

GREAT NORTHERN RAILWAY LINE

SUPERIOR AND MESABI DIVISIONS.

TIME TABLE NO. 5

To Take Effect at 12:00 o'clock noon, Central Time.

Sunday, May 29th, 1904.

DESTROY ALL TIME TABLES OF PREVIOUS DATE WHEN THIS TAKES EFFECT. Rule No. 5.

General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in Possession of each Employe in Train Service while on Duty. Rules A and B. This Time Table is in no case intended for the information of the public, or as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of Employes only. Rule 4.

J. M. DAVIS.
Superintendent.

D. M. PHILBIN.
Assistant General Superintendent.

GEORGE T. SLADE.
General Superintendent.

F. E. WARD.
General Manager.

SUPERIOR DIVISION. DULUTH TO COON CREEK JUNCTION.

STATIONS		TRAINS GOING WEST.																Telegraph Office	Distance from Duluth	Coal and Water Stations.	STATIONS									
		Third Class		Third Class		Third Class		Third Class		Second Class		Second Class		First Class		First Class							First Class		First Class					
		No. 233		No. 273		No. 249		No. 251		No. 219		No. 223		No. 15		No. 25							No. 13		No. 29		No. 17		No. 19	
		Way Freight		Local Freight		Local Freight		Local Freight		Time Freight		Time Freight		Passenger		Passenger							Passenger		Passenger		Passenger		Passenger	
		Except Sunday		Except Sunday		Except Sunday		Except Sunday		Except Sunday		Daily		Except Sunday		Daily		Daily		Except Sunday		Daily		Daily						
Duluth 2.20														2 20 PM De		8:15 PM De		8 45 AM De		6 20 AM de		11 15 PM De		3 45 PM De		D N		Duluth 2.20		
Bridge Switch														2 25		8:20		8 50		6 25		11 20		3 50		2.20		Bridge Switch		
Superior, U. S.														s 2 38		s 8:35		s 9 03		s 6 37		s 11 35		s 4 01		D		Superior, U. S.		
Double Track Superior, 25th St. 3.05														2 41		8 40		9 06		6 40		11 40		4 04		D N		Double Track Superior, 25th St. 3.05		
Central Ave. 3.10														s 2 48		s 8:50		f 9 13		f 6 50		s 11 55		4 11		D		Central Ave. 3.10		
Saunders 1.89														f 2 52		8:55		9 16		6 54		s 12 01 AM		4 14		D		Saunders 1.89		
Boylston 3.15														f 3 00 PM Ar		s 9.02 PM Ar		9 21 AM Ar		6 59		f 12 08		4 19		D N		Boylston 3.15		
Dedham 5.12																				s 7 10		s 12 23		4 27		D		Dedham 5.12		
Foxboro 6.18																				s 7 21		s 12 40		4 36 Mt 252		D		Foxboro 6.18		
Holyoke 5.32																				f 7 31		s 12 56		4 44		D		Holyoke 5.32		
Nickerson 6.75																				s 7 46		s 1 20		s 4 54		D N		Nickerson 6.75		
Kerrick 6.45																				f 7 58		s 1 36		5 04		D		Kerrick 6.45		
Bruno 5.73																				f 8 09		s 1 50 Mt 224		5 13		D		Bruno 5.73		
Partridge 8.39																				f 8 23		s 2 15		5 25		D		Partridge 8.39		
Sandstone 6.05																				s 8 40		s 2 35		s 5 38		D N		Sandstone 6.05		
Double Track Hinckley 8.63																				s 9 00		s 2 55 Mt 18		s 5 51		D		Double Track Hinckley 8.63		
Brook Park 8.60																				9 15 AM Ar		s 3 13		s 6 03		D N		Brook Park 8.60		
Cornell 5.24																						s 3 25		6 11				Cornell 5.24		
Graston 5.57																						s 3 38		f 6 20		D		Graston 5.57		
Braham 5.30																						s 3 50		s 6 29		D N		Braham 5.30		
Grandy 5.85																						s 4 02		s 6 39		D		Grandy 5.85		
Cambridge 4.96																						s 4 15		s 6 50		D N		Cambridge 4.96		
Isanti 5.64																						s 4 27		s 7 00		D		Isanti 5.64		
Bethel 6.02																						s 4 42		s 7 10		D		Bethel 6.02		
Cedar 6.11																						f 4 56		7 20				Cedar 6.11		
Andover 5.96																						f 5 10		7 29				Andover 5.96		
Coon Creek Jct. 5.73																						s 5 25 AM Ar		s 7 37 PM Ar		D N		Coon Creek Jct. 5.73		
Minneapolis 12.59																						s 5 55		8 05				Minneapolis 12.59		
Como 7.41																						s 6 05						Como 7.41		
St. Paul 3.03																						6 36 AM Ar		8 30 PM Ar				St. Paul 3.03		
		No. 233		No. 273		No. 249		No. 251		No. 219		No. 223		No. 15		No. 25		No. 13		No. 29		No. 17		No. 19						
D. S. & W. T. Co.																										D. S. & W. T. Co.				
Allouez 5.00																										CW		Allouez 5.00		
Saunders																										D. N.		Saunders		

SPECIAL RULES.

WEST BOUND TRAINS HAVE RIGHT OF TRACK OVER EAST BOUND TRAINS OF THE SAME OR INFERIOR CLASS. See Rule 43

Yard limit extends from Superior to 1 mile west of Saunders' depot.

Switch at west end of passenger track, near Twenty-fifth St., Superior, is kept set for passenger trains.

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

All *Span Bridges* must be carefully approached and run over at reduced speed. First-class trains will not cross Nemadji Bridge at greater speed than 30 miles per hour, and other trains at more than 15 miles per hour. Air must in all cases be released before reaching this bridge and not kept set while crossing.

On the Terminals Division and Duluth & Superior Short Line, Superior Division Trains will be governed by the Time Tables and Rules of these Companies respectively. RULE F.

Switch at end of double track at Boylston will be kept set for Mesabi Division trains.

Double track extends from Superior to Boylston and from Hinckley to Brook Park.

J. H. HICKEN, ASST. CHIEF DISPATCHER.

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

All west-bound trains will register at Superior, Boylston, Sandstone, Hinckley Tower, Brook Park and Coon Creek Junction.

All east-bound trains will register at Coon Creek Junction, Brook Park, Sandstone, Boylston and Superior.

First class trains in either direction will register at Boylston and Hinckley Tower, and No. 19 at Brook Park by time ticket. (Form 1115).

On double track all trains will take left hand track, except as provided for in special rules or orders, or when necessary to cross over to do work at stations.

Switch at end of double track at Hinckley will be kept set for west bound trains.

Switch at end of double track at Brook Park will be kept set for east bound Superior Division trains.

D. McNAB, CHIEF TRAIN DISPATCHER.

SUPERIOR DIVISION

DULUTH TO COON CREEK JUNCTION.

TRAINS GOING EAST.

STATIONS	Track Scales, Turn Tables & R R Cross	Car Capacity of Sidings and Spurs	Distance From St. Paul.	Telegraph Call													STATIONS
					First Class	First Class	First Class	First Class	First Class	First Class	Second Class	Third Class	Third Class	Third Class	Third Class		
					No. 20	No. 18	No. 30	No. 14	No. 26	No. 16	No. 224	No. 250	No. 252	No. 234	No. 274		
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Local Freight	Local Freight	Way Freight	Local Freight		
Duluth.....	O T		159.92	D U	2 00 PM Ar	6 10 AM Ar	9 25 PM Ar	6 30 PM Ar	7 10 AM Ar	12 20 PM Ar							Duluth.....
Bridge Switch.....			157.72		1 55	6 03	9 20	6 25	7 05	12 15							Bridge Switch.....
Superior, U S.....			155.90	B Y	s 1 41	s 5 50	s 9 08	s 6 12	s 6 52	s 12 02 pm							Superior, U. S. ...
Superior 25th St.....	O T		154.67	W S	1 35	5 40	8 57	6 05	6 44	11 54	4 30 AM Ar		6 00 PM Ar		7 45 PM Ar		Superior, 25th St
Central Avenue.....	X		1151.67	S U	1 28	s 5 32	f 8 47	f 5 58	s 6 35	s 11 45	4 10		s 5 35		f 7 25		Central Avenue...
Saunders.....			200 149.78	B	1 25	s 5 26	8 43	f 5 55	6 32	f 11 41	4 02		s 5 25		7 15		Saunders.....
Boylston.....			146.63	J	1 20	s 5 18	8 38	f 5 50 PM De	s 6 25 AM De	f 11 35 AM De	3 55		s 5 15		7 05 PM De		Boylston.....
Dedham.....			105 141.51	D M	1 10	s 5 07	s 8 28				3 40		s 5 00				Dedham.....
Foxboro.....			147 135.33	B O	f 1 00	s 4 53	s 8 17				3 20		s 4 36 Mt 19				Foxboro.....
Holyoke.....			70 130.01	H Y	12 49	s 4 42	f 8 06				3 00		s 3 55				Holyoke.....
Nickerson.....			227 123.26	N S	s 12 39	s 4 30	s 7 54				2 35		s 3 30				Nickerson.....
Kerrick.....			76 116.81	K	12 28	s 4 13	f 7 41				2 10		s 3 00				Kerrick.....
Bruno.....			157 111.08	U N	12 19	s 3 58	f 7 30				s 1 50 Mt 17		s 2 35				Bruno.....
Partridge.....			82 102.69	R D	12 05 PM	s 3 36	s 7 13				1 10		s 2 00				Partridge.....
Sandstone.....	O T		700 96.64	O N	s 11 55	s 3 20	s 7 00				12 35 Mt 223	s 3 00 PM Ar	1 20 PM De	6 35 PM Ar			Sandstone.....
Hinckley.....	X		85 88.01	H	s 11 41	s 2 55 Mt 17	s 6 40				12 15 AM	s 2 25		s 6 10			Hinckley.....
Brook Park.....			72 79.41	B K	s 11 30	s 2 30	s 6 25 PM de				11 40	s 1 55		s 5 45 PM De			Brook Park.....
Cornell.....			74 74.17	C N	11 21	f 2 17 Mt 223					10 55	f 1 30					Cornell.....
Grassston.....			112 68.60	S A	s 11 12	s 2 05					10 35	s 1 10					Grassston.....
Braham.....			142 63.30	R A	s 11 03 Mt 249	s 1 53					10 20	s 12 45					Braham.....
Grandy.....			84 57.45	S D	s 10 52	s 1 40					10 02	s 12 10 PM	s 12 40				Grandy.....
Cambridge.....			150 52.49	C A	s 10 44	s 1 30					9 47	s 11 35					Cambridge.....
Isanti.....			131 46.85	I S	s 10 34 PM	s 1 14					9 32	s 10 34 PM	s 10 20 PM				Isanti.....
Bethel.....			130 40.83	B E	s 10 25	s 1 00					9 15	s 9 30					Bethel.....
Cedar.....			81 34.72	C D	10 16	f 12 45					8 55	f 8 47					Cedar.....
Andover.....			81 28.76	D O	10 08	f 12 32					8 40	f 8 23					Andover.....
Coon Creek Jct.....	X		69 23.03	C K	s 10 00 AM De	s 12 20 AM De					8 20 PM De	s 8 00 AM De					Coon Creek Jct.....
Minneapolis.....			10.44		9 30	11 47											Minneapolis.....
Como.....			3.03								6 30 PM De	6 00 AM De					Como.....
St. Paul.....			0.00		9 00 AM De	11 10 PM De	Except Sunday	Daily	Daily	Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday		St. Paul.....
					No. 20	No. 18	No. 30	No. 14	No. 26	No. 16	No. 224	No. 250	No. 252	No. 234	No. 274		
D. S. & W. T. Co.																	
Alouez.....	O X			B J													Alouez.....
Saunders.....	X			B													Saunders.....
D. S. & W. T. Co.																	

Stanchfield, between Braham and Grandy is flag station for Nos. 17 and 18.

When on time No. 30 will transfer passengers for No. 25 and 26 will transfer for No. 29 at Central avenue. When late, if connection can be made at Boylston, transfer will be made there.

BOYLSTON TO CASS LAKE.

MESABI DIVISION.

TRAINS GOING WEST.

TRAINS GOING EAST.

Third Class	Third Class	Second Class	First Class	First Class	First Class	Telegraph Offices	Distance from DULUTH	Coal and Water Stations	STATIONS	Tk scales, in tables wyes & RR crossings	Car Capacity of Sidings and Spurs	Telegraph Calls	First Class	First Class	First Class	Third Class
No. 273	No. 253	No. 219	No. 15	No. 25	No. 13								No. 14	No. 26	No. 16	No. 274
Local Freight	Local Freight	Time Freight	Passenger	Passenger	Passenger								Passenger	Passenger	Passenger	Local Freight
Except Sunday	Except Sunday	Except Sunday	Except Sunday	Daily	Daily											
8 40 AM de		9 28 PM de	f 3 00 PM de	s 9 02 PM de	9 21 AM de	DN	13.29		Boylston	5.90	None	J	f 5 50 PM Ar	s 6 25 AM Ar	f 11 35 AM Ar	f 7 05 PM Ar
f 9 00		9 45	f 3 10	9 12	9 31		19.19		Dewey	2.80	None		5 39	6 10	f 11 24	f 6 45
f 9 25		10 15	f 3 15	s 9 20	9 36	DN	21.99	W	State Line	4.48	X	None	S	5 34	f 6 02	f 6 35
f 9 55		10 40	f 3 24	9 35	9 46	DN	28.59		Hansen	3.45		70	U	5 24	11 08	f 6 15
f 10 15		10 55	f 3 32	9 45	9 54	DN	32.04		Wrenshall	2.67	None	WR	5 16	5 40	f 11 01	s 5 55
s 10 48		11 05	s 3 37	s 9 52	s 9 59	DN	34.71	W	Carlton	3.58	X	81	A	s 5 11	s 5 35	s 10 56
f 11 05			s 3 46	s 10 01	s 10 07	D			Scanlon	2.56			S	5 02	s 5 26	s 10 47
s 11 50		11 35	s 3 54	s 10 10	s 10 16	D	41.15		Cloquet	1.18	O	182	KN	s 4 56	s 5 20	s 10 41
12 01 PM		11 50	3 57	10 13	10 18	DN	42.33	W	North End	3.67	None	HN	4 51	5 13	10 36	f 4 30
f 12 20			f 4 05				46.00		Nagomab	3.14	None	NA			f 10 31	f 4 15
12 30		12 10 AM	4 10	10 24	10 30		49.14		Draco	2.86			75	4 39	5 00	10 25
f 12 45		12 20	f 4 15	f 10 30	10 35	D	52.00		Brevator	5.71		25	BV	4 34	f 4 55	f 10 20
s 1 20		12 40	s 4 28	s 10 45	s 10 45	DN	57.71	CW	Brookston	6.50	Y	75	X	s 4 24	s 4 45	s 10 10
f 1 45		1 00	4 40	10 55	10 55		64.21		Congo	1.43		69	CT	4 11	4 30	9 55
			f 4 43	f 10 58			65.60		Panpores Siding	4.54		19		f 4 27	f 9 52	
s 2 15 Mt 274		1 17	f 4 51	f 11 04	11 04		70.18		Gowan	5.35		142	GW	4 01	f 4 20	f 9 45
{ 2 50 Mt 14		1 35	s 5 02	s 11 14	s 11 14	DN	75.53	W	Floodwood	6.08		238	OD	s 8 50 Mt 278	s 4 10	s 9 35
f 4 10		1 55	f 5 14	11 25	11 25		81.61		Island	6.71		14	DX	3 39	3 58	f 9 25
f 4 35		2 15	f 5 27	11 39	11 39		88.32		Wawina	3.74		69	WI	3 25	3 45	f 9 14
5 00 PM Ar	7 30 AM De	{ 2 30 Mt 26	s 5 35 PM Ar	s 11 46	s 11 46 Mt 274	DN	92.06	CW	Swan River	5.00	X Y	261	WA	s 3 19	s 8 88 Mt 219	9 07 AM De
		{ 8 38		f 11 54	s 11 54		97.06		Feeley's Spur	1.00		28		s 3 11	f 3 27	
				11 56	11 56		98.06		Verna	6.06		69		3 09	3 25	f 10 53
		4 00		f 12 05 AM	f 12 05 PM		104.12		Blackberry	7.45		69		f 2 59	f 3 12	f 10 30
		4 25		s 12 25	s 12 25	DN	111.57	W	Grand Rapids	4.80		138	GR	s 2 48	s 2 58	s 10 00 Mt 258
		5 00		f 12 35	s 12 35	D	116.38		Cohasset	2.38		33	CH	s 2 36	f 2 47	s 9 10
		5 25		12 40	12 40		118.76		Hull	2.07		70		2 32	2 42	f 8 55
		5 35		12 45	f 12 45		120.83		Weller's Spur	4.84		13				
		6 15		s 12 58	s 12 58	DN	125.67	W	Deer River	4.70	X	121	RI	s 2 20	s 2 30	s 8 25
							130.37		Dumas	2.13		17				
		6 55		f 1 10	f 1 08		132.50		Ball Club	6.63		90		f 2 07	f 2 10	s 7 37
		7 17 Mt 274		1 24	1 20		139.13		Nashka	7.20		70		1 35 Mt 258	1 57	f 7 17 Mt 210
		7 45		s 1 45 Mt 26	s 1 40 Mt 14	DN	145.76	W	Bena	7.01		112	BA	s 1 40 Mt 13	s 1 45 Mt 25	s 6 45
		8 10		1 56	f 1 53		152.96		Schley	4.88		68		f 1 25	1 34	f 6 20
		8 35		2 06	2 05		159.97		Cuba			69		1 14	1 23	f 6 00
		9 00 AM Ar		2 15 AM Ar	2 15 PM Ar	DN	164.85	CW	Cass Lake		O T Y	CS	1 05 PM De	1 15 AM De		5 45 AM De
No. 273	No. 253	No. 219	No. 15	No. 25	No. 13								No. 14	No. 26	No. 16	No. 274
													Daily	Daily	Except Sunday	Except Sunday

SPECIAL RULES.

WEST BOUND TRAINS HAVE RIGHT OF TRACK OVER EAST BOUND TRAINS OF SAME OR INFERIOR CLASS. See Rule 43.

Yard limits, Cloquet, extend 2000 ft. west of North End water tank to one and one-half mile east of Cloquet passenger depot. Yard limits Brookston extend one mile each direction from depot. Yard limits Cass Lake, extend one mile east of depot.

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

Double track extends from Boylston to State Line Tower, and Wrenshall to Brookston.

Switches at end of double track on Mesabi Division will be set for East bound trains.

On double track all trains will take left hand track, except as provided for in Special Rules, or orders; or when necessary to cross over to do work at stations.

Trains 13, 15 and 25 will use east-bound track between State Line and State Line Tower.

Extra trains have running rights on double track between Boylston and State Line Tower without train orders. Work trains doing work within said limits must procure proper orders.

All East-bound Trains will register at Cass Lake, Swan River, Brookston, State Line Tower and Boylston.

All West-bound Trains will register at State Line Tower, Wrenshall, Brookston, Swan River and Cass Lake.

All first class trains will register by time ticket (form 1115) at Boylston, State Line Tower, and Wrenshall and all west-bound schedule freight and extra trains will register by time ticket (form 1115) at Boylston and Wrenshall.

West bound extras will take siding for east bound extras at meeting points:

Drawbridges over Ball Club River, west of Dumas, and Mississippi River, west of Ball Club.

Passenger trains will reduce speed to 25 miles per hour and freight trains to 8 miles per hour when crossing Bridge No. 8, one mile east of Wrenshall. Air must be released before reaching bridge and not used while passing over same.

J. H. HICKEN, Asst. Chief Dispatcher.

D. McNAB, Chief Train Dispatcher.

MESABI DIVISION.

BROOKSTON TO MISSISSIPPI

TRAINS GOING WEST						STATIONS				Tr'k scales, t'n tables wyea & RR crossings		Car Capacity of Sidings		Telegraph Call		TRAINS GOING EAST			
Thrd Class		First Class		Telegraph Offices	Distances from DULUTH	Coal and Water Stations								First Class		Thrd Class			
No. 275		No. 23												No. 24		No. 276			
Local Freight		Passenger												Passeng		Local Freight			
Except Sunday		Except Sunday																	
				D N	57.71	CW	.....	Brookston	Y	55	X								
				D N	63.11		.....	Arlberg		85	R B								
					68.90		.....	Baden		85	B N								
				D N	73.72	W	.....	Ceylon		85	C Y								
					78.80		.....	Dumblane		85	M B								
					83.82		.....	Permoy		85	F Y								
				D N	89.42	W	.....	Para		85	P A								
					94.78		.....	Malden		85	MA								
					99.21		.....	Saxe		85	S X								
	11 50 AM Do	7 15 AM do		D N	103.79	CW	.....	Ellis	Y	100	A D	7 21 PM Ar	10 15 AM Ar						
	(12 10 PM	f 7 22			107.53	W	.....	Lucknow		30	K O	f 7 14	f 9 55						
	s 12 30	s 7 30		D N	108.90		.....	Buhl		120	B U	s 7 10	s 9 50						
	12 40	7 34			111.72		.....	Flanders				7 04	9 20						
	s 12 50	7 39			113.34	W	.....	Exmore		144		6 59	s 9 10						
	s 1 00	s 7 45		D N	114.32		.....	Chishelm	None	UN	s 6 56		s 8 45						
	s 1 30	s 8 05	Mt 276	D N	117.83		.....	Hibbing	X	102	H D	s 6 40	s 8 30						
	s 1 38	s 8 08		D N	119.59		.....	Agnew Junction	Y		A G	s 6 30	s 7 50						
	s 1 50	f 8 15		D N	121.68	CW	.....	Kelly Lake	Y	110	Ky	s 6 24	s 7 40						
	s 2 10	f 8 23			126.58		.....	Leighton	Y	76	W	f 6 14	s 7 20						
	f 2 25	f 8 29			130.02		.....	Stuart		35		f 6 08	f 7 05						
	f 2 40	f 8 34		D	132.90	W	.....	Bengal		69	S K	f 6 03	s 6 55						
	f 3 00	f 8 45			138.48		.....	Acropolls		33		f 5 52	f 6 35						
	s 3 20	s 8 51			141.26		.....	Goodland		88	G	s 5 47	s 6 20						
	4 00 PM Ar	9 05 AM Ar		D N	147.45	CW	.....	Swan River	X Y	261	WA	5 37 PM Do	6 00 AM Do						
				D	154.45	CW	.....	Mississippi	T	225	G O								
No. 275		No. 23												No. 24		No. 276			
														Except Sunday		Except Sunday			

VIRGINIA BRANCH

Trains Going West				STATIONS	Trucks, tables wyes & RR crossings	Car Capacity of Sidings	Telegraph Call	Trains Going East			
Third Class	First Class	Telegraph Offices	Distance from DULUTH					Coal and Water Stations	First Class	Third Class	
No. 277	No. 15								No. 16	No. 278	
Local Freight	Passenger								Passenger	Local Freight	
Except Sunday 10.15 AM De	Except Sunday s 7 21 PM De								D N	103.79	CW	..... Ellis..... 0.94	Y	100	A D	s 7 15 AM Ar	s 11.45 AM Ar
s 10.20	7 25		104.73		 Kinross..... 0.34	X	None	f 7 12	s 11.37		
f 10.25	f 7 26		105.07		 Cardiff..... 1.41		47	f 7 10	s 11.35		
f 10.30	f 7 30		106.48		 Iroquois..... 4.60			f 7 07	f 11 30		
10.50 AM Ar	7 40 PM Ar	D	110.48	W	 Virginia.....	Y	136	Va	7 00 AM De	11.20 AM De	
No. 277	No. 15								No. 16 Except Sunday	No. 278 Except Sunday	

SOUTH RANGE LINE.

Trains Going West			STATIONS	Trains going East
Telegraph Offices	Distance from DULUTH	Coal and Water Stations	Trains going East Telegraph Call	
	</			

NASHWAUK BRANCH.

Trains Going West		Telegraph Offices	Distance from DULUTH	Coal and Water Stations	STATIONS	Trucks, scales, tin tables, wyes & R.R. crossings	Car Capacity of Sidings	Telegraph Call	Trains Going East	
		D N	121.68	CW	 Kelly Lake..... 5.17	Y	420	Ky		
		....	126.85	....	..... Moore..... 4.17		25	....		
		D	131.02	..	 Nashwauk.....		95	N		

SPECIAL RULES.

WEST BOUND TRAINS HAVE RIGHT OF TRACK OVER EAST BOUND TRAINS OF THE SAME OR INFERIOR CLASS. See Rule 43.

Yard Limits, Swan River, extend 1 mile from R R. crossing in each direction.

a **All trains** will register at Mississippi, Swan River, Stevenson, Agnew Jct, Ellis, Virginia Brookston.

Switches on Wye at Ellis will be kept set for Brockston Mississippi Line, except one on north leg which will be kept set for Mississippi-Virginia Line.

All trains must approach Mississippi, Swan River, Agnew Junction, Hibbing, Chisholm, Exmore, Buhl and Virginia and all mining spurs under full control, expecting to find switch engines using main track.

West-bound extras will take passing track for east-bound extras at meeting points.

D, McNAB, CHIEF TRAIN DISPATCHER

E. F. BAILEY, ASST. CHIEF DISPATCHER.

SPECIAL RULES—Important Changes Have Been Made.

Empty Flat and Coal Cars must be hauled behind all loaded cars and empty box, stock and refrigerator cars.

Cars must not be left on Passing Tracks without special authority from the Superintendent.

Clocks regulated to Standard Time located at Train Dispatcher's Office, Superior, at Cass Lake, Sandstone, and at Train Dispatcher's office, Hibbing.

Conductors must not allow passengers to ride on any freight trains, except numbers 249, 250, 253, 275, 276, 277, and 278, and No. 274 west of Swan River, without special permit from Superintendent.

When engines of freight trains having 20 or more cars are obliged to take water, train will stop before reaching tank. Head Brakeman will cut train between first car and engine, allowing engine to go to tank.

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 an hour, and freight or work trains a speed of ten, *except per schedule*.

Although not provided for by the book of rules, operators must block trains five minutes apart by turning train order board immediately after rear of train has passed same 300 feet.

Station siding and spur track car capacity figured at 40 ft. to car. No allowance for engine and caboose.

Railroad Crossings not protected by interlocking apparatus located at:

1.40 miles west of Chisholm (D. M. & N. Ry.) 0.70 mile east of Cardiff (M. S. Ry.)
Swan River. Deer River (I. L. Co.). 200 feet east of Hibbing (D. M. & N. Ry.)
1¼ miles east of Malden (M. S. Ry.) Virginia (D. V. & R. L.)

In crossing N. P. Ry. at Central Avenue, State Line, Carlton, Hinckley and Coon Creek Junction; the C. St. P. M. & O. Ry., at Aulouez, trains will be governed by home and distant signals of interlocking apparatus. When distant signal is in horizontal position or shows red and green lights trains may pass it, but must be prepared to stop before passing 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 plant.

S. Regular Stop. W. Water Station. F. Stop only on Signal or to leave Passengers.
C. Coaling Station. O. Track Scales. T. Turn Table.
X. Railroad Crossing. D. Day Telegraph Office. DN. Day and Night Telegraph Office. Y. Wye.

CAREFULLY EXAMINE BULLETIN BOARDS DAILY.

Spur and Side Tracks Between Stations.

SPURS AND SIDE TRACKS	Distance from Duluth	STATIONS		Distance	Track Opens	Car Capacity
		East	West			
Stanchfield Spur	99.99	.....	Grandy	2.48	West	5
Hinckley Gravel Pit	71.35	.....	Hinckley	.55	East	90
Duquette	40.75	.....	Kerrick	2.35	West	.....
Lomond	160.50	Cuba	.....	.58	East	70
Dumas	130.37	Deer River	.....	4.70	East	17
Churhill's	124.00	.....	Deer River	1.56	East	9
Weller's	120.83	.....	Deer River	4.84	East	13
Dunn & Marcia	116.09	.....	Cohasset	.29	East	25
Moor & McCarthy	115.55	.....	Cohasset	.83	East	5
Pokegama Dam	114.60	.....	Cohasset	1.78	West	3
Athlone	110.28	.....	Gr. Rapids	1.29	West	.....
La Prairie	109.50	.....	Gr. Rapids	2.08	East	3
Feeley's	97.06	Swan River	.....	5.00	East	28
Flint Pit	56.00	.....	Brookston	1.67	West	70
Lindsay Pit	36.87	Carlton	.....	2.16	East	80
Bruce	95.29	.....	Swan River	3.23	West	12
Forest Mine	122.25	.....	Moore	.75	East	.....
Leetonia Mine	119.54	.....	Kelly Lake	1.35	East	.....
Penobscot Mine	120.76	Hibbing	.....	.92	West	.....
Winifred Mine	116.73	.....	Hibbing	1.10	West	.....
Laura Mine	116.63	.....	Hibbing	1.20	East	.....
Longyear and Albany	116.00	.....	Hibbing	1.83	East	.....
Morrow Mine	115.82	.....	Hibbing	2.01	West	.....
Leonard Mine	114.90	Chisholm	.....	.58	East	.....
Jordan Mine	113.30	.....	Chisholm	1.02	West	.....
Croxton Mine	110.95	Buhl	.....	2.05	East	.....
Frantz Mine	108.40	.....	Buhl	.50	East	.....
Kinney Mine	105.95	.....	Buhl	2.95	East	.....
Iroquois Mine	106.48	.....	Virginia	3.72	East	.....
Para Spur	88.42	.....	Para	1.00	West	.....
Alborn	66.73	.....	Baden	2.17	East	.....
Stansbury	66.00	.....	Baden	2.90	East	9
Miles	62.00	.....	Arlburg	1.11	East	5
M. P. 61	61.00	.....	Arlburg	2.11	East	.....

CONTENTS OF MEDICAL CASE.

Conductors Must Study and Familiarize Themselves with the List of Articles in the Case And Their Uses.

- No. 1. Rubber Bandage and Tourniquet for stopping hemorrhage; apply on sound flesh above the wound, draw tightly each time, and encircle the limb until the whole bandage is used. Fasten securely in slot.
- No. 2. Twelve Assorted Muslin Bandages, to hold dressings in place, assist in stopping hemorrhages, and hold splints upon fractured limbs; wind around the injured part from below upward.
- No. 3. Six packages of Borated Gauze, a prepared dressing for open wounds, always used to cover large wounds; apply wet (by dipping in solution, see No. 7) directly to the wound.
- No. 4. Four packages Absorbent Cotton. This is for making compresses, and to assist in covering a large wound. Do not apply directly to the wound.
- No. 5. One ounce Styptic Cotton. This Cotton is permeated with a substance which stops small hemorrhages; apply directly to small wounds and hold in place with muslin bandages.
- No. 6. Two ounces Bicarbonate Soda, for burns and scalds, one teaspoonful to a quart of water; saturate a piece of the gauze and apply over a burn or scald, and fasten with bandage.
- No. 7. One bottle Corrosive Sub. Tablets. These small tablets are to be dissolved in clean water preferably warm, in the proportion of one tablet to a pint of water; with this solution you disinfect a wound and keep it free from infection. **THEY ARE POISONOUS** if swallowed or the solution be drunk.
- No. 8. Four Surgical Needles, to be used for closing small cuts or jagged wounds after thoroughly cleansing with the sublimate solution.
- No. 9. One pair Scissors, used in cutting dressings, bandages, clothing, etc.
- No. 10. One Pair Forceps, used for removing bits of gravel, and to seize a bleeding artery while it is being tied.
- No. 11. One Dozen Envelopes Catgut (two sizes) to be used in tying an artery when it is seen free and bleeding in a wound, also for closing small wounds. Never save any catgut once the envelope is open. Note directions on envelopes.
- No. 12. One Roll Adhesive Plaster, for closing small torn or cut wounds, after they are cleansed with the sublimate solution. It needs no heat; apply directly to the skin, which must be perfectly dry.
- No. 13. One Cake Red Cross Soap, used in cleansing an injured part around a wound.
- No. 14. One can Chloroform, for anaesthesia.
- No. 15. One Ounce Antifebrine, an antiseptic powder for dusting on fresh wounds.
- No. 16. One Hand Brush, for brushing the hands and nails with Red Cross Soap before handling an open wound.
- No. 17. One Enamel Tray, for corrosive sublimate solution (see No. 7).
- No. 18. One Yard Wire Gauze, for making splints (see directions under fractures, No. 5).
- No. 19. One Dozen Safety Pins.
- No. 20. One Pyramid of Pins.

RULES FOR TREATMENT OF THE INJURED IMMEDIATELY AFTER AN ACCIDENT.

1. Shock. This condition usually follows every severe injury. The chief point is to restore heat to the body as soon as the injured person is put in a comfortable position. Do this by covering with heavy coats, previously warmed, if practicable. Cut off the shoes or boots and wrap the feet in a warmed coat or blanket. Give only small dose whiskey in hot water.
2. Hemorrhage (bleeding). This follows shock, and is rarely severe until reaction takes place. Too much stimulation increases hemorrhage and for this reason it is best to give only a little stimulant, well warmed, and repeat the dose if reaction is delayed.
 - Bleeding of two kinds: First, arterial, when the blood comes out bright and red and spurts. Second, venous, when the blood is dark and flows in an even stream.
 - A. To stop hemorrhage when the wound is large and the blood comes out in spurts. Apply the rubber band tightly just above the wound, previously rinsing the wounded part, especially if it be a limb. Be careful to put the band on **UNINJURED FLESH** if the limb be badly crushed and about three inches above the crushed tissues, else it would slip down and increase the hemorrhage. Be very careful to see that the band be firmly fixed before leaving it. Small wounds, even though the hemorrhage be arterial, require only a firm compress of the sublimate gauze placed immediately over the wound and bandaged tightly in place with one of the muslin bandages. It is best after this to bandage firmly from the extremity (hand or foot) upward to beyond the wound with muslin bandages.
 - B. Venous bleeding, which occurs when the wound is shallow (does not go deeper than the skin), as a rule requires firm pressure over the wound and especially below it. If the wound be quite small, put a wad of styptic cotton into and over it and bandage tightly in place, and then apply a bandage from below upwards over and beyond the wound. If the wound be extensive, fill it full of sublimate gauze and then put a thick wad of absorbent cotton over it and bandage tightly from below upward.
 - C. Bleeding from the head, if only the scalp is involved, may be controlled by bringing the wounded portions together and applying along the wound a thick layer of styptic cotton, and over this another layer of absorbent cotton and a tight bandage. It is well to pass the bandage under the chin if the wound be on top of the head, as this holds it firmer and tighter.
3. Remove the clothing from the wounded part by cutting it away. Do not attempt to tear or draw clothing off, as this may further injure the wounded part. Always see the wound and know by your eye just what the nature of it is.
4. After Hemorrhage has been stopped. The next point is to prevent the wound from being infected and thus prevent blood poisoning. To accomplish this the wound should be cleaned if badly soiled. If soiled by oil or soot or dirt, bathe it gently with a small quantity of antiseptic soap and warm water. After it is apparently clean, wash it out carefully with a pint of warm water in which one of the corrosive sublimate tablets has been dissolved, using a piece of gauze to do this. Then wet several layers of the borated gauze in a fresh solution of the same strength used in washing the wound and lay them over the wound and bandage in place with a muslin bandage. Always cover all open wounds with a piece of gauze wet in the solution of corrosive sublimate (one tablet to a pint of water) before transporting the wounded man. Never allow an open wound to remain unprotected longer than the time employed in stopping hemorrhage. Remember a soiled covering is worse than none at all, however.

5. Fractures. If a bone be broken in any of the limbs the member should be firmly fixed before the injured individual be moved. If this be not done, great injury may result by the movements of the sharp fragments of the bone while the individual is being transported. Use flat piece of wire gauze, broken or cut into strips long enough to reach beyond the two nearest joints, will do. A bundle of twigs or stout straws may also serve when nothing else is to be had. Always put one of the improvised splints on either side of the limb, then tie a bandage over the splints at either extremity and in the middle. If there be a wound treat it according to the foregoing rules and then apply the splints, using some clean gauze as padding or some strips torn from clothing. If there be no wound, apply the splints over the trousers or sleeve. If nothing of any kind can be obtained to make a splint, tie the fractured leg or thigh to the sound one, or the fractured arm firmly to the side of the body, by a muslin bandage.

6. Compound fractures are fractures accompanied by a wound of the soft tissues at the point of fracture, so that the bone is exposed to the air. In these cases treat hemorrhage and the wound according to the foregoing rules and then apply splints. If the bones project beyond the skin, remember to bring them back into place by pulling the extremity in the direction of the displacement, never in the direction the bone normally should be, until the ends of the fragments are quite free from any over-riding. Be very careful always to cover these **WOUNDS** with the wet sublimate **GAUZE** and bandage it on.

7. Burns. Carefully remove the clothing by cutting it off, if the part be clothed, and apply immediately three or four thicknesses of the borated gauze wet in warm water, in which one tablespoonful of the bicarbonate of soda to the quart has been dissolved. As a rule never attempt to clean burns immediately after they occur. Cover the wounded part immediately as directed above and leave the cleaning to the surgeon afterward.

Extensive burns are attended by great shock as a rule, and require free stimulation. As burns are very rarely followed by hemorrhage, stimulants may be and should be given in considerable quantities.

8. Prostration from Excessive Heat. In these cases (not sunstroke) the face is pale, lips colorless or blue, breathing slow and quiet, pulse slow and very weak. Place the patient on his back, with his head level with his body, and loosen clothing. Apply heat to the surface of the body and extremities. Bathe the face with warm water into which a little alcohol or whiskey has been poured, and if he can swallow, give the patient an ounce of whiskey in as much warm water.

B. Prostration from Drinking too much Ice Water when Overheated. The face is red or even purple, the breathing heavy and irregular and pulse irregular. Loosen clothing, place on back with head slightly elevated. Give hot drinks, apply heat to the spine and the extremities.

9. Position in which a Patient should be Placed after Injury. Injuries to the head require that the head be raised higher than the level of the body. In all cases, if practical, lay the patient on his back with the limbs stretched out in their natural positions; loosen the collar and waistbands, and unless the head be injured, remember to have the head on the same level as the body. Do not bolster it up with anything.

INSTRUCTION FOR STRETCHERS.

The equipment includes—

- 1 Stretcher,
- 1 Pair of Blankets,
- 1 Pillow,
- 1 Pillow Case,
- 1 Rubber Pillow Case,
- 1 Water-proof Cover,
- 1 Pair Wall Brackets.

The bedding and side pieces are to be kept strapped on the stretcher, and the latter placed on the wall bracket.

When about to use the stretcher, unbuckle the straps from the side pieces which hold down the bedding, and buckle them tightly underneath, to guard against the breaking of a spring; place the side pieces properly on the sides, place the rubber cover over the stretcher for protection against blood and discharges. The blanket is to be used double, as a cover for the patient.

Whenever necessary to do so, the patient may be lifted on the inner portion of the stretcher, resting on the springs, without lifting the whole stretcher. In cramped positions, and for purposes of examination, this will be found convenient.

When storing the stretcher away, fold the blanket and pillow neatly into a narrow, even and compact parcel, and envelop this in the rubber cover, folding in the ends first. Place this on the stretcher with the side pieces on top, to assist in holding it in position, then pass the straps through the keepers on the side pieces, and fasten all snugly in place. This will protect the bedding, if properly done, from moths and wet. The whole stretcher should then be placed on the brackets.

The blankets should be taken out occasionally and shaken, to prevent damage from moths, as well as to keep it cleanly at all times. Replace at once, so that the stretcher is ready for immediate use whenever required.

The stretcher and bedding must not be used for any other purpose than in transporting injured persons. Agents will be personally responsible for the care of property, and will be particular to take proper receipts whenever it is allowed to go out of his possession, and will notify his Division Superintendent when sent out and by whom.

Stations where stretchers are kept are as follows:

Cass Lake Depot, Superior Shops, Sandstone Depot, Brookston.

Company's Surgeons.

W. E. GROUND, Chief Surgeon, West Superior, Wis.
 GEO. C. GILBERT, Grand Rapids, Minn. D. W. COWAN, Sandstone, Minn.
 C. D. HARRINGTON, Cloquet, Minn. H. B. ALLEN, Cloquet, Minn. D. C. ROOD, Hibbing, Minn.
 O. S. WATKINS, Carlton, Minn. R. B. HIXSON, Cambridge, Minn.
 C. B. LENONT, Virginia. S. J. BRIMHALL, Cass Lake.
 R. J. SEWALL, Hashwauk, Minn. JAMES S. SMEALLIE, Cass Lake.
 GUSTAVE SCHWYZER, } office 6th St. and Nicolet Ave., tel. main 691, residence.
 } 22 S. 10th St., tel. main 2690, Minneapolis.
 J. W. CHAMBERLIN, Oculist and Aurist,
 Office 220 Lowry Arcade Building, St. Paul, Minn.

Time Inspectors. Rules 2 and 3.

A. L. HAMAN, Gen'l Time Inspector, St. Paul, Minn. C. A. SWANSON & CO., Time Inspector, Superior, Wis.
 J. A. ANDERSON, Sandstone. F. A. KLASS, Hibbing. R. F. LUSSIER, Cass Lake.

HAULING CAPACITY OF DIFFERENT CLASSES OF ENGINES IN NET TONS, IN ADDITION TO WEIGHT OF ENGINE, TENDER AND CABOOSE.

DISTRICT.	CLASSES OF ENGINES																											
	20x32—210 lbs. Class F 4 1095 to 1099 F 5 1100 to 1109 F 6 1110 to 1129 F 7 1130 to 1139 F 8 1140 to 1199 F 9 1300 to 1324				19x32—210 lbs. Class F 3—701 G 2 700 to 719 G 3—720 to 769 G 4—770 to 779				19x26 Cyl.—180 lbs. Class F 1—500 to 565 F 2—595 to 599				19x26 Cyl.—180 lbs. Class D 5 450 to 476				19x24 Cyl.—180 lbs. Class D 4 400 to 426				19x24 Cyl.—150 lbs. Class D 1—360 D 2—300 to 359 D 3—297				18x24 Cyl.—145 lbs. Class B 20—197 to 206 B 21—207 to 225 B 22—226 to 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
Superior to Sandstone	2225	2000	1775	1675	1700	1525	1350	1275	1425	1275	1150	1075	1400	1250	1125	1050	1300	1175	1050	1000	1150	1025	925	875	950	850	750	725
“ “Local Freight	2075	1850	1650	1550	1550	1400	1250	1175	1275	1150	1025	950	1250	1125	1000	950	1150	1025	925	875	1000	900	800	750	800	725	650	600
“ “Time Freight	1850	1675	1475	1375	1500	1350	1200	1125	1200	1075	950	900	1175	1050	950	875	1075	975	850	800	950	850	750	725	750	675	600	550
Sandstone to Minneapolis Jct	3125	2800	2500	2350	2500	2250	2000	1875	1725	1550	1375	1300	1700	1525	1350	1275	1650	1475	1325	1250	1450	1300	1150	1075	1100	1000	875	825
“ “ “Time Freight	2500	2250	2000	1875	2200	1975	1750	1650	1475	1325	1175	1100	1450	1300	1150	1075	1425	1275	1150	1075	1225	1100	925	850	925	850	750	700
Minneapolis Jct. to Sandstone.....	3125	2800	2500	2350	2500	2250	2000	1875	1725	1550	1375	1300	1700	1525	1350	1275	1650	1475	1325	1250	1450	1300	1150	1075	1100	1000	875	825
“ “ “Time Freight	2500	2250	2000	1875	2300	2075	1850	1725	1325	1200	1050	1000	1300	1175	1050	975	1250	1125	1000	950	1050	950	850	800	800	725	650	600
Sandstone to Superior	2875	2600	2300	2150	2300	2075	1850	1725	1725	1550	1375	1300	1650	1475	1325	1250	1550	1400	1250	1175	1300	1175	1050	1000	1025	925	825	775
“ “Local Freight	2725	2450	2175	2050	2150	1925	1725	1625	1625	1475	1300	1225	1550	1400	1250	1175	1450	1300	1150	1075	1200	1075	950	900	925	850	750	700
“ “Time Freight	2300	2075	1850	1725	2000	1800	1600	1500	1325	1200	1050	1000	1300	1175	1050	975	1250	1125	1000	950	1050	950	850	800	800	725	650	600
Superior to Oloquet	2125	1900	1700	1600	1700	1525	1350	1275	1350	1225	1075	1000	1325	1200	1050	1000	1225	1100	925	850	1075	975	850	800	850	775	675	650
“ “ “Local Freight	1975	1775	1575	1475	1550	1400	1250	1175	1200	1075	950	900	1175	1050	950	875	1075	975	850	800	925	850	750	700	700	625	575	525
“ “ “Time Freight	1700	1525	1350	1275	1450	1300	1150	1100	1200	1075	950	900	1175	1050	950	875	1075	975	850	800	925	850	750	700	700	625	575	525
Oloquet to Cass Lake.....	2675	2400	2150	2000	2300	2075	1850	1725	1725	1550	1375	1300	1700	1525	1350	1275	1650	1475	1325	1250	1450	1300	1150	1075	1100	1000	875	825
“ “ “ “Local Freight	2525	2275	2075	1875	2150	1925	1725	1625	1575	1425	1250	1175	1550	1400	1250	1175	1500	1350	1200	1125	1300	1175	1050	1000	950	850	750	725
“ “ “ “Time Freight	2300	2075	1850	1725	2000	1800	1600	1500	1525	1375	1225	1050	1450	1300	1150	1075	1425	1275	1150	1075	1300	1175	1050	1000	950	850	750	725
Cass Lake to Superior.....	3125	2800	2500	2350	2500	2250	2000	1875	1925	1725	1550	1450	1850	1675	1475	1400	1800	1625	1450	1350	1550	1400	1250	1175	1200	1075	950	900
Mines to Superior or Allouez.....	3125	2800	2500	2350	2500	2250	2000	1875	1925	1725	1550	1450	1850	1675	1475	1400	1800	1625	1450	1350	1550	1400	1250	1175	1200	1075	950	900
Brookston to Mines.....	1975	1775	1575	1475	1550	1400	1250	1175	1200	1075	950	900	1175	1050	950	875	1050	950	850	800	950	850	750	725	600	550	475	450
Swan River to Virginia	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	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	450

Wheel friction: With 10 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 4 tons for each empty car for wheel friction; with more than 20 empty cars in a train, add 5 tons per car.

Weather Rating { 1. When temperature is 25 degrees above zero, or warmer.
2. 10 to 25 above zero.
3. Ten degrees above to 10 below zero.
4. Ten below zero and colder.

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

Box Cars, 28 to 30 foot.. 11 Tons	Flat Cars, 28 to 30 foot.... 9 Tons	Small Mogul Engine and Tank 102 Tons
Box Cars, 33 foot..... 12 Tons	Flat Cars, 33 and 34 foot... 11 Tons	Large Mogul Engine and Tank 108 Tons
Box Cars, 34 foot..... 13 Tons	Flat Cars, 40 foot..... 12 Tons	Consolidation Engine and Tank 111 Tons
Box Cars, 36-foot..... 16 Tons	Coal Cars..... 12 Tons	Mail..... 25 Tons
Box Cars, 40 foot..... 15 Tons	Gondola Cars..... 13 Tons	Baggage..... 30 Tons
Refrigerators..... 20 Tons	Oil Tanks..... 15 Tons	Coaches, 8 wheel..... 30 Tons
Furniture, 30 to 40 foot.. 17 Tons	Ballast Cars..... 12 Tons	Coaches, 12 wheel..... 35 Tons
Furniture, 40 to 50 foot.. 19 Tons	Steam Wreckers..... 75 Tons	Dining Cars..... 40 Tons
Cabooses, 8 wheel... 17 Tons	Engine Tank (empty)..... 30 Tons	Sleeping Cars..... 41 Tons
Cabooses, 4 wheel..... 10 Tons	Standard Engine and Tank 81 Tons	Ore Cars—Wood 12—Steel..... 15 Tons

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

J. O'RIELLY,
Asst. Trainmaster.

J. M. ROONEY,
Trainmaster.

E. L. GILBOY,
Asst. Superintendent.