

GREAT NORTHERN RAILWAY LINE

SUPERIOR AND MESABI DIVISIONS.

TIME TABLE NO. 2

To Take Effect at 12:00 noon, Central Time,

Sunday, October 18th, 1903.

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 Employee 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 Employees only. Rule 4.

J. M. DAVIS.
Superintendent.

D. M. PHILBIN.
Assistant General Superintendent.

GEORGE T. SLADE.
General Superintendent.

F. E. WARD.
General Manager.

HAULING CAPACITY OF DIFFERENT CLASSES OF ENGINES IN NET TONS.

IN ADDITION TO WEIGHT OF ENGINE, TENDER AND CABOOS E.

DISTRICT.	CLASSES OF ENGINES																											
	20x32—210 lbs. Class 50. 1100 to 1109 50 B. 1110 to 1129 50 A. 1130 to 1139 51 1140 to 1169 52 1195 to 1199				19x32—210 lbs. Class 45—700 to 719 48—720 to 769 45A. 770 to 779				19x26 Cyl.—180 lbs. Class 39—500 to 565 40—595 to 599				19x26 Cyl.—180 lbs. Class 43 450 to 476				19x24 Cyl.—180 lbs. Class 37 400 to 426				19x24 Cyl.—150 lbs. Class 35 and 36— 300 to 359 Class 36 B. 297				18x24 Cyl.—145 lbs. Class 33—197 to 206 34—207 to 225 Class 34A. 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
	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	1975	1850	1725	1700	1500	1400	1300	1425	1300	1150	1050	1400	1275	1125	1025	1300	1175	1025	925	1150	1025	900	800	950	850	775	700
Local Freight									1275	1150	1025	950	1250	1125	1000	925	1150	1025	900	800	1000	875	750	675	900	700	650	575
Time Freight	1850	1600	1400	1250	1500	1350	1250	1150	1200	1075	975	900	1175	1050	950	875	1175	950	875	800	950	850	750	675	750	700	650	575
Sandstone to Minneapolis Jct	3125	2900	2750	2500	2500	2325	2200	2000	1725	1575	1425	1325	1700	1575	1425	1325	1650	1525	1375	1275	1450	1325	1175	1075	1100	1000	875	800
Time Freight	2500	2325	2200	2000	2200	2025	1900	1700	1475	1325	1225	1175	1450	1350	1225	1175	1425	1325	1200	1125	1225	1125	1000	950	925	825	775	675
Minneapolis Jct. to Sandstone	3125	2900	2750	2500	2500	2325	2200	2000	1725	1575	1425	1325	1700	1575	1425	1325	1650	1525	1375	1275	1450	1325	1175	1075	1100	1000	875	800
Time Freight	2500	2325	2200	2000	2300	2125	2000	1800	1325	1225	1125	1075	1300	1225	1125	1075	1250	1175	1075	1050	1050	975	875	850	900	750	700	650
Sandstone to Superior	2875	2625	2375	2225	2300	2100	1900	1775	1725	1575	1425	1325	1650	1525	1375	1275	1550	1425	1300	1200	1300	1200	1075	950	1025	925	850	750
Local Freight									1625	1475	1325	1225	1550	1425	1275	1175	1450	1325	1200	1100	1200	1100	975	850	925	825	775	675
Time Freight	2300	2100	1900	1775	2125	1925	1725	1600	1325	1225	1125	1075	1300	1225	1125	1075	1250	1175	1075	1050	1050	975	875	850	900	750	700	650
Superior to Cloquet	2125	1875	1750	1625	1700	1500	1400	1300	1350	1225	1075	975	1325	1200	1050	950	1225	1100	975	875	1075	975	900	800	850	775	700	625
Local Freight									1200	1075	925	825	1175	1050	925	850	1075	950	875	800	925	825	775	725	700	625	575	525
Time Freight	1700	1500	1400	1300	1450	1300	1200	1100	1200	1075	975	925	1175	1050	925	875	1100	1000	900	875	975	900	825	800	775	700	625	600
Cloquet to Cass Lake	2675	2400	2250	2000	2300	2100	2000	1850	1725	1575	1425	1325	1700	1575	1425	1325	1650	1525	1375	1275	1450	1325	1175	1075	1100	1000	925	825
Local Freight									1575	1425	1300	1200	1550	1425	1300	1200	1500	1375	1250	1150	1300	1200	1050	975	950	850	800	725
Time Freight	2300	2100	2000	1850	2125	1925	1825	1675	1475	1350	1300	1200	1450	1350	1250	1200	1425	1350	1250	1175	1300	1200	1075	1025	950	900	850	800
Cass Lake to Superior	3125	2900	2750	2500	2500	2325	2200	2000	1925	1800	1625	1525	1850	1725	1575	1475	1800	1675	1525	1425	1550	1450	1325	1200	1200	1100	1000	875
Mines to Brookston	3125	3000	2875	2750	2525	2400	2275	2150	2150	2025	1875	1750	2075	1950	1825	1700	1950	1825	1700	1550	1700	1550	1425	1300	1225	1100	975	850
Brookston to Mines	1400	1300	1200	1100	1200	1100	1000	900	1000	900	800	700	1000	900	800	700	800	700	600	500	700	600	500	400	600	500	400	300
Swan River to Virginia					900	800	700	500	700	600	500	400	700	600	500	400	600	500	400	350	500	400	350	300	400	300	200	150
Virginia to Swan River					1500	1400	1300	1200	1200	1100	1000	900	1200	1100	1000	900	1000	900	800	700	800	700	600	500	600	500	400	300

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

When engines are pronounced incapable of hauling their allowed rating, written explanation from Engineer will be secured and transmitted by wire to Chief Train Dispatcher.

Conductors and Engineers will not refuse to take the assigned tonnage in their trains, but will use their best efforts to handle it. Should Engineers think that the capacity of their engines is over-estimated, their proper course is to report the matter to the Master Mechanic for such action as he may think necessary.

Engines unable to haul the above rating on account of poor condition, will be buffeted in the various yards and round-houses, stating what reduction will be made for their trains.

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.

J. M. ROONEY
Asst. Trainmaster.

- Weather Rating:**
1. When temperature is 25 degrees above zero, or over.
 2. Very frosty or wet. 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. 15 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.

E. L. GILBOY
Trainmaster.

C. O. JENKS
Asst. Supt.

EVERING TELEGRAM CO., SUPERIOR, WIS.

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	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	Except Sunday							
Duluth..... 2.20								2 20 PM De	8:30 PM De	9 30 AM De	6 20 AM De	11 15 PM De	1 25 PM De	D N	0.00		Duluth..... 2.20			
Bridge Switch.....								2 25	8:35	9 35	6 25	11 20	1 30		2.20		Bridge Switch.....			
Superior, U. S.....								2 38	8:50	9 48	6 37	11 35	1 41 mt 20	D			Superior, U. S.....			
Double Track	Superior..... 1.32		8 00 AM De		7 05 AM De	8 55 PM De	9 05 PM De							D N	4.02	CW	Superior..... 1.32			
	Central Ave..... 4.23		8 20		7 25	9 12	9 22	2 48	9:05	9 58	6 53	11 55	1 53	D	8.25		Central Ave..... 4.23			
	Saunders..... 1.89		8 30		7 35	9 20	9 30	2 52	9:10	10 02	6 56	12 01 AM	1 56	D	10.14	W	Saunders..... 1.89			
	Boylston..... 3.15		8 40 AM Ar		7 45	9 28 PM Ar	9 45	3 00 PM Ar	9:17 PM Ar	10 10 AM Ar	7 01	12 08	2 01	D N	13.29		Boylston..... 3.15			
	Dedham..... 6.18				8 15		10 20				7 12	12 23	2 11	D	18.41	W	Dedham..... 6.18			
	Foxboro..... 5.32				8 55		11 05				7 24	12 40	2 22	D N	24.59		Foxboro..... 5.32			
	Holyoke..... 6.75				9 25		11 4				7 36	12 56	2 32	D	29.91	W	Holyoke..... 6.75			
	Nickerson..... 6.45				10 20		12 20 AM				7 51	1 20	2 44	D N	36.66	W	Nickerson..... 6.45			
	Kerrick..... 5.73				10 50		12 40				8 03	1 36	2 55	D	43.11		Kerrick..... 5.73			
	Bruno..... 8.39				11 15		12 55				8 14	1 50 mt 22 1	3 05 mt 2 52	D	48.84	W	Bruno..... 8.39			
Double Track	Partridge..... 6.05				12 05 PM Ar		1 20 mt 22 1				8 28	2 15	3 19	D N	57.23		Partridge..... 6.05			
	Sandstone..... 8.63	4 45 AM De		8 10 AM De	12 40 PM Ar		1 50				8 45	2 40	3 32	D N	63.28	CW	Sandstone..... 8.63			
	Hinckley..... 8.60	5 15		8 40	9 10		2 15				9 05	3 00 mt 18	3 46	D N	71.91		Hinckley..... 8.60			
	Brook Park..... 5.24	5 50 AM Ar		9 30			2 45				9 20 AM Ar	3 25 PM Ar	3 59	D N	80.51	W	Brook Park..... 5.24			
	Cornell..... 5.57			10 00			3 50				3 40	4 08			85.75		Cornell..... 5.57			
	Grasston..... 5.30			10 30			4 10				3 55	4 16		D	91.32	W	Grasston..... 5.30			
	Braham..... 5.85			11 05 mt 20			4 30				4 19	4 25		D N	96.62		Braham..... 5.85			
	Grandy..... 4.96			11 25			5 00				4 25	4 34		D	102.47		Grandy..... 4.96			
	Cambridge..... 5.64			12 05 mt 250			5 20				4 45	4 43		D N	107.43	W	Cambridge..... 5.64			
	Isanti..... 6.02			12 30 PM			5 40				5 05	5 03		D	113.07		Isanti..... 6.02			
Bethel..... 6.11				1 15			6 02				5 25	5 13		D	119.09	W	Bethel..... 6.11			
Cedar..... 5.96				1 45			6 30				5 40	5 22			125.20		Cedar..... 5.96			
Andover..... 5.73				2 30			6 52				5 55	5 33			131.16	W	Andover..... 5.73			
Coon Creek Jct..... 12.59				3 15			7 20 AM Ar				6 15 AM Ar	5 33 pm ar	D N	136.89		Coon Creek Jct..... 12.59				
Minneapolis..... 7.41				4 00 PM Ar							6 50	6 05			149.48		Minneapolis..... 7.41			
Como..... 3.03				5 35 PM Ar			8 50 AM Ar								156.89		Como..... 3.03			
St. Paul.....												7 15 AM Ar	6 30 pm Ar		159.92		St. Paul.....			
		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.						
Alouez..... 5.00																CW	Alouez..... 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 East bound freight track.

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.

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.

than 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, Alouez, Boylston, Sandstone, Hinckley, Brook Park and Coon Creek Junction. All first-class will register at Boylston and Hinckley 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.

STATIONS		Track Scales, Turn Tables & R.R. Cross	Car Capacity of Sidings and Spurs	Distance From St. Paul.	Telegraph Call	TRAINS GOING EAST.																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 20 AM Ar	9 25 PM Ar	6 43 PM Ar	7 10 AM Ar	12 20 PM Ar												Duluth		
Bridge Switch		157.72		1 55	6 13	9 20	6 38	7 05	12 15												Bridge Switch		
Superior, U S	B Y	1 41 Mt. 19	s 6 00	s 9 08	s 6 25	s 6 52	s 12 02 pm														Superior, U. S.		
Superior	O T	155.90	W S							4 10 AM Ar		6 15 PM Ar		8 00 PM Ar							Superior		
Central Avenue	X	1151.67	S U	f 1 28	s 5 43	f 8 47	f 6 15	s 6 35	s 11 45	3 44		s 5 50		f 7 30							Central Avenue		
Saunders		200	149.78	B	1 25	s 5 37	8 43	f 6 11	6 32	f 11 41	3 38	s 5 40		7 15							Saunders		
Boylston	None	146.63	J	1 20	s 5 28	8 38	6 03 PM De	s 6 25 AM De	f 11 35 AM De	3 32		s 5 30		7 05 PM De							Boylston		
Dedham		105	141.51	D M	1 10	s 5 17	8 28			3 17		s 5 10									Dedham		
Foxboro		147	135.33	B O	f 1 00	s 5 03	8 17			3 02		s 4 45									Foxboro		
Holyoke		70	130.01	H Y	12 49	s 4 52	f 8 06			2 47		s 4 15									Holyoke		
Nickerson		227	123.26	N S	s 12 39	s 4 40	7 54			2 30		s 3 50									Nickerson		
Kerrick		76	116.81	K	12 28	s 4 23	f 7 41			2 10		s 3 25									Kerrick		
Bruno		157	111.08	U N	12 19	s 4 07	f 7 30			s 1 50 Mt 17		s 3 05 Mt 19									Bruno		
Partridge		82	102.69	R D	f 12 05 PM	s 3 43	7 13			s 1 20 Mt 223		s 2 20									Partridge		
Sandstone	O T	700	96.64	O N	s 11 55	s 3 25	7 00			12 45	5 00 PM Ar	1 45 PM De	6 35 PM Ar								Sandstone		
Hinckley	X	85	88.01	H	s 11 41	s 3 00 Mt 17	s 6 40			12 05 AM	s 4 15		s 6 10								Hinckley		
Brook Park		72	79.41	B K	s 11 30	s 2 30	s 6 25 PM de			11 42	s 3 40		s 5 45 PM De								Brook Park		
Cornell		74	74.17	C N	11 21	f 2 17				11 28	s 3 00										Cornell		
Grassston		112	68.60	S A	s 11 12	s 2 05				11 12	s 2 35										Grassston		
Braham		142	63.30	R A	s 11 08 Mt 249	s 1 53				10 59	s 2 00										Braham		
Grandy		84	57.45	S D	s 10 52	s 1 40				10 46	s 1 15										Grandy		
Cambridge		150	52.49	C A	s 10 44	s 1 30				10 34	1240 PM	12 05 Mt 249									Cambridge		
Isanti		131	46.85	I S	s 10 34	s 1 14				10 20	s 11 40										Isanti		
Bethel		130	40.83	B E	s 10 25 Ps. 250	s 1 00				10 05	1035	10 19 20 Ps									Bethel		
Cedar		81	34.72	C D	10 16	f 12 45				9 50	s 9 55										Cedar		
Andover		81	28.76	D O	10 08	f 12 32				9 35	s 9 30										Andover		
Coon Creek Jct.	X	69	23.03	C K	s 10 00 AM De	s 12 20 AM De				s 9 20 PM De	s 9 05 AM De										Coon Creek Jct.		
Minneapolis		10.44		9 30	11 47																Minneapolis		
Como		3.03		9 00 AM De	11 10 PM De					7 00 PM De	7 05 AM De										Como		
St. Paul		0.00		Except Sunday	Daily	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.													D. S. & W. T. Co.										
Alfouez	O X												Alfouez										
Saunders	X												Saunders										

Stanchfield, between Braham and Grandy is flag station for Nos. 17 and 18.
Bruno is flag stop for 19 and 20 for through passengers Duluth, Minneapolis
and St. Paul.

BOYLSTON TO CASS LAKE.

MESABI DIVISION.

TRAINS GOING WEST.

TRAINS GOING EAST.

TRAINS GOING WEST.						Telegraph Offices	Distance from DULUTH	Coal and Water Stations	STATIONS	Tik scales in tables wyes & R crossings	Car Capacity of Sidings and Spurs	Telegraph Calls	TRAINS GOING EAST.			
Third Class	Third Class	Second Class	First Class	First Class	First Class								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 17 PM de	10 10 AM de	DN	13.29		Boylston	None	J	6 03 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 27	10 20		19.19		Dewey	None		5 52	6 10	f 11 24	f 6 45	
f 9 30		10 15	f 3 15	s 9 35	10 25	DN	21.99	W	State Line	X	None	5 46	f 6 02	f 11 19	f 6 35	
f 9 55		10 40	f 3 24	9 50	10 35	DN	28.59		Husson	3.45	70 U	5 36	5 50	f 11 08	f 6 15	
f 10 15		10 55	f 3 32	10 00	10 43	DN	32.04		Wrenshall	2.67	None	5 28	5 40	f 11 01	s 5 55	
s 10 48 13 Ps		11 05	s 3 37	s 10 06	s 10 48 Ps 273	DN	34.71		Carlton	3.58	X	5 23	s 5 35	s 10 56	s 5 45	
f 11 05			f 3 46	s 10 14	s 10 56	D			Scanlon	2.56		s 5 12	s 5 26	s 10 47	f 5 30	
s 11 50		11 35	s 3 54	s 10 22	s 11 05	D	41.15		Cloquet	1.18	O	5 06	Pass 174	s 10 41	f 5 15	
f 12 01 PM		11 50	f 3 57	s 10 25	11 07	DN	42.33	W	North End	3.67	None	5 02	5 13	f 10 36	f 4 30	
f 12 20		12 01 AM	f 4 05	10 30	11 13		46.00		Nagonab	3.14	None	4 55	5 06	f 10 31	s 4 15	
12 30		12 10	4 10	10 36	11 19		49.14		Draco	2.86	75	4 49	5 00	10 25	4 02	
f 12 45		12 20	f 4 15	f 10 41	11 24	D	52.00		Brevator	5.00	25 B V	4 44	f 4 55	f 10 20	s 3 50	
s 1 20		12 40	s 4 32 Mt 14	s 10 55	s 11 35	DN	57.71	CW	Brookston	6.50	75 X	s 4 32 Mt 15	s 4 45	s 10 10	s 3 15	
f 1 45		1 00	f 4 43	11 07	11 45		64.21		Congo	1.43	69 C T	4 20	4 30	f 9 55	f 2 45	
				f 11 09			65.60		Paupores Siding	4.54	19		f 4 27			
s 2 15 Mt 274		1 17	f 4 54	11 18	11 54		70.18		Gowan	5.35	142 GW	4 10	4 20	f 9 45	s 2 15 Mt 273	
f 2 50		1 35	s 5 04	s 11 29	s 12 04 PM	DN	75.53	W	Floodwood	6.08	238 D D	s 4 00 Mt 273	s 4 10	s 9 35	f 1 45	
f 4 30		1 55	f 5 15	11 40	12 16	DN	81.61		Island	6.71	14 D X	3 48	3 58	f 9 25	f 1 00	
f 5 00		2 15	f 5 28	11 53	12 33 Mt 274		88.32		Wawina	3.74	69 W I	3 33	3 45	f 9 14	f 12 33 Mt 13	
5 25 PM Ar	s 7 30 AM De	2 50	s 5 35 PM Ar	s 12 01 AM	s 12 40	DN	92.06	CW	Swan River	5.00	X Y	s 3 25	s 3 38	9 07 AM De	f 12 01 PM	
				f 12 10	s 12 48		97.06		Feeley's Spur	1.00	28	s 3 17	f 3 27			
		f 7 55	3 25 Mt 26	12 12	12 50		98.06		Verna	6.06	69	3 15	3 25 Mt 219		f 11 10	
		f 8 20	3 55	f 12 24	1 00		104.12		Blackberry	7.45	69	3 06	f 3 10		f 10 45	
		f 9 15	4 25	s 12 43	s 1 13	DN	111.57	W	Grand Rapids	4.80	138 G R	s 2 51	s 2 58		s 10 15 Mt 258	
		f 11 15	4 45	f 12 53	s 1 22	D	116.38		Cohasset	2.38	33 C H	s 2 41	f 2 47		s 9 20	
		s 11 45	4 55	12 58	1 26		118.76		Hull	2.07	70	2 37	2 42		f 8 45	
		f 11 59			f 1 30		120.83		Weller's Spur	4.84	13					
		1230 PM	5 20	s 1 13	s 1 38	DN	125.67	W	Deer River	4.70	X	s 2 25	s 2 30		s 8 00	
		f 1 00					130.37		Stark's Spur	2.13	17					
		f 1 43 13 Ps	5 42	f 1 26	f 1 49 Pass 253		132.50		Ball Club	6.63	90	f 2 13 Mt 253	f 2 14		f 7 10	
		f 2 13 Mt 14	6 03	1 37	2 00 Mt 14		139.13		Nushka	6.63	70	2 00 Mt 13	2 02		f 6 45	
		f 2 35	6 25 Mt 274	s 1 50 Mt 26	s 2 15	DN	145.76	W	Bena	7.20	112 B A	s 1 43	s 1 50 Mt 25		s 6 25 Mt 219	
		f 3 10	6 47	2 05	2 28		152.96		Schley	7.01	68	1 30	1 31		f 5 50	
		f 3 40	7 07	2 18	2 38		159.97		Cuba	4.88	69	1 15	1 20		f 5 30	
		f 4 05	7 30 AM Ar	2 30 AM Ar	2 50 PM Ar	DN	164.85	CW	Cass Lake	0 T V	CS	1 05 PM De	1 10 AM De		5 10 AM De	
		4 30 PM Ar										Daily	Daily	Except Sunday	Except Sunday	
No. 273	No. 253	No. 219	No. 15	No. 25	No. 13								No. 14	No. 26	No. 16	No. 274

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 Boylston, Cloquet, Brookston, 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 Stark's Spur, and Mississippi River, west of Ball Club.

Passenger trains will reduce speed to 25 miles per hour and freight trains to 6 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.

D. McNAB, Chief Train Dispatcher.

BROOKSTON TO MISSISSIPPI & VIRGINIA BRANCH

MESABI DIVISION

TRAINS GOING WEST										TRAINS GOING EAST									
		Third Class	First Class	Telegraph Offices	Distance from DULUTH	Coal and Water Stations	STATIONS	Tr. Scales, tipples, wyes & RR crossings	Car Capacity of Sidings	Telegraph Call	First Class	Third Class							
		No. 275	No. 23								No. 24	No. 276							
		Local Freight	Passenger								Passenger	Local Freight							
		Except Sunday	Except Sunday																
				D N	57.71	C W	Brookston		55	X									
					63.11		Arberg		44	R B									
					68.90		Baden		44	B N									
				N	73.72	W	Ceylon		85	C Y									
					78.80		Dumblane		44	M B									
					83.82		Fernoy		44	F Y									
				D	89.42	W	Para		85	P A									
					94.78		Malden		44	M A									
					99.21		Saxe		44	S X									
	11 20 AM De		7 20 AM De	D N	103.79	C W	Ellis	Y	100	A D	7 17 PM Ar		9 35 AM Ar						
	f 11 40		f 7 27		107.53	W	Lucknow		30	K O	f 7 11		f 9 20						
	s 12 10 PM		s 7 34	D	108.90		Buhl		120	B U	s 7 08		s 9 15						
	s 12 30		f 7 43		113.34		Exmore		144		f 6 56		s 8 40						
	s 12 50		s 7 47	D	114.32		Chisholm		None	U N	s 6 53		s 8 30						
	s 1 30		s 8 05	Mt 276 D N	117.83		Hibbing	X	102	H D	s 6 40		s 8 05 Mt 23						
	s 1 38		s 8 08		119.59		Agnew Junction	Y		A G	s 6 30		s 7 00						
					120.19		Mahoning		175	M N									
	s 1 50		f 8 15	D	121.68	C W	Kelly Lake		110	K Y	s 6 24		s 6 50						
	s 2 10		f 8 23		126.58		Leighton	Y	76	W	f 6 14		s 6 30						
	f 2 25		f 8 29		130.02		Stuart		35		f 6 08		f 6 10						
	f 2 40		f 8 34	D	132.90	W	Bengal		69	S K	f 6 03		s 6 00						
	f 3 10		f 8 45		138.48		Acropolis		33		f 5 52		s 5 35						
	s 3 30		f 8 51		141.26		Goodland		88	G	f 5 47		s 5 20						
	4 00 PM Ar		9 05 AM Ar	D N	147.45	C W	Swan River	X Y	261	W A	5 37 PM De		5 00 AM De						
				D	154.45	C W	Mississippi	T	225	G O									
		No. 275	No. 23								Except Sunday	Except Sunday							
											No. 24	No. 276							

VIRGINIA BRANCH

TRAINS GOING WEST										TRAINS GOING EAST									
		Third Class	First Class	Telegraph Offices	Distance from DULUTH	Coal and Water Stations	STATIONS	Tr. Scales, Tipples, wyes & RR crossings	Car Capacity of Sidings	Telegraph Call	First Class	Third Class							
		No. 277	No. 15								No. 16	No. 278							
		Local Freight	Passenger								Passenger	Local Freight							
		Except Sunday	Except Sunday								Except Sunday	Except Sunday							
	9.45 AM De	s 7 25 PM De	D N	103.79	CW	Ellis	Y	100	A D	s 7 15 AM Ar	s 11.10 AM Ar								
	s 9.50	7 30		104.73		Kinross		None	f 7 12		s 11.02								
	f 9.53	f 7 31		105.07		Cardiff		47	f 7 10		s 11.00								
	10.15 AM Ar	7 45 PM Ar	D	110.48	W	Virginia	Y	136	Va	7 00 AM De	10.45 AM De								
		No. 277	No. 15								No. 16	No. 278							
											Except Sunday		Except Sunday						

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.

All trains will register at Mississippi, Swan River, Stevenson, Agnew Jct, Mahoning, Hibbing, Ellis, Virginia and Brookston.

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