanders, Nashua and Hibbing.

Switches on way at East Junction and West Junction will be kept set for Swan River-Virginia Line.

All trains must approach Swan River, Kelly Lake, Agnew Junction, Hibbing, Emery Yard, Chisholm, Flanders, Brookston, Illa, Virginia and all crossing points under full control, expecting to find switch engines using main track.

No. 618 has right over No. 617 Swan River to Virginia. West bound extra will take siding for east bound extra at meeting points.

Distance from West Junction to Illa depot 5.0 miles and from East Junction to Illa depot 0.8 miles.

WEST BOUND.

THIRD DISTRICT—MESABI DIVISION—BROOKSTON AND ELLIS.

EAST BOUND. 9

										Capacity of Side Tracks				TIME TABLE No. 22. IN EFFECT JANUARY 17, 1909.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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WEST BOUND.

THIRD DISTRICT—MESABI DIVISION—CASCO LINE.

EAST BOUND.

										Capacity of Side Tracks		TIME TABLE No. 22.								
										Passing Tracks.	Other Tracks.	Distance From Fermoy.	IN EFFECT JANUARY 17, 1909.		Distance From Kelly Lake.	Water, Coal, Wye, Turn Table, Scales, and Crossings.				
													STATIONS							
										113			R.....FERMOY.....FY	24.7						
											5.4		CASCO.....CO	19.3	W					
										113	12.3		ONEGA.....OG	12.4						
										113	19.1		RILEY.....RY	5.6						
										76	1509	24.7	DN-R.....KELLY LAKE.....KY		WCYO					

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.
All trains will register at Brookston, Fermo, Ellis and Kelly Lake.

EAST BOUND.

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

All trains will register at Flanders, Kelly Lake and Nashwauk.

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS, AND CABOOSSES.

11

STATIONS.	Ruling Grade	Class F 4-1095-1099 " F 5-1100-1109 " F 6-1110-1129 " F 7-1130-1139 " F 8-1140-1199 " F 9-1300-1324				Class J 1-1500-1548 " J 2-1550-1649 " J 3-1549				Class F 3-701 " G 2-700-719 " G 3-720-769 " G 4-770-779				Class F 1-500-565 " F 2-595-599				Class D 5-450-476				Class D 4-400-426				Class D 1-360 " D 2-300-359 " D 3-297				Class B 20-197-206 " B 21-207-225 " B 22-226-230			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Superior to Sandstone.....	.4	2225	2000	1775	1675	1925	1700	1475	1375	1700	1525	1350	1275	1425	1275	1150	1075	1400	1250	1125	1050	1300	1175	1050	1000	1150	1025	925	875	950	850	750	725
Sandstone to Minneapolis Jct.....	.4	3125	2800	2500	2350	2825	2500	2200	2050	2500	2250	2000	1875	1725	1550	1375	1300	1700	1525	1350	1275	1650	1475	1325	1250	1450	1300	1150	1075	1100	1000	875	825
Minneapolis Jct. to Sandstone.....	.4	3125	2800	2500	2350	2825	2500	2200	2050	2500	2250	2000	1875	1725	1550	1375	1300	1700	1525	1350	1275	1650	1475	1325	1250	1450	1300	1150	1075	1100	1000	875	825
Sandstone to Superior.....	.4	2875	2600	2300	2150	2375	2300	2000	1850	2300	2075	1850	1725	1725	1550	1375	1300	1650	1475	1325	1250	1650	1475	1325	1250	1450	1300	1150	1075	1100	1000	875	825
Superior to Cloquet.....	.4	2125	1900	1700	1600	1825	1600	1400	1300	1700	1525	1350	1275	1350	1225	1075	1000	1325	1200	1050	1000	1225	1100	925	850	1075	975	850	800	650	775	675	650
Cloquet to Cass Lake.....	.4	2675	2400	2150	2000	2375	2100	1850	1700	2300	2075	1850	1725	1725	1550	1375	1300	1700	1525	1350	1275	1650	1475	1325	1250	1450	1300	1150	1075	1100	1000	875	825
Cass Lake to Superior.....	.4	3125	2800	2500	2350	2825	2500	2200	2050	2500	2250	2000	1875	1925	1725	1550	1450	1850	1675	1475	1400	1800	1625	1450	1350	1550	1400	1250	1175	1200	1075	950	900
Kelly Lake to Ellis Ore Service.....	.4	3055	2755	2430	2240	3055	2755	2430	2240	2430	2180	1930	1805	1865	1665	1485	1355	1790	1615	1440	1365	1690	1515	1365	1265	1490	1340	1190	1115	1140	1040	915	765
Ellis to Brookston Ore Service.....	.3	3845	3505	3180	3030	3845	3505	3180	3030	3215	2970	2720	2595	2650	2445	2270	2145	2180	2020	1765	1640	2100	1890	1700	1585	1890	1765	1585	1390	1500	1390	1260	1135
Brookston to Allouez Ore Service.....	.1	4725	4425	4100	3910	4725	4425	4100	3910	4100	3850	3600	3475	3535	3335	3155	3025	2390	2180	2000	1890	2330	2130	1950	1830	2080	1890	1765	1700	1700	1575	1450	1385
Allouez to Ellis Ore Service.....	.6	1500	-----	-----	-----	1500	-----	-----	-----	1500	-----	-----	-----	1300	-----	-----	-----	1100	-----	-----	-----	1100	-----	-----	-----	1000	-----	-----	-----	900	-----	-----	-----
Swan River to Virginia.....	1.7	1300	1175	1050	975	1300	1175	1050	975	1000	900	800	750	800	725	650	600	750	675	600	550	600	550	475	450	500	450	400	375	400	350	325	300
Virginia to Swan River.....	1.0	2000	1800	1600	1500	2000	1800	1600	1500	1500	1350	1200	1125	1200	1075	950	900	1175	1050	950	875	1050	950	850	800	950	850	750	725	600	550	475	475

WEATHER RATING (1—When temperature is 25 degrees above zero or over.
2—Very frosty or wet. 5 to 25 above zero.
3—Five degrees above to 10 below zero.
4—Ten below zero and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.
The following will govern when handling empty cars: With ten or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

Average Weights of Empty Cars will be estimated as follows when not marked:

Box Cars, 28 to 30 foot.....	11 Tons
Box Cars, 33 foot.....	12 Tons
Box Cars, 34 foot.....	12 Tons
Box Cars, 36 foot.....	13 Tons
Box Cars, 40 foot.....	16 Tons
Refrigerators.....	17 Tons
Furniture, 30 to 40 foot.....	20 Tons
Furniture, 40 to 50 foot.....	17 Tons
Cabooses, 8 wheel.....	19 Tons
Cabooses, 4 wheel.....	17 Tons
Flat Cars, 28 to 30 foot.....	10 Tons
Flat Cars, 33 and 34 foot.....	9 Tons
Flat Cars, 40 foot.....	11 Tons
Flat Cars, 40 foot.....	12 Tons

Coal Cars.....	12 Tons
Gondola Cars.....	13 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	12 Tons
Steam Wreckers.....	75 Tons
Engine Tank, (empty).....	30 Tons
Standard Engine and Tank.....	81 Tons
Small Mogul Engine and Tank.....	102 Tons
Large Mogul Engine and Tank.....	108 Tons
Consolidation Engine and Tank.....	111 Tons
Mail.....	25 Tons
Baggage.....	30 Tons
Coaches, 8 wheel.....	30 Tons
Coaches, 12 wheel.....	35 Tons
Dining Cars.....	40 Tons
Sleeping Cars.....	41 Tons
Ore Cars—Wood 12—Steel.....	15 Tons

Yardmasters will at all times make up trains in accordance with the above instructions.

SPECIAL RULES.

West Bound Trains are superior to East Bound Trains of the same Class.

1. All span bridges must be carefully approached and run over at reduced speed.
2. Extra trains may run ahead of Third Class Trains without orders.
3. On double tracks all trains will take right hand track, except as provided for in special rules or orders, or when necessary to cross over to do work at stations.
4. Empty flat and coal cars must be hauled behind all loaded cars and empty box, stock and refrigerator cars.
5. Cars must not be left on passing tracks without authority from superintendent.
6. Clocks regulated to Standard time located at Dispatcher's office, Superior, at Cass Lake, Sandstone, Dispatcher's office, Kelly Lake and Scale House Allouez.
7. Conductors must not allow passengers to ride on any freight train, except Nos. 311, 312, 507, 508, 617, 618 and Nos. 612 and 613 west of Swan River, without special permit from superintendent.
8. When engines of freight trains having thirty or more cars are obliged to take water, train will stop before reaching tank. Brakeman will cut train between first car and engine, allowing engine to go to tank.
9. Yard limits must not be entered by trains except under full control, and within limits passenger trains or light engines will not exceed a speed of fifteen miles per hour, and freight or work trains a speed of ten except per schedule.
10. East bound freights will not exceed 25 miles per hour; East bound ore trains 20 miles per hour, and West bound ore and freight trains 30 miles per hour.
11. Operators must block trains ten minutes apart, except between Brookston and Allouez, by turning train order board immediately after rear of train has passed same three hundred feet.
12. Car capacity of side tracks does not include house and industry tracks and is based on forty feet per car. No allowance for engine and caboose.
13. Railroad crossings not protected by interlocking apparatus located at; 2.4 miles west of Chisholm, (D. M. & N. Ry.). 0.7 mile west of Cardiff, (M. S. Railway). Swan River. Deer River, (M. & R. R. Ry.). 1.8 miles east of Malden (M. S. Ry.). Virginia (D. R. L. & W. Ry.).
14. In crossing N. P. railway at Central Ave., State Line Tower, Carlton, Hinckley and Coon Creek Junction; The D. M. & N. Ry. at Gratwick and Emmert; The C. St. P. M. & O. Ry. at Allouez, trains will be governed by home and distant signals of interlocking apparatus. When distant signal is in horizontal position or shows yellow light, trains may pass it, but must be prepared to stop before reaching home signal. When home signal is in a horizontal position, or shows a red light, no train must pass it. When both distant and home signals are in an inclined position or show green light, trains may proceed without stopping. Speed limit over crossings will be twenty miles per hour for passenger trains, and ten miles per hour for freight trains. See book of rules governing interlocking plants.
15. Reference marks: S—regular stop; F—stop on signal; D—day telegraph office; N—night telegraph office; W—water; C—coal; O—scales; T—turn-table; Y—Wye; X—railway crossings; R—registering station.

TIME INSPECTORS

St. Paul.....	A. L. Haman	Superior.....	C. A. Swanson & Co.
Sandstone.....	J. A. Anderson	Cass Lake.....	H. F. Gamenthaler.
	Hibbing.....		F. A. Klass.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg. Cor. 5th and Wabasha Sts., St. Paul.
Dr. J. W. Chamberlain, Ophthalmic Surgeon, Lowry Arcade, St. Paul Minn.

Duluth.....	Dr. W. H. Magie.	Hibbing.....	Dr. B. S. Adams.
Superior.....	Dr. J. C. Adams.	Buhl.....	Dr. A. W. Shaw.
Superior.....	Dr. F. C. Sarazin.	Virginia.....	Dr. C. B. Lenont.
Sandstone.....	Dr. D. W. Cowan.	Minneapolis.....	Dr. R. J. Hill.
Hinckley.....	Dr. E. L. Stevens.	Minneapolis.....	Dr. Gustav Schwyzer.
Carlton.....	Dr. O. S. Watkins.	Minneapolis.....	Dr. L. A. Nippert.
Cloquet.....	Dr. Alexander Barclay.	Minneapolis.....	Dr. W. H. Aurand.
Grand Rapids.....	Dr. Thomas Russell.	St. Anthony Park.....	Dr. C. M. Cannon.
Cass Lake.....	Dr. Geo. C. Gilbert.		

TRICK DISPATCHERS.

F. S. Smith.	C. O. Bradshaw.
A. P. Sweetnam.	E. J. McMahon.

SPUR TRACKS BETWEEN STATIONS.

NAME.	LOCATION.	OPENS.	LENGTH.	CAR CAPACITY
Stanchfield.....	2.5 miles east of Grandy.....	West.	352 ft.	5
Duquette.....	2.4 miles east of Kerrick.....	West.	743 ft.	14
Santiago.....	1.1 miles East of Cuba.....	East.		
Dumas.....	4.7 miles west of Deer River.....	East.	813 ft.	17
Erickson.....	2.0 miles west of Deer River.....	East.	800 ft.	16
Churchill's.....	1.6 miles east of Deer River.....	East.	761 ft.	15
Weller's.....	4.9 miles east of Deer River.....	East.	1286 ft.	13
Dunn and Marcia.....	.3 mile east of Cohasset.....	East.		25
Moore and McCarty.....	.8 mile east of Cohasset.....	East.	352 ft.	5
Kings.....	2.3 miles east of Grand Rapids.....	East.	500 ft.	9
Feeley's.....	5.0 miles west of Swan River.....	East.	1735 ft.	39
Flint Pit.....	1.7 miles east of Brookston.....	West.	4000 ft.	96
Lindsay Pit.....	2.2 miles west of Carlton.....	East.	4470 ft.	108
Bruce.....	3.2 miles east of Swan River.....	West.	1110 ft.	24
Forest Mine.....	.8 mile east of Moore.....	East.	12739 ft.	314
Letonia Mine.....	1.4 miles east of Kelly Lake.....	East.	8641 ft.	212
Winifred Mine.....	1.1 miles east of Hibbing.....	West.	4695 ft.	113
Laura Mine.....	1.2 miles east of Hibbing.....	East.	2394 ft.	56
Longyear and Albany.....	1.8 miles east of Hibbing.....	East.	8717 ft.	214
Morrow Mine.....	2.0 miles east of Hibbing.....	West.	6974 ft.	170
Leonard Mine.....	.6 mile west of Chisholm.....	East.	2737 ft.	64
Jordan Mine.....	1.0 miles east of Chisholm.....	West.	7787 ft.	190
Croton Mine.....	2.1 miles west of Buhl.....	East.	8173 ft.	200
Frantz Mine.....	.5 mile east of Buhl.....	East.	3339 ft.	79
Kinney and Yates.....	3.0 miles east of Buhl.....	East.	16579 ft.	410
Brunt and Wacootah.....	3.6 miles west of Virginia.....	West.	2526 ft.	630
Iroquois Mine.....	3.7 miles west of Virginia.....	West.	680 ft.	13
Para Spur.....	1.0 mile east of Para.....	West.	576 ft.	10
Stansbury.....	2.9 miles east of Baden.....	East.	390 ft.	6
Miles.....	1.1 miles east of Arlberg.....	East.	350 ft.	5
Mill Post 61.....	2.1 miles east of Arlberg.....	East.	468 ft.	8

E. F. Bailey, Asst. Chief Dispatcher.
W. H. Seidel, Asst. Chief Dispatcher.
J. H. Hicken, Chief Dispatcher.
J. M. Rooney, Train Master.
E. L. Gilboy, Asst. Superintendent.