

GREAT NORTHERN RAILWAY

MESABI DIVISION

TIME TABLE No. 2.

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

SUNDAY, JANUARY 5, 1913.

Superseding Time Table No. 1 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

S. ENNES, Superintendent.

J. H. TAYLOR, General Superintendent.

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

GEO. H. EMERSON, General Manager.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.			Car Capacity of Sidings	Distance from Duluth	Time Table No. 2. In Effect January 5, 1913.	Telegraph Code	Distance from Cass Lake	SIGNS See Rule 6, page 12	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
Leave Daily	Leave Ex. Sunday	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
413	421	35	37	33	36	38	34	36	38	34	36	38	34	36	38	34	36	38	34	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
					8.10pm	1.55pm	8.30am			DULUTH		162.7		8.45am	12.50pm	6.20pm				
8.15am	11.00pm	10.30pm			8.25	2.10	8.45		4.0	SUPERIOR, U. S.		158.7	8.30	12.35	6.05					
7.00am	11.40pm	11.10pm			8.58pm	2.34pm	9.06am		13.3	BOYLSTON Superior Div. Junction	J	149.4	R DNP I	8.02am	12.11pm	5.42pm				
7.20	12.04am	11.30			9.05	2.45	9.18	98	19.2	DEWEY		143.5	P	7.49	11.59am	5.22				
7.35	12.25	11.45			9.18	2.51	9.25		22.0	LOOP TOWER		140.7	PW I	7.42	11.52	5.27				
7.45	12.45	11.59			9.15	2.58	9.27		25.1	STATE LINE TOWER N. P. Ry. Crossing	S	139.7	DNP I	7.40	11.51	5.26				
7.55	1.05	12.14am			9.27	3.01	9.35	152	28.6	HUSON	U	136.2	P I	7.38	11.42	5.18				
8.10	1.25	12.29			9.37	3.09	9.44		32.0	WINGATE	WR	132.8	P	7.26	11.26	5.11				
8.25	1.48	12.41			9.45	3.15	9.49	58	34.7	CARLTON N. P. Ry. Crossing	A	130.1	DNPW I	7.20	11.20	5.06				
8.50					9.58	3.24	9.58		38.3	SCANLON	SN	128.5	D P	7.11	11.21	4.59				
9.10	2.18	1.08			10.08	3.33	10.08	82	41.1	CLOQUET	KN	123.7	D P O K	7.05	11.14	4.52				
9.20	2.28	1.14			10.07	3.36	10.11	162	42.3	NORTH END	HN	122.5	PW	7.00	11.09	4.48				
9.35						3.43			46.0	NAONAB		118.8			11.08					
9.50	2.55	1.27			10.21	3.49	10.25	75	49.1	DRACO		115.7	P	6.48	10.57	4.27				
10.05	3.10	1.49			10.27	3.54	10.31	7	52.0	BREVATOR	BV	112.8	D P	6.48	10.52	4.21				
10.20 11.30am	3.55	2.05am			10.41	4.07	10.43	102	57.7	BROOKSTON Fourth District Junction	BN	107.1	R DNPWC Y I	6.32	10.42	4.21				
11.01pm	4.20				10.58	4.20	10.55	88	64.2	CONGO	CT	100.6	DNP	6.18	10.26	4.07				
					10.56	4.23			65.6	PAUPORES		99.2			10.24					
11.20	4.45				11.05	4.32	11.07	166	70.2	MIRSAT	GW	94.6	DNP	6.08	10.17	3.58				
11.50	5.05				11.18	4.48	11.17	88	75.5	FLOODWOOD	OD	89.3	DNPW	5.58	10.07	3.48				
12.25	5.47				11.28	4.56	11.28	185	81.6	ISLAND	DX	88.2	DNP	5.47	9.55	3.35				
12.55	6.15				11.41	5.09	11.41	87	83.3	WAWINA	WI	76.5	DNP	5.35	9.42	3.22				
1.10pm	6.30am				11.49pm	5.19pm	11.50am	129	92.1	SWAN RIVER S. R. L. Co. Ry. Crossing Third District Junction	WA	72.7	R DNPWC YIK	5.27am	9.35am	3.15pm				
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily							Leave Daily	Leave Daily Ex. Sunday	Leave Daily				
611	413	421			35	37	33							36	38	34				
8.14 9.3	6.50 11.5	2.55 15.4			2.56 26.9	2.45 27.5	2.44 28.9							2.35 29.7	2.36 29.5	2.27 31.3				

Special Rules.

West bound trains are superior to east bound trains of the same class.

No. 34 has right over No. 37, Swan River to end of double track Congo.

Mesabi Division trains will be governed by Superior Division time table between Boylston and Duluth.

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. Double track Boylston to Congo, except over Gauntlet at bridge 6, M. P. 29, which is governed by interlocking signals. Double track Wawina to Swan River. Extra trains have running rights on double track between Boylston and Congo without orders. First class trains will register at Boylston, No. 36 at Brookston, and west bound first class trains at State Line Tower by card. No. 35 Sunday nights will stop at Island. No. 36 will stop at Brookston for water. West bound extras will take siding for east bound extras at meeting point. For speed restrictions see page 11. Normal position switches:— Swan River for First District. Switch at end double track Congo, Wawina and Swan River will be set for west bound trains. Yard limit boards are placed each way from Brookston, west of North End, east of Cloquet and Swan River.

INITIAL STATION.

Boylston for trains 33, 35, 37, 413, 421, 611.
Swan River for train 38.

TERMINAL STATIONS.

Swan River for train 37.
Boylston for trains 34, 36, 38.
Brookston for train 421.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Opens	Car Capacity
Flint	1.7 miles east Brookston	East	15
Hartley's Spur	.8 mile west Island	West	10
Lindsay	2.0 miles west Carlton	East	100

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.			Car Capacity of Sidings		Distance from Dunith	Time Table No. 2. In Effect January 5, 1913.	Telegraph Calls	Distance from Cass Lake	SIGNS. See Rule 6, Page 12.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
611	619	413	115	33	35	Passing Trains	Other Trains	36						116	34	Passenger	Passenger	Passenger		
Local Freight	Local Freight	Time Freight	Passenger	Passenger	Passenger								Passenger	Passenger	Passenger					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily					
Ex. Sunday	Ex. Sunday		Ex. Sunday	Ex. Sunday	Ex. Sunday								Ex. Sunday	Ex. Sunday	Ex. Sunday					
3.45 ³⁴ pm		7.05am		11.50am	11.49pm	129	146	92.1	SWAN RIVER S. R. L. Co. Ry. Crossing	WA	72.7	R DNPWC YIK	5.27am		611 3.15 ³⁴ pm					
4.05		7.30		12.02pm	12.02am	88	10	98.1	0.0 WARBA	FS	66.7	P	5.15		8.01					
4.25		7.55		12.14	12.14	88	11	104.1	6.0 BLACKBERRY		60.7	P	5.05		9.49					
4.45	11.45am	8.13	8.18 ⁴⁸ am	12.28	12.28	94	135	108.9	4.8 GUNN Seventh District Junction	GU	55.9	R D PW Y	4.56	6.45am	9.89					
5.00 ³⁴ pm	12.01 ³⁴ pm 1.45 ³³ pm	8.23	8.20 ⁶¹⁹ am	12.33	12.37	106	127	111.6	2.7 GRAND RAPIDS	GR	53.2	R DNPW Y	4.51	8.40am	9.84					
	2.19	8.45		12.45	12.49	88	54	116.4	4.8 COHASSET	CH	48.4	D P	4.86		619 2.19					
				12.55				27	4.4 WELLERS SPUR		44.0				619 2.05					
	8.00	9.22		1.10	1.11	76	39	125.7	4.9 DEER RIVER M. & R. R. Ry. Crossing	RI	39.1	DNPW K	4.20		9.00					
	8.50	9.48		1.25	1.25	89	19	132.6	6.8 BALL CLUB		32.3	P	4.06		1.47					
	4.30	10.13		1.36	1.38	88		139.1	6.6 NUSHKA		25.7	P	3.55		1.36					
	5.00	10.34		1.49	1.51	88	40	145.8	6.7 BENA	BA	19.0	DNPW	3.45		1.20					
	5.30	10.55		2.02	2.06	88		152.9	7.1 SCHLEY		11.9	P	3.32		1.06					
								165.2	2.3 M. ST. P. & S. S. M. RY. CROSSING		9.6	I								
	6.00	11.20		2.14	2.21	88		160.0	4.8 CUBA		4.8	P	3.19		12.54					
	6.30 ³⁴ pm	11.45am		2.25 ⁶¹⁹ pm	2.35 ⁶¹⁹ am	128	1197	164.8	4.8 CASS LAKE	CS		R DNPWCTOY	3.10am		12.45 ⁶¹⁹ am					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily					
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday								Ex. Sunday	Ex. Sunday	Ex. Sunday					
611	619	413	115	33	35								36	116	34					
1.15	6.45	4.40	7	2.35	2.46								2.17	5	2.39					
15.6	11.9	15.6	22.5	27.9	26.3								31.8	32.4	29.5					

Special Rules.

West bound trains are superior to east bound trains of the same class.

For speed restrictions see page 11.
 West bound extras will take siding for east bound extras at meeting point.
 Draw bridges over Ball Club and Mississippi River east and west of Ball Club.
 Nos. 611, 619 and local extra east will carry passengers when provided with proper transportation.
 All except first class trains will approach Gunn under control expecting to find main line occupied.
 Normal position of switch, Gunn for First District.
 First class trains will register at Gunn by card.
 Yard limit boards are placed west from Swan River each way from Grand Rapids and Deer River, and east from Cass Lake.

INITIAL STATIONS.

Gunn for trains 115, 619.
 Grand Rapids for train 116.
 Cass Lake for trains 34, 36.

TERMINAL STATIONS.

Cass Lake for trains 33, 35, 413, 619.
 Grand Rapids for trains 115, 611.
 Gunn for train 116.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Opens	Car Capacity
Feeley	5.0 miles west Swan River	East	37
Kings	2.0 miles east Grand Rapids	East	9
Ericksons	2.0 miles west Deer River	East	16
Dunns	5.0 miles west Deer River	East	16
Moore and McNardy	1.0 miles east Cohasset	East	35
Dunn & Marcia	0.3 miles east Cohasset	East	17

WEST BOUND. SECOND DISTRICT—ALLOUEZ AND SAUNDERS. EAST BOUND.

FIRST CLASS.		Capacity of Side Tracks		Distance from Allouez	Time Table No. 2. In Effect January 5, 1913.	Telegraph Calls	Distance from Saunders	SIGNS. See Rule 6, page 12.	FIRST CLASS.	
Passing Trains	Other Trains	Passing Trains	Other Trains							
STATIONS.										
		Yard								
		57	132	5.0	ALLOUEZ	BJ	5.0	R PWC OYX IK		
					8.0 SAUNDERS Superior Div. Junction	B		PW I		
Time Over District. Average Speed per Hour.										

Special Rules.

West bound trains are superior to east bound trains of the same class.
 Extra trains have running rights on double track between Allouez and Saunders without orders.
 Double track extends from Allouez to Saunders except Gauntlet over bridge A-5, which is governed by interlocking signals.
 Yard limits extend Allouez to one mile west of Saunders.

4 WEST BOUND. THIRD DISTRICT—BETWEEN VIRGINIA AND SWAN RIVER. EAST BOUND.

THIRD CLASS.	SECOND CLASS.	FIRST CLASS.		Car Capacity of Sidings	Distance from Virginia	Time Table No. 2. In Effect January 5, 1913.		Distance from Swan River	SIGNS. See Rule 6, page 12.	FIRST CLASS.				SECOND CLASS.	THIRD CLASS.
		115	113			116	114			422	618				
Local Freight		Passenger	Passenger	Passing Trains	Other Trains	STATIONS.		Telegraph Calls		Passenger	Passenger		Time Freight	Local Freight	
Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday							Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Leave Daily	Arrive Daily Ex. Sunday	
12.45pm		5.00pm	7.00pm	32	147	.....VIRGINIA.....		VA	51.7	R D PW Y K	10.10Am	8.00pm		6.35Am	11.50Am
						0.5 D. R. L. & W. RY. CROSSING			51.2						
						1.0 D. M. & N. RY. CROSSING			50.7						
						1.3 C. N. RY. CROSSING			50.4	I					
12.57		5.09	7.09			4.0 IROQUOIS			47.7	K	9.58	7.45		6.30	11.20
1.02		5.12	7.12	45		1.4 CARDIFF			46.3	P	9.54	7.41		6.16	11.12
1.05		5.14	7.14		16	0.4 KINROSS M. S. Ry. Crossing			45.9	K	9.52	7.40			11.10
						6.3 EAST JUNCTION			45.4	Y	9.50				
1.09		5.17	7.17			0.6 BAILEY Fourth District Junction			44.8	R P Y	9.40	7.38		6.11	11.05
						9.5 D. M. & N. RY. CROSSING			42.2						
1.20		5.25	7.25	74		0.9 LUCKNOW		KO	41.3	PW	9.31	7.25		6.00	10.55
1.20		5.28	7.28	64	114	1.4 BUHL		BU	39.9	D P	9.27	7.21		5.50	10.50
1.28		5.29	7.29			2.8 FLANDERS Sixth District Junction		FR	37.1	P	9.18	7.18		5.39	10.15
1.52		5.44	7.44	37	179	1.8 CHISHOLM		CM	35.5	D PW	9.12	7.08		5.22	10.05
						17.1 D. M. & N. RY. CROSSING			34.6						
2.02		5.56	7.56		168	0.5 OLIVER IRON MINING CO. CROSSING			34.1	P					
						2.0 EMMERT TOWER Sixth District Junction			32.1	P Y IK	8.59	6.56		5.20	9.20
						D. M. & N. RY. CROSSING									
2.06		5.57	7.57	88	20.2	0.8 EMMERT			31.5		8.57	6.55		5.18	9.18
2.00		6.08pm	116-618 8.02 8.45	76	1809	5.7 KELLY LAKE Fifth, Seventh and Eighth District Junctions		KY	25.8	R D N P W C O Y	113-618 8.47Am	6.45 6.12		5.05Am	113-618 8.57 8.15
2.15		8.54		64	30.8	4.9 LEIGHTON		W	20.9	P		6.01		7.57	
2.27		9.01		33	34.2	3.4 STUART			17.5			5.55		7.47	
2.30		9.07		64	37.1	2.0 BENGAL		SK	14.6	D PW		5.50		7.39	
2.39		9.17		23	42.7	5.6 ACROPOLIS			9.0			5.38		7.28	
4.09		9.22		75	7	2.8 GOODLAND		G	6.2	P		5.22		7.15	
4.30pm		9.35pm		129	146	6.2 SWAN RIVER First District Junction		WA		R D N P W C Y IK		5.21pm		6.55Am	
Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily Ex. Sunday
617		115	113								116	114		422	618
3.4		1.8	1.28			Time Over District					1.23	2.6		1.30	4.65
14.0		22.0	26.1			Average Speed Per Hour.					13.7	24.6		17.2	10.5

For speed restrictions, see page 11.
 West bound extras take siding for east bound extras at meeting point.
 No. 618 has right over No. 617, Swan River to Virginia.
 No. 116 will back into Ellis on Wye from East Junction for coal and water.
 All except first class trains will approach Emmert, Chisholm, Flanders, Buhl, Bailey, East Junction and all mining spurs under control expecting to find main track occupied.
 Alice is regular stop for trains 113, 114, 115 and 116.
 Normal position of Junction switches:
 Swan River for First District.
 Kelly Lake, Emmert Tower, Flanders and Bailey for Third District.
 Yard limit boards placed east from Swan River each way from Kelly Lake and Nashauk and west of Virginia.
 Yard limits extend Emmert to Chisholm.

INITIAL STATIONS.
 Virginia for trains 113, 115, 617. Kelly Lake for trains 116, 422.
 Swan River for trains 114, 618.

TERMINAL STATIONS.
 Virginia for trains 114, 116, 422, 618. Kelly Lake for trains 115, 421.
 Swan River for trains 113, 617.

Special Rules.

West bound trains are superior to east bound trains of the same class.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Opens	Car Capacity
Bruce	3.2 miles east Swan River	West	23
Silliman	1.9 miles west Emmert	West	7

MINE SPURS.

Name	Location	Name	Location
Mahoning, North Uno	1.8 miles east Kelly Lake.	Euclid	0.5 miles west Chisholm.
Scranton	2.7 miles west Emmert.	Elizabeth	0.3 miles east Chisholm.
Susquehanna	0.5 miles west Emmert.	Croxton	0.8 miles east Flanders.
Webb, Laura, Maderia, Albany, Nas-sau, Morrow	0.6 miles east Emmert.	Grant	1.2 miles west Buhl.
Grace	2.1 miles west Chisholm.	Frantz	0.6 miles east Buhl.
Leonard	1.9 miles west Chisholm.	Kinney, Cavour, Seville	3.0 miles east Buhl.
Monroe	1.2 miles west Chisholm.	Iroquois	1.7 miles east Cardiff.
Pearce	0.7 miles west Chisholm.	Hanna	2.6 miles west Virginia.
		Columbia, Commodore, Onondaga	0.3 miles west Virginia.

SECOND CLASS.		FIRST CLASS.			Car Capacity of Sidings		Distance from Brookston	Time Table No. 2.		Telegraph Calls	Distance from Bailey	SIGNS. See Rule 6, page 12.	FIRST CLASS.		SECOND CLASS.	
421					Passing Tracks	Other Tracks		In Effect January 1, 1911.					STATIONS.			
Time Freight																
Leave Daily																
9.30Am					102	394				BN	46.7	R DNPWC Y I				
9.40					107		5.4	.....	5.4	RB	41.3	P				
9.58					107		11.2	.....	5.8		35.5	P				
8.10					107		16.0	.....	4.8	CY	30.7	P				
8.26					107		21.1	.....	5.1	MB	25.6	PW				
8.49Am					107		26.1	.....	5.0	FY	20.6	R P				
					108		31.7	.....	5.0	PA	15.0	PW				
							35.8	.....	5.6		11.4					
					107		37.1	.....	1.8	MA	9.6	P				
							39.2	.....	2.1		7.5	I				
					107		41.5	.....	2.3	SX	5.2	P				
					99	58	46.1	.....	4.6	AD	0.6	R PWC Y				
							46.7	.....	0.6			R P				
Arrive Daily																
421																
1.22																
19.0																
Time Over District. Average Speed Per Hour.																

SECOND CLASS.		FIRST CLASS.			Car Capacity of Sidings		Distance from Fermo	Time Table No. 2.		Telegraph Calls	Distance from Kelly Lake	SIGNS. See Rule 6, page 12.	FIRST CLASS.		SECOND CLASS.	
421					Passing Tracks	Other Tracks		In Effect January 5, 1911.					STATIONS.			
Time Freight																
Leave Daily																
8.49Am					107			.....		FY	24.7	R P				
8.57					107		5.4	.....	5.4	CO	19.3	PW				
4.15					107		12.3	.....	6.9	OG	12.4	P				
							18.3	.....	6.0		6.4	I				
4.32					107		19.1	.....	0.8	RY	5.6	P				
4.55Am					76	1609	24.7	.....	5.6	KY		R DNPWC OY				
Arrive Daily																
421																
1.13																
20.4																
Time Over District. Average Speed Per Hour.																

Special Rules.

West bound trains are superior to east bound trains of the same class.
For speed restrictions see page 11.
West bound extras will take siding for east bound extras at meeting point.

NORMAL POSITION OF JUNCTION SWITCHES:

Fermo for Fifth District.
Bailey for Third District.
Kelly Lake for Third District.
Yard limit boards are placed east from Kelly Lake and west from Brookston.

INITIAL STATIONS:

Brookston for train 421.
Fermo for train 421.

TERMINAL STATIONS:

Fermo for train 421.
Kelly Lake for train 421.

6 WEST BOUND.

SIXTH DISTRICT—BETWEEN FLANDERS AND EMMERT TOWER.

EAST BOUND.

SECOND CLASS.		FIRST CLASS.		Car Capacity of Sidings		Distance from Flanders	Time Table No. 2.			Telegraph Calls	Distance from Kelly Lake	SIGNS. See Rule 6, page 12.	FIRST CLASS.		THIRD CLASS.	
Passing Tracks	Other Tracks	Passing Tracks	Other Tracks	Passing Tracks	Other Tracks		STATIONS.	Passing Tracks	Other Tracks				Passing Tracks	Other Tracks		
							FLANDERS Third District Junction	FR	10.3		P					
				188		4.0	EMMERT TOWER D. M. & N. Ry. Crossing Third District Junction	RN	6.3		P	I				
Time Over District. Average Speed Per Hour.																

WEST BOUND.

SEVENTH DISTRICT—BETWEEN KELLY LAKE AND GUNN.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Car Capacity of Sidings		Distance from Kelly Lake	Time Table No. 2.			Telegraph Calls	Distance from Gunn	SIGNS. See Rule 6, page 12.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		
619	Local Freight	Leave Daily Ex. Sunday	115	Passenger	Leave Daily Ex. Sunday	Passing Tracks	Other Tracks		STATIONS.	Passing Tracks	Other Tracks				116	Passenger	Arrive Daily Ex. Sunday	Passing Tracks	Other Tracks	Passing Tracks	Other Tracks
s 8.45Am			s 6.45Pm	76	1609			KELLY LAKE Third District Junction	KY	31.2	R@DNPWC OY		s 8.11Am								
s 9.05			s 6.56		17	4.0	4.0	KEWATIN	KW	27.2	D P		s 8.01								
s 9.10			f 6.58		24	4.0	0.9	MOORE		26.3			f 7.58								
s 9.34			s 7.08	44	189	9.0	4.1	NASHWAUK	N	22.2	D PW		s 7.49								
s 10.15			s 7.28	81	104	10.2	7.2	CALUMET	CU	15.0	P		s 7.32								
s 10.25			s 7.30		5	17.1	0.0	MARBLE	MR	14.1	D P		s 7.29								
s 10.40			s 7.40	78	80	21.1	4.0	HOLMAN D. M. & N. Ry. Crossing	HO	10.1	D PW	Ks	s 7.19								
s 11.00			s 7.49		21	23.6	2.5	BOVEY	BY	7.6	D P		s 7.10								
s 11.10			s 7.51		21	24.2	0.6	COLERAINE D. M. & N. Ry. Crossing	CR	7.0	D P	Ks	s 7.06								
s 11.40Am			s 8.13Pm	94	135	31.2	7.0	GUNN First District Junction	GU		R D PW Y		s 6.48Am								
Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday										Leave Daily Ex. Sunday								
619			115										116								
2.55 10.7			1.28 21.4										1.23 22.6								
Time Over District. Average Speed Per Hour.																					

Special Rules.

Swan Lake is flag stop for trains 115 and 116.

For speed restrictions, see page 11.

There are three crossings of D. M. & N. Ry. located between Coleraine depot and 0.6 miles west.

All except first class trains will approach mining spurs under control expecting to find main track occupied.

Nos. 619 and Local Extra East will carry passengers when provided with proper transportation.

NORMAL POSITION OF JUNCTION SWITCHES:

Flanders for Third District.

Kelly Lake for Third District.

Gunn for First District.

INITIAL STATIONS:

Kelly Lake for trains 115, 619.

Gunn for train 116.

TERMINAL STATIONS.

Kelly Lake for trains 116.

Gunn for trains 115, 619.

West bound trains are superior to east bound trains of the same class.

MINE SPURS.

Name	Location	Name	Location
Hill.....	0.4 miles west Calumet.	Bray.....	0.3 miles east Moore.
Hawkins.....	0.2 miles west Nashwauk.	St. Paul, Mississippi, Alexander, Forest.....	0.2 miles east Keewatin.
Roberts.....	0.5 miles west Nashwauk.		
Platt, Crosby, LaRue, Pearson.....	0.2 miles west Nashwauk.		

THIRD CLASS.	SECOND CLASS.	FIRST CLASS.				Car Capacity of Siding	Distance from Virginia	Time Table No. 2. In Effect January 8, 1911.		Telegraph Calls	Distance from Swan River	FIRST CLASS.				THIRD CLASS.
		121 (115)	119 (113)	118 (110)	120 (114)			STATIONS.	118 (110)			120 (114)				
		Passenger	Passenger													
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday									Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
		6.35 PM	8.35 AM			47	45	22.0				8.80 AM	6.80 PM			
								23.8								
		6.45 PM	8.45 AM			76	1009	25.9				8.17 AM	6.17 PM			
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
		121	119									118	120			
		23.4	23.4									18.1	18.1			

SPECIAL RULES

West bound trains are superior to east bound trains of the same class.

West bound extras take siding for east bound extras at meeting point. No. 118 has right over No. 119, and No. 120 has right over No. 121, Kelly Lake to Hibbing. All except first class trains will approach Kelly Lake, Agnew, Hibbing and all mining spurs under control expecting to find main track occupied.
Normal position of Junction switches:
Kelly Lake for Third District.
Yard limit boards placed each way from Kelly Lake.
Yard limits extend Kelly Lake to Hibbing.

INITIAL STATIONS.
Kelly Lake for trains 118, 120.
Hibbing for trains 119, 121.

TERMINAL STATIONS.
Kelly Lake for trains 119, 121.
Hibbing for trains 118, 120.

MINE SPURS.

Name	Location	Name	Location
Stevenson, Mace, Leetonia Shaft	0.5 miles east Kelly Lake.	Morton	1.5 miles east Kelly Lake.
Leetonia, Cyprus, Dale, Harold, South Uno	1.5 miles east Kelly Lake.	Utica, Agnew	2.8 miles east Kelly Lake. 1.3 miles west Hibbing.

MAXIMUM CLASS ENGINES ALLOWED ON INDUSTRY TRACKS.

Larger engines handling cars at these points will hold on to enough cars to keep engine on main line.
Class Engine Allowed— Location—
F-1 and 2.....Wingate, North End spur, Brevator, Floodwood River track, Island spur, Hartleys spur, Feeley, Warba brick yard, Grand Rapids paper mill, Moore & McHardy, Dunn & Marcia, Cohasset house, Wellers, Ericksons, Dumas, Bena industry, Bruce, M. P. 61, 4th District.
F-5 to 9.....Grand Rapids and Brookston wyes.

DERAILS.

Kind—	Location—	Kind—	Location—
Hand throw over rail	Wingate brick yard, 1000 feet from main line.	Hand throw over rail	Pearson shaft track.
Connected to switch	East end Cloquet yard.	" " "	St. Paul Mine Conn. track.
" " "	East end Feeley spur.	" " "	Mace shaft.
Hand throw over rail	West end Warba brick yard.	Hand throw open point	Cyprus shaft.
Connected to switch	Mill track, Grand Rapids.	" " "	Dale Uno east lead.
Hand throw over rail	Wellers.	Hand throw over rail	Mahoning east lead.
" " "	Ericksons.	" " "	Utica storage tracks.
Connected to switch	Ball Club industry.	" " "	Utica Shaft No. 2.
Hand throw open point	East lead Cass Lake.	" " "	East end Agnew storage track.
Connected to switch	Mile post 61, 5th District.	" " "	Harold shaft.
" " "	East end Ellis storage track.	" " "	Laura shaft.
" " "	Bruce.	" " "	Pierce shaft.
Hand throw open point	West end Goodland passing track.	" " "	Croxton shaft.
Connected to switch	West end Moore passing track.	" " "	Seville shaft.
Hand throw over rail	East lead Nashwauk yard.	" " "	Cavour shaft.
" " "	West end Bovey industry tracks.	" " "	Kinney yard, east end of each track.
" " "	Crosby shaft track.	" " "	Iroquois shaft.
" " "	Larue shaft track.	" " "	Hanna yard, all tracks.

STEAM WHISTLE SIGNALS FOR ROUTES AT JUNCTIONS AND INTERLOCKING PLANTS.

Routes—	Whistles—	Routes—	Whistles—
Straight away	One long, one short.	Passing track	Four short.
Diverging line	Two long.	Against current traffic	Two short, one long.

TELEPHONE BOOTHS LOCATED AT THE FOLLOWING POINTS NEAR MAIN TRACK SWITCHES.

Bray Spur.	Hill Spur.	East Wye Switch.	Mahoning Wye.	Leonard Yard.	Kinney Spur.
Hawkins Junction.	East Wye Switch.	Swan River.	Scranton Spur.	Croxton Spur.	Hanna Spur.
	Gunn.	Morton Spur.			

Pages 8, 9 and 10 are missing.

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

STATIONS.	Ruling Grade	Class O 1-3000-3019				Class F 4-1095-1099 " F 5-1100-1109 " F 6-1110-1129 " F 7-1130-1139 " F 8-1140-1284 " 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 2-595-590				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	1	2	3	4
		Superior to Cloquet.....	.4	3200	2880	2560	2400	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	850	775	675	650
Cloquet to Cass Lake.....	.4	3600	3240	2880	2700	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	4000	3600	3200	3000	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					3025	2725	2425	2225	2650	2350	2050	1850	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
Kelly Lake to Brookston Ore Service via Casco Line.....						4450	4100	3800	3600	3900	3600	3300	3142	3775	3475	3175	3000	3200	2900	2600	2400	3100	2800	2500	2300	3000	2700	2400	2300	2800	2500	2200	2000	2400	2100	1800	1600
Brookston to Alloues 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
Alloues to Ellis Ore Service.....	.6					1500				1500				1500				1300				1100				1100				1000				900			
Swan River to Virginia.....	1.7					1800	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.

Weights of Empty Cars and Dead Engines and Tenders 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.....	13 Tons
Box Cars, 36 foot.....	15 Tons
Box Cars, 40 foot.....	17 Tons
Refrigerator Cars.....	20 Tons
Furniture Cars, 30 to 40 foot.....	17 Tons
Furniture, 40 to 50 foot.....	19 Tons
Cabooses, 8 wheel.....	17 Tons
Cabooses, 4 wheel.....	10 Tons
Flat Cars, 28 to 30 foot.....	9 Tons
Flat Cars, 33 and 34 foot.....	11 Tons
Flat Cars, 40 foot.....	12 Tons
Coal Cars.....	12 Tons
Gondola Cars.....	13 Tons
Ore Cars, Wood.....	12 Tons
Ore Cars, Steel.....	15 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	12 Tons
Steam Wreckers.....	75 Tons
Engine Tank (Empty).....	30 Tons
Mail Cars.....	25 Tons
Baggage Cars.....	30 Tons
Coaches, 8 wheel.....	30 Tons
Coaches, 12 wheel.....	35 Tons
Dining Cars and Tourist Cars.....	40 Tons
Sleeping Cars, Parlor Cars and Observation Cars.....	40 Tons

Weight of Dead Engines

Engines numbered below 200 series.....	80 Tons
Engines numbered in 200 series.....	90 Tons
Engines numbered in 300 series.....	86 Tons
Engines numbered in 400 series.....	110 Tons
Engines numbered in 500 series.....	115 Tons
Engines numbered in 600 series.....	120 Tons
Engines numbered in 700 series.....	140 Tons
Engines numbered in 800 series.....	155 Tons
Engines numbered in 900 series (except 992 to 997).....	115 Tons
Engines numbered 992 to 997.....	95 Tons
Engines numbered 1000 to 1007.....	131 Tons
Engines numbered 1050 to 1069.....	144 Tons
Engines numbered 1079 to 1095.....	158 Tons
Engines numbered in 1100 and 1200 series.....	160 Tons
Engines numbered in 1300 series.....	160 Tons
Engines numbered 1400 to 1405.....	173 Tons
Engines numbered 1406 to 1425.....	188 Tons
Engines numbered in 1500 and 1800 series.....	179 Tons
Engines numbered in 1700 series.....	180 Tons
Engines numbered in 1800 series.....	219 Tons
Engines numbered in 1900 series.....	252 Tons
Engines numbered in 3000 series.....	225 Tons

The following will govern when handling empty cars: 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 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.

SPEED TABLE.

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

SPEED LIMIT FOR TRAINS.

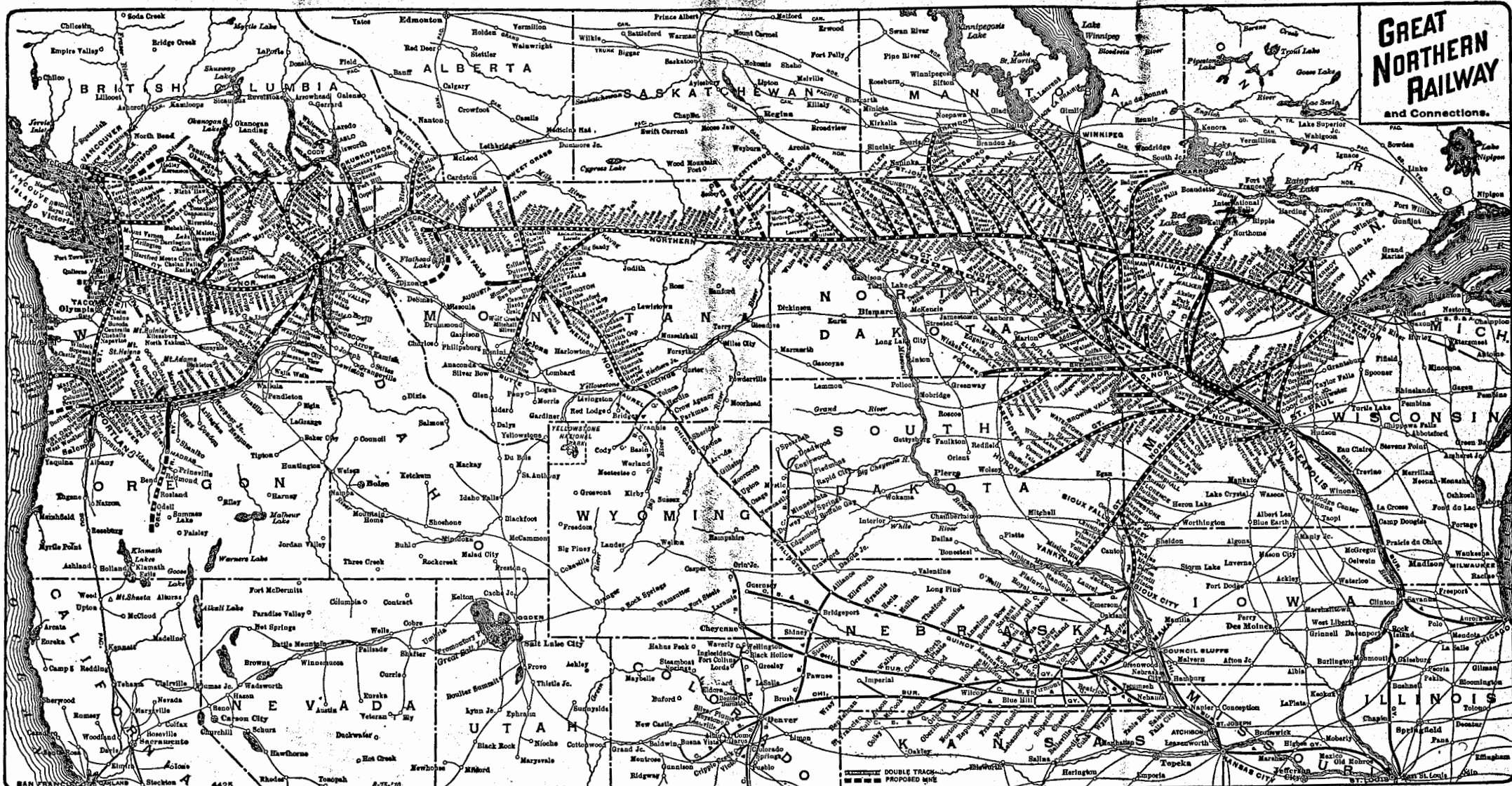
Between—	Passenger—	Freight—
Boylston and Cass Lake.....	45 miles per hour.	25 miles per hour.
Swan River and Virginia.....	40 " "	25 " "
Brookston and Bailey.....	35 " "	25 " "
Kelly Lake and Fermoy.....	35 " "	25 " "
Kelly Lake and Gunn.....	40 " "	25 " "
Emmert and Flanders.....	40 " "	25 " "

Loaded Ore Trains, 20 miles per hour.

Speed of trains must be reduced as follows:

Miles Per Hour—	Location—
Six.....	City limits, Cloquet, Grand Rapids, all trains.
Ten.....	Freight trains west switch Carlton, west switch Dewey. All trains over Bridge 6, Huson.
Fifteen.....	Freight trains through crossovers and interlocking plants and when heading in on passing tracks. Passenger trains when taking diverging routes at junctions, through crossovers and when heading in on passing tracks.
Twenty.....	Engines backing up, light or with cars.
Twenty-five.....	Passenger trains when taking straightaway route through interlocking plants and junctions.

Pages 12 and 13 are missing.



GREAT NORTHERN RAILWAY and Connections.